

In this issue, **Brian Copeland** contributes a very interesting study of the geographic usage of the various **C.P.R. West of Winnipeg** hammers between 1886 to 1900. There is an update of the MT-243 hammer study and a new hammer study for ON-612. **Brian Stalker** presents a report of an unusually worded Montreal clerk handstamp with a railway connection as well as several new hammer updates. **Jack Brandt** and **Ross Gray** report a number of new and updated listings.

A New Winnipeg & Humboldt Clerk Handstamp



Ross Gray collection

This registered cover originated at Norval, Ontario on October 11, 1913 and was transferred to (GTRy) eastbound **ON-811.01**, TOR & SAR. M.C. / N^o 1, 2, OC 11, 13, and sorted into closed bag mail until it was postmarked on (CPRy) westbound **ON-106.03**, FORT WILLIAM & WINNIPEG / N^o 3, 1, OC 13, 13. At Winnipeg it was transferred to the (GTPRy) westbound Winnipeg & Humboldt R.P.O., where the clerk used his previously unreported handstamp now catalogued as **WT-883.55**, W'PEG & HUM. R.P.O. / J. G. HOOD, Tr. 1, OCT 13, 1913, (Type CC5R, R.F. - G). It arrived at Watson on October 14 and travelled north by road to Spalding, SK and then further north to Lac Vert, SK where it arrived on October 17.

Wrong Train for MT-303



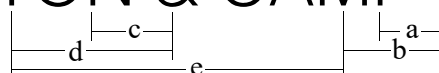
MT-303, ST. JOHN & MONTREAL / B: M: CALDWELL / ST. JOHN, N.B.,
AUG 30, WEST Tr. 15, 1911

After a discussion with **Peter McCarthy** regarding the possible train number associated with the new **MT-303 LRD** shown on the first page of the previous newsletter issue, I re-examined the ERD in my collection as well as reviewing the CPR St. John - Montreal passenger timetables between 1911 and 1914. During that period, there were only two daily trains, #16 eastbound and #15 westbound. My conclusion is that the ERD example must be train #15 not #10 as shown in the catalogue. (Logically, the LRD strike must also be train #15 as well.)

MT-243 Hammer Study Correction & Update

I recently acquired a couple of new MT-243 postmarks for my collection and as a result of difficulty indentifying the hammers and having better strikes available, I revisited Ludlow's original hammer study. I noted that the heading for the listing was omitted from the original Topics article in the November-December 1977 issue and that there was an error in the position of chord 'c' in my Maritimes book. I also discovered that I had mis-identified the hammer of my partial strike with a November month slug, 'NO' used as a substitute for 'N' direction.

MONCTON & CAMP P.C. / DAY

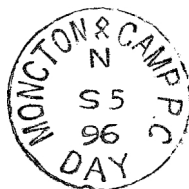


Hammer	Proof	ERD	LRD	Indicia	a	b	c	d	e
MT-243.01	1890/07/09	1890/12/13	1911/01/26	N,NO,S	2 ¾	4 ½	3 +	6 ¾	12 +
MT-243.02	1890/07/09	1892/11/10	1904/11/26	N,S	3	4 ¾	3 ½	7 +	12 ½ -
2nd Period		1913/05/21	1914/08/08	N,S					

MT-243.01
proof



MT-243.01



MT-243.02
proof



ON-612 Hammer Study

ON-612.01
proof



ON-612.02



Hammer	Proof	ERD	LRD	Indicia
ON-612.01	1919/04/09	1919/05/17	1927/12/03 ¹	12,87 ¹
ON-612.02	1928/03/16	1928/04/23	1938/09/26	7,17,18,21,77,604
Listing		1919/05/17*	1939/06/05	7,11,12,16,17,18,21,77,87,604

Brian Stalker ¹

* The earliest reported date for the listing in the catalogue is 1916/07/13 based on the Ludlow-Robinson records however I believe that that date is an error, probably a mistaken reading of ON-610.02 .

