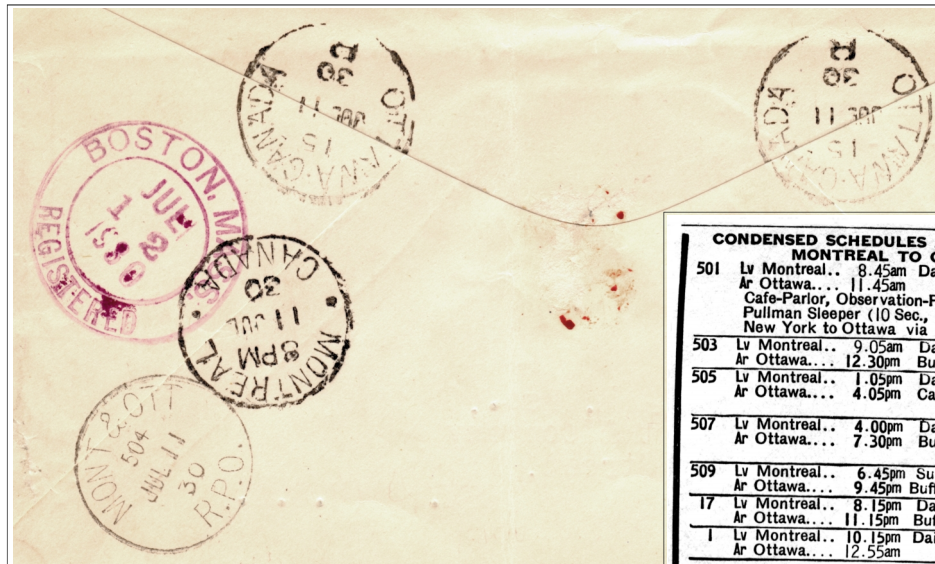


In this issue many new early and late dates and previously unreported direction and train number varieties are presented courtesy of **Jack Brandt, Ross Gray and Colin Lewis**. We also present a hammer study for WT-8 .

**A New Early Date for QC-232**



This new early date for QC-232, MONT & OTT / R.P.O. , 504, JUL 11, 30 , is a transit backstamp on an interesting Registered, Special Delivery cover from Ottawa to Washington. The hammer was proof struck on November 23, 1928 and previously known used from July 8, 1932.

It is noteworthy that this hammer was only used on eastbound train 504 and westbound train 503 throughout its 15 year period of use.

CONDENSED SCHEDULES AND EQUIPMENT	
MONTREAL TO OTTAWA	
501	Lv Montreal.. 8.45am Daily. Ar Ottawa... 11.45am Cafe-Parlor, Observation-Parlor and Parlor. Pullman Sleeper (10 Sec., 1 D.R., 2 Cpt. New York to Ottawa via N.Y.C.-D. & H.
503	Lv Montreal.. 9.05am Daily ex. Sunday. Ar Ottawa... 12.30pm Buffet-Observation-Parlor
505	Lv Montreal.. 1.05pm Daily ex. Sunday. Ar Ottawa... 4.05pm Cafe-Parlor and Observation Parlor.
507	Lv Montreal.. 4.00pm Daily ex. Sunday. Ar Ottawa... 7.30pm Buffet Observation-Parlor and Parlor.
509	Lv Montreal.. 6.45pm Sunday only. Ar Ottawa... 9.45pm Buffet-Observation-Parlor
17	Lv Montreal.. 8.15pm Daily. Ar Ottawa... 11.15pm Buffet-Observation-Parlor
1	Lv Montreal.. 10.15pm Daily. Ar Ottawa... 12.55am See Table 2.
OTTAWA TO MONTREAL	
18	Lv Ottawa... 4.15am Daily Ar Montreal.. 7.10am Buffet-Observation-Parlor
2	Lv Ottawa... 5.30am Daily Ar Montreal.. 8.25am See Table 2.
502	Lv Ottawa... 8.35am Daily Ar Montreal.. 12.00 noon Buffet-Observation-Parlor
504	Lv Ottawa... 3.35pm Daily Ar Montreal.. 6.35pm Cafe Parlor, Saturday only. Buffet-Observation-Parlor and Parlor. Pullman-Sleeper (10 Sec., 1 D.R., 2 Cpt.) Ottawa to New York (Sat. only) via D & H-N.Y.C.
506	Lv Ottawa... 5.00pm Daily ex. Saturday. Ar Montreal.. 7.55pm Cafe-Parlor, Observation-Parlor and Parlor. Pullman Sleeper (10 Sec., 1 D.R., 2 Cpt.) Ottawa to New York (ex. Sat.) via D.&H.-N.Y.C.
508	Lv Ottawa... 6.20pm Daily ex. Sunday. Ar Montreal.. 9.45pm Cafe-Parlor and Observation Parlor. Parlor Car, Saturday only.

