

We are pleased to have contributions from **Leopold Baudet, Vince Chermishnok, Richard Cromwell, Ross Gray, Peter McCarthy, Hank Narbonne, Kimmo Salonen, Brian Stalker, Simon Taylor-Young** and **Sean Weatherup** for this issue.

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A Rare Find by Sean Weatherup

Last June, I was very pleased to acquire a rare and seldom seen item through Eastern Auctions. It is a Railway Post Office steel hammer used on the run from Halifax to Yarmouth, going through the Annapolis Valley and Digby: **MT-150.01**, HX. DIG. & YAR : R.P.O. / .

While steel hammers are not particularly uncommon, this is only the second R.P.O. hammer I have seen up for sale in the past twenty years! The hammer is well used, but there is minimal damage. The rim outside “IG. & Y” is a bit nicked resulting in the “G” flattening out and wearing down a bit. Still, it is in good shape considering that it was used over a 15 year period.

The listing MT-150 currently shows only one hammer in use, MT-150.01. It was proof struck on November 26, 1941 and has been reported used between December 26, 1941 and August 14, 1956. A second hammer, MT-150.02, was proof struck on July 11, 1946 and has not been reported used.

When I made impressions from the hammer, one thing that struck me (pardon the pun) was the clearness on the strike, where it was not worn. The first few tries resulted in very smudgy cancels but after a bit of practice, I was able to get some cleaner strikes. Figure 1 shows the first good impression I made. Figure 2 shows an impression made two strikes later without re-inking the hammer. While the inking of first impression is heavy and somewhat thicker, the inking from the third impression is a bit more distinct and would be more suitable for measuring chordals for a hammer study. I suspect RPO clerks were able to make a few strikes before re-inking. It would be interesting to find RPO examples (of any route) from the same day for comparison. It had always been my opinion that heavy cancels were the result of worn hammers. Now I have another reference point that shows that even worn hammers can give fairly clear impressions. Undoubtedly heavy cancels are the result of aged hammers, but I suspect that overinking would have the same results with brand new hammers. Regardless, it seems that chordal studies can be fairly accurate for any time period of any particular hammer.

If this pandemic ever slows down it will be my pleasure to share this hammer and let enthusiasts play with it when the BNAPS convention comes to Halifax. The hammer did not come with any indicia, but I have a couple of old cases and will try to have at least a date in place.



Figure 1



Figure 2



MT-150.01 early



MT-150.01 proof



MT-150.02 proof



First Report for SN-59



There is a major intersection of Canadian Pacific and Grand Trunk (became CN) railways in the north western area of Toronto. This railway junction led to the vicinity to become known as “The Junction”

We are grateful to **Kimmo Salonen** for sharing his cover with the **first report** of listing **SN-59**, TORONTO · JUNCTION · STATION , blank, FE 3, (93) , used to cancel this cover to Philadelphia. The TORONTO / ONT. , AM, FE 4, 93 , transit postmark and Philadelphia receiving postmark on February 7, 93, reveal the year date.

It was proof struck on August 26, 1886 and was likely used at the “Toronto Junction Post Office” which was located in the “Junction” area of Toronto and operated under that name from October 1, 1892 until June 1, 1908.

SN-59 probably was originally prepared for the possible transfer of mails between the railways at a Toronto Junction union railway station but no such exchange facility was ever instituted. Instead, transfers were made at Toronto Union Station, which was more centrally located.



Union Station, Toronto

New Reports From Simon Taylor-Young



QC-72.03, LEVIS & MONTREAL . R.P.O. / 3 , EAST, AU 1, 98 , is a new **early date** for both the hammer and the listing as well as the first report of the **EAST** direction indicium for the hammer.

QC-292, MONTREAL & TORONTO C. P. R. / N^o 2 , W, OC 10, 90, is a new **late date** for this short lived, rare hammer, which was discontinued when the run was moved to the G.T.R and used the QC-294 group of hammers, starting in December of the same year.



ON-27, BLACKWATER & MID . M.C. / N^o 2 , S, MY 10, 90 , is a new **late date** for this very rare hammer, which was proof struck on September 30, 1899.

ON-48.03, BRIDGEBURG & ST THOMAS . R.P.O. / . , W, AU 27, 27 , is a new **late date** for both the hammer and the listing.



ON-106.09, FORT WILLIAM & WINNIPEG . R.P.O. / N^o 9 , 6, DE 11, 13 , is the first report of **train 6** for the hammer.



