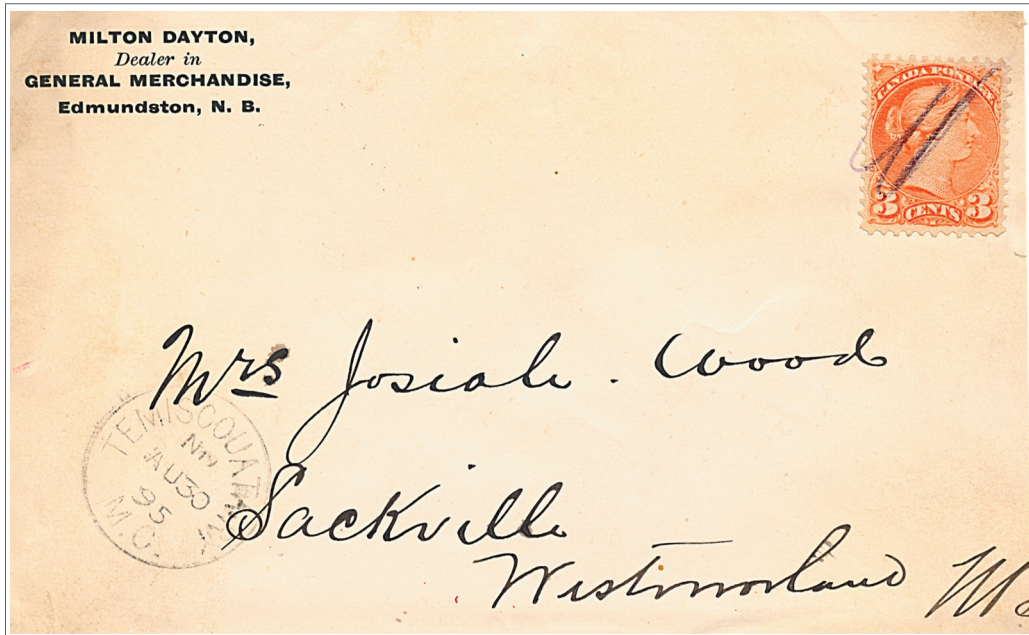


This issue features **three new catalogue listings** and **seven new hammer studies** and includes contributions from **Jack Brandt, Ross Gray, Richard Hautala, Peter McCarthy, Murray Smith** and **Simon Taylor-Young**.

.....



RY-178.03, TEMISCOUATA · RY / M.C. , N, AU 30, 95 , is a new **early date** for the hammer.
(The “N” direction indicium slug appears to be an inverted ground down JUN month slug.)

.....



Pere Marquette Railway station Blenheim, Ontario circa 1910

ON-32 Hammer Study

c
d
b
BLENHEIM & SARNIA / RY. P. O.
a
b

Hammer	Proof	ERD	LRD	Indicia	a	b	c	d
ON-32.01	1887/06/09	no reports	no reports		7 ½ +	12	12 ¾	3 ¼
ON-32.02	unknown	1887/12/20	1898/09/27 ¹	N,S	6 ½ +	13 ½ +	12	5 ½
ON-32.03	unknown	1901/10/02	1902/11/02 ¹	N,S	5 ¾ +	13 -	13	4 ½
ON-32		1887/12/20	1903/10/07	N,S				

Brandt¹



ON-32.01 proof



ON-32.02



ON-32.03

ON-97 Hammer Study

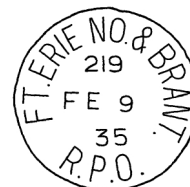
a
c
b
FT. ERIE NO. & BRANT. / R.P.O.
a

Hammer	Proof	ERD	LRD	Indicia	a	b	c
ON-97.01	1931/12/31	1932/06/03	1934/10/31	218, 219	6 ¾	11 ¼	2 ¾
ON-97.02	1931/12/31	1932/03/18	1949/08/13	218, 219	7 ½ -	12	3 ¼
ON-97		1932/01/05 ¹	1950/01/25	218, 219			

Brandt¹



ON-97.01



ON-97.02



ON-370 Hammer Study

My initial study of these hammers identified only 2 hammers but **Brian Stalker** identified a third one, which I had missed.