New Reports from Jack Brandt

MT-22.05, CAMP. & LEVIS · R.P.O. / . , 635, JUN 1, 59, is the first report of **train 635** for the hammer. (The year date is unclear and may be '55') . Train 635 was a local westbound train which ran from **Riviere du Loup to Levis**.



MT-22.06, CAMP. & LEVIS - R.P.O. / . , 635, AU ??, 60, is the first report of **train 635** for the hammer. (The year date is unclear but is thought to be '60') .

MT-50.01, CH'TOWN & SACKVILLE · R.P.O. / . , E, JU 19, 19, is the first report of a '**E**' direction indicium for the hammer.



MT-50.03, CH'TOWN & SACKVILLE · R.P.O. / . , 39, MR 17, 54, is a new **late date** for the hammer.

MT-50.04, CH'TOWN & SACKVILLE · R.P.O. / . , W, OC 14, 18, is a new **early date** for the hammer.



MT-50.08, CH'TOWN & SACKVILLE · R.P.O. / . , E, MR 21, 29, is the first report of a '**E**' direction indicium for the hammer.

MT-50.08, CH'TOWN & SACKVILLE · R.P.O. / . , 39, X 1, 56, is a new **late date** for the hammer.



MT-67.02, CH'TOWN & TIGNISH · R.P.O. / . , blank, MY 18, 17, is a new **early date** for the hammer.



MT-67.02, CH'TOWN & TIGNISH · R.P.O. / . , W, NO 10, 17, is the first report of a '**W**' direction indicium for the hammer.



MT-67.07, CH'TOWN & TIGNISH · R.P.O. / . , 54, NO 19, 28, is the first report of a **train 54** and a new **1st period late date** for the hammer.



MT-67.07, CH'TOWN & TIGNISH · R.P.O. / . , W, AU 8, 41, is a new **2nd period early date** for the hammer.



MT-67.08, CH'TOWN & TIGNISH · R.P.O. / . , W, JUN 24, 27, is a new **early date** for the hammer.

New Reports from Jack Brandt



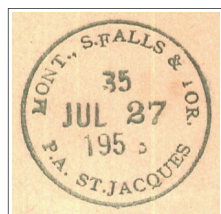
MT-88.057, HX. BR. & YAR. / R.P.O. / J. E. MARSHALL , 286, DE 3, 55 , on a facing slip, is the second report and the **LRD** as well as the first report of **train 286** for this hammer with the clerk name attachment. (Note that the clerk name is at a 10:00 o'clock position, different from the 9:00 o'clock ERD position.)

MT-96.09, HALIFAX & CAMPBELLTON R.P.O. / . , ??, FE 2, 27 , is a new **late date** for the hammer.



MT-324.02, ST JOHN & VANCEBORO · R.P.O. / . , W, MY 15, 24 , is the first **2nd Period date** for both the hammer and the listing.

QC-229.02, MONTREAL & OTTAWA · R.P.O. / . , 2, JUN 2, 26 , is a new **late date** and the first report of **train 2** for the hammer.



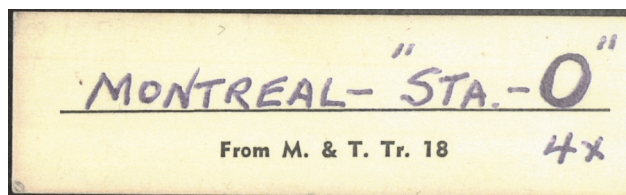
QC-281, MONT., S. FALLS & TOR. / P. A. ST. JACQUES , 35, JUL 27, 195(3), on a facing slip is the first report of **train 35** for the listing.

QC-301.03, MONTREAL & TORONTO · R.P.O. / . , 19, JUN 21, 25 , is a new **early date** for the hammer.



QC-301.05, MONTREAL & TORONTO · R.P.O. / . , 19, DE 6, 42 , is a new **early date** for the hammer.

QC-310.05, MONT. & TORONTO / R.P.O. , 19, 26 VI, 50 , is a new **early date** for the hammer.



