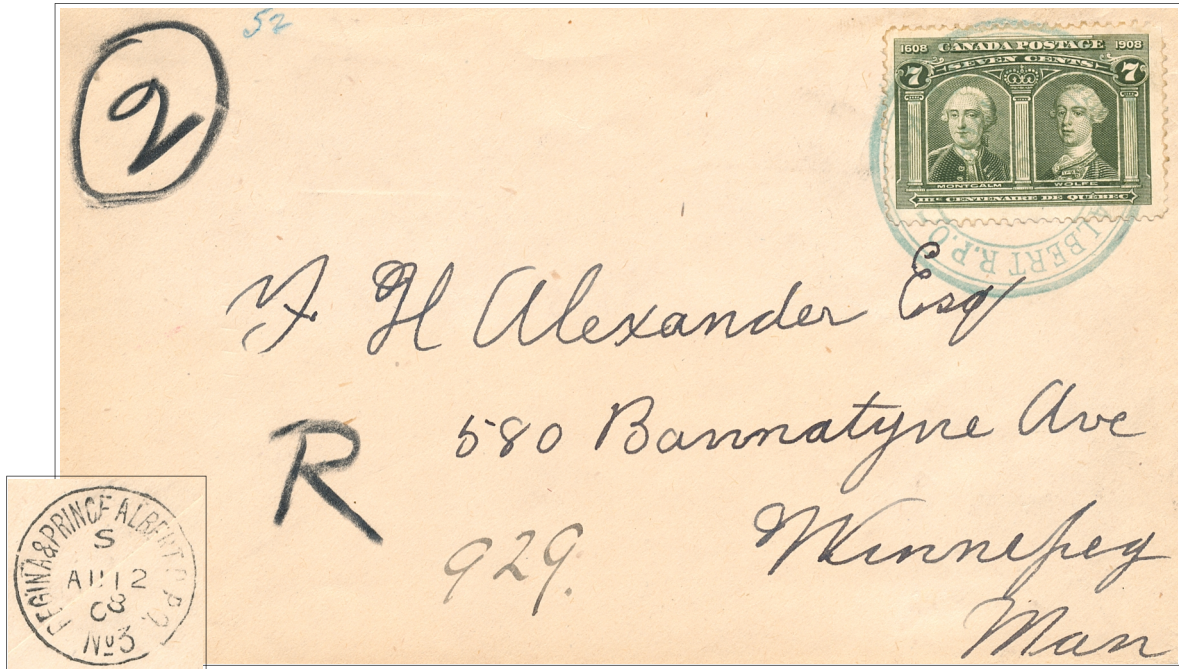


In this issue we look at the postmarks used on the **Inverness Railway & Coal Company** in Nova Scotia and the cancellations used to and from **Canfield Junction** in Ontario. There are new and updated hammer studies which your editor hopes that study group members will expand upon.

We are grateful for new reports from **Brian Copeland**, **Earle Covert**, **Ross Gray**, **Bill Longley**, **Peter McCarthy** and **Murray Smith**.