Hammer	ERD	LRD	Indicia	a	b	c	d	e	f	g
ON-370.01	1907/07/15 ¹	1914/12/22 ²	51,52,53,59 ¹ ,blank ¹	10 ½	2 ¼	10 ½	11 -	6 ¼	7 ¼	5 ½
ON-370.02	1907/04/18 ²	1920/06/03 ¹	47,51,52	9 ½	1 ¾	9 ½	12 ¾	5 -	8	6 ½
ON-370.03	1907/06/07 ¹	1920/08/02	47,51,52 ¹ ,53	9 ½	2	10 +	12	5	8	6 ¼
ON-370	1907/04/18	1920/08/02	47,51,52,53,59,60?,blank							

The "O" of "R.P.O" of ON-370.03 is noticeably narrower than those of ON-370.01 and ON-370.02.

Proof dates are unknown

Brandt ¹, Stalker ²



ON-370.01



ON-370.02



ON-370.03

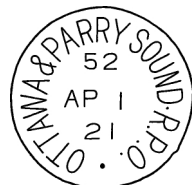
.....

ON-404 Hammer Study



Hammer	Proof	ERD	LRD	Indicia	a	b	c	d	e
ON-404.01	1921/01/25	1921/04/01	1924/04/17	52,90	5 ½	12 -	6 ½	7 ½ -	3 -
ON-404.02	unknown	1921/06/22 ¹	1925/07/06	47,52,89,90 ¹	5	11 +	7 +	7 ½ -	2 ¾
ON-404.03	unknown	1921/03/18	1942/01/10	E,52,53,89,90,92	6 ¼	12	6 ½	7	2 ½ +
ON-404		1921/03/18	1942/06/16 ¹	E,47,52,53,89,90,92					

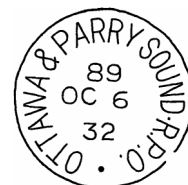
Brandt ¹



ON-404.01



ON-404.02



ON-404.03

A New Station Listing

The North Branch Way Office opened on June 3, 1859 and the name changed to **Tracey Station Way Office** on April 1, 1871, shortly after completion of the Western Extension of the European & North American Railway between St. John and Vanceboro. On July 1, 1875, it became a regular office.

The March-April, 2004 newsletter discusses the railway and R.P.O. history of the area at length.



SN-59.5, W. O. TRACEY STATION / = N · B = , *Apr 6 . 1875* , is a **new listing**.