C.P.Ry. Public Timetable - March 1, 1930



## New Reports from Jack Brandt

Proof struck 4 years earlier, on July 11, 1946, this is a new **early date** for **MT-90**, HX. B'WATER & YAR. R.P.O. / . , 88, JUL 7, 50.



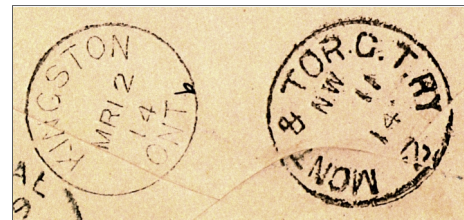
**MT-225**, INV. & POINT TUPPER · R.P.O. / . , W, DE 26, 16 , is a new **late date** , further nearing the date on which the replacement MT-226 is first known used.

This example is a **new early 2nd period date** for hammer **MT-240.02**, MONCTON & CAMPBELLTON / M.C. , 26, JUN 8, 42



Proof struck on June 15, 1912, this is a new **early date** for **MT-324.02**, ST JOHN & VANCEBORO · R.P.O. / . , E, FE 17, 14 .

This well struck transit backstamp of **QC-294.02**, MONT. & TOR. G. T. R<sup>y</sup> / 2 , NW, 11, 14 , is a new **late date** for the hammer. Although the month slug is missing, other postmarks show the month as March.



**QC-533**, SUTTON & DRUM. / · R.P.O. . , 253, JUL 27, 39 , is a new **early date** for this hammer which was proof struck on June 21, 1939.

This new **late date** for **ON-21.01**, BELLEVILLE & PETERBORO / M.C. , blank, JU 2, 92 , narrows the transition period between it and the replacement hammer ON-21.02 , which was proof struck on October 31, 1892.



Only one day later than the earliest 2nd Period date, this is the **new 2nd Period late date** for **ON-38**, BRIDGEBURG & BRANTFORD · R.P.O. / . , 219, SP 30, 31 . The hammer was briefly revived awaiting the arrival of ON-39, which was proof struck on September 26, 1931 and first reported used on October 4.

A new **late date** for the rare **ON-39**, BRIDGE & BRANTFORD / R.P.O. , 219, NO 24, 31 .



A new **late date** for **ON-47**, BRIDGE & LONDON / · R.P.O. . , 219, SP 17, 31 .

## New Reports from Jack Brandt



Proof struck only two weeks earlier on November 6, is this new **early date** for **ON-180**, H. & O. S. / R.P.O. , 174, NO 20, 45 .



An unusual “**T1S**” train number / direction indicium for the period is reported for the first time for **ON-204**, HAM. & SOUTH - R.P.O. / . , T1S, MY 18, 25 .



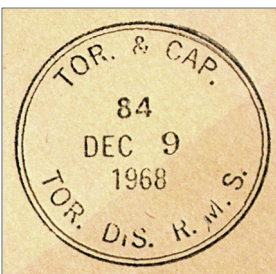
This partial strike of **ON-223.01**, KING & SH - LAKE / M.C. , S, JY 19, 97 , is a new **late hammer date** and further closes the gap between the use of the first and second hammers. It is also the first report of the correct “S” direction indicator for this hammer.

