

ON-93.01, F<sup>I</sup> ERIE & S<sup>I</sup> THOMAS . R<sup>Y</sup> P. O / . , E, OC 11, 99

This issue includes a number of new hammer studies as well as updates of some past studies. We are able to correct one of the Sherbrooke & Montreal R.P.O. clerk handstamp listings from one to two listings with the help of new information supplied by **Jack Brandt**.

Brian Stalker presents an interesting short article about a lost mail bag key found by a clerk on the Halifax, Digby & Yarmouth R.P.O.

New reports are submitted by **Jack Brandt**, **Ross Gray** and **Colin Lewis**.



Grand Trunk Railway Station at Beeton, Ontario circa 1910

## ON-15 Hammer Study

This run operated on the Grand Trunk Railway, over what had been built as the Beeton Branch of the Hamilton & North Western Railway in 1879.

BEETON & COLLINGWOOD / M. C.

Listing	a	b	c	d
ON-15.01	3	6	10 ½	5 ½
ON-15.02	2 ¼	5 ¼	11 ¾	5

Listing	Proof	ERD	LRD	Indicia
ON-15.01	1892/10/15	1892/11/01	1904/11/??	NORTH,SOUTH,N,S,blank
ON-15.02	1892/10/15	1893/11/03	1898/07/18	NORTH,SOUTH
ON-15		1892/10/21	1904/11/??	NORTH,SOUTH,N,S,blank



ON-15.01

The individual hammer early and late dates are courtesy of **Jack Brandt**, who also reports an interesting example of **ON-15.01**, S, MY 31, 19 on a 2¢ Numeral Issue, where “19” is used for the year 1900.

**Brian Stalker** reports an inverted SOUTH direction indicator for **ON-15.01**, dated July 25, 1901.



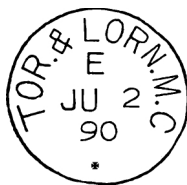
ON-15.02

## ON-707 Hammer Study

This service ran on the Grand Trunk Railway over the former Toronto & Nipissing Railway which had been completed as a narrow gauge line between Scarborough Junction and Coboconk in 1873.

TOR. & LORN. M.C. / .

ON-707.01



ON-707.02



ON-707.01 has no period after the “C”

The dot at the base of both hammers is a small maltese cross which is usually not apparent due to over-inking.

Listing	Proof	ERD	LRD	Indicia	a	b
ON-707.01	1890/06/02	1892/10/29 <sup>1</sup>	1894/06/25 <sup>1</sup>	S	10 +	6 ¾
ON-707.02	1890/06/02	1893/09/11	1894/09/06 <sup>1</sup>	NORTH, SOUTH	11 +	8
ON-707		1891/08/09	1894/09/06 <sup>1</sup>	NORTH, SOUTH, S		

Note <sup>1</sup> - Reported by Brian Stalker

The ON-707.01 ERD only has “9” as the year date. Other postmarks confirm the year as 92.

## ON-76 Hammer Study

The Armstrong Station & Winnipeg R.P.O. (ON-10) and the Capreol & Armstrong Station R.P.O. commenced over Canadian National Railways in the latter half of 1938. The former only lasted until 1955, a decade before the latter ended and required 4 hammers compared to the 8 hammers used by the latter.



Listing	a	b	c	d	e	f
ON-76.01	10 +	10 -	8 ¼ +	9 ½ +	3 ½	-
ON-76.02	9 ¾	7 ½ +	9	8	3 ¼	-
ON-76.03	9 +	10 -	8 +	10	3	-
ON-76.04	9 ½	11 ¼	8 +	9 ¼	3 ½ +	-
ON-76.05	10 ½	10	8 ¾	9 ¾	3 ¾	-
ON-76.06	9 ¼	9 ¼	8 ¼	9 ½	3 ½ -	-
ON-76.07	8 ¼	7 ¼	10 -	10 ¼	3 ½ -	9
ON-76.08	9 ¼	8 +	9 -	10	3 ½ +	10 ¼

