

This issue contains contributions from **Jack Brandt, Brian Copeland, Ross Gray, Doug Lingard, Peter McCarthy, Murray Smith and Ron Smith**. There also are two new Ontario hammer studies for ON-395 and ON-820.

**Sean Weatherup** has now taken over the duties of Secretary-Treasurer and is implementing a different way of sending the electronic copies of the newsletter. Members will receive a link to a folder on the cloud containing two PDF files, a grey scale version optimized for printing on a black & white printer and a colour PDF file for viewing or printing.



### Wrong Use of RY-115



Ross Gray collection

**RY-115, REGISTERED / \_ MID · R \_ , FE 12, 78** , was only intended for use on registered mail. Here we see it used in error to cancel a post card from Bethany to Millbrook.



### A New C.P.R. West of Winnipeg Early Date



Ross Gray collection



**RY-30.13**  
**EAST, NO 6, 83**

On the back of this registered cover from Broadview, N.W.T., NO 6, 83 is a transit strike of **RY-30.13, C. P. R. WEST · OF · WINNIPEG / B. , EAST, NO 6, 83** . It is a new **early date** for both the hammer and the listing. Arrival in Winnipeg was the following day.

## A New Late Date for RY-69.5

I was viewing the December, 2017 issue of the BNAPS Fancy Cancel and Miscellaneous Markings Study Group newsletter edited by David M. Lacelle and was surprised to see this spectacular cover submitted by Ron Smith. It has a **new late date**, April 3, 1880, for **RY-69.5** struck in red. Previously reported examples have been struck in black or blue. Also interesting is that the clerk used the blank area below 'REGISTERED' to enter the originating tracking number.

We are grateful grateful to **Dave Lacelle** and **Ron Smith** for permitting use of these scans.

*(There is an article in BNA TOPICS, Volume 69, No. 1, January-March, 2012, page 53, discussing this interesting RPO related postmark.)*



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## The First Reported Use of Hammer WT-262.022



**Murray Smith** has discovered the **first reported use** of **WT-262.022**, KAM. & N. BAT. R.P.O. / N<sup>o</sup> 2, E, NO 6, 19. Previously it was only known from the proof strike dated September 9, 1919. It was used to cancel a post card view of Quill Lake, Saskatchewan addressed to Winnipeg.

## New Reports from Brian Copeland

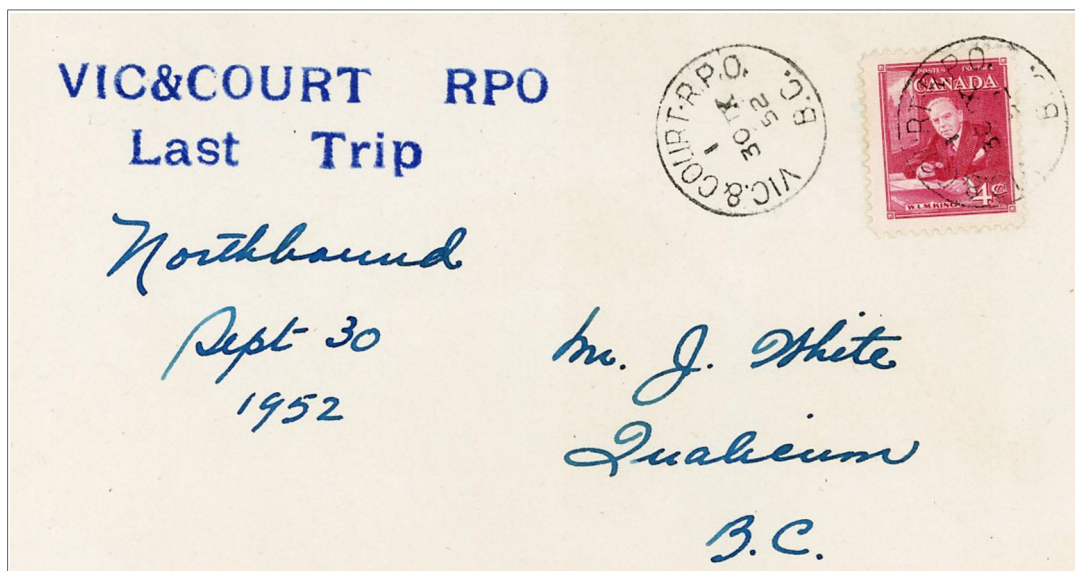


**ON-461.07**, C.P.R. P. I. ARTHUR & W. PEG M.C. / 7. , E, OC 19, 90 , is a new **early date** for the hammer, which was proof struck on February 25, 1888.