QC-339, MONT. & TOR. TR. 18 CITY SORTER / W. A. TRUDEAU , JUL 24 , 1955 and JUL 28, 1955 , corrects the catalogue text and is a **new early date** for this unusually worded clerk handstamp.

QC-390, QUEBEC & CAMPBELLTON · LOCAL · / . , 199, SP 28, 19 , is the first report of **train 199** for the listing.



New Reports from Jack Brandt



New listing QC-438.55, J. E. Rod. Roux / QUEBEC & RICHMOND , Tr 2, NOV 30, 1908 , is a previously unreported clerk handstamp. It is type CC3R, R.F. - G.



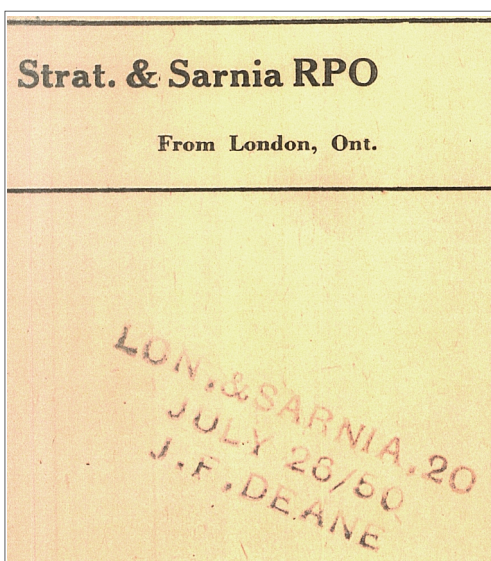
QC-451.03, QUE. ROB. & CHIC. R.P.O. / . , 22, JAN 3, 23 , is a new **early date** for the hammer.

QC-451.06, QUE. ROB. & CHIC. · R.P.O. / . ,
?, SP 23, 13 , is a new **early date** for the hammer.



QC-452.01, QUEBEC. ROBERVAL & CHICOUTIMI · R.P.O. / . ,
6, JAN 10, 18 , is the first report of **train 6** for the hammer.

QC-452.03, QUEBEC. ROBERVAL & CHICOUTIMI · R.P.O. / . ,
22, MR 15, 27 , is the first report of **train 22** and a new **late date** for the hammer.



New listing ON-264.55, LON, & SARNIA, ## / J. F. DEANE ,
JULY 26, 50 , is type SLOR, R.F. - G.




ON-279.01, TRAIN NO. / LON. & WALK. R.P.O. ,
4, JUN 23, 31 , is a new **late date** and the first report
of **train 4** for the hammer.

New listing ON-346.75, NORTH BAY & SOO / R.P.O. /
Ben G. H. Low, M.C. , East 20 FEB, 190(0) , is type
CC2R, R.F. - G.



New Reports from Jack Brandt

ON 512




Despatching Stamp.

REGISTERED LETTER BILL.

No. _____ Date _____

From **SH. LAKE & RENFREW** for _____



Receiving Stamp.

Bills with a total Number of _____ Registered Articles. For further entries see Bill No. _____

M. M. Hurdman P.M. or Clerk Des. _____ P.M. or Clerk Rec. _____

ADDRESSES OF REGISTERED ARTICLES.

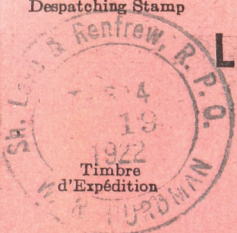
No.	P. Parcel, M. P. Money Pkt	NAME.	PLACE.	Where Sent.
227	1 *	<i>H. Hurdman</i>	✓	
	20			

BILL No. _____ SEE FURTHER ENTRIES ON BILL No. _____

*P ("Parcel") indicate in this column by letter "P" all registered articles other than Letters.
M. P. ("Money Packet") the entry, despatch and receipt of Money Packets should be initialled by two clerks when possible.