ON-180, H. & O. S. / R.P.O. , 181, AU 16, 4(?) , is the first report of **train 181** for the hammer.



ON-340.01, NORTH BAY & S. S. MARIE . R.P.O. / . , 18, MR 19, 15 , is a new **early date** for both the hammer and the listing.

ON-475.06, PORT HOPE & TORONTO R.P.O. / N^o 6 , 23, FE 22, 07 , is a new **early date** for the hammer.



Grand Trunk Railway station, Port Hope, Ontario circa 1907

New Reports From Simon Taylor-Young



ON-596.02, TOR. & GRAVENHURST · R.P.O. / N^o 2 , S, JUN 9, 04 ,
is a new **late date** for the hammer.



ON-630.02, G.T. R - T. & K / N^o 2 , WEST, DE 3, 75 , is a new
early date for the hammer. It appears to have been struck through cloth.



ON-632.01, G. T. R^y T. & K. / R.P.O. N^o . 1 , WEST, NO 7, 90 ,
is a new **late date** for the hammer.



ON-716.05, TOR. & MONT. G.T.R^y / 5 , 3E, 26 MR, 91 ,
is a new **early date** for the hammer.



ON-716.08, TOR. & MONT. G.T.R^y / 8 , NE, JA 4, 93 , is
a new **early date** for the hammer.



ON-788.02, TORONTO & OWEN SOUND · R.P.O. / N^o 2 ,
705, MY 13, 47 , is a new **late date** for the hammer.



WT-383.092, MOOSE JAW & CALGARY · R.P.O. / N^o 9 , 62, JUN 27, 13 , is
the first report of **train 62** for both the hammer and the listing.



Canadian Pacific Railway station, Moose Jaw, Saskatchewan circa 1910

RY-164, Q. & LAKE ST JOHN / M.C. , 8, AU 25, 96 , is the first
report of **train 8** for the hammer.



RY-214.04, W. G. & B. R^y / N^o 4. , N, AP 20, 97 , is the first
report of an N direction indicium for the hammer.



SN48.03, UNION STATION / ST JOHN · N.B. , 16, DE 4, ?? , is the first
report of a **16** time indicium for both the hammer and the listing.



WT-234 Hammer Study

a
b
d

EMERSON & WINNIPEG / · R.P.O. ·

a
b
c



WT-234.01

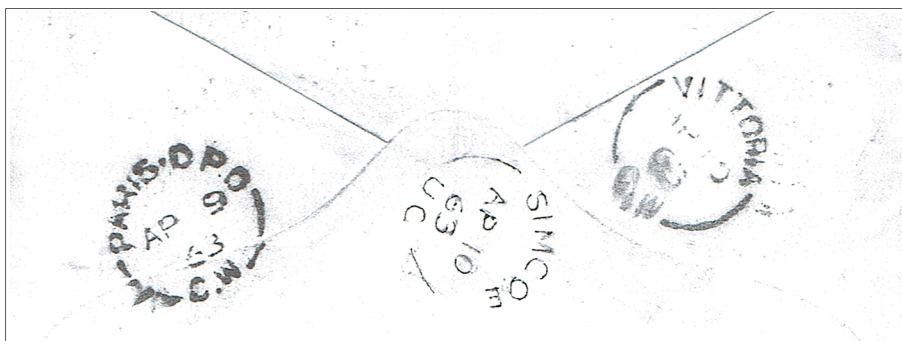


WT-234.02 proof

Hammer	Proof	a	b	c	d	ERD	LRD	Indicia
WT-234.01	1965/05/25	6 ½	12 ¾	3 ½	15 ½	1965/06/26	1968/10/05	7,8
WT-234.02	1965/05/25	5 ¼	14 ¼	4 ½ -	15	no report	no report	



A New Late Date for SN-44.6 from Brian Stalker



Brian recently acquired this 20 cents short paid cover from Springfield, Mass, to Vittoria C.W. via SN-44.6, PARIS · D.P.O / _ C.W _ , blank, AP 9, 63 and Simcoe. It was probably carried by the New York Central RR to Niagara Falls, connecting with the westbound G.W.Ry. and dropped off at the Paris D.P.O. for mail courier to Simcoe, en-route to Vittoria.

New Reports From Jack Brandt



QC-228.03, TRAIN N^o / MONT. & OTT. R.P.O. , 503, MR 20, 12 ,
is the first report of **train 503** for the hammer.