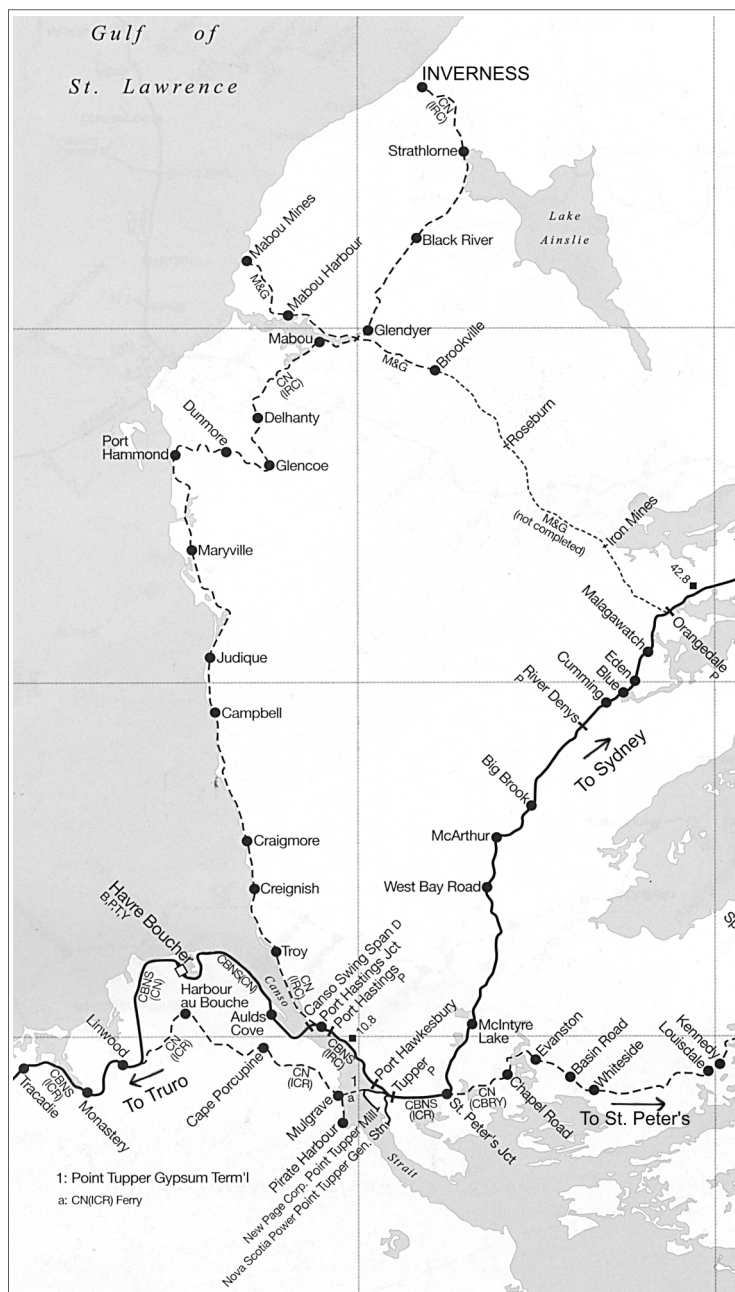
This registered cover originated on the southbound Regina & Prince Albert R.P.O. on August 12, 1908. The clerk used his personal handstamp, **WT-640**, REGINA & PR. ALBERT R.P.O. / - T. C. RUSSELL - , S, AUG 12, 1908 , to cancel the stamp and used his steel hammer, **WT-639.031**, REGINA & PRINCE ALBERT R.P.O. / N^o 3 , S, AU 12, 08 , to stamp the back. The Winnipeg receiver is dated the following day. This is only the 2nd and **new LRD** for WT-640.



Bill Longley has reported a new **early date** for **QC-558**, W. N. PETERS / MAGOG / CANADA / Railway Mail Clerk. , AUG 5 West . This report of the private clerk stamp also corrects the catalogue text. The reply card originated at Farnham and the year date is only known from the written date on the back.

The editor was suspicious of the LRD year date in the catalogue and discovered that the original report from **David Mayerovitch** did not state a year. The LRD has therefore been revised to 18??/12/29.

Inverness Railway & Coal Company



From SPV Railroad Atlas as of 2009

The **Inverness & Richmond Railway** (named for the Cape Breton counties in which it was built) was completed on December 19, 1901. On March 27, 1902, it was renamed the **Inverness Railway & Coal Company** and came under the control of the Canadian Northern Railway.

RY-100.01 was proof struck on December 16, 1903 but no use has been reported.



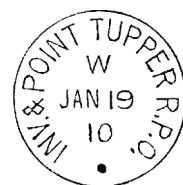
RY-100.01

RY-100.02 may have been proof struck at the same time but there is no record. It is known used from June 21, 1904 until January 21, 1910. There is one example of exceptional use on April 4, 1917 (with a W direction indicium) reported by Jack Brandt.



RY-100.02

The next postmark used on the 60 mile line was **MT-225**, which was proof struck on January 19, 1910. It is known used from February 15, 1910 until January 30, 1917.



MT-225

MT-226, proof struck on April 5, 1917 followed, and is reported used from June 26, 1917 until January 29, 1935. Direction indicia E or W were used at least until 1923, followed by train number indicia 156 or 157.



MT-226

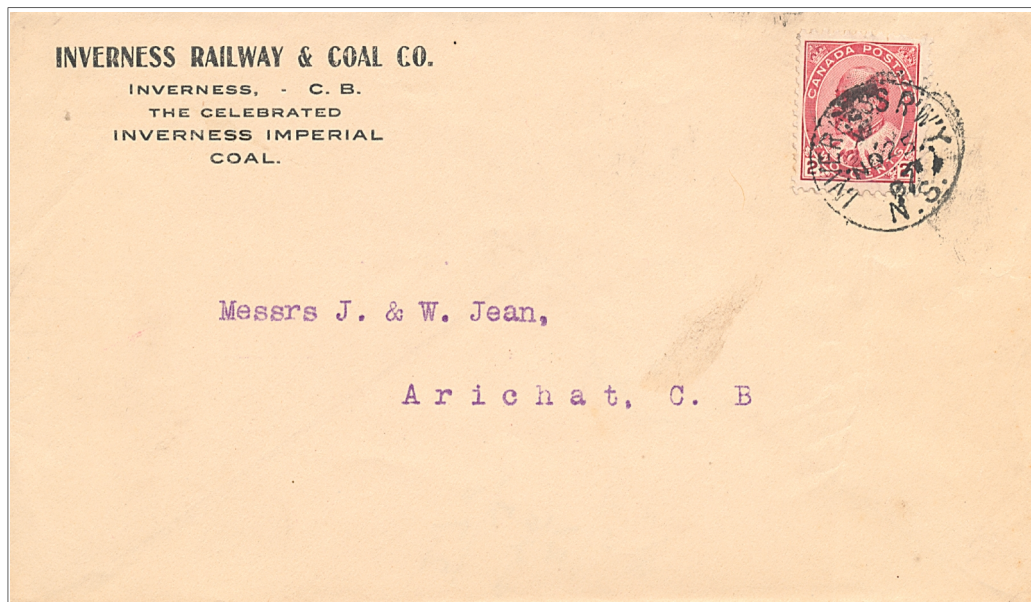
There was a brief **second period of use** from January 30 until November 19, 1941 with train 156 or E direction indicia.