Listing	Proof	ERD	LRD	Indicia
ON-76.01	1938/08/05	1938/08/05	1962/10/09 <sup>2</sup>	1,2 <sup>2</sup> ,3,4
ON-76.02	1938/08/05?	1938/09/20 <sup>2</sup>	1958/02/12 <sup>2</sup>	1,2,4
ON-76.03	1938/08/05	1942/12/18	1965/01/16	1,3
ON-76.04	1938/08/05	1938/11/25 <sup>2</sup>	1965/06/08 <sup>2</sup>	1,2 <sup>2</sup> ,3,4
ON-76.05	1938/08/05	1940/10/28	1949/09/30 <sup>2</sup>	1,2,4 <sup>2</sup>
ON-76.06	1938/08/05	unreported	unreported	
ON-76.07	1958/09/30	1959/04/25 <sup>1</sup>	1963/09/30 <sup>1</sup>	3,4 <sup>1</sup>
ON-76.08	1958/09/30	1959/09/19	1965/01/12	3,4,blank
ON-76		1938/08/05	1965/06/08	1,2,3,4,blank

Note <sup>1</sup> - Reported by Brian Stalker , Note <sup>2</sup> - Reported by Jack Brandt



ON-76.01



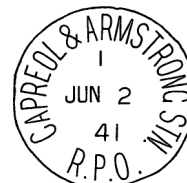
ON-76.02



ON-76.03



ON-76.04



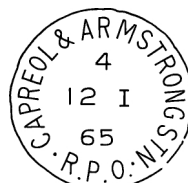
ON-76.05



ON-76.06



ON-76.07



ON-76.08



## Sherbrooke & Montreal R.P.O. - P. S. Newman

The current catalogue lists a private clerk handstamp used by P. S. Newman on the Sherbrooke & Montreal R.P.O. as **QC-512**, SHER. & MONT. R.P.O. / P. S. NEWMAN, type CC5R, period 1923/05/04 to 1928/11/14.

**Jack Brandt** has reported a different type, **DC1R** instead of **CC5R**, but with the same text. It was used as a transit backstamp struck in violet on a registered cover from Pittsburg, Pennsylvania to Abbotsford, Quebec, via Montreal. He also reports a very fine strike of QC-512 used on a money bag tag from Montreal to Clarenceville and dated March 9, 1928. This postmark appears to be crisp and unworn suggesting that it is not very old.

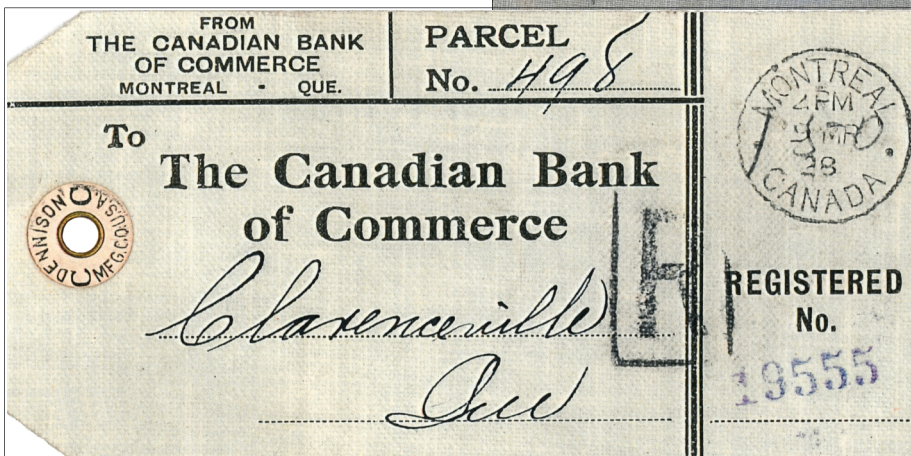
The editor believes that the earlier dates attributed to QC-512 were in error for the similarly worded type DC1R postmark which will now be listed as,

**QC-511.55**, SHER. & MONT. R.P.O. / P. S. NEWMAN, type DC1R, period 1923/05/04 to 1924/07/09 and the original listing will be changed to,

**QC-512**, SHER. & MONT. R.P.O. / P. S. NEWMAN, type CC5R, period 1928/03/09 to 1928/11/14 In view of this change, readers are asked to submit any dates which extend beyond either of the new periods.