On a Registered Letter Bill from **ON-512.01**, TRAIN NO / SHARBOT LAKE & RENFREW R.P.O. , 612, JUN 11, 13 , to Clarendon Station is a previously unreported straight line rubber marking now catalogued as **ON-512.55**, SH. LAKE & REN.

Despatching Stamp




Timbre d'Expédition

LETTER BILL (FEUILLE D'AVIS)

TO BE USED BY POSTMASTERS OR RAILWAY POST OFFICES WHEN THERE IS NO REGISTERED MATTER TO BE DESPATCHED.

Les matres de poste et les commis ambulants doivent se servir de cette feuille quand ils n'expédient pas d'objets recommandés.

Receiving Stamp



Timbre de Réception

CANADA.

From _____ De _____

To *Clarendon* A _____

Initials of P.M. or Clerk Despatching _____ Initials of P.M. or Clerk Receiving _____

Initiales du M. de P. ou du commis expéditeur. _____ Initiales du M. de P. ou du commis receveur. _____

N.B.—This Bill must be Stamped and Initialled by the person Making Up, also by the person Opening the Mails and be filed at Office of receipt.
N.B.—La personne qui prépare les dépêches ainsi que celle qui les ouvre doivent timbrer cette feuille d'avis et y inscrire leurs initiales. Cette feuille sera gardée en liasse au bureau de réception.

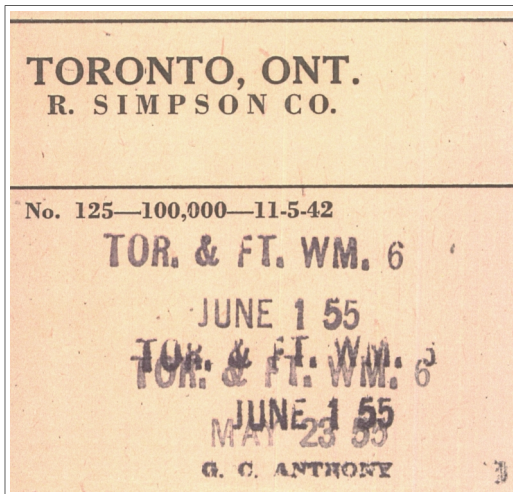
2 G.—8,000,000—23-9-20.

ON-514, Sh. Lake & Renfrew, R.P.O. / W. N . HURDMAN , Tr. 614, JAN 19, 1922 , **corrects the catalogue text** and is the first report of **train 614**. (Similar listing **ON-515** has also been corrected by adding R.P.O. after the run.)



ON-519, SMITHS FALLS & MONT. / M.C. , E, MR 7, 93 , is a new **early date** and the first report of an **'E' direction** indicium.

New Reports from Jack Brandt

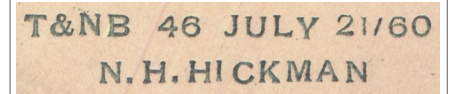


ON-564, TOR. & FT. WM. # , MAY 23 55 and JUN 1 55 and **ON-588**, TOR. & FT. WM. # / G. C. ANTHONY , JUNE 1, 55 ,shows that **ON-588** is **ON-564** with the clerk name **added**. This example is a new **late date** for **ON-588** and corrects the clerk's first initial.

ON-626, T. H. & L. / B. GREENAWAY, 80, NOV 23, 1960 , is a new **late date**.

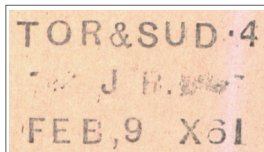
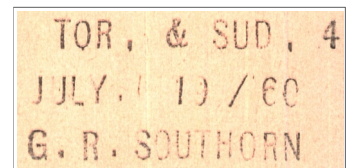


ON-779.5, T&NB ## JULY 21/ 60 / N. H. HICKMAN , is the **first reported date** and **train number** and corrects the text for the listing.



ON-827.01, TOR. STRAT. & GODERICH · R.P.O. / . , 36, AP 7, 51 , is a new **late date** for the hammer.