This is the first report of **train 59** for **ON-370**, TRAIN NO / OTT. & DEPOT · H'B'R. R.P.O. , 59, AP 22, 12. It lends credence to the correctness of the report in earlier records of train “60” which the editor has never seen, as well as a poorly struck “59” being reported as “9”.



Proof struck only a month earlier on October 23, 1936, this is a new **early date** for **ON-441**, OTTAWA & WALTHAM / R.P.O. , 542, NO 25, 36 .

Proof struck on April 28, 1893, this is a new **early date** for **ON-455**, PERTH & MONTREAL / M.C , E, MY ??, 93 .



On a facing slip as usual is a **new train number** for **ON-557**, TOR. & CAP. / TOR. DIS. R.M.S. , 84, DEC 9, 1968 .

Proofed on Christmas eve, 1890, this elusive hammer, **ON-716.011**, TOR. & MONT. G.T.R. / 1 , 3E, AU 26, 91 , now has a **new early date and train number / direction indicium**.



A well worn **ON-740.05**, TORONTO & NORTH BAY R.P.O. / NO 5 , 61, OC 2, 12 , is a new **late hammer date**.

Another **early date** which closes the gap in a transition from one hammer to another is this example of **WT-16.02**, B. L. & WINNIPEG · R.P.O. / NO 2 , 110, SP 16, 20 .





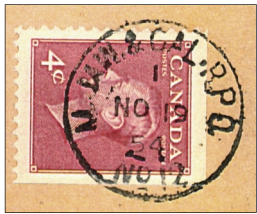
## New Reports from Jack Brandt

Here is a new **late date** for **WT-35**, BRAN. & LAN. R.P.O. / No 1 ,  
60, MY 27, 46 .



This fine strike is the **first report of train 26** for **WT-68**,  
CAL. & EDMONTON · R.P.O. / No. 7 , 26, FE 16, 36 .

This partial strike of **WT-91.122**, C. & V. R.P.O. / √ B.C. √ ,  
E, MR 24, 99 , is a new **early date**.



On a favour cover, we see the first report of **train 1** for **WT-381.12**,  
M. JAW & CAL · R.P.O. / No 12 , 1, NO 19, 54 .

Proof struck more than 4 years earlier, on February 2,  
1920, this is a new **early date** for the distinctive **WT-383.093**,  
MOOSE JAW & CALGARY R.P.O. / - No. 9 - , 2, SP 15, 24 .



Proof struck on October 29, 1918, this is a new **early date** for **WT-435.03**,  
M. JAW & EMP : R.P.O. / No 3 , E, MR 1, 19 .

Scarce, although it was used over an 18 year period, **WT-483**,  
NELS. & MID. R.P.O. / BRIT. COL. , 11, JUN 11, 25 , has a  
previously unreported **train 11** in this example.



Already known for the other two hammers of the listing, this is the first report of  
**train 327** for hammer **WT-604.01**, REG. & GRON - R.P.O. / No. 1 , 327, DE14, 42 .

A new **early date** and **new train** for the rare hammer  
**WT-657.012**, RIV. & SASK. R.P.O. / No. 1 , 12, 23 XII, 59. It  
was proof struck on February 13, 1959.



On a commercial cover to Hamilton is the **first reported use** of hammer  
**WT-724.041**, SASK. HARD. & ED. R.P.O. / No. 4 , 52, 30 X, 49 , which was  
previously only known from the June 10, 1949 proof strike.



## New Reports from Jack Brandt

On a "Campana" cover to Toronto is the **first report of train 2** for hammer **WT-755.02**, SASK. WAIN. & EDM · R.P.O. / N<sup>o</sup> 2 , 2, JAN 15, 32 .