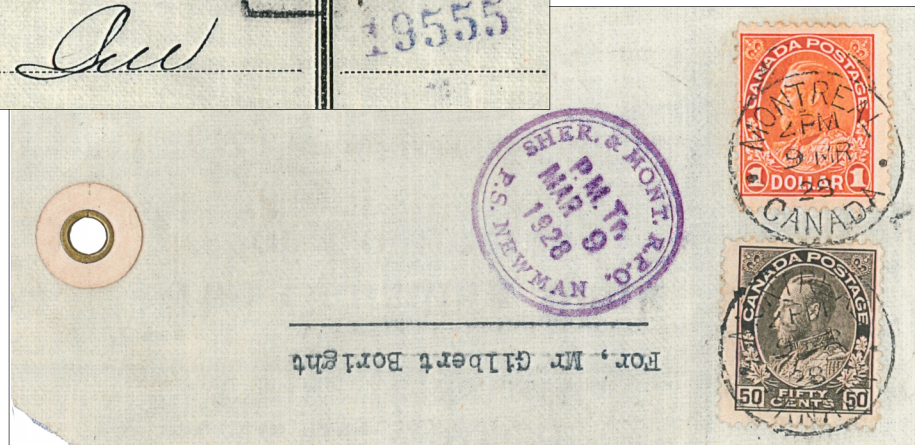
**QC-511.55**

P.M. Tr.  
JUL 29  
1924



**QC-512**

P.M. Tr.  
MAR 9  
1928



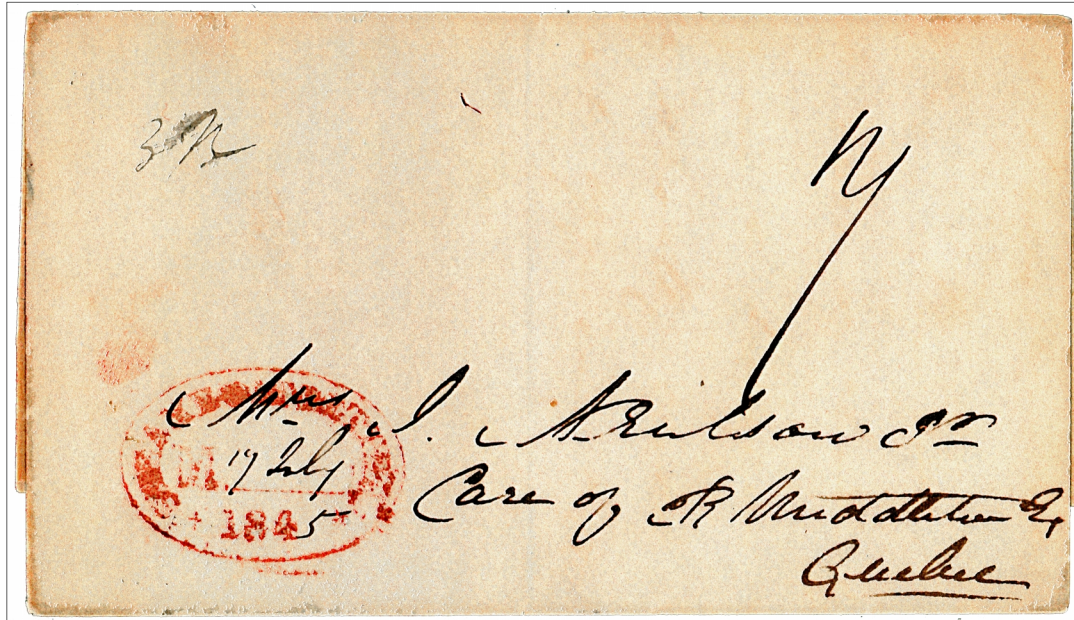


## New Reports & Updates from Jack Brandt

**MT-146.05**, HX. DIG. & YAR. / R.P.O. , 95, FE 1, 56, is a new **late date** and **new train** for the hammer.

**MT-196.02**, HX. & TRURO / R.P.O. , 5, V 13, 55 , is a new **early date** for the hammer and listing.

**QC-701**, STEAMBOAT LETTER / + 1845 + / M . 17 July , is a new **early first period date**.



**ON-48.01**, BRIDGEBURG & ST THOMAS R.P.O. / , W, AU 9, 01 , is a new **early hammer date**.

**ON-48.02**, BRIDGEBURG & ST THOMAS R.P.O. / , W, MY 23, 24 , is a new **late hammer date**.

**ON-48.03**, BRIDGEBURG & ST THOMAS R.P.O. / , W, DE 6, 15 , is a new **early hammer date**.