Railways in New Brunswick as of 1882

A New Station Listing

ST. JOHN, N.B. AND VANCEBORO												
Mxd	Exp	Pac. Exp	Exp	Yan-kee.	Miles.	STATIONS.		Mxd	Exp	Atl. Exp	Mxd	Exp
P.M.	P.M.	P.M.	A.M.	A.M.		Lv	Ar	A.M.	A.M.	P.M.	P.M.	P.M.
†8.20	†4.40	†4.00	†8.30	†6.40	0	.. St. John, N.B.	||77..	....	†8.20	† 1.00	†7.15	10†00
....	†3.11	†3.15	....	....	0	..... Carleton	..... Ar	....	†9.15	† 1.30	....	....
8.50	†4.50	†4.10	†8.45	†6.50	3	..... Fairville	.....	....	8.10	† 12.50	6.55	9.50
9.02	†4.56	....	†8.54	....	5	..... South Bay	.....	....	†8.04	....	†6.46	....
9.12	†6.02	....	†9.03	....	7	..... Sutton	.....	....	†7.59	....	†6.38	....
9.36	†6.08	....	9.15	....	10	..... Grand Bay	.....	....	†7.52	....	†6.28	....
9.42	†6.12	....	†9.24	....	12	..... Ingleside	.....	....	†7.48	....	†6.22	....
9.45	†6.14	....	†9.27	....	13	..... Riverbank	.....	....	†7.46	....	†6.19	....
9.50	6.18	†4.29	9.36	†7.15	14	.. Westfield Beach	....	....	7.42	† 12.28	6.14	9w28
9.53	†6.21	....	†9.42	....	15	..... Lingley	.....	....	†7.38	....	†6.11	....
10†03	†6.28	....	†9.57	....	19	..... Nerepis	.....	....	†7.31	....	†6.00	....
....	†6.34	....	10†12	....	22	..... Eagle Rock	.....	....	†7.22	....	....	....
10.20	6.40	†4.45	10.27	†7.33	24	..... Welsford	.....	....	7.19	† 12.12	6.40	9w 12
10†34	†6.49	....	10†49	....	29	..... Clarendon	.....	....	†7.11	....	†6.15	....
10†45	†6.57	....	11†08	....	32	..... Gaspereaux	.....	....	†7.08	....	5.00	....
10†52	†6.02	....	11†20	....	35	..... Enniskillen	.....	....	†6.59	....	†4.41	....
11.02	6.08	†5.08	11.48	†7.57	37	..... Hoyt	.....	....	6.54	† 11.48	4.51	8w 48
11†11	†6.15	....	11†59	....	41	..... South Branch	.....	....	†6.48	....	†4.20	....
11.25	†6.24	6.20	12.15	8.10	45	Ar Fredericton Juno	Lv	....	†6.40	† 11.35	†4.05	†8.35
....	7.10	....	†9.15	6.00	67	Ar	Lv	....	†6.00	† 10.20	†3.30	....
....	....	†3.00	10†20	....	67	Lv || Fredericton ||	Ar	....	†9.15	....	† 12.45	†7.10
11.40	....	†5.25	12.50	†8.15	45	..... Fredericton Juno	Ar	....	5.00	....	11.30	3.45
11†52	....	....	†1.05	....	48	..... Tracy	.....	....	†4.48	....	†3.32	†8.30
12†20	....	....	†1.38	....	55	..... Green Point	.....	....	†4.23	....	†3.03	....
12†31	....	....	†1.59	....	60	..... Cork	.....	....	†4.07	....	†2.45	....
12.55	....	†6.07	2.40	8.50	65	..... Harvey	.....	....	3.49	† 10.51	2.25	7w53
†1.16	....	....	†3.04	....	71	..... Prince William	.....	....	†3.29	....	†2.03	....
†1.32	....	....	†3.23	....	76	..... Magaguadavic	.....	....	†3.14	....	†1.47	....
†2.00	....	6.40	4.00	9.20	84	Ar	Lv	....	2.45	....	10.15	7.20
....	....	8.45	5.50	9.27	84	Lv || McAdam Juno ||	Ar	....	2.10	....	10.10	12.50
....	....	7.00	†6.15	9.40	91	Ar || Vanceboro ||	†76.Lv	....	†1.50	....	† 9.55	12†30
A.M.	P.M.	P.M.	A.M.	A.M.				A.M.	A.M.	A.M.	P.M.	A.M.

* Daily. † Sundays only. ‡ Daily, except Sunday. † Daily, except Saturday.
 || Refreshment Stations. ‡ Daily, except Monday. † Flag Stations.
 v Stops for passengers for west of Vanceboro only.
 w Stops for passengers for St. John only.

C.P.R. Timetable July 1895

QC-543 Hammer Study



Hammer	Proof	ERD	LRD	Indicia	a	b	c	d
QC-543.01	1925/11/06	1928/04/13 ¹	1952/03/01 ¹	21 ² ,51	11 ½ -	12	11 ½	7 ¾
QC-543.02	1926/04/25	1926/09/20 ¹	1953/10/29 ¹	51,52	10 ¾	10	13	8 ½ +
QC-543		1926/06/11	1954/10/21	21,51,52				

Jack Brandt¹

Peter McCarthy² (dated 1934/01/27)

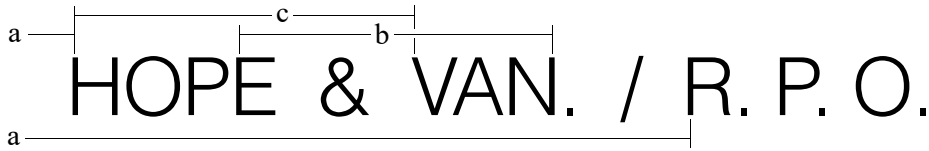


QC-543.01



QC-543.02

WT-240 Hammer Study



Hammer	Proof	ERD	LRD	Indicia	N.	a	b	c
WT-240.01	1947/06/12	1948/06/17 ¹	1952/01/30 ¹	11,12 ¹	period	10	18	18 ½
WT-240.02	1947/06/12	1947/09/19 ¹	1953/04/03 ²	11,12	none	10 ½	17 ½ +	18 ¼
WT-240.03	1950/03/01	1952/08/30 ¹	1953/11/25 ¹	11,46 ¹	period			
WT-240.04	1952/10/24	no report	no report		period			