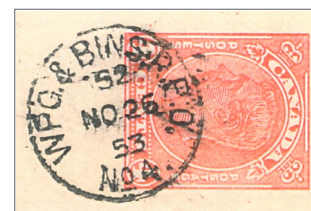
A blank indicium has not been previously reported for **WT-783**, SQUAMISH & QUESNEL · R.P.O. / B.C. Here are two examples dated July 17, 1943 and January 22, 1949.

A **new train** for hammer **WT-795**, SWAN RIV. & PR. ALBERT · R.P.O. / N<sup>o</sup> 2 , 64, DE 19, 41 , appears on a cover to Laurier, Manitoba. Train 64 is not known for any other hammers of the Swan River & Prince Albert run and could not be found in contemporaneous timetables. I speculate that it may have been an extra train added for the busy Christmas season.



A new **late date** for **WT-805.011**, S. C. & EMP - R.P.O. / N<sup>o</sup>. 1 , 66, NO 30, 36 , closes the time gap between the use of two "No. 1" hammers for the listing.

This new **late date** for hammer **WT-852.04**, WPG. & BINS · R.P.O. / N<sup>o</sup> 4 , 52, NO 26, 53 , cancels a 4¢ stationery envelope to Winnipeg.



This new **late date** is almost a year later than previously reported for hammer **WT-852.06**, WPG. & BINS · R.P.O. / N<sup>o</sup> 6 , 52, JUN 26, 44 . Use is on a cover from Shoal Lake to Laurier, Manitoba. The train number slug is inverted.

On a cover from Minnedosa, Manitoba to Winnipeg, we find a new **late date** for hammer **WT-854.03**, WPG. & BRED. R.P.O. / No. 3 , 106, JUL 3, 53 .



The first report of **train 9** for **WT-886.041**, W'P'G. & KAM. R.P.O. / No. 4 , 9, MY 9, 46 , is on a cover to Reedy Creek, Manitoba..

Here is a new **late date** for hammer **WT-982.03**, WINNIPEG & VIRDEN · R.P.O. / N<sup>o</sup> 3 , 12, DE 2, 24.



This is the second report of **WW-19**, VAN. & VIC. R.P.O. / . , blank, SP 24, (0)7 , with a **blank indicium**. The other is dated October 7, 07.

## New Reports from Jack Brandt



This example of **RY-64.01**, E. OF T. & P. R. . R.P.O. / . , W, AP 20, 13 , is a new **early date for the hammer**, which was proof struck on September 19, 1912. The current early date for the listing is April 17, 1913 but the hammer is unconfirmed.

## New Reports from Colin Lewis

Proof struck on March 9, 1916, this example is a new **early date** for **MT-104.01**, HX. & CAMP. . R.P.O. / . , 199, AU 5, 16 .



Colin reports this new **late date** and **new direction** for the very rare clerk handstamp, **QC-502**, SHER. & AGNES C.P.Ry. / E. L. SMITH, M.C. , 1909, NOV 4, West .



A new **early date** for the second "No. 2" hammer of the listing, **WT-381.022**, M. JAW & CAL. R.P.O. / NQ 2 , 2, MY 26, 08 , narrows the transition gap from the first "No. 2" hammer.



## New Reports from Colin Lewis



A new **early date** and first report of **train 26** for hammer **WT-478.02**, MUNSON & CAMROSE · R.P.O. / N<sup>o</sup> 2 , 26, JUN 14, 20 , is revealed in this example.



A new **early hammer date** is shown in this example of **WT-876.05**, WINNIPEG & EDMONTON R.P.O. / N<sup>o</sup> 5 , E, NO 21, 07.



**WT-898.04**, W'PEG. & M. JAW ( LOCAL ) R.P.O. / N<sup>o</sup> 4 , E, MR 4, 08 , is a new **early date** for the hammer.



**WT-957.011**, WINNIPEG & PRINCE ALBERT R.P.O. / N<sup>o</sup> 1 , E, FE 24,08 , is a new **early date** for the hammer.