INVERNESS AND POINT TUPPER										
Inverness Railway and Coal Company. Canadian National Railways Lessee.										
		158	156	Miles	TABLE No. 36 Atlantic Time		157	155		
		P.M.	A.M.				P.M.	A.M.		
		↑ 7.05		0	Lv. Inverness	Ar.	↑ 7.10			
		7.22	5.3		Strathlorne		7.00			
		7.35	8.4		Black River		6.48			
		7.48	13.5		Glendyer		6.28			
		7.58	16.4		Mabou		6.16			
		8.25	23.7		Glencoe		5.53			
		8.45	28.5		Port Hood		5.38			
		9.00	33.3		Maryville		5.19			
		9.13	37.6		Judique		5.05			
		9.32	43.9		Craigmore		4.50			
		9.49	47.2		Creignish		4.38			
		10.02	51.1		Troy		4.25			
		↑ 1.30	10.17	55.2	Port Hastings		4.13	↑ 11.55		
		1.52	10.34	58.6	Port Hawkesbury		3.55	11.36		
		2.00	10.40	59.9	Inverness Jct.		3.50	11.30		
		↑ 2.05	↑ 10.45	60.9	Ar. Point Tupper	Lv.	↑ 3.45	↑ 11.25		
		P.M.	A.M.				P.M.	A.M.		

† Daily except Sunday.

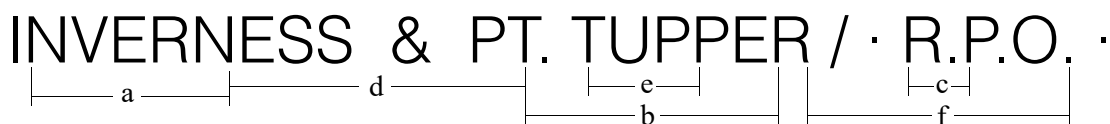
C.N.R. Public Timetable - August, 1924

Inverness Railway & Coal Company



RY-100.02, INVERNESS R'W'Y. / N.S. , W, NO 25, 07

MT-229 Hammer Study Update



Hammer	Side Dots	a	b	c	d	e	f
MT-229.01	yes	8 -	10 -	3 ¾	10 ¼	5 -	4 ¼
MT-229.02	yes	8 ¼	9 ½ -	3 ¾	10 ¼	4 ½ -	4 ¾
MT-229.03	yes	7 ¾ -	10 ½	4 ½	10	4 ¾	5
MT-229.04	no	9	9 ½	4 +	9 ¾ -	4 ½ -	4 ¼



MT-229.01



MT-229.02



MT-229.03



MT-229.04

Hammer	Proof	ERD	LRD	Indicia
MT-229.01	1932/08/06	1932/09/03	1942/02/12	156,157,blank
MT-229.02	1936/12/17	1942/02/12	1944/03/25	56,57,156,157
MT-229.03	1942/02/27	1944/06/15	1955/01/31	156,157
MT-229.04	1944/04/22	1949/01/31	1955/01/14	156,157
MT-229		1932/09/03	1955/01/31	56,57,156,157,blank



The only reported example of **MT-230** is found as a transit backstamp struck in red on a cover which originated from the U.S.S. Vireo at Pearl Harbor, Hawaii on February 10, 1941 and was addressed to Halifax. It must have been misdirected and then stamped by the Inverness & Point Tupper R.M.C. There are no other transit or arrival postmarks present.

