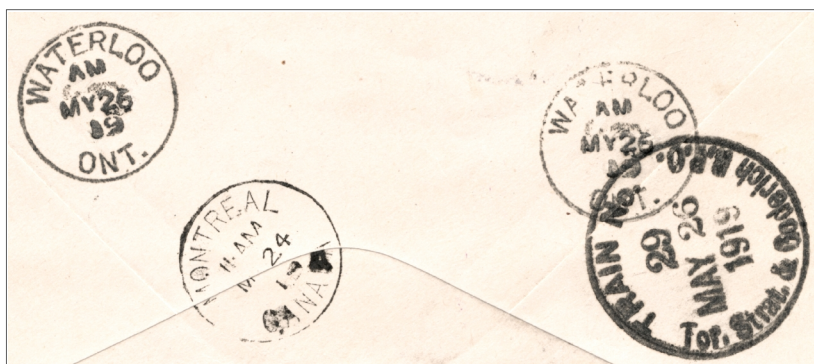


This issue contains many more updates from study group members **Jack Brandt**, **Ross Gray**, **Peter McCarthy**, and **Jim O'Connor**. The editor includes a variety of new hammer studies.

**Ferdinand Belanger** contributes an interesting 1879 letter from the Post Office Inspector at Quebec City to the Post Office Department, concerning the need for Postal Cars for the newly established railway post office services between Campbellton and Levis via Riviere du Loup over the Intercolonial Railway.

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### A New Early Date and a New Train Number for ON-826



On an attractive registered cover from St. John's, Newfoundland to Waterloo, Ontario, we find a **new early date** and previously **unreported train number** for,

**ON-826**, TRAIN No. / Tor. Strat. & Goderich R.P.O. , 29, MAY 26, 1919.

It is struck in black and used as a transit postmark as is usually the case with these large rubber handstamps which were intended only for internal post office forms and documents.

.....

### William G. Robinson Award

Congratulations to **Doug Lingard** as the recipient of the **William G. Robinson Award**, presented for the best B.N.A. R.P.O. exhibit. Doug showed his "The 1939 Royal Train Postal Markings and Their Majesties' Tour of North America" at ORAPEX 2013 in Ottawa, where it also received a Gold, an APS Medal of Excellence (Period 1900-1940) and American Association of Philatelic Exhibitors Award for Creativity.

## New Reports & Updates from Jack Brandt

**MT-22.06**, CAMP. & LEVIS · R.P.O. / . , 62, 2 MY, 65 , confirms **train 62**. (It is a transit backstamp on a registered cover from L'Islet, QC to Moncton via Riviere du Loup.)

**QC-602**, QUE. & BLANC SABLON S. P. / . , PM, AU 10, 34 , is a new **early date** (same as proof).

**QC-706.01**, STEAMBOAT LETTER / + 184(5) + / Q. June 16 , is a **new late date for Period 1**.

**QC-707.01**, STEAM - BOAT - LETTER / - QUEBEC - , NO 16, 1847 , is a **new late date for Period 1**.



QC-602



QC-706.01



QC-707.01

**ON-93.02**, F<sup>1</sup>ERIE & S<sup>1</sup>THOMAS · R<sup>1</sup>P. O / . , W, FE 16, 99, is a new **hammer ERD** and first report of **W**.

**ON-152**, GRAVENHURST & NORTH · BAY · M.C. G.T.R / N<sup>o</sup> 1 , S, DE 12, 99 , is a new **late date**.

**ON-268.55**, LON SOUTH 171 / J C Baratta , DEC 22 1945 , is a new **late date** and corrects the text.

**ON-573**, TOR. & FT. WM. / M. J. DOYLE , 3 , MAY 3, 42 , is a new **early date**.

**ON-658.02**, TOR. LON. & WINDSOR / R.P.O. , 220, JUN 20, 67, is a new hammer and listing **LRD**.

After seeing these two J. F. Witherspoon clerk handstamps from the Canadian National Railways, Toronto, London & Windsor R.P.O., the editor reviewed the listing and somewhat sparse and scattered records available and concluded that there should be two listings instead of one.