**WT-811.01**, VIC. & COURT. R.P.O. / B.C. , S, DE 10, 19 , is a new **early date** for the hammer which was proof struck on December 20, 1916.

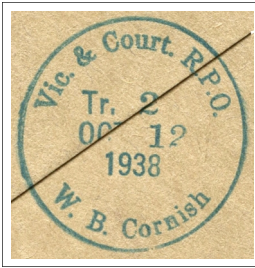


**WT-811.02**, VIC. & COURT. R.P.O. / B.C. , 1, AP 24, 39 , is the first report of northbound **train 1** for the hammer.



**WT-811.05**, VIC. & COURT. R.P.O. / B.C. , 1, 30 IX, 52 , is a new **late date** for the hammer.

## New Reports from Brian Copeland



**WT-817**, Vic. & Court. R.P.O. / W. B. Cornish , Tr. 2, OCT 12, 1938 is a new **early date**.

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## New Reports from Ross Gray

**ON-73**, CANFIELD J. & ST THOMAS R.P.O. / . , W, MR 29, 15 , is a new **early date** for this scarce hammer which was proof struck on October 29, 1914.



Found as a transit backstamp on a registered cover from Wallacetown to London, this very worn **ON-506.02**, ST THOMAS & WINDSOR R.P.O. / . , 366, SP 17, 47 , is the **first report of train 366** for both the listing and the hammer and is a new **late date** for the hammer.

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## A New Quebec Clerk Stamp Discovery



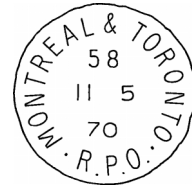
This bold clerk hand stamp was placed in transit on a post card from St. John, NB to St. Augustin, QC. The card was originally cancelled on the St. John & Montreal R.P.O. Presumably the addressee was a relative of the clerk and the hand stamp was intended as a greeting.

It will now be catalogued as **QC-410.55**, M. J. L. GARNEAU / QUEBEC - GAR. JCT. MONTREAL , WEST, JUL 28, 1914 . Possibly the subsequent QC-411 was a replacement.

## QC-311 Hammers

On page 2567 of the July-September 2017 newsletter, we briefly discussed the two hammers of listing QC-311.

*QC-311.01 proof*



*QC-311.02*

The editor has not seen an example of hammer **QC-311.01** used. The only recorded date is the earliest date for the listing, 1951/11/18 which is derived from the Ludlow-Robinson written records with no source noted. In the absence of any reports of QC-311.01, the catalogue will be amended to show QC-311.01 as Only Proof Known and the ERD for the listing as 1967/12/15.

Hammer **QC-311.02**, proof struck on October 30, 1967, has only been seen by the editor on favour covers or facing slips dated between 1967/12/15 and 1971/04/24.



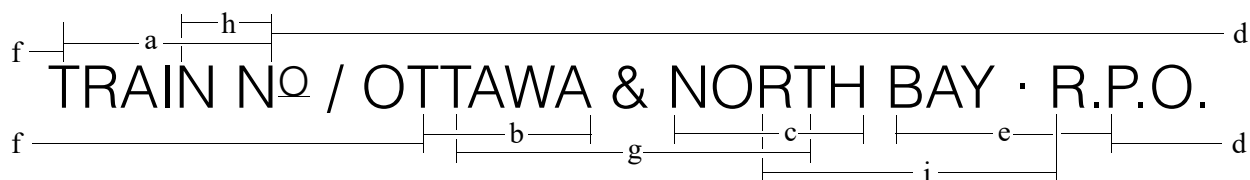
Central Ontario Railway Station in Trenton Ontario circa 1911 when the C.O.Ry was taken over by the the Canadian Northern Railway

**Chris Anstead** reports a new **early date** for **ON-866**, TRENTON & MAYNOOTH · R.P.O. / N<sup>o</sup> 1, 7, AP 27, 10, used on a post card addressed to Ormsby, Ontario. It was proof struck on April 6, 1910.