**ON-329**, N. B. & FT. WM. R.P.O. / W. H. ELLIOTT, Tr. 1, APR 16, 1942 , corrects the listing.



**WT-91.132**, C. & V. R.P.O. / B.C. £ , 3, JUL 23, 23, is a new **late date**.

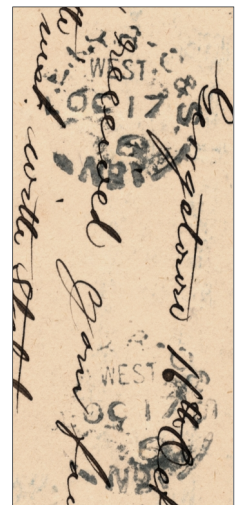
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## New Reports from Ross Gray

Here is the first known example of hammer **MT-59.01**,  
P.E.I. R. R - C & S / \_ N<sup>o</sup> 1 \_ , WEST, OC 17, 76 , with a WEST  
direction indicium. It is used as a transit backstamp on a post card  
from Georgetown to Charlottetown.



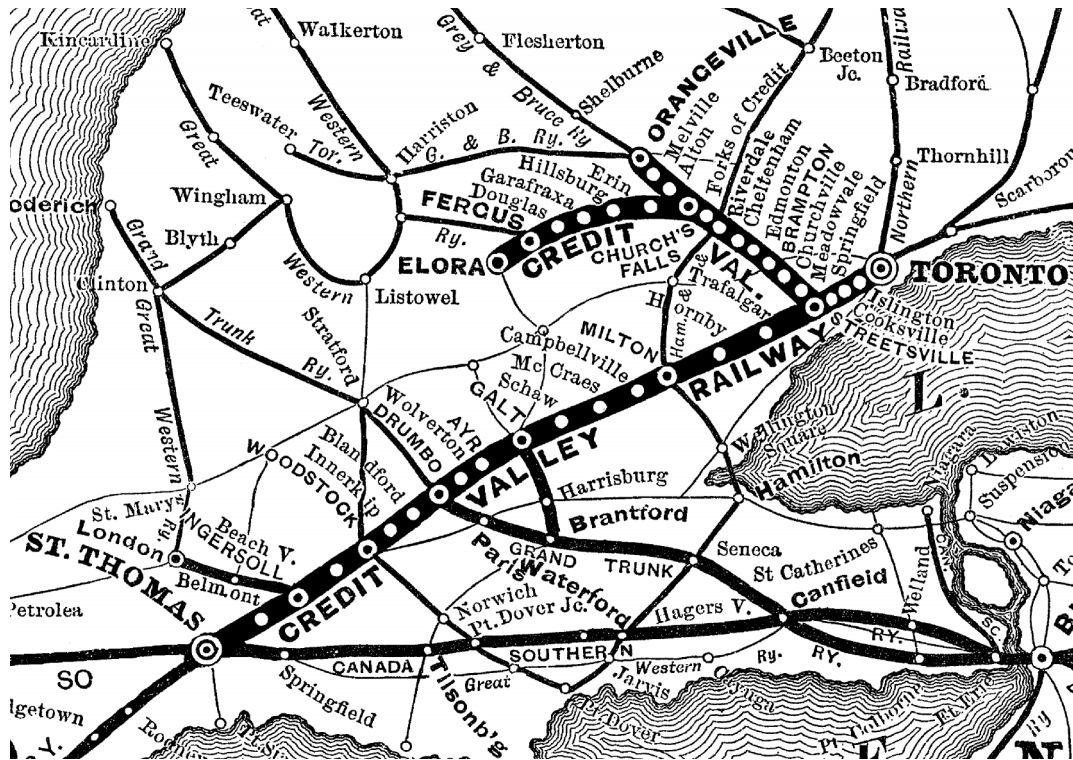
Here is a **new early date** for hammer **QC-72.03**, LEVIS &  
MONTREAL - R.P.O. / 3 , WEST, AP 25, 99 , found as a  
transit backstamp on a registered cover to Three Rivers, Que-  
bec.