QC-451.01, QUE. ROB. & CHIC. R.P.O. / . , S, JAN 30, 10 ,
is a new **early date** for the hammer.



WT-91.120, C. & V. R.P.O. / ÷ B.C. ÷ , 3, AU 28, 41 , is
a new **late date** for the hammer.

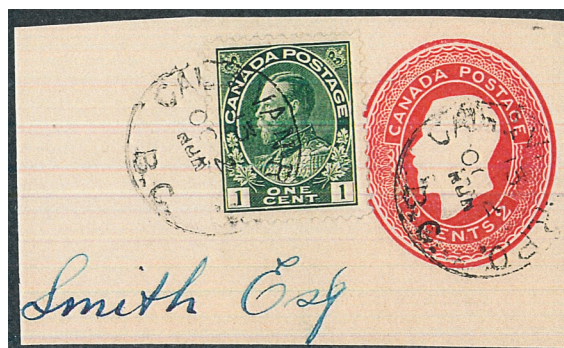


WT-91.130, C. & V. R.P.O. / + B.C. + , 96, SP 24, 08 ,
is a new **late date** for the hammer.



WT-100, CAL. & VAN. R.P.O. / B.C., III, 3 XI, 52 ,
is the first report of a **Roman numeral III** for train 3, for
the listing.

WT-100.001, CAL. & VAN. R.P.O. / B.C. ,
13, OC 2, RJH , is the first report of **train 13** for
this hammer variety. The clerk's initials replace
the year date and there are no accompanying
postmarks to reveal it.



WT-212.01, EDM. & PR. GEORGE · R.P.O. / N^o 1 ,
6, JUN 23, 32 , is a new **late date** for the hammer.



WT-381.042, M. JAW & CAL · R.P.O. / No. 4 ,
5, MY 6, 38 , is the first report of **train 5** for the
hammer.



WT-381.052, M. JAW & CAL · R.P.O. / No. 5 , 3, MY 6, 38 ,
is the first report of **train 3** for the hammer.

WT-654.02, RIV. & BIG. R.P.O. / N^o 2 , W, MY 9, 10 , is a new
late date for the hammer.



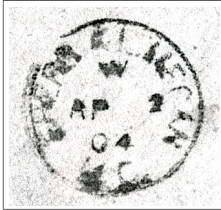
WT-969.02, WINNIPEG & SOURIS R.P.O. / N^o 2 , E, NO 16, 08 ,
is a new **early date** for both the hammer and the listing. The hammer was
proof struck only 10 days earlier, on November 6.

New Reports From Hank Narbonne



MT-47.02, CH'TOWN & M. HBR. R.P.O. , S, JUN 9, 49 , is a new **late date** for both the hammer and the listing.

QC-330.45, ♣ M & T ♣ / R.P.O. / TR. ## / B. PESANT , 19, 18 JAN 1946 , is a new **late date**.



QC-503, SHERB. & L. MEGAN / M.C. , W, AP 2, 1904 , is a new **late date**.

ON-106.02, FORT WILLIAM & WINNIPEG R.P.O. / N^o 2 , E, MR 24, 08 , is a new **early date** for the hammer.



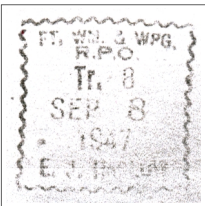
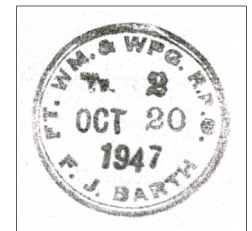
ON-122, FT. WM. & WPG. R.P.O. / H. V. BARTLETT , Tr. 8, JAN 26, 1943 , is a new **late date** and the first report of **train 8**.

ON-127, FT. WM. & WPG. / T. H. WALKER , 4, DEC 28, 1939 , is a new **early date**.



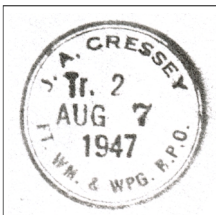
ON-128.45, FT. WM. & WPG. R.P.O. / A. B. BOOK , TR -4, SEP 30, 1945 , is a **new, previously unrecorded** clerk handstamp.

ON-128.55, FT. WM. & WPG. R.P.O. / F. J. BARTH , Tr. 2, OCT 20, 1947 , is a new **late date**.



ON-129.55, FT. WM. & WPG. / R.P.O. / E. J. HARLOW , Tr. 8, SEP 8, 1947 , is the first report of **train 8**.