Central Ontario Railway Station in Maynooth Ontario circa 1911

## ON-395 Hammer Study



Hammer	a	b	c	d	e	f	g	h	i
ON-395.01	11	8 ¼	8 ½	12 +	9	9	15 -	4 ¼	12 +
ON-395.02	11	8 ½	8 ¼	11 ¼	9	9 -	15 ¼	4 ½ +	12
ON-395.03	11	8 ½ +	8 ½ -	11 ¾	8 ¾	8 +	15 ½	4 ¼	11 ½
ON-395.04	11	7 ¾	8 ½ -	12	9 ¾	8 ½	14 ½	4 ½ -	12 ½
ON-395.05	10 ¾	8	7 ¾	13 ¼	9	8 ¾	14 ½ +	4 ¼	11 ½ +
ON-395.06	11	8 ¼	9	11 ¾	8 ¼	8 ½	15 ½	4 ¼	12 -
ON-395.07	11 +	8 ½	8 ¾	11	9 ¼	8 ¼	15 ¾	4 ½ -	12 ¼



ON-395.01



ON-395.02



ON-395.03



ON-395.04



ON-395.05



ON-395.06



ON-395.07

Hammer	Proof Date	ERD	LRD	Indicia
ON-395.01	1915/02/19	1915/10/07*	1931/07/18*	1*,18
ON-395.02	unknown	1915/05/18*	1917/11/21	2*,17,18
ON-395.03	unknown	1915/04/23*	1916/01/02	18
ON-395.04	unknown	1916/09/04	1919/04/20*	2
ON-395.05	unknown	1916/12/31	1931/02/19*	17,18
ON-395.06	unknown	1916/11/18	1931/09/10	17,18
ON-395.07	unknown	1924/08/27	1931/07/21*	18
ON-395		1915/03/16	1931/09/10	1,2,17,18

*Reported by Jack Brandt \**

*The 1944/02/11 LRD for the listing in the Ludlow / Robinson records is unlikely and is probably an error.*

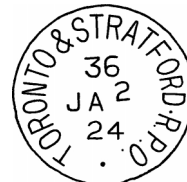
## ON-820 Hammer Study



ON-820.01 proof



ON-820.02



ON-820.03

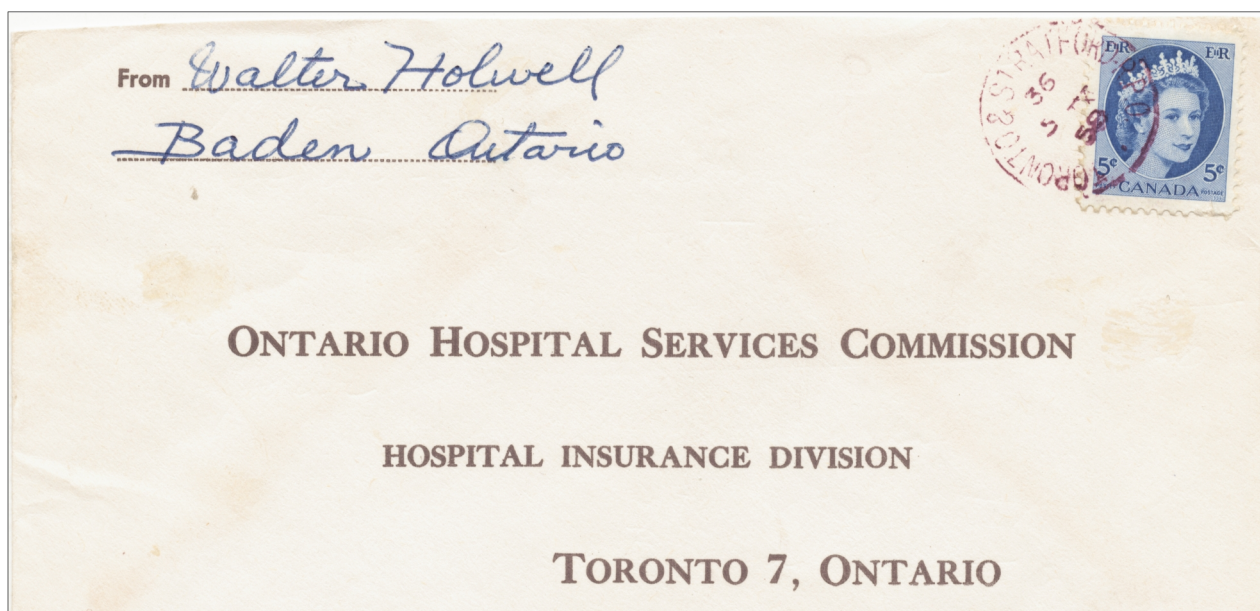
Hammer	a	b	c	d
ON-820.01	10	12 ½	14 ¾	11 ¾
ON-820.02	9 ½	11 ¾	15 ½	12
ON-820.03	10 +	11 ½	15 ½	12 ¾