ON-850, TOR. & SUD. 4 / JULY 19 / 60 , G. R. SOUTHORN , is a new **early date**.



ON-854, TOR & SUD · 4 / J. B. / FEB, 9 X61 , is a new **early date** and corrects the text for the listing.



WT-88.02, CALGARY & STET. & VEGREVILLE · R.P.O. / N^o 2. , 25, AP 10, 19 , is a new **late date by over 2 years** for this rare hammer as well as the first report of **train 25**. (*Interestingly this is also the only listing with **two ampersands** in the text.*)



WT-196.05, EDM. & DAWSON CREEK · R.P.O. N^o 5 / . , 1, JUL 7, 43 , is a new **early date** for the hammer.

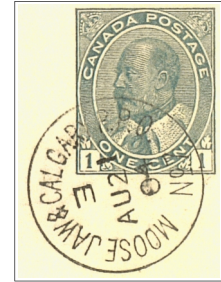
WT-238.012, HARD & WET · R.P.O. / N^o 1 , 28, JUN 3, 19 , is a new **early date** for the hammer.



New Reports from Jack Brandt



WT-381.052, M. JAW & CAL · R.P.O. / No. 5 ,
8, OC 15, 42 , is the first report of **train 8** for the
hammer.



WT-383.071, MOOSE JAW & CALGARY R.P.O. / No 7 ,
E, AU 21, 04 , is a new **early date** for the hammer.



WT-390.08, M. J. & CAL. R.P.O. / No. 8 , 17, JAN 3, 56 ,
is the first report of **train 17** for the hammer.



WT-523.042, NOR. PORT & M. JAW · R.P.O. / No 4 , 13, OC 21, 60 , is a
new **early 2nd period date** and first report of **train 13** in the **2nd period**.



WT-724.041, SASK. HARD. & ED. R.P.O. / No. 4 , 52, 10 I, 50 , is
only the **second report** of this rare hammer and is the **latest reported date**.



WT-811.03, VIC. & COURT · R.P.O. / B.C. , 2, AU 4, 52 , is a new
late date for the hammer.



WT-896.032, WPG. & M. JAW · R.P.O. / · No 3 · , 4, MY 26, 38 , is
a new **early date** for the hammer.



WT-896.042, WPG. & M. JAW · R.P.O. / No 4 , 17, AU 30, 55 , is the
first report of **train 17** for the hammer.



RY-79.02, G. W. RWY. / ACCOM. , WEST MR 25, 92 , is a new **late
date** for the hammer.

New Reports from Ross Gray



Used as a transit postmark on a registered money bag tag from St. John to Minto is the first report of **train 101** for hammer **MT-326.01**, ST. JOHN & VANCEBORO / R.P.O. , 101, MR 24, 33 .



This post card from Sifton to Winnipeg is postmarked with the first report of **train 3** for hammer **WT-975.011**, W'PEG. & SWAN RIVER · R.P.O. / No 1 , 3, DE 4, 16 .

A New Early Date for ON-286.03



Ross Gray collection



Used as a transit backstamp on this registered cover from Blyth to Clinton, we find a new **early date** for **ON-286.03**, LONDON & WINGHAM / M.C. , T1S, JA 14, 95. Proof struck on June 9, 1894 with 3 other similar hammers, this is only **the third reported use**. Two hammers, ON-296.01 and ON-296.02 are quite common and ON-296.04 has not been reported used.



Ross Gray collection

WT-396, Moose Jaw & Calgary / A. R. EASON , 1, JUL 8, 1922 , is the first report of **train 1** for this listing.

New Reports from Ross Gray



MT-6, BRIDGEWATER & MIDDLETON · R.P.O. / . , blank, OC 24, 31 , is the first report of a **blank indicium** for this listing.



Cancelling a post card from Redrock to Eganville is a new **late date** for hammer **ON-420.03**, TRAIN N^o / OTT. & S. S. MARIE R.P.O. , 18, DE 24, 14.