ON-665	TORONTO, LON. & WIND. / J. F. WITHERSPOON	CC3R	9,18	1937/11/08-1940/01/13	F	O-355T
ON-665.55	TOR, LON. & WIND / J. F. WITHERSPOON	CC3R	18	1943/01/27-1949/01/10	F	O-357lw

ON-665



ON-665.55



**ON-735**, TOR. & NIA. FALLS / S. G. GILLELAND, 105-6, AUG 21, 35 , is a new **late date**.

## New Reports & Updates from Jack Brandt

**WT-75**, CAL. & EDM. R.P.O. / JOHN ROURKE , 26, AUG 21, 1942 , is the first **train number** report.  
**WT-356**, Med. Hat & Nelson / Tr. 513 / T. D. Bulger M.C., JAN 6, 1917, is the first **train number** report.  
**WT-368**, M. H. & N. TR. 11 / D. R. SHEPHERD , 1950, OCT 19 , is a new **late date** and text correction.  
**WT-501.011**, NORTH B'FORD & EDN : R.P.O. / N<sup>o</sup> 1, 5, JUN 10, 42 , is a new **late hammer date**.  
**WT-513**, N B & E - TR. # / C. A. SHARP , 5, OC 17 , corrects the listing. (Year date is absent.)  
**WT-1063**, SASKATOON DIV. / A. H. GENT , Tr 9, DEC 19, 1956 , is a new **late date**.  
**WT-1071**, E. M. BALLARD / SASKATOON DIST. , DEC 15, 1956, is a new **late date**.

**RY-44.02**, CREDIT - VALLEY - RWY / MAIN · LINE, E, JU 7, 88, is the first report of **E** for the hammer. (*The "E" is inverted*)

### A 9th Hammer for RY-144

Jack reported a ninth hammer for RY-144 after reading the updated study in the January-February issue of the newsletter. This hammer is very similar to RY-144.06 and was verified by electronically superimposing the two hammer images.



RY-144.09

Chord	a	b	c	d	e	f
	9	13	3 ½	11 ½	8	9 ¾

### ON-523 Multiple Hammers

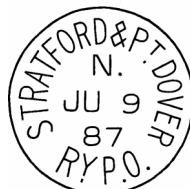
**Brian Stalker** observed that the proof strikes of listing **ON-523** in Hughes did not have the two dashes at the base whereas all of the examples in his collection did have them. Your editor also found that all of his also had the dashes. (*Also the "Y" of "RY" is full height followed by a period unlike the proof strikes in which it is raised with a dot underneath and no period after.*) This discovery led me to examine the proof strikes by superimposing scans of the four illustrations in Hughes to determine if there was more than one hammer. One of the four was quite different than the other three.

My conclusion is that there are three hammers, two of which may not have been used and the third, for which no proof strike is known, which is reported used from 1887/08/31 until 1898/04/15 with an N. , S. , or NO direction indicium.

Readers are requested to examine their collections for any examples of the first two hammers.



ON-523.01



ON-523.02



ON-523.03

## Postal Cars for the Intercolonial Railway

**Ferdinand Belanger** kindly provided a photo copy, transcribed for clarity by the editor, of a letter from the Post Office Inspector at Quebec City to the Post Office Department concerning the need for Postal Cars for the newly established railway post office services between Campbellton and Levis via Riviere du Loup. (Unfortunately Ferd did not copy the plan mentioned in the letter, which also exists in the archives.)

Post Office Inspectors Office  
Quebec, 3 March, 1879

Sir

I herewith submit a plan and specific location of Postal Cars for the route between Point Levis, Rivière du Loup and Campbellton.

I have carefully examined the plan, and very respectfully recommend that it be adopted in the constructing of the new Postal Cars which it is, I am informed, proposed to placed on the route above mentioned, in substitution of those now in use, which are inconveniently laid out and of insufficient dimensions.

It will be seen by the plan that a space of 30 feet should be given to the interior of the Postal Car. Such space is in my opinion necessary.