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## New Reports from Ross Gray



This Free stampless cover to Morrisburg is postmarked with a new **late hammer date** for **ON-413.01**, OTTAWA & PRESCOTT RAILWAY / ✕ , JU 26, 1871, P.M . The arrival backstamp is dated the same day. The hammer study for ON-413 is on page 1881.

A new **early date** and first report of an "N" direction indicator for hammer **ON-707.01**, TOR. & LORN. M.C / a , N, JU 2, 92 , is used as a transit backstamp on a registered cover from Toronto to Bolsover, Ontario. ( See page 2439 for the hammer study of this listing.)



## New Reports from Ross Gray

A registered cover from Lefroy to Collingwood has a new **early date** for **ON-595**, TOR · & GRAVENHURST · M.C / N<sup>o</sup>. 2. , N, AP 21, 91 , as a transit backstamp as well as **ON-2**, ALL. & MEA. BCH. R<sup>y</sup> / M.C. , N, AP 21, 91 .

ON-595 was proof struck only 5 days earlier, on April 16, 1891.



This transit backstamp on a registered cover from Linden Valley to Sidney Crossing, Ontario is the first report of an **“E” direction indicator** for both the listing and hammer **ON-716.07**, TOR. & MONT. G.T.R<sup>y</sup> / 7 , E, JA 3, 92. The correct year date is 1893 according to three other correctly dated postmarks on the cover.

Found as a bounced strike transit backstamp on a registered cover from Tweed to London, Ontario is a new **early date** for hammer **ON-781.01**, TOR · & OTTAWA. C.P.R. / N<sup>o</sup> 1 , W, AP 22, 92. It was proof struck on January 3, 1891.



An under-inked backstamp of **ON-876**, W. MAN. P.O. CAR / . , N, JU 26, 90 , on a registered cover from Little Britain to Millbrook, Ontario , is a new **early date**.

A new **early hammer date** for **MT-296.02**, ST JOHN & MONTREAL · R.P.O. / . , W, JY 18, 02 , appears as a transit backstamp on a registered cover from Upper St. Basil, New Brunswick to St. Catharines, Ontario.



On a Canada Steamships Lines Ltd. cover to Hamilton is a previously unrecorded **late date** for the rare **ON-39**, BRIDGE & BRANTFORD / R.P.O. , 219, NO 11, 31 .

Used as a transit backstamp on a registered cover from Red Lake, Ontario to Toronto, is a new **late date** for the modified **ON-110**, FT. WM. & WP'G R.P.O. / TR. NO. 8 , 8, JUN 19, 64 .



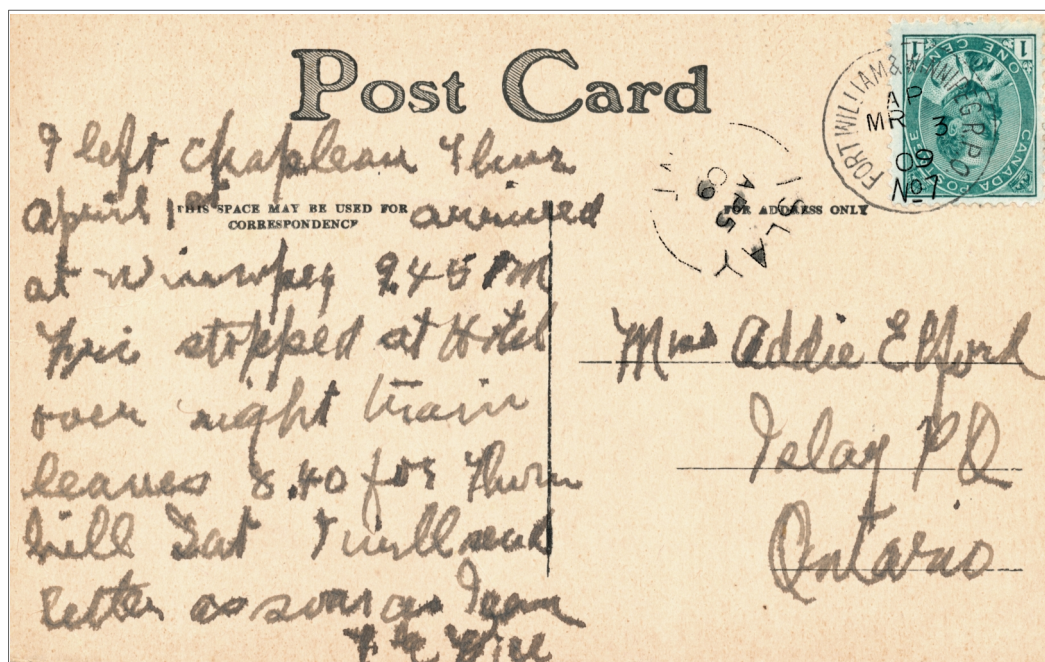
Two well struck transit backstamps of **ON-230**, LINDSAY & HALIBURTON / M.C. , blank, MY 2, 00 , on a registered cover from Burys Green, Ontario to Toronto are the first example of a **blank indicium** for this listing.