ON-561.02, TORONTO & ELORA · R.P.O. / N^o 2 , E, JY 21, 13 , is a new **late date** for the hammer.

Used as a transit backstamp on a registered cover from Daysland, AB to Springfield, Illinois is a new **late date** for hammer **WT-238.02**, HARD. & WET. R.P.O. / N^o 2 , 28, JUN 23, 23.



RY-144.10, P. E. ISLAND / M.C. , blank, SP 15, 97 , is a **new, previously unreported hammer** for the listing. (An updated hammer study will appear in the July-September issue of the newsletter.)

CPR West of Winnipeg Hammers: Geographic Patterns of Usage 1886 -1900

Brian Copeland

The CPR West of Winnipeg hammers were used between Winnipeg and Calgary in mail cars from 1882 until the early 1900's. There were 18 different CDS hammers, and they can be grouped by the numbers or letters that formed part of the cancel as illustrated in Figure 1 (the images are from Ross Gray's hammer study). The first 3 hammers were 1, 2 and No. 3. These were followed by B, C, and D hammers. There were three B hammers, eight C hammers (which came in two forms) and one D hammer. There were also three "Local" hammers, which were not included in this study because of insufficient data).

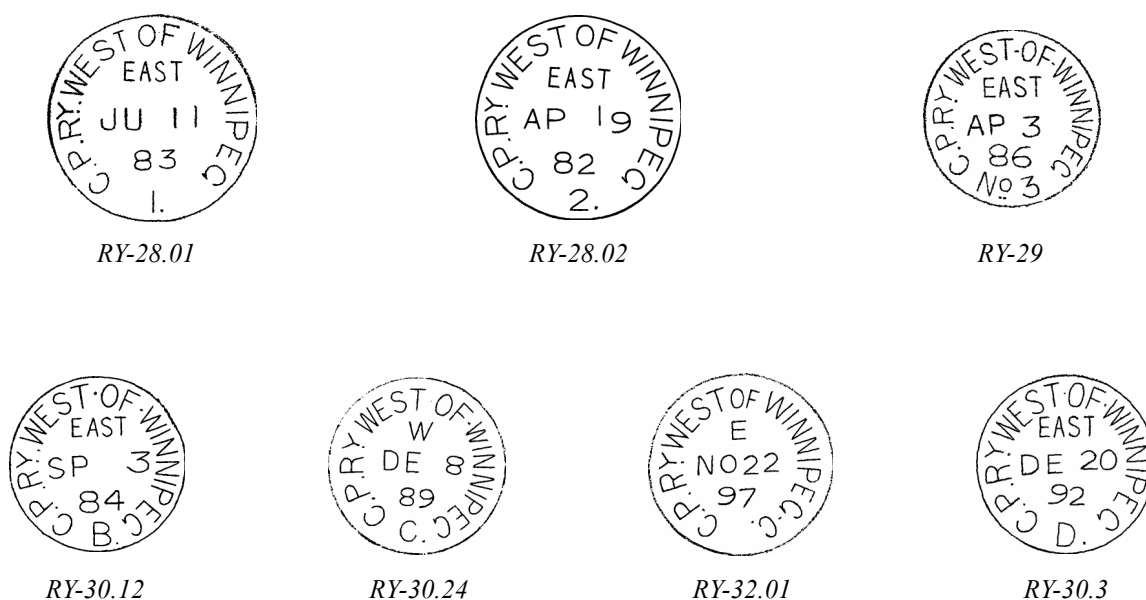


Figure 1. CPR West of Winnipeg Hammer Types

One interesting question is whether there was a geographic pattern in the usage of the different hammers. To gain some insight into where the different hammers were used, I studied a group of about 145 covers and cards for which one can identify roughly where the RPO cancel was applied. [I am grateful to Ross Gray and Jack Brandt for sharing information on a large number of covers to help expand the data set]. I used 3 types of covers. First is a large group of registered covers with West of Winnipeg transit marks. Second is a group of post cards with outgoing CPR West of Winnipeg cancels and for which the message side of the card has information about the date and city at which the card was written. And finally there are a few outgoing cancels on covers with corner cards. In most cases, I assumed that the RPO cancel was applied on the part of the rail line close to the originating town for the cover (although dates and the direction the cover was headed were sometimes relevant). For example, a cover to Winnipeg originating at Regina (or from a town off the railway that forwarded its mail to Regina) would be classified as having received its RPO strike between Regina and the Manitoba border. In some cases the towns indicated on post cards or corner cards may not coincide with where the cover or card was placed into the mail system. In other cases mail may not have been immediately processed and so the RPO strike may have been applied on a different segment of the rail line than I have inferred. This means the data will contain some noise. But the sample does yield some clear patterns.