Provision is made for a double set of distribution boxes. It may be found expedient to employ two clerks on the trains and in such case a double set of boxes will be indispensable. In my opinion not less than four and probably five Postal Cars should be provided, and I would suggest that a spare car be placed at Rivière du Loup and one at Campbellton.

During the winter months the trains from Montreal occasionally fail to connect at Point Levis (South Quebec) with the Intercolonial trains going east. In such cases as many as 80 or 90 bags accompany the next days train going east. On one occasion the mail clerk had 150 bags under his charge when leaving Point Levis.

The plan has been most carefully prepared by an experienced draughtsman and is strongly approved by the mail clerks employed on the route east of Quebec and by the Assistant Inspector.

To their recommendation I have to add my own,

I have the honor to be,

Sir,

Your very obed. Servant.

*W. J. Shepherd*

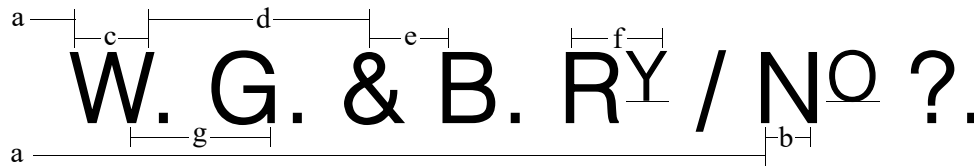
P.M.

Reference is: LAC, RG3, Serie D-3, *Correspondence of the matter of postal service between Pointe Levis, Riviere-du-Loup and Campbellton*, vol. 130, file number 1879-74, microfilm no. T-2400



## RY-214 Hammer Study from Ross Gray

A dealer recently offered me two similar registered covers addressed to the same person in Kilsyth, Ontario, located a few miles south west of Owen Sound. They were dated 5 days apart and each had a nicely struck example of RY-214.03 on the back with a blank direction indicium. Since a blank had not been reported for any of the then known 6 different hammers of the listing, I decided to purchase one of the covers and proceeded to compare the quality of the strikes, intending to purchase the better one. Closer examination made me realise that the two postmarks were different hammers, both with number 3 at their base. I bought both and then created this detailed study to enable the separation of partial strikes of the seven hammers.



Listing	a	b	c	d	e	f	g
RY-214.011	9 ½	2 ½	4	12 ½	5 ¾	7 ¾	6 ¼
RY-214.012	10	2 -	3 ¼	11 ½	6	7	5
RY-214.02	8 ½	2 ½ -	4 -	13 +	5 ½	7	6 ¼
RY-214.031	9 -	2 ¼	4 ¼	12 ¼	5 -	7 ¼	6 +
RY-214.032	9 ¼	2 +	3 ¾	11 ½	6	6 ½	5 -
RY-214.04	9 ½ -	2 ¾	4 -	12 ¾	5 ½	7 ¾	6 -
RY-214.05	10	2 ¼ +	3 ¾	13	5 +	7 ½	6 +

Listing	Proof	ERD	LRD	Indicia
RY-214.011	unknown	1884/08/01	1888/01/17	NORTH,SOUTH
RY-214.012	1889/02/23	1889/06/03	1891/11/16	N,S
RY-214.02	unknown	1890/12/25	1893/08/24	N,S
RY-214.031	unknown	1884/06/27	1890/05/21	SOUTH,blank
RY-214.032	unknown	1889/11/02 <sup>1</sup>	1890/05/19	S <sup>1</sup> ,blank
RY-214.04	unknown	1886/07/19	1897/03/24	NORTH,SOUTH,S
RY-214.05	unknown	1885/06/22	1897/12/10	NORTH,NO,SOUTH,S
RY-214		1884/06/27	1897/12/10	NORTH,N,NO,S,SOUTH