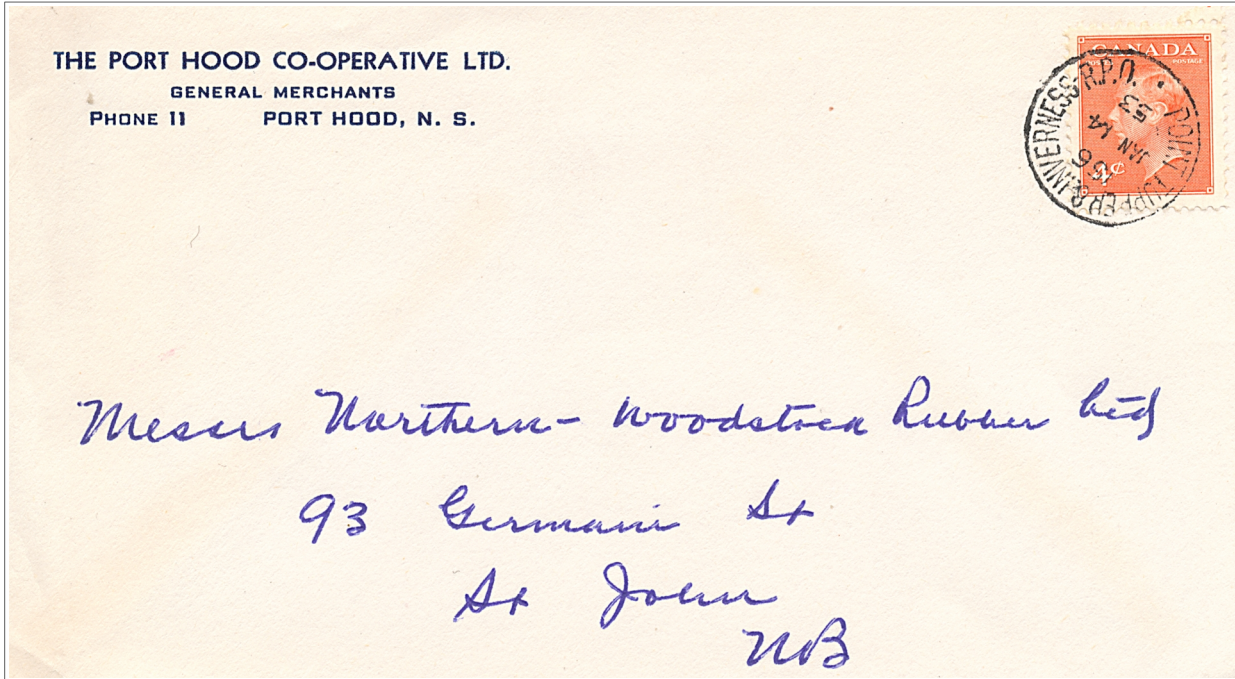
Inverness Railway & Coal Company

The last two hammers for the run were proof struck on May 14, 1948. Only hammer MT-274.01, with train number indicia 56, 156 or 157, has been reported used from 1949/08/09 until 1955/01/31.

MT-274.01 proof



MT-274.02 proof



MT-274.01, POINT TUPPER & INVERNESS · R.P.O. / . , 156, JAN 14, 1953

.....

New Reports



Peter McCarthy found a new **early date** for hammer **ON-48.02**, BRIDGEBURG & ST THOMAS R.P.O. , E, FE 25, 08 , which narrows the transition gap between it and the first hammer.



Peter McCarthy has discovered a new **second period date** for **ON-360.01**, ORANGEVILLE & TEESWATER · M.C. / N^o 1. , 712, AU 17, 14 .

The editor has reviewed the current data of this listing and has ammended the catalogue to show **TWO PERIODS** for this hammer;

Period 1 1894/08/17 to 1908/08/14 , indicia E,W,24 ,blank

Period 2 1913/10/11 to 1915/09/17 , indicium 712

Study group members are requested to report any dates between the two periods.

QC-259 Hammer Study

a
b

TRAIN NO / MONT. & S. FALLS R.P.O.

a
c
d

Hammer	Proof	ERD	LRD	Indicia	a	b	c	d
QC-259.01	1904/08/16	no reports	no reports		7 +	5	12 +	7 ½
QC-259.02	unknown	1905/05/19 ¹	1929/01/31 ²	25,26,29,30	5 ¾	4 ½	12 ½ +	7 ¾
QC-259		1905/05/19	1929/01/31	25,26,29,30,35?				

O'Connor¹, Taylor-Young²

QC-259.02 was damaged between April 12, 1906 and August 23, 1907, resulting in a constant break at the 3 o'clock position of the "O" of "R.P.O."