Brandt¹, Taylor-Young²



WT-240.01 proof



WT-240.02 proof



WT-240.03 proof



WT-240.04 proof

WT-482 Hammer Study Update

There were errors in the chordal dimensions for WT-482.01 in the original hammer study published in 2007 due to the poor quality of the only available strike for that hammer at the time.



Hammer	a	b	c	d	e	f	g
WT-482.01	8 ½	5 +	6 +	8 ½	9 ½	6 ½	5 ½
WT-482.02	9 ¾	6 -	5 ¼	9 ¾	10 ½ -	7	5 ½ -
WT-482.03	8 ¼	5 +	6	8 ½	10 ½	6 ¾	5 ½



WT-482.01
Proof - unknown
ERD - 1903/09/21
LRD - 1907/10/19
Indicia - E



WT-482.02
Proof - 1909/01/29
ERD - 1913/03/01
LRD - 1931/03/23
Indicia - E, W, 11, 12



WT-482.03
Proof - unknown
ERD - 1905/06/23
LRD - 1906/02/14
Indicia - E

WT-482.01 has a break in the rim at the 8 o'clock position and the "D" has breaks by June 13, 1907.

WT-482.02 has a maltese cross instead of a period at the base of the run. It wears to a period in later strikes.



Jack Brandt has reported a new **late date** for hammer **WT-482.01**, NELSON & MIDWAY · B.C. R.P.O. / . , E, OC 19, 07.

Facing Slips

The following text is excerpted from “Instructions to Railway Mail Service” issued by the Director Railway Mail Service, B. M. Armstrong, Ottawa, 1920.

76. *Facing Slips, How Used.* - Facing slips are of two kinds, “printed” and “blank.”

(a) Printed face slips and slip labels to be used on all packages or pouches of letters and circulars sent to other Railways or Post Offices for distribution or despatch therefrom, and on all bags and sacks sent in a similar manner. Reverse side of printed facing slips not to be used for labelling letter packets, lock bags or newspaper sacks.

(b) Blank slips to be used on all packages of letters and circulars, the contents of which are for one Post Office, when such package has to pass through an intermediate Post Office or Railway Post Office before reaching its destination. Railway Mail Clerks must see that they have a sufficient supply of blank facing slips on hand to make up any necessary labels.

(c) Railway Mail Clerks and Postmaster receiving these packages will note on the reverse side of the slip errors found in the distribution, stating the number of letters mis-sent, and the names of the places to which the same are addressed, adding thereto their names, or full initials, and date stamp.

(d) Facing Slips and Slip Labels must not be used a second time, and the Clerks will report any violation of this rule, enclosing the slip as evidence.

(e) Facing slips and slip labels made up for a run should show date that mails are DUE to be despatched. Date stamp should be changed at scheduled mid-night regardless of actual running time.

(f) Facing Slips and Slip Labels, Letter Bills, and Trip Sheets are to be prepared and properly date-stamped before run commences. Slip labels and facing slips used by Railway Mail Clerks *must* bear the full initials and surname of the clerk making up the bag or package. Bag labels should be distinctly date-stamped in such a manner that the name of the R.P.O. or office of origin may be readily ascertained without removing the label from the bag. The labels of all bags should be carefully read by clerks when the mails are received and despatched, in order to guard against mistakes and mis-sendings.

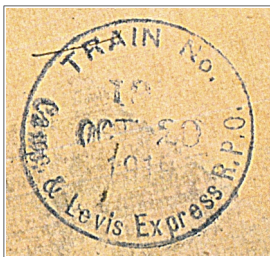
(g) The printing on facing slips must not be altered.

(h) When short of printed facing slips use “blank” slips and write destination plainly thereon.