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



RY-214.011



RY-214.012



RY-214.02



RY-214.031



RY-214.032



RY-214.04



RY-214.05

## New Reports & Updates from Jim O'Connor

**ON-92**, FT. ERIE & BRANTFORD / R.P.O. , 218, MR 5, 58 , is a new **late date**.

**ON-214.01**, HARRISBURG & SOUTHAMPTON R.P.O / , T2N, DE 10,10 , is a new **late hammer date**.

**ON-219**, JARVIS & CANFIELD · RY.P.O. / , E, AP 9, 25 , is a new **late date**.

**ON-245.01**, LONDON & KINCARDINE / - RY.P.O. - , T1S, AP 11, 9? , is the first report of a **T1S** indicium.

**ON-259**, LONDON & SARNIA R.P.O./ , 20, SP 29, 51 , is a new **late date**.



ON-92



ON-214.01



ON-219



ON-245.01



ON-259

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**ON-308**, N. BAY & COCHRANE . R.P.O. / , 47, NO 7, 34 , is a new **late date**.

**ON-342**, N. BAY & SAULT STE. MARIE · R.P.O. / , 8, FE 9, 41 , is the first report of **train 8**.



ON-308



ON-342

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**ON-344.02**, NORTH BAY & SOO / R.P.O. , 427, MR 23,58 , is the first report of **train 427**.

**ON-512**, TRAIN NO / SHARBOT LAKE & RENFREW R.P.O. , 8, DE 20, 10 , is a new **early date**.

**ON-548**, SUD. & SAULT - STE - MARIE - M.C. / NO 2 , E, FE 29, 96 , is a new **late date**.



ON-344.02



ON-512



ON-548



**Ross Gray** has found a previously unreported **train 9** for the Canadian Pacific Railway Nelson & Midway R.P.O. run.

This **WT-483**, NELS. & MID. R.P.O. / BRIT. COL. , 9, MY 22, 19 , is a transit backstamp on a registered cover from Sunningdale Camp, England to Bridesville, BC.

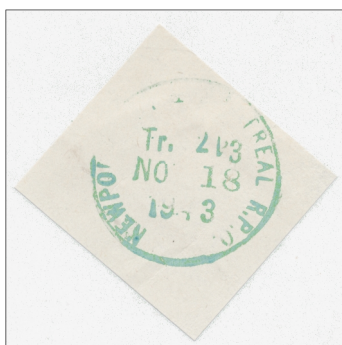
## QC-233 Delisted

The catalogue had a listing, **QC-233** (Formerly Q-121B), MONTREAL & OTT. / · R.P.O. · , with only a single date, 1948/01/20 and no train number. I recently acquired the discovery copy, which is on a small piece, cancelling a 4 cent War Issue stamp.

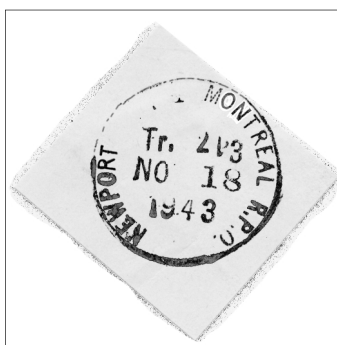


When I examined it closely, I was first bothered that such a rare item should appear quite worn and that the unclear train number appeared to be 422, which is unknown for the Montreal-Ottawa run. Finally, I concluded that the cancellation was actually, **QC-149.03**, MONT. CAL. & OTT. / · R.P.O. · , 422, JAN 20, 48. Consequently, **QC-233 has now been delisted.**

## Observations and Thoughts about QC-363



*QC-363*



*QC-363 simulation*



*QC-362*

The editor also recently acquired the only reported example of **QC-363**, NEWPOR(T & MON?)TREAL R.P.O. , Tr. 213, NO 18, 1943. It is struck in green ink and is on a small piece of white paper, probably from an envelope, not a facing slip or other post office form.

This postmark is obviously a rubber stamp and not a steel hammer and thus will be designated as CC3R. The gap between Newport and Montreal is much too large for just an ampersand. I am guessing that it may have included the intermediate station, Sherbrooke, probably abbreviated. Unless another more complete example surfaces, we cannot know.