QC-259.01 proof

QC-259.02

QC-259.02

QC-259.02

QC-259.02

QC-264 Hammer Study

a
g
d

TRAIN NO / MONT. S. FALLS & TORONTO

a
e
b
f
c

Hammer	a	b	c	d	e	f	g
QC-264.01	5 ¼	7 ¾	9 ½	6	11 ½	9 ½ -	13
QC-264.02	6 ½ +	8	9 ½	5 +	11	8 ¾	12 ¼
QC-264.03	5 ½	7 ½	10 ¾	5 ¼	11 ½	8 ¾	12 ½
QC-264.04	5	8 ½ -	8 ½	4 ¾	11 ¼ +	10 ¾	12 ¼

Hammer	Proof	ERD	LRD	Indicia
QC-264.01	1907/11/19	1909/08/27	1931/02/19	3,4,17,35,36
QC-264.02	unknown	1908/08/27	1932/01/22	3,4,17,19,20,35,36
QC-264.03	unknown	1910/03/26	1935/04/29	4,17,18,35,36
QC-264.04	unknown	1909/02/01 ¹	1929/06/11	3 ¹ ,17,18,35,36
QC-264		1908/02/27	1936/01/03	3,4,16,17,18,19,20,29,30,35,36

Anstead¹

The editor's example of QC-265, dated November 5, 1932, is hammer QC-264.01 with the clerk name attached.

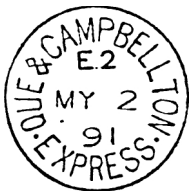
QC-264.04



QC-376 Hammer Study Update



Hammer	a	b	c	d	e	f	g	h	i
QC-376.01	8 ¼	4 ½	10	5 ¾	7 ½ -	5 ½ -	15 ½ +	1 ¾	2 ½
QC-376.02	7 ½	4 ¼	10 ¾	6 ¼	7 -	5 ½	14 ¾	1 ½ +	2 ½
QC-376.03	8	4 ½	9 ½ -	5 ¼	7 ½ -	5 ¾	15 ½ +	1 ½ -	3 -
QC-376.04	8 -	4 ¼	10 -	5 ¾	7	5 ½ +	14 ½	1 ¾	3 -
QC-376.05	7 ½	4	9 ¾	5 ½	6 ¾	5 +	15 ¼	1 ¼	2 ½
QC-376.06	8 -	4 ¾	10	5 ¾	7 ¼	5 ½ -	15 ½ +	1 ½ -	2 ¾
QC-376.07	8 ½	4 ½	9 ½	5 ½ -	7	5 ¼	14 ¾	1 ¾	2 ½
QC-376.08	8 ½ +	4 ½ -	10 -	5 ¾	7 ½ -	5 ½ +	no dots	1 ¾	2 ¾



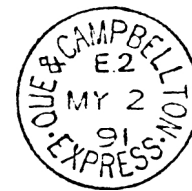
QC-376.01 proof



QC-376.02 proof



QC-376.03 proof



QC-376.04 proof



QC-376.05 proof



QC-376.06 proof



QC-376.07 proof



QC-376.08

Hammer	Proof Date	ERD	LRD	Indicia
QC-376.01	1891/05/02	1891/07/24	1903/11/01	E,E2*,W,blank
QC-376.02	1891/05/02	1893/06/20 ¹	1897/05/15 ¹	E,W ¹
QC-376.03	1891/05/02	1892/03/20	1914/10/23	E,W,W1,W2,33,34,150,199,200
QC-376.04	1891/05/02	1891/05/13	1896/06/20	E,W,E1,W1
QC-376.05	1891/05/02	1891/12/25	1892/02/12	E,W
QC-376.06	1891/05/02	1897/12/20	1904/11/25	E,W
QC-376.07	1891/05/02	1891/10/12*	1899/03/16 [#]	E,W,E1,W1
	2nd period	1903/12/17	1906/06/30	E,W
QC-376.08	unknown	1897/06/24*	1905/04/01*	E,W,blank
QC-376		1891/05/13	1914/10/23	E,E1,E2,W,W1,W2 33,34,150,199,200,blank

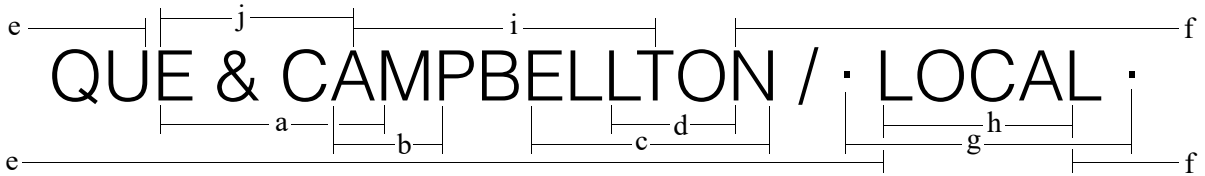
Note ¹ - Hammer only recorded as QC-378

* Reported by Jack Brandt

[#] Reported by Brian Stalker

Hammer	With Attachment	ERD	LRD	Indicia
QC-376.01	QC-381	1894/12/16	1896/10/25	E,W
QC-376.02	QC-378	1893/06/20	1897/05/15	E,W
QC-376.04	QC-382	1896/12/09	1900/??/??	E,W,blank
QC-376.05	QC-377	1892/10/24	1892/12/22	E,W
QC-376.05	QC-380	1893/03/31	1899/04/07	E,W,W1,W2