Used as a transit backstamp on a registered cover from Lindsay to Woodstock is the first report of **train 14** for hammer, **ON658.03**, TOR. LON. & WINDSOR / R.P.O. , 14, NO 21, 53 .





## New Reports from Ross Gray



Railway mail clerks worked long hours under difficult conditions. We can only wonder about the state of mind of the clerk who prepared his hammer with this strange indicia set, **ON-106.071**, FORT WILLIAM & WINNIPEG R.P.O. / N° 7 , AP, MR 3, 09. Apparently the card was mailed from a passenger travelling west on April 3. It arrived at Islay, Ontario on April 5.



Narrowing the time gap between the two “No. 1” hammers is this new **early date** for **ON-476.012**, PT. HOPE & TOR. R.P.O. / No. 1 , 95, MY 22, 47 , used as a transit backstamp on a registered cover from Omemece, Ontario to Hamilton.

The first report of **train 3** for hammer **WT-381.061**, M. JAW & CAL. R.P.O. / N° 6, 3, AU 8, 11 , cancels a mountain view post card to Columbiana, Ohio.



On a reply card from Rivers, Manitoba to Montreal is this new **early date** for **WT-964**, WINNIPEG & RIVERS / · R.P.O. N° 2 · , 4, 27 I, 61 . It was proof struck on June 6, 1960.

This is a new **early date** for **RY-90**, HAM & NOR · WSTN · R. R / \_ , NORTH, JU 18, 78. It is a transit mark on the back of a registered cover from Simcoe to Caledonia, accompanied by RY-89. The proof date was April 2, 1878.



## New Reports



Observed on eBay is this new **early date** for **WW-15**, R. & A'head / Wm. E. Rear, M.C. , S, NOV 4, 1915 , struck in violet as a transit backstamp on a registered cover from Edgewood, B.C. to Rossland, B.C. (The "E" direction shown for WW-15 in the catalogue is an error and has been corrected.)

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### WT-8 Hammer Study

As always, the editor encourages the group to examine their holdings and contribute to this study.



WT-8.01



WT-8.02



WT-8.03

Listing	a	b	c	d	&	R * R
WT-8.01	7	4 ½ +	7 -	11 ¼	sharp	blank
WT-8.02	6 ¾	4 ½ +	7 +	11 ¼	rounded	short dash
WT-8.03	7 ¾	5 -	6 ½	11 ½	rounded	dot

Listing	Proof	ERD	LRD	Indicia
WT-8.01	unknown	1908/05/22	1919/03/03	N,S,E,W
WT-8.02	1922/06/06	1922/12/17	1946/07/31	N,356,360
WT-8.03	1922/07/09	1942/04/11	1947/06/17	355,358,359
WT-8		1908/05/22	1950/09/27	N,S,E,W,350,355,356,357, 358,359,360,362,366

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