**QC-362**, NEWPORT & MONT. / R.P.O. , was very worn by 1944 and a new postmark for the run, **QC-364**, NEWP. & MONT. R.P.O. / . , was proof struck on December 2, 1944 and is reported used as early as December 13, 1944.

I speculate that QC-363 was created to fill the need for a second cancellation and was retired when QC-364 arrived.

**Ron Barrett** is looking for a copy of a clerk stamp from the Maritimes ( **MT-364**, TRURO - SYDNEY / W. L. JOHNSON ). The clerk's grandson is putting together an article for the C.R.H.A. magazine Canadian Rail and it would be nice to have it for that.

If anyone is able to assist, please contact Ron Barrett, 48 Sherwood Drive, Kingston, ON, K7M 2E3 ( e mail, [ronaldbarrett895@msn.com](mailto:ronaldbarrett895@msn.com) )

## ON-151 Hammer Study from Ross Gray

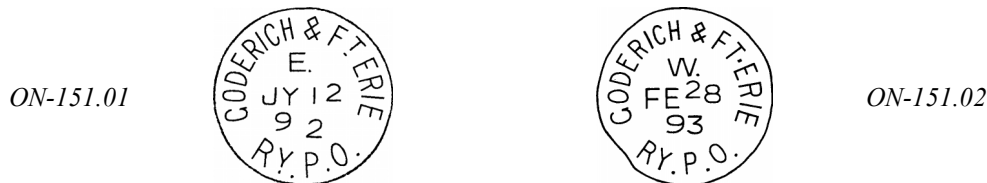
The Goderich & Fort Erie R.P.O. operated over the entire length of the Grand Trunk Railway line between the two terminals. It had been built as the Buffalo & Lake Huron Railway.

**Peter McCarthy** noticed that there were two distinct hammers for ON-151, prompting this study.

Listing	Proof	ERD	LRD	Indicia
ON-151.01	1887/05/09	1888/01/17	1893/12/07 <sup>1</sup>	E. , W.
ON-151.02	unknown	1892/07/03 <sup>1</sup>	1894/06/29 <sup>1</sup>	E. , W.
ON-151		1887/10/27	1894/07/06	E. , W.

*Note <sup>1</sup> - Brian Stalker*

The “Y” of ON-151.01 is raised with a dot under it and a period after while the “Y” of ON-151.02 is a full height letter followed by a period. The “T” of ON-151.01 is raised with a dot under it while the “T” of ON-151.02 is full height followed by a mid position dot. The dot after the direction letter may not always be apparent depending on the quality of the strike.



## ON-494 Hammer Study from Ross Gray

The St. Thomas & Courtright R.P.O. operated on the St. Clair Branch of the Michigan Central Railroad. The branch line ran off the main line from a junction just west of St. Thomas to Courtright on the St. Clair River.



Listing	a	b	c	d
ON-494.01	7 ½	8 ¾	1	6 -
ON-494.02	7	9 ¾	1 ½ -	6 ½ +



The “Y” of ON-494.01 is full height followed by a period while the “Y” of ON-494.02 is raised with a dot under it and no period after. The “T” of “ST” is full height on ON-494.01 and raised with a dot under it on ON-494.02. The “E” and “W” indicia may or may not have a period after them.

Listing	Proof	ERD	LRD	Indicia
ON-494.01	1887/06/09	1892/03/07	1919/10/28	E. , W.
ON-494.02	unknown	1892/07/02	1912/04/04	E , W.
ON-494		1887/10/06	1919/10/28	E. , W.

To my surprise, the two listings **ON-495** and **ON-496** with the clerk’s name, O’LEARY or COYLE added under the “W.” direction indicator slug, both appear to be the same hammer, **ON-494.01**.



## ON-500 Hammer Study from Ross Gray

The St. Thomas & Fort Erie R.P.O. operated over the main line of the Michigan Central Railroad.

There are 4 images of the proofs in Hughes. I scanned and electronically superimposed these 4 images in order to determine how many different hammers might be present. It was apparent from the poor quality of the images that the original images had been damaged and were somewhat distorted.