QC-383 Hammer Study



Hammer	a	b	c	d	e	f	g	h	i	j
QC-383.01	8 ½ -	4 ½	10 +	6	8 ½ +	7 ¼	13 ¾	11 ¼	16 ½	9 ¾
QC-383.02	8 ½	4 ½ +	9 ½ +	5 ½	8 ½ +	7	14 ½	12 +	16 ¾	9 ¾
QC-383.03	8 ½	5	10 +	6 +	9	7 +	13 ¾	11 ¼	17	9 ¾
QC-383.04	8 ½ -	4 ½ -	10	5 ½ +	8 ¼	7 ¼	14 ¼	12	17	10 +
QC-383.05	8 ½ +	4 ¾	10 +	5 ¾	8 ¾	7 -	14 ½	11 ½ +	16 ¾	10 +
QC-383.06	8 ½ +	4 ½ +	10 -	5 ½ -	8 ¾	8	no dots	11 -	17	10 +
QC-383.07	7 ½	4 ½ -	10 +	6	9 +	7	13 ¾	11 ¼	16 ¾	9 ¼
QC-383.08	8 ½	4 ¾	10 +	5 ¾	8 ¾	7 -	14 ½	11 ½	17	10 +



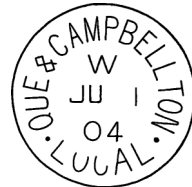
5
QC-384
(QC-383.01)



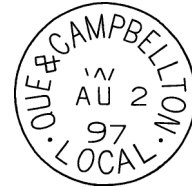
QC-383.02



QC-383.03
proof



QC-383.04



QC-383.05



20
QC-386
(QC-383.06)



QC-383.07



QC-383.08

Hammer	Proof Date	ERD	LRD	Indicia
QC-383.01	1891/05/02	no report	no report	
QC-384	'5' attached	1893/06/08	1894/07/24	E1,W
QC-383.02	1891/05/02	1897/05/26	1913/09/29	E,W,165
QC-385	'18' attached	1894/07/10	1895/03/22	E
QC-383.03	1891/05/02	189(5?)/09/17	1913/05/23	E,E1,E2,150
QC-383.04	1891/05/02	1904/07/01	1910/03/10 ¹	E,W
QC-383.05	1891/05/02	1894/08/06 ¹	1906/10/01	E,W,FE
QC-383.06	1891/05/02	no report	no report	
QC-386	'20' attached	1893/02/13	1894/03/30	E,W
QC-383.07	unknown	1891/09/10 ¹	1910/11/05 ¹	E,W
QC-383.08	unknown	1895/02/16	1908/05/14	E,W
QC-383		1891/07/18	1925/03/13	E,E1,E2,W,W1,FE 1,2,3,150,165,blank

Brian Stalker¹

Canfield Junction



Canfield Junction was for many years one of the busier railway crossings in southern Ontario. In this circa 1910 south-easterly looking view, the eastbound G.T.R. Dunnville Subdivision of the former Buffalo & Lake Huron Railway crosses, in quick succession, the double tracked Windsor-Fort Erie Michigan Central Railroad (former Canada Southern Railway), and then the G.T.R. Glencoe-St. Thomas-Fort Erie (former G.W.R. "Air Line"). The station is the Grand Trunk Railway station with a generous angular platform serving both its Fort Erie-Dunnville-Caledonia-Brantford-Goderich and its Fort Erie-Cayuga-Jarvis-St. Thomas lines. The tower guards the Michigan Central Railroad.

ON-71 Hammer Study

|----- b -----|
|----- a -----|
|----- c -----|
|----- d -----|

CANFIELD · JUNCT & ST THOM'S. RY P.O.

Hammer	Proof	ERD	LRD	Indicia	a	b	c	d
ON-71.01	unknown	1898/09/28	1913/12/27	E,W,42	9 ½	10 ½	10 ¼	4 ½ -
ON-71.02	unknown	1898/11/15	1910/10/07	E,W	8 ¼	11 ¼	11	5 -
ON-71		1898/07/12	1913/12/27	E,W,42				