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MT-20 Variations

Jack Brandt observed that there was a significant difference in the diameter of the **MT-20** in his collection and the **34 mm** diameter catalogue illustration which was derived from the editor’s collection. His example measures about **30 mm** in diameter, which is usual for most of these official rubber postmarks of the period. (They were only intended for stamping internal post office forms but are occasionally found as transit marks on registered mail and rarely used to cancel stamps.)



MT-20, TRAIN No. / Camp. & Levis Express R.P.O., 199, OCT 20, 1919 , is found as a transit marking on a registered letter from St. Pascal, QC to St. Hyacinthe, QC.



MT-20, TRAIN No. / Camp. & Levis Express R.P.O., 1, DEC 11, 1920 , is found as a transit marking on a registered letter from Rimouski, QC to Portugal.

New Reports from Ross Gray



ON-106.03, FORT WILLIAM & WINNIPEG / N^o 3 , 6, AP 17, 13 , is the first report of **train 6** for the hammer.



ON-716.101, TOR. & MONT. G.T.R.Y / 10 , 18, 13 JUN, 19 , is a new **2nd Period late date** and the first report of **train 18** for the hammer



Found as a transit postmark on a registered bag tag from Calgary to Dawson Creek is a new **early date** for **WT-77**, CAL & EDM. R.P.O. / F. A. ROCKEY , 523, NOV 4, 1944 . It is the first report of **train 523** and **corrects the clerk name** of the listing.

The bag travelled north on the Calgary & Edmonton R.P.O. to Edmonton, where it was transferred to the northbound Edmonton & Dawson Creek R.P.O.



Found as a transit backstamp on a returned registered cover from Humboldt to Anaheim, SK, **WT-262.01**, KAM. & N. BAT.- R.P.O. / N^o 1 , E, AP 9, 15 , is a new **early date** for the hammer.

Used as a transit backstamp on a returned registered cover from Winnifred, AB to Brooks, AB, **WT-381.023**, M. JAW & CAL : R.P.O. / N^o 2 , 1, MR 17, 19 , is a new **early date** for the hammer.



New Reports from Jack Brandt

MT-67.04, CH'TOWN & TIGNISH · R.P.O. / . ,
W, SP 17, 52 , is a new **late date** for the hammer.



MT-99.05, HALIFAX & CAMP · R.P.O. / . ,
4, MY 11, 36 , is a new **late date** for the
hammer.

MT-347.02, TRURO & NEW GLASGOW / M.C. ,
W, MY 6, 93 , is a new **early date** for both the hammer
and the listing.



ON-710.021, TORONTO & MEAFORD R.P.O. / N^o 2 ,
67, AP 15, 12 , is a new **late date** for the hammer.

ON-737, TORONTO & NORTH BAY M.C. G.T.R. / N^o 3 ,
44, NO 18, 42 , is a new **late date**.



WT-8.02, BLAINE & VANCOUVER · R.P.O. / . ,
359, SP 9, 35 , is the first report of **train 359** for the
hammer.

WT-8.03, BLAINE & VANCOUVER · R.P.O. / . ,
362, SP 4, 50 , is a new **late date** and the first report
of **train 362** for the hammer.



WT-9.01, BLAINE & VANCOUVER / R.P.O. ,
358, JUL 28, 39 , is a new **late date**.

WT-229.02, ELK POINT & EDM. R.P.O. / . ,
95, VIII 19, 52 , is a new **early date** for the
hammer.



WT-240, HOPE & VAN. / R.P.O. , 46, 30 AU, 52 , is
the first report of **train 46** for the listing and the run.

WT-254, HUNT. & M.C. . R.P.O. / . , S, SP 13, 21 ,
is the first report of an “S” direction indicium.



WT-254, HUNT. & M.C. . R.P.O. / . , N, JAN 25, 23 , is
a new **late date**.

A New Western R.P.O. Registration Discovery by Jack Brandt

This registered cover, addressed to Fyzabad near Lucknow, India, originated from the northbound Okanagan Landing & Sicamous R.P.O. on November 25, 1930. The stamps were cancelled with **WT-551**, O. L. & S. - R.P.O. / . , N, NO 25, 30.

Remarkably, it was also stamped with a **previously unknown boxed registration postmark**, type BX1R which has now been listed as **WT-552.55**, O. L. & S. R.P.O. / ORIGINAL NO. // REGISTERED.