ON-129.67, FT. WM. WPEG. R.P.O. / C. J. DILLON , 8, OCT 22, 7 , is a **new, previously unrecorded** clerk handstamp.



ON-130, J. A. CRESSEY / FT. WM. & WPG. R.P.O. , Tr. 2, AUG 7, 1947 , is a new **early date** and the first report of **train 2**.

New Reports From Hank Narbonne

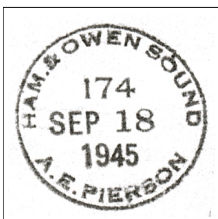


ON-167.05, HAMILTON & MEAFORD · R.P.O. / N^o 5 , 54, MY 2, 12 , is a new **early date** for the hammer which was proof struck on April 3, 1912.



Grand Trunk Station, Hamilton, Ont.

ON-174, HAM. & MEAFORD R.P.O. / J. E. ROLPH, M.C. , 62, JUL 25, 1947 , is a new **late date**.



ON-184, HAM. & OWEN SOUND / A. E. PIERSON , 174, SEP 18, 1945 , is a new **early date**.

ON-189.65, HAM, & O, SOUND 174 / R, S, CUTTING , MAY, 26 , is a new **listing**.

HAM, & O, SOUND 174
MAY, 26
R, S, CUTTING

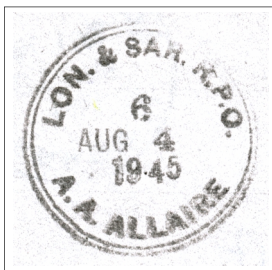


ON-239, LONDON & CLINTON / R.P.O. , 604, AP 29, 50 , is a new **early date** for this hammer, which was proof struck on March 30, 1950.

ON-247.02, LONDON & NIAGARA FALLS / · R.P.O. · , T.15W. , JY 14, 87 , is a new **early date** for both the hammer and the listing.



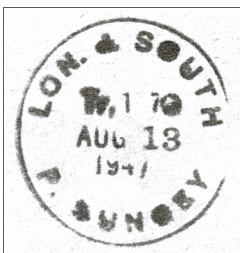
New Reports From Hank Narbonne



ON-264, LON. & SAR. R.P.O. / A. A. ALLAIRE , 6, AUG 4, 1945 , is a new **early date**.

ON-272.55, Lon - South ### - ## / W.R. Allen , 178 -29, July 31 47 , is a new **early date**.

Lon-South 178-29
July 31 47
W.R.Allen



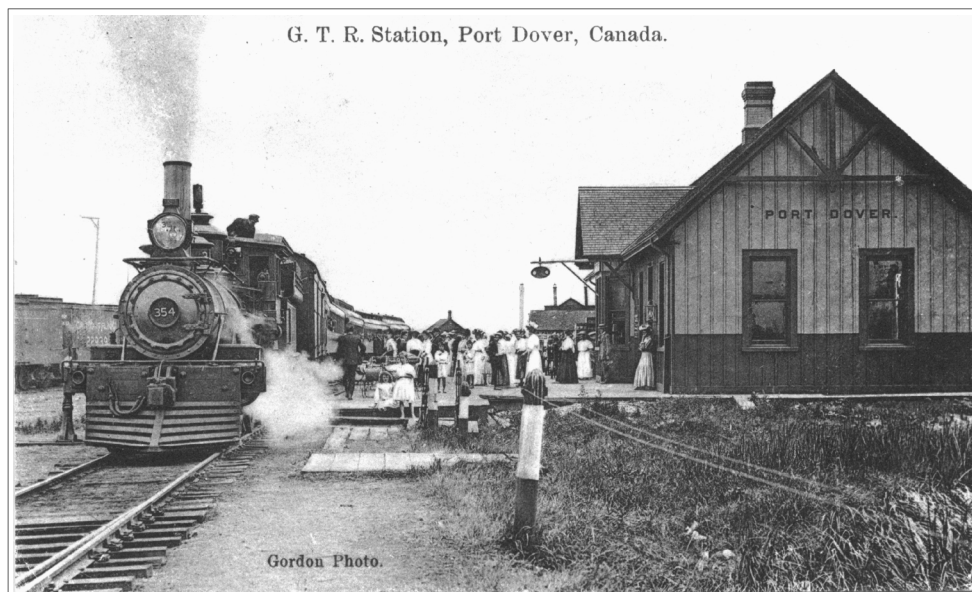
ON-275, LON. & SOUTH / P. DUNGEY , Tr. 170, AUG 13, 1947