ON-71.01



ON-71.02



ON-234

Proof - 1887/06/09
ERD - 1887/07/12
LRD - 1898/05/27
Indicia - E,W



ON-72

Proof - 1910/12/23
ERD - 1911/01/19
LRD - 1925/07/25
Indicia - E,W



ON-73

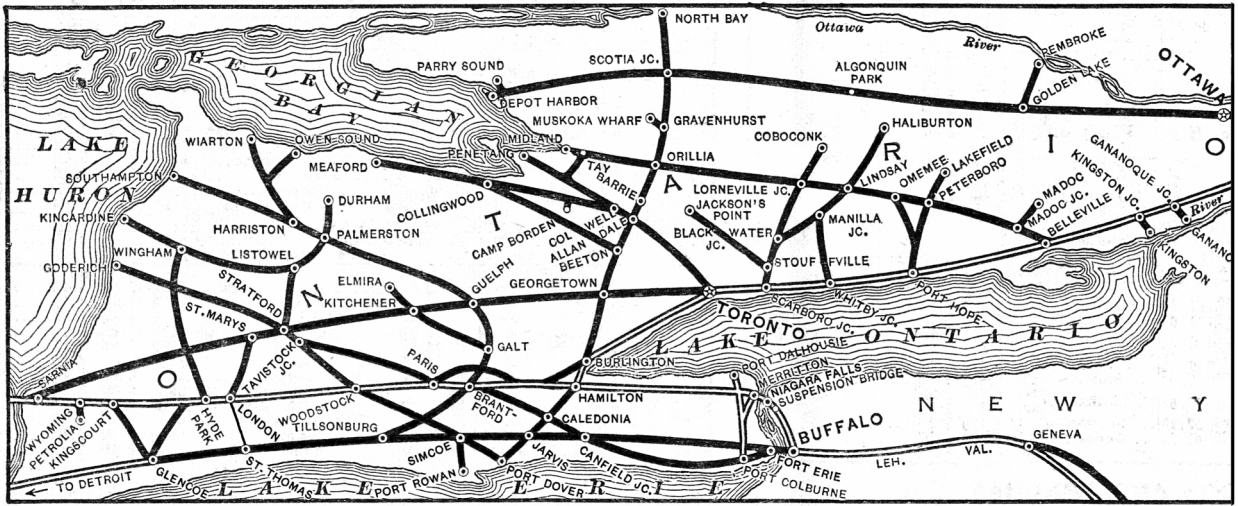
Proof - 1914/10/09
ERD - 1915/01/06
LRD - 1925/10/10
Indicia - W



ON-219

Proof - 1914/04/03
ERD - 1914/05/18
LRD - 1925/04/09
Indicia - E,W

Canfield Junction



Grand Trunk Railway lines in 1922 (Other railways are not shown.)



ON-75



Canfield Junction

This registered letter addressed to Walsingham Center, Ontario, originated in Hong Kong on November 30, 1922. The first transit postmark is Toronto on December 24, where it was transferred to a Toronto-London R.P.O. and cancelled with **ON-637.01**, TOR. & LON. G.T.R. R.P.O. / N^o 1, 21, DE 25, 22. It travelled westward to London and was transferred to a southbound train to St. Thomas (*The GTR had running rights over the London & Port Stanley Railway*) and then to an eastbound R.P.O. where it was postmarked with **ON-75**, CAN. JCT. & ST. THOMAS / G. V. JOHNSON, Tr. 66, DEC 25, 1922. At Simcoe, it was transferred to a southbound train to Port Rowan and then travelled about 7 miles by road to Walsingham, arriving on December 26.

Normally it probably would have been transferred from the Toronto-London R.P.O. to a southbound Hamilton-Port Dover R.P.O. at Hamilton. The holiday period may have resulted in the Toronto-London R.P.O. clerk being temporary and less experienced or limited options due to reduced Christmas day train service.



New Reports from Ross Gray



QC-229.01, MONTREAL & OTTAWA R.P.O. / . , 97, SP 5, 06 , is a new **early date** for both the hammer and the listing.



QC-294.06, MONT & TOR. G. T. R^y / 6 , N.W, MR 30, 03 , is a new **late date** for the hammer.



ON-167.031, HAMILTON & MEAFORD R.P.O. / N^o 3 , 61, SP 20, 15 , is the first report of **train 61** for the hammer.

ON-716.011, TOR. & MONT. G.T.R^y / 1 , D E, JU 8, 94 , is a new **late date** and the first report of a **DE time/direction indicium** for the hammer. The **severe rim damage** apparent at the lower left quadrant of the hammer may explain its short life before being replaced by ON-716.012.



ON-716.04, TOR. & MONT. G.T.R^y / 4 , 1.E, DE 22, 90 , is a new **early date** and the first report of train number / direction indicium **1E** for the hammer, which was proof struck on December 9, 1890. It is also a new **early date** for the listing.



ON-716.11, TOR. & MONT. G.T.R^y / 11 , D.E, AU 24, 94 , is a new **early date** for the hammer.