The cover was transferred to the westbound Calgary & Vancouver R.P.O. at Sicamous and backstamped with **WT-91.138**, C. & V. R.P.O. / % B.C. %, 3, NO 25, 30 and sorted into closed bag mail for Seattle, where it arrived on November 27.

Arrival in New York was on December 1 and in Fyzabad on December 30.

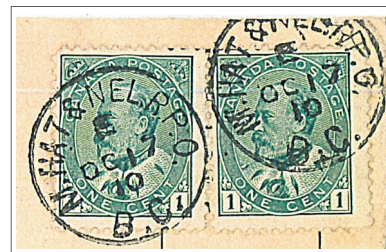


New Reports from Jack Brandt



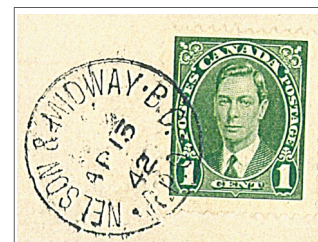
WT-337.03, M. H. & CRAN . R.P.O. / No. 3 , 11, 30 IV, 52 , is a new **early date** for both the hammer, proof struck on April 4, 1952 as well as the listing.

WT-340.05, M. HAT & NEL. R.P.O. / B.C. , E, OC 17, 10 , is a new **late date** for both the hammer and the listing.



WT-382, M. JAW & CAL · R.P.O. / A , 1, DE 5, 32 , is a new **early date**.

WT-490, NELSON & MIDWAY · B.C. / · R.P.O. · , blank, AP 13, 42 , is the first report of a **blank** indicium.



WT-491, NEL. & MID. R.P.O. / B.C. , 11, MY 9, 49 , is a new **early date** for this hammer, which was proof struck on February 18, 1949.

This favour strike of **WT-493**, NEL - MID. R.P.O. / E. G. KANE , Tr. 11, FEB 1, 1943 , on the back of a post card cancelled with WT-490, **corrects the error** in the catalogue text.



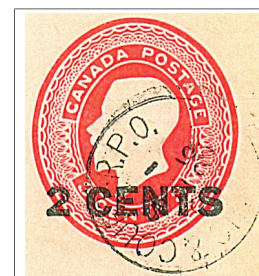
WT-498, NEL. & MID. R.P.O. / E. SHUMACHER, Tr. 11, FEB 5, 1952 , is a new **early date**.

WT-782.198, S. & Q · R.P.O. / * B.C. * , S, JUN 17, 35 , is the first report of an “S” direction indicium.

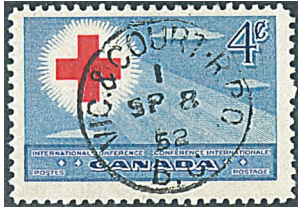


WT-811.01, VIC. & COURT · R.P.O. / B.C. , S, AP 2, 19 , is a new **early date** for the hammer.

WT-811.03, VIC. & COURT · R.P.O. / B.C. , S, DE 1, 26 , is a new **early date** for the hammer.

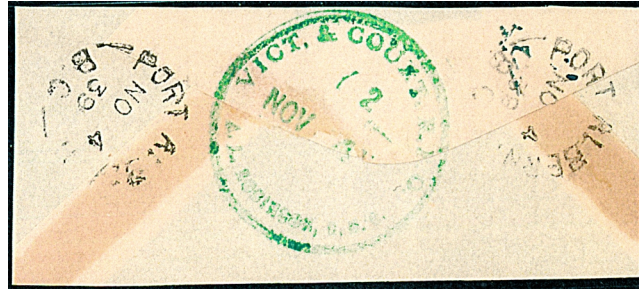


New Reports from Jack Brandt



WT-811.03, VIC. & COURT · R.P.O. / B.C. ,
1, SP 8, 52 , is a new **late date** for the hammer.

WT-813, VICT. & COURT R.P.O. / A. L.
ROBINSON, R.M.C. , 2, NOV 4, 1939 , is
a new **late date**.



WT-817, Vic. & Court. R.P.O. / W. B. Cornish ,
Tr. 2, SEP 2, 1950 , is a new **late date**.