Hammer	Proof Date	ERD	LRD	Indicia
ON-820.01	1923/09/03	1924/08/30*	1925/11/09	36,38*
ON-820.02	unknown	1st period 1924/03/05*	1926/02/08	29,31,36
		2nd period 1956/11/26*	1965/06/19*	26,27,36,39
ON-820.03	unknown	1923/12/12*	1924/11/07*	36
ON-820		1st period 1923/09/19	1926/02/08	29,31,36,38
		2nd period 1956/11/26*	1965/06/19*	26,27,36,39

*Reported by Jack Brandt \**

\* Four examples of ON-820.01 with train 38, show the '8' positioned lower than the '3' suggesting that the clerk lacked a '38' slug and used two single number slugs to make up the train number. The ERD date reads '30' (inverted) and '8' instead of 'AU'.

The ON-820.02 LRD is on a 'Rowell' favour cover to Sarnia with a note on the back, 'Last Trip 26'



**ON-820.02**, TORONTO & STRATFORD · R.P.O. , 36, 5 IX, 58 , unusually struck in **purple**.

## New Reports from Jack Brandt

In the previous issue, the editor requested that readers report any dates between 1926/02/06 and 1944/05/11 for hammer **MT-22.06**, CAMP. & LEVIS - R.P.O. / . , in order to determine if the hammer was used in 2 separate time periods. Jack has responded with reports of dates in 1930, 1933, 1937, 1938, 1942 and 1943, effectively answering the question.




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**ON-197.01**, HAMILTON & PALMERSTON · R.P.O. / . ,  
N, JAN 11, 17 , is a new **late date** for the hammer.

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**ON-340.03**, NORTH BAY & S. S. MARIE · R.P.O. / . ,  
18, JAN 24, 16 , is a new **early date** for the hammer.

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**ON-351.01**, N. BAY & TIMMINS / R.P.O. , blank, DE 17, blank , found  
on a facing slip, is the first report of a **blank train indicium** for the hammer  
and the listing.

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**ON-424**, TRAIN N<sup>o</sup> / OTT. & TORONTO R.P.O. , N.W, FE 4, 10 , is the first report  
of an “N.W” (*Night-Westbound*) time/direction indicium for the hammer and the run. It is  
commonly seen used on the Montreal-Kingston-Toronto R.P.O. hammers which operated  
on the Grand Trunk Railway but never before on any of the Ottawa-Smith’s Falls-  
Toronto R.P.O. hammers operating on the Canadian Pacific Railway.




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**ON-476.02**, PT. HOPE & TOR. R.P.O. / · N<sup>o</sup>. 2 · , 92, DE 20, 46 ,  
is a new **early 2nd period date** for the hammer.

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**WT-660.02**, RIV. & S'TOON / No. 2 , 3, SP 21, 62 ,  
is a new **early date** for the hammer.

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**WT-870.022**, WPG. & DEL. R.P.O. / · N<sup>o</sup> 2 · ,  
122, JUL 20, 57 , is a new **late date** for both the  
hammer and the listing.

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**WT-969.011**, WINNIPEG & SOURIS R.P.O / N<sup>o</sup> 1 , W, NO 2, 37 , is the first  
report of the ‘W’ **direction** for the hammer. (*Bob Lane noted that an ‘E’ indicium was  
used between 1936 and 1938.*)