WT-381.061, M. JAW & CAL. R.P.O. / N^o 6 , 62, JUL 30, 13 , is the first report of **train 62** for the hammer.

New Reports from Ross Gray

WT-267.031, KAM. & SASK.- R.P.O. / N^o 3 , E, JUL 11, 21 , is a new **early date** for the hammer.



WT-383.091, MOOSE JAW & CALGARY R.P.O. / N^o 9 , E, SP 7, 05 , is a new **early date** for the hammer.

WT-459.022, M. JAW & SHAUN · R.P.O. / N^o 2 , 319, JUL 25, 35 , is a new **early date** for the hammer.



Found as a transit backstamp on a registered cover addressed to Mankota, SK, which originated at Gravelbourg, SK and was returned after not being called for, **WT-459.033**, M. JAW & SHAUN R.P.O. / No. 3, 207, 26 XI, 57 , is a confirmation of this **rare train** which was only used for this hammer. Trains 207 and 208 are only reported between October 20, 1957 and September 19, 1958. Train 207 is much the rarer of the two.



WT-951.022, WINNIPEG & NAPINKA R.P.O. / N^o 2 , 122, OC 17, 21 , is a new **late date** for the hammer.



WT-969.011, WINNIPEG & SOURIS R.P.O. / N^o 1 , 56, AP 29, 21 , is a new **early date** for this hammer which was proof struck on November 6, 1908.

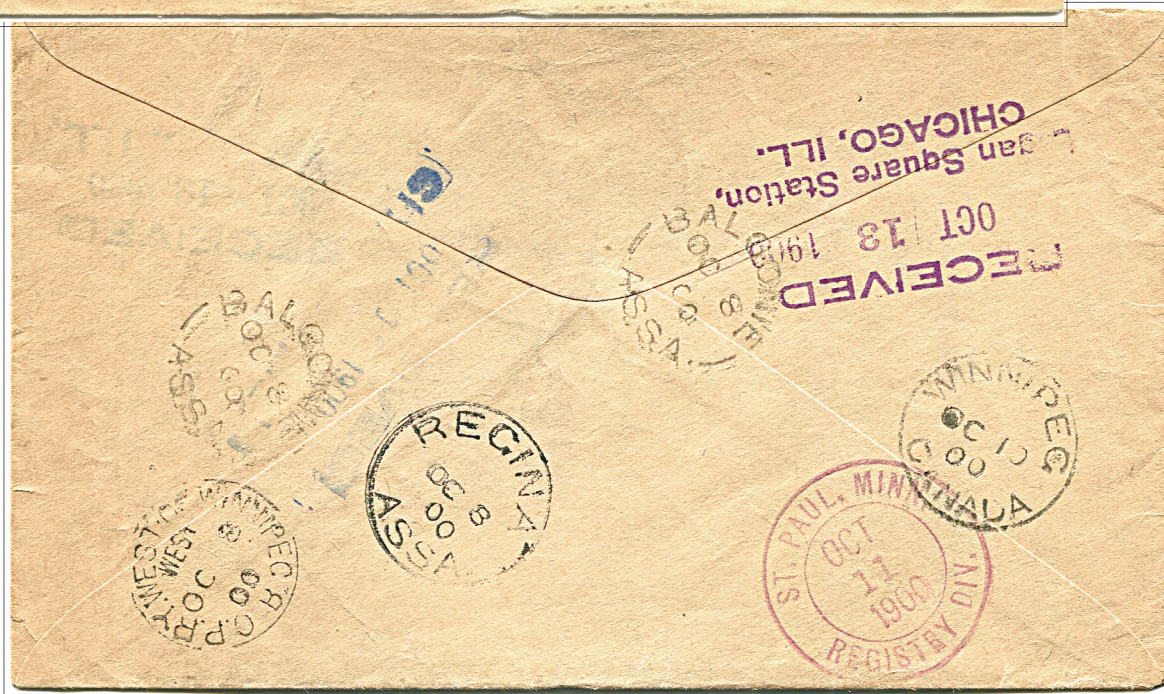
New Reports

Murray Smith has found a new **early date** for **QC-275**, MONT. S. FALLS & TOR. / W. J. JORDAN , Tr. 3(?), SEP 2(?), 31.



Earle Covert has reported a previously unknown **train number "1"** indicium for **ON-716.04**, TOR. & MONT. G.T.R. / N^o 4 , 1, MY 24, 94 .

A New "CPR West of Winnipeg" Late Date



Brian Copeland reports a new late date for hammer RY-30.11, C. P. RY. WEST · OF · WINNIPEG / B. , WEST, OC 8, 00 . It was used as a transit backstamp on a registered cover originating in BALGONIE, ASSA. , and addressed to Chicago.

Newsletter Editor, Catalogue Editor

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