WT-827.01, VIC. & WEL. R.P.O. / B.C. ,
S, JAN 18, 02 , is a new **early date** for the
hammer.



Used on a Russian Advice of Receipt form for a letter to Campbell River is a **previously unreported** type CC1R clerk stamp now listed as **WT-815.55**, VICT. & COURT. R.P.O. / P. H. HARDIMAN, SEP 6 1930 / TR. *blank*. It is accompanied by **WT-811.01**, VIC. & COURT · R.P.O. / B.C. , 2, SP 6, 30 .



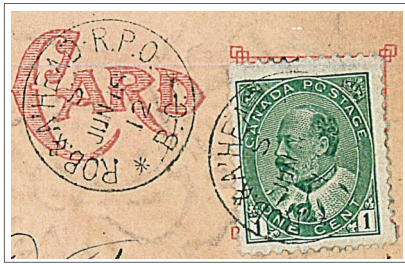
WT-885.032, W'PEG. & KAM · R.P.O. / N^o 3 , 10, DE 2, 52 , is
a new **late date** for the hammer.

WW-5, PEN. & O. L : R.P.O. / B.C. , SOU, OC 6, 23 , is the first report of this odd
“SOU” direction indicium made by grinding the “TH” off a “SOUTH” slug in order to
make it fit into the hammer slot.



New Reports from Jack Brandt

WW-5, PEN. & O. L : R.P.O. / B.C. , N, SP 26, 27 , is a new **late date**.



WW-8.01, ROB. & A'HEAD · R.P.O. / * B.C. * , S, JUN 18, 12 , is the first report of an “S” direction indicium.

RY-47.01, E. & N. RWY / B.C. , blank, AP 3, 91 , is the first report of a **blank** indicium for both the hammer and the listing.



New Reports

Murray Smith has found a new **early 2nd Period date** for QC-72.01, LEVIS & MONTREAL - R.P.O. / 1 , 45, DE 1, 17. It is also the first report of **train 45** for the both the hammer and the listing.



Richard Hautala reports a new **late date** for hammer QC-442.02, QUEBEC & RIVIERE DU LOUP. G. T. R. / N^o 2 , NO 2(?), 1872, DOWN .

Murray Smith has found a new **early date** for WT-307.02, KIRKELLA & STRASSBURG R.P.O. / N^o 2 , W, SP 19, 07 . The proof date is unknown.



CPR Station, Strassburg, SK circa 1908

A Request From Rick Friesen

As a collector of cancellations on the 1898 Map Stamp, I am attempting to put together a comprehensive list of known **RPO CANCELLATIONS ON THE MAP STAMP**. The most recent information in this regard was reported by Lewis Ludlow almost 30 years ago in the RPO Newsletter (October 1987, Volume 16, No.1, Whole Number 66, pg 3-10) and, as far as I am aware, no further update was published. In order to bring this list up to date, please forward to me the following information for RPO cancellations on the Map Stamp that are in your collection.

1. **Listing number** - preferably the current numbering system as listed in the BNAPS handbook "Catalogue of Canadian Railway Cancellations" edited by Ross Gray, although the older Ludlow numbering system is acceptable. Please specify the train number as required (for example, for Island Pond & Montreal, specify QC-35.01 or QC-35.02 etc, not just QC-35).
2. **Indicia** - including train direction (specify EAST or E, T1N, blank etc) and date (please note any errors such as inverted numbers, month preceding day, etc).
3. **Off-cover or On-cover** - if the strike is on-cover, please note whether the strike cancels the map stamp or is a free strike on the front or back cover of an envelope/postcard with a map stamp franking (if a free strike, please note what cancels the stamp, ie a grid killer etc).
4. Any other information that you believe is relevant (for example, if the strike is in blue ink, etc).

If you know of fellow collectors of the Map Stamp who are not members of the RPO study group, please forward this request to them as well. I would like to thank you in advance for your participation in this project - your help is appreciated very much. If sufficient data is collected, the information will be published in a future edition of the newsletter.

My contact information is as follows;

email: rickfriesen5@gmail.com

land mail: Rick Friesen, 49 Hazelnut St., Kirkland, Quebec, Canada H9H 4R8



Ross Gray collection

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