I focus on the period from mid-1886 to mid-1900. Cross country mail service on the CPR main line began in 1886. By then hammers 1,2,3, all of the B hammers and the first C hammer were in use. I chose mid-1900 as the end date because that is when many (but not all) of the West of Winnipeg hammers were replaced by other hammers.

CPR West of Winnipeg Hammers: Geographic Patterns of Usage 1886 -1900

Table 1 summarizes the data. The original state of the D hammer is not included because there is no reliable data. The line “D removed” refers to the second state of hammer D after the D was removed. The designation “•C” refers to the second group of two C hammers that print as “C.P.R. WEST OF WINNIPEG • C.”, with the “C” not centred at the bottom, but off to the lower right. There are several eastbound covers with transit strikes of both C and B hammers on the same day. I have listed these in the rows indicated “C,B” and “•C,B”. [There are a few other covers with more than one West of Winnipeg RPO strike. I have not listed these separately].

Usage Pattern July 1, 1886 - 1900

Hammer	Gray Listing No.	Number of covers	
		West of Moose Jaw	East of Moose Jaw
1	RY-28.01		15
2	RY-28.02		16
No. 3	RY-29		18
B	RY-30.11 - RY-30.13	2	46
C	RY-30.21 - RY-30.26	24	
C,B		7	
•C	RY-32.01 - RY-32.02	4	
•C,B		2	
D removed	RY-30.31		13

Table 1. Geographical distribution of hammer usage.

There is a very clear pattern. The C hammers were used west of Moose Jaw and all of the others were used east of Moose Jaw. The only exceptions are two examples of B hammers from 1886 and 1888 that were possibly used west of Moose Jaw. There are 9 covers with strikes of both C (or •C) and B hammers. This pattern only appears on eastbound covers originating west of Moose Jaw, so it is reasonable to conclude that the C hammer was applied first (west of Moose Jaw) and then the B hammer was applied after the cover was transferred to a train heading east out of Moose Jaw.

There are other indications that Moose Jaw was a dividing point for the use of hammers, clerks and Mail cars. Bob Lane in a 2005 BNA Topics article discusses a cover with Westbound and Eastbound strikes of the “D removed” hammer and concluded that the cover indicates that the hammer was used east of Moose Jaw. Most compelling is the set of replacement hammers introduced around mid 1900: 5 Winnipeg and Moose Jaw hammers (W’P’G & M. JAW), and 6 Moose Jaw and Calgary hammers (M. JAW & CAL.). Moose Jaw was clearly a transition point for mail car service along the rail route.

Continued on the following page

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New Report from Ross Gray



Used as a transit backstamp on a registered cover from Westward Ho, AB to Hamburg, Germany **WT-64.08**, CALGARY & EDMONTON · R.P.O. / N^o 8 , 24, OC 29, 24 , is a new **early date** for the hammer.

CPR West of Winnipeg Hammers: Geographic Patterns of Usage 1886 -1900

Table 2 splits the “East of Moose Jaw” region from Table 1 into two smaller regions: Moose Jaw to the Manitoba border; and Manitoba.