## Credit Valley Railway

The Credit Valley Railway was incorporated in 1870, to build from Toronto to Orangeville, via the Credit River valley and Streetsville. In 1879, the main line between Toronto and St. Thomas, as well as a branch line, from Cataract Junction (Church's Falls) to Elora, were completed. Another branch from Cataract Junction to Orangeville was also completed at the same time.

In 1884, the line was leased to the Canadian Pacific Railway.



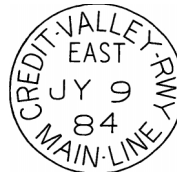
### RY-44 Hammer Study

CREDIT · VALLEY · RY · MAIN · LINE

Listing	a	b	c	d	e
RY-44.01	8 ½ -	6 ¾	9	6 ½ -	2 ½ +
RY-44.02	9 -	6 +	8 ½ +	7 -	2 ¼

The proof strike images in Hughes are not a good match probably due to damage to the originals which were copied. (Horace Harrison once told me that many of the original proof strikes in the archives were in very poor and damaged condition.) The images shown here are derived from scans of two clear examples in the editor's collection and the measurements are likewise sourced.

RY-44.01



RY-44.02

Listing	Proof	ERD	LRD	Indicia
RY-44.01	1882/08/05	1883/09/18	1891/12/05	E, EAST, WEST
RY-44.02	1882/08/05	1884/07/09	1890/05/02	EAST, WEST
RY-44		1883/01/16	1892/04/23	E, EAST, WEST



## ON-93 Hammer Study

The Fort Erie & St. Thomas R.P.O. operated on the Michigan Central Railroad.

c
a
d
b

FI ERIE & ST THOMAS · RY P.O. / .

ON-93.01

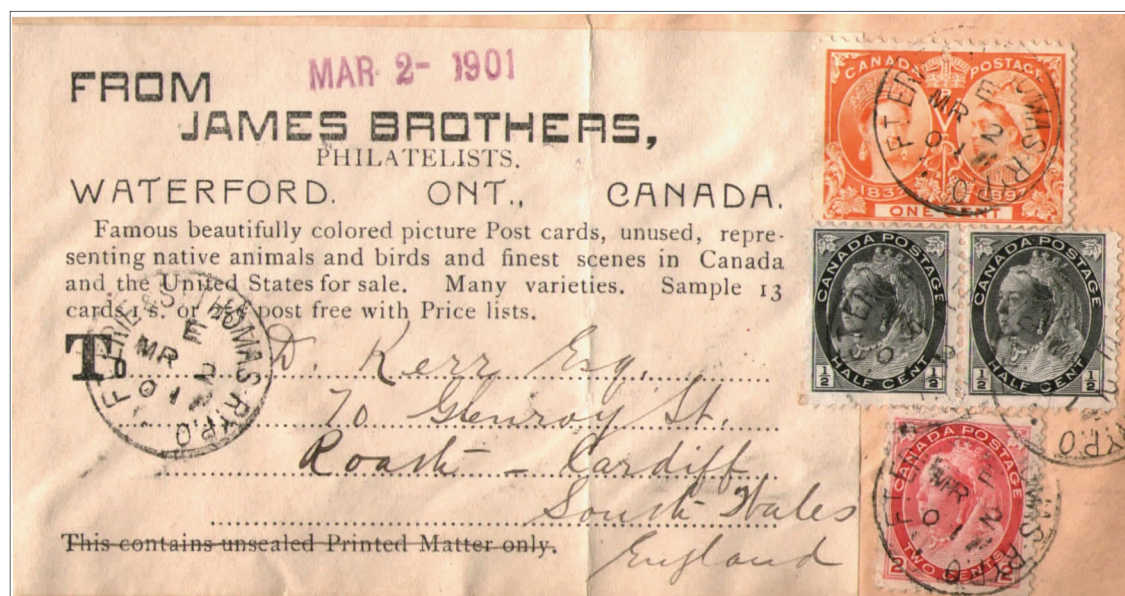


ON-93.02



Listing	ERD	LRD	Indicia	a	b	c	d
ON-93.01	1898/11/03	1901/06/25	E, W	7	11 ¼ +	14 ¼	12 ¼
ON-93.02	1900/11/30	1901/06/18	E	5 ½	9 ½	15 +	14 ½
ON-93	1898/08/29	1901/06/25	E, W				

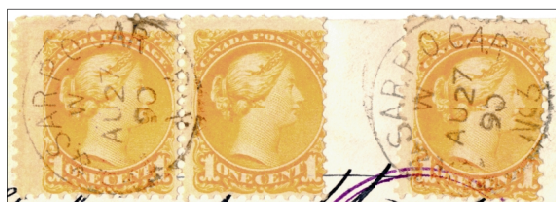
*No proof date is known for either of the two hammers.*



ON-93.02, FI ERIE & ST THOMAS · RY P. O. / . , E, MR 2, 01 - Brian Stalker Collection

## New Reports from Ross Gray

Two transit strikes on the back of a registered cover from Kingston to Toronto give us a **new early date** for hammer QC-294.06, MONT. & TOR. G. T. RY / 6 , 4.W, AP 9, 91.



Cancelling three one cent Small Queens, ON-810.03, TOR. & SAR. P.O. CAR / NQ 3 , W, AU 27, 90 , is the first report of the **W** direction indicator for the hammer.



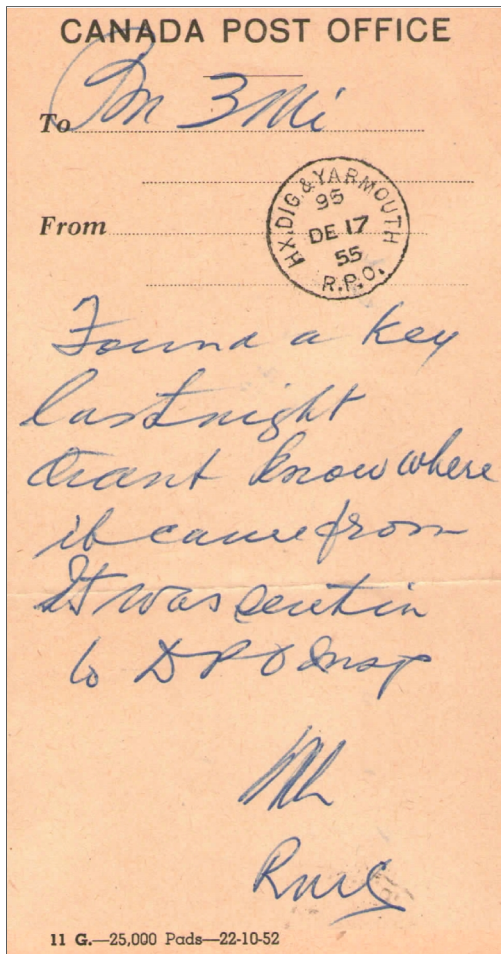
## Where Did the Key Go? from Brian Stalker

When the clerk on the Halifax, Digby & Yarmouth R.P.O. found a loose mail bag key amongst the mail from Three Mile Plains, he returned it to his supervisor in Halifax with a note marked with the scarce **MT-152.01**, HX. DIG. & YARMOUTH / R.P.O. , 95, DE 17, 55. Two days later the key was returned to the Three Mile Plains postmaster with a letter of admonition.

Three Mile Plains is located just outside Windsor.

98 P.M.		Dom. Atlantic Ry.		95 P.M.
11.45	0.0	Lv.....DIGBY.....	Ar	11.17
2.12	9.8	.....Deep Brook.....	Ar	3.52
2.30	11.3	.....Cornwallis.....	Ar	3.32
3.02	20.2	.....ANNAPOLIS ROYAL.....	Lv	3.02
3.27	33.9	.....Bridgetown.....	Lv	2.37
3.40	47.6	.....MIDDLETON.....	Lv	2.24
3.57	55.1	.....Kingston (Greenwood).....	Ar	2.06
14.17	58.6	.....Berwick.....	Lv	1.45
14.00	..	.....KENTVILLE.....	Ar	7.20
14.06	..	.....Kentville.....	Ar	7.11
14.45	..	.....Aldershot.....	Lv	6.20
14.25	78.6	.....Kingsport.....	Lv	1.35
4.38	85.6	.....KENTVILLE.....	Ar	1.22
..	88.5	.....Wolfville.....	Ar	1.01
4.58	96.7	.....Grand Pre.....	Ar	12.45
15.10	103.7	.....Hantsport.....	Lv	12.10
15.25	0.0	.....Windsor.....	Ar	10.28
7.00	40.3	.....Windsor.....	Ar	9.45
17.50	57.8	.....South Matland.....	Lv	12.35
15.18	103.7	.....Truro.....	Lv	11.40
6.05	35.2	.....WINDSOR.....	Ar	11.05
16.40	151.0	.....WINDSOR JCT.....	Lv	A.M.
P.M.		.....HALIFAX II.....	Ar	

Dominion Atlantic Railway Timetable - 1955



Postal Service



Directeur de district du service postal

Our File - Notre dossier - No. Mail Bag Key

Your File - Votre dossier - No. ....

Halifax, N. S.  
December 19, 1955

→ REGISTERED

Postmaster,  
Three Mile Plains, N. S.

Referring to your letter of the 17th December I am returning herewith your missing mail bag key No. 02387 which was found in the mail car of train #98 on the 16th December.

It is suggested that you give the key more adequate protection. This can be done by securing it to your office desk or some other permanent fixture with a length of chain or stout cord. See the regulations in that regard contained in Paragraph 653 of the Book of General Information for Postmasters.

*M. A. O'Brien*

M. D. O'Brien  
District Director

FS:EB  
encl.

## RY-25 Hammer Study Update from Ross Gray

There is a foot note under this listing in the current catalogue indicating that examples reported with only a "6" in the year date position are assumed to be 1896 but I recently acquired a cover with **RY-25.01** dated MY 20, 6, cancelling a 3¢ Small Queen and with a receiving backstamp clearly dated MY 21, 95. Five other examples of RY-25.01 in my collection dating between March 6, 1894 and August 13, 1895 have only a "9" in the year date position and three of those have an illegible suggestion of a second year date, as if the second slug was too recessed to make a full impression. As a result of this discovery I wonder if there are any verifiable 1896 dates.



RY-25.01, E, MY 20, 6



UPPER STEWIAKKE, N.S.,  
MY 21, 95



RY-25.01



RY-25.02

C. P. RY / N. B. DIV.  
|—a—| |—b—|

Listing	Proof	ERD	LRD	Indicia	a	b
RY-25.01	unknown	1891/04/04	1895/08/13	E, W	6	8 ½
RY-25.02	1891/03/02	1891/11/20	1892/04/01	E, W	7 ¼	6 ½
RY-25		1891/04/04	1895/08/13	E, W		

## ON-84 Hammer Study Update from Ross Gray

Thanks to one of our major contributors, **Jack Brandt**, I have been able to complete this hammer study which appeared in the September-October newsletter. Jack reported **three examples** of the suspected fourth hammer.

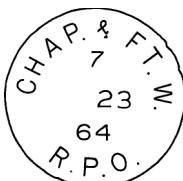
a ——— |————— c ——— |————— b  
CHAP. & FT. W. / R.P.O.  
a ——— |————— d ——— |————— b

Listing	ERD	LRD	Indicia	a	b	c	d
ON-84.01	1963/05/24	1965/06/09	4,7,8	12 ¾	16	12 ¾	4 ¾
ON-84.02	1964/??/23	1964/??/23	7	12 ¾	15	12 ¾	5 -
ON-84.03	1964/11/30	1964/12/21	7,8	13 ½	15 ¾	12 ½	4 ½
ON-84.04	1963/12/19	1965/06/02	3,7,8	12 ½	15	13 ¾	4 ½ +
ON-84	1962/11/23	1965/12/28	3,4,7,8				

According to the Ludlow-Robinson records, the proof date for the listing was 1962/10/16 but the available image is so poor that it is not possible to determine which hammer it is.