I concluded that all 4 images were from the same single hammer, i.e. ON-500.01, but that the mid-position dot evident between the "T" and the "E" on actual strikes in my collection were not apparent on any of the 4 proof strikes.

The remaining examples in my collection were clearly a second hammer which was likely produced at or near the same time.

a ——— c ———  
**ST THOMAS & FORT · ERIE / RY. P. O.**  
 a ————— b ———

Listing	a	b	c
ON-500.01	8	6 +	3 +
ON-500.02	9	7 +	2 ¾

Listing	Proof	ERD	LRD	Indicia
ON-500.01	1887/05/09	1887/09/19	1896/01/25	E. , W.
ON-500.02	unknown	1887/06/29	1897/12/01	E. , W.
ON-500		1887/06/29	1898/07/21	E. , W.

ON-500.01



ON-500.02

### A New Early Date for RY-30.13



This cover from Calgary to Toronto, cancelled by **RY-30.13**, C. P. RY WEST · OF · WINNIPEG / B. , EAST, JY 5, 84 , shows us a new early date for the hammer. It was likely proof struck on the same date as the other two "B" hammers, August 2, 1883. Arrival in Toronto was on July 9.

The C.P.R. first reached Calgary on August 10, 1883 and regular passenger service to Winnipeg began in December of that year.

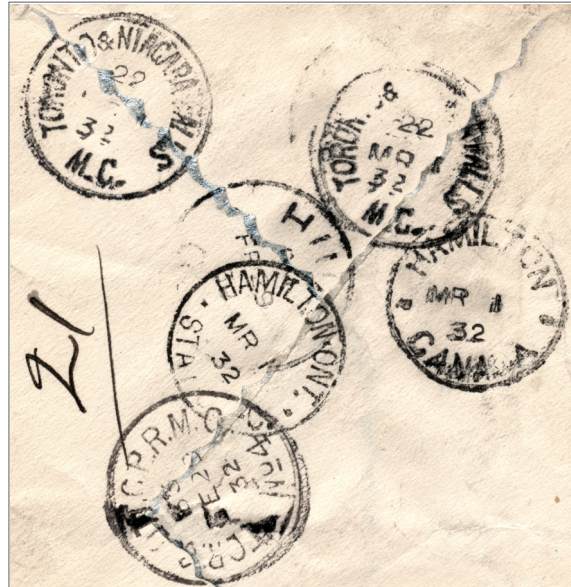
## New Reports

Train 642 was already shown in the catalogue for the basic listing but this example on a post card shows **train 642** for a specific hammer, **ON-154.011**, G'LPH. & G'RCH. R.P.O. / N<sup>o</sup> 1, 642, JUL 6, 11.



On a greeting card to Georgetown, Ontario, is a **new late date** for hammer **ON-213.02**, HARRISBURG & SOUTHAMPTON / M.C. , T1N, SP 27, 09. (We examined the two hammers of this listing on page 1949 of the July-August, 2006 newsletter.)

Two poor strikes of **ON-728**, TORONTO & NIAGARA · FALLS / M.C. , 22, MR 1, 32 , found as transit backstamps on a registered cover from Hull, Quebec to Hamilton, Ontario, via the Toronto & Ottawa C.P.R. R.P.O., show a previously unreported **train 22** for the listing and the run.



On a greeting post card to Weyburn is the first reported example of **train 13** for **WT-523.031**, NOR. PORT. & M. JAW . R.P.O. / N<sup>o</sup> 3., 13, DE 14, 12.

The first report of the **NORTH direction indicium** for the rare **RY-140**, P. D. & L. H. RY / \_ M.C. \_ , NORTH, NO 28, 83 , is barely visible on this light strike cancelling a post card from Otterville to Hamilton.



**Peter McCarthy** reports a new early date for **QC-420**, QUEBEC & NORANDA / R.P.O. , 11, 1 MR, 48 , found on a favour cover.



Peter has also found a new **late date** for the scarce **SN-56**, UNION RWY. STA. / TORONTO , PM, DE 3, 88 , on a post card.

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