Usage Pattern July 1, 1886 - 1900

Hammer	Gray Listing No.	Number of covers	
		Moose Jaw to Man. Border	Manitoba
1	RY-28.01	2	13
2	RY-28.02	8	8
No. 3	RY-29	3	15
B	RY-30.11 - RY-30.13	43	3
D removed	RY-30.31	4	9

Table 2. Geographical distribution of hammer usage East of Moose Jaw

The 2 and “D removed” hammers were used in both regions. Hammers 1 and No. 3 were used mostly in Manitoba, and the B hammers were used mostly in eastern Assiniboia. There is an interesting pattern for Hammer 2 not apparent from Table 2. All of the 8 Manitoba strikes in my inventory for the 1886-1900 period are from 1897 and earlier, and all of the 8 eastern Assiniboia strikes are from 1898 and later.

Overall, the evidence here suggests that there were systematic patterns in the usage of the various West of Winnipeg hammers. The results from this study are nevertheless preliminary because the same size is not large. It is hoped that readers will respond with more examples to expand the set of observations, which may in turn allow a more nuanced understanding of usage patterns. **The author may be contacted at saturnaisland@icloud.com.**

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New Report from Ross Gray



This stampless folded letter from Ste Brigide to Montreal has the first recorded example of an **EAST** direction indicium for hammer **RY-176.01**, STANSTEAD SHEFFORD & CHAMBLY. RAIL · ROAD / N^o 1 , AP 20, 1863, EAST . It is used as a transit postmark. The Montreal receiving backstamp is dated the same day. The Ste. Brigide postmark appears to be dated either April 18 or 19 (Saturday or Sunday respectively). The letter is dated April 18.

New Reports from Brian Stalker



Brian Stalker reports this very unusually worded clerk handstamp. The editor's guess is that the letter was from one philatelist to another to provide his friend in Montreal with the special Winnipeg exhibition cancellations and that it was sent empty and unsealed.

The clerk, Lemieux, possibly working at the Windsor Station transfer facilities, where it arrived off an R.P.O. on a C.P.R. train, noted that it was empty and therefore applied the straight line markings as well as his clerk stamp. The wording of the clerk handstamp is unusual but the rubber stamp would have been acquired privately at personal expense by the clerk, who specified the text.

Ferd Belanger, a Quebec postal history expert, advises us as follows; "Here is the result of my research for Lemieux. In the Civil service list of 1918, he is listed as a second class grade A clerk at the Montreal post office. He was born in 1873, started as a temporary clerk in 1898 and became permanent in 1901. I don't know if he was working at Windsor station. In the 1924 Lovell for Montréal, he was living at 1174 St-Hubert street, a post office employee."

Listing **QC-339**, MONT. & TOR. CITY SORTER / W. A. TRUDEAU, used on July 24 and July 28, 1955 on a bag tag with an eastbound train 18 indicium, uses the same unusual, "CITY SORTER" title. (See Jack Brandt's report on page 2607.)

New Reports from Brian Stalker



QC-298.111, MONT. & TOR. G.T.R.- R.P.O. / N^o 11 , 19, DE 29, 27 , is a new **late date** for this hammer.



QC-298.111, MONT. & TOR. G.T.R.- R.P.O. / N^o 11 , 10, SP 27, 22 , is the first report of **train 10** for this hammer.

QC-298.13, MONT. & TOR. G.T.R.- R.P.O. / N^o 13 , D.W, JUN 16, 11 , is a new **early date** for this hammer.



QC-298.15, MONT. & TOR. G.T.R. - R.P.O. / N^o 15, 10, NOV 20, 21 , is the first report of **train 10** for the hammer.



QC-298.15, MONT. & TOR. G.T.R. - R.P.O. / N^o 15, 18?, JAN 7, 42 , comes from the Ludlow collection and was annotated by him as **train 1** because the second numeral, probably an '8', was only marginally inked. As a result of this new observation the catalogue has been corrected to no longer include '1' as a reported train number for the listing. *(The editor is also highly suspicious of indicia 'E', 'DE' and 'NE' having been used for any of the hammers of the listing since no reports have been received since the first edition of the new catalogue was published in 2009.)*

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