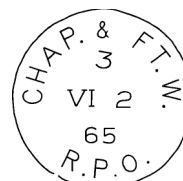
ON-84.01



ON-84.02

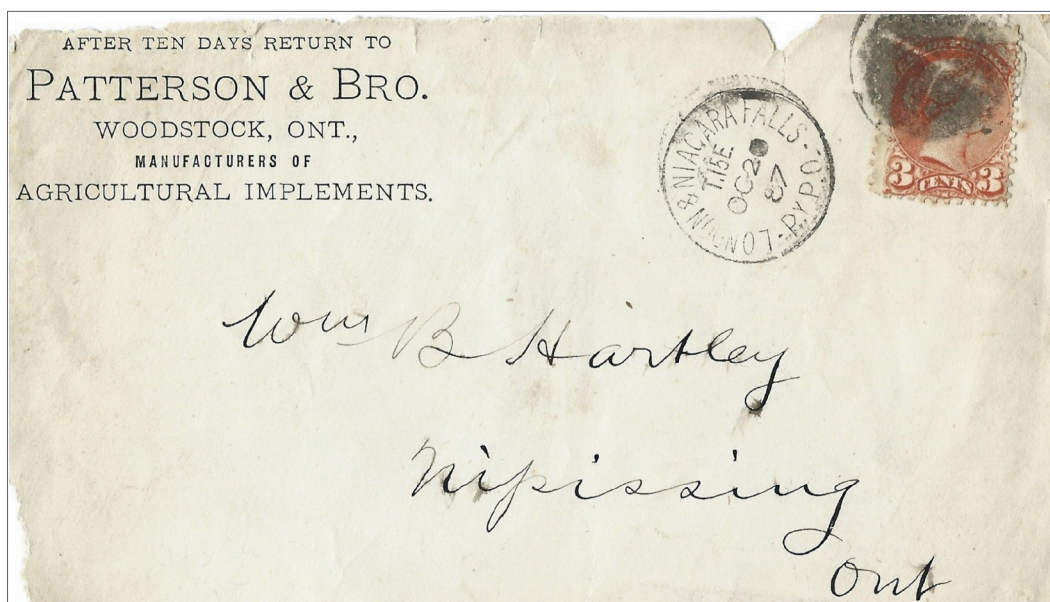


ON-84.03



ON-84.04

## New Reports from Colin Lewis



Colin Lewis provides us with the first report of an interesting **new train number-direction indicium** for both the listing and the hammer, **ON-247.02**, LONDON & NIAGARA FALLS / R.Y.P.O. , T.15E, OC 20, 87. It complements the T.15W train number-direction indicium already known during the early use of this hammer.

Brian Stalker separated the 4 hammers of this listing in his study on page 1674 of the November-December, 2001 newsletter.

Colin also reports the following;

**ON-282.01**, LONDON & WINDSOR / R.Y.P.O. , E, DE 18, 09 , is a new **late hammer and listing date**.

**ON-301**, NIAGARA FALLS & LONDON R.Y.P.O. , W, AP 4, 13 , is a new **late date**.

**ON-603.02**, TOR. & HAM. P. O. CAR / N<sup>o</sup> 2 , W, MR 21, 93 , is a new **late date** for the hammer.

**ON-603.05**, TOR. & HAM - P. O. CAR / N<sup>o</sup> 5 , W, MY 30, 95 , is a new **early date** for the hammer.

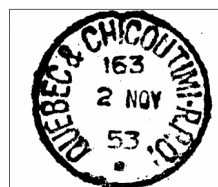
**ON-611.03**, TOR. HAM. & LON. R.P.O. / . , 36, AP 7, 32, is a new **train # 36**.

**ON-611.04**, TOR. HAM. & LON. R.P.O. / . , 94, DE 18, 29, is a new **early hammer date and train # 94**.

**ON-615**, TOR., & HAM. & LON. / J. M. FARROW, Tr. 9, APR 18, 1928 , is a new **early date**.

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## New Reports from Ross Gray



An ideal strike on a philatelic cover to Toronto is the first example of the scarce northbound train 163 for hammer **QC-394.03**, QUEBEC & CHICOUTIMI · R.P.O. / . , 163, 2 NOV, 53. (*The hammer study is on page 1997.*)

A transit backstamp on a registered cover from Ayer's Cliff to Stanstead Plain is the **first reported example** of the second hammer, **QC-523.02**, for this scarce Quebec run. It was proof struck on September 29, 1922. The first hammer, QC-523.01, continued in use until June 17, 1929.



QC-523.01



QC-523.02

Newsletter Editor, Catalogue Editor

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