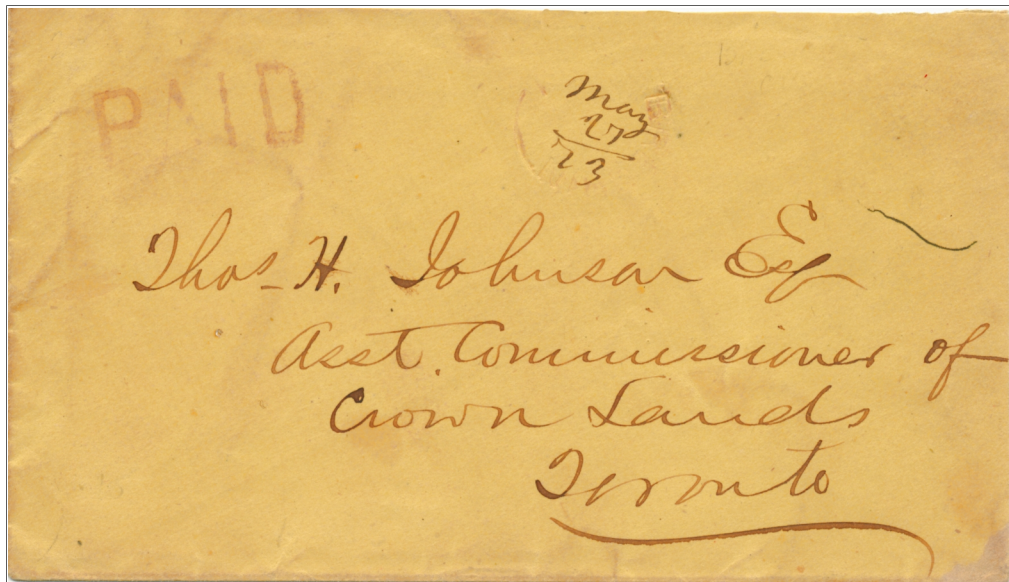
## Midland Railway Postmark Fake

**Doug Lingard** has found a fake example of **RY-117**, MIDLAND - RWY / M.C. (*proof struck on October 20, 1887*) posing as a transit mark on the back of a stampless cover to Toronto from BRECHIN, C.W. dated May 27, 1873. The cover seems to have what may be an ORILLIA MY 27 / 1873 C.W. backstamp (only the "A" in the town name is visible) and a Toronto backstamp receiver with an illegible date.

The fake postmark is crudely hand lettered in blue ink which has bled into the paper and has a compass point impression above the "Y" of "MY" in the centre of the circle. Apparently the creator of the fake was knowledgeable enough to know that the letter could have been routed over the Midland Railway of Canada from Brechin to Toronto because that railway had reached Orillia from Beaverton sometime in 1873, as had the Muskoka Branch Railway linking Orillia to Toronto. However the letter would have travelled north not south.

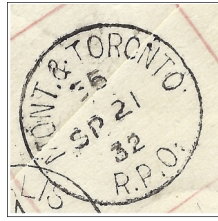
It is possible that closed bag mail may have been carried by the Midland Railway at the time but the earliest known R.P.O. postmark date is July 19, 1875 (*RY-114.021*).

The editor has reason to believe that this and similar fakes including the alteration of genuine postmarks were the product of a member of the RPO Study Group for a short time in the late seventies.



*Genuine RY-117*

## New Reports from Peter McCarthy



This example of **QC-310.01**, MONT. & TORONTO / R.P.O. , 35, SP 21, 32 , is a new **early date** for the hammer and the first report of **train 35** for both the hammer and the listing.

It is found as a transit backstamp on a registered first flight cover from Pascalis, QC to Siscoe, QC and is addressed to London, ON. The cover travelled from Quebec City to Montreal on a Quebec & Montreal R.P.O. on CPR train 357 which left Quebec Palais Station at 11:30 PM and arrived at Montreal Windsor Station at 6:30 AM. There, it was transferred to CPR train 35 which left at 7:00 AM for Toronto, via Smith's Falls and Peterborough. The six hammers of this listing were normally used on CNR Montreal-Toronto R.P.O.s not CPR trains. *(The editor found another example of train 35 use dated February 8, 1933 for QC-310.01.)*

**ON-228.01**, KINGSTON & TWEED R.P.O. / . , 11, JU 9, 12 , is a new **late date** and the first report of **train 11** for this very worn hammer. The enclosure and receiving backstamp reveal that the month is **July not June** and that the month slug is incorrect.



**ON-475.022**, PORT HOPE & TORONTO R.P.O. / No. 2 , 93, JUN 10, 29 , is a new **early date** for the hammer.

**ON-476.02**, PT. HOPE & TOR. R.P.O. / · N<sup>o</sup> 2 · , 95, JUL 8, 32 , is a new **1st period early date** for the hammer.



**ON-476.02**, PT. HOPE & TOR. R.P.O. / · N<sup>o</sup> 2 · , 95, JUN 26, 39 , is a new **1st period late date** for the hammer.



**ON-720.02**, TOR. & MONT. G. T. R. P. O. / N<sup>o</sup> 2 , 8, SP 27, 08 , is the first report of **train 8** for both the hammer and listing.



**ON-798.01**, TOR. & PI - H. / N<sup>o</sup> 1 , W, AU 27, 94 , is a new **late date** for both the hammer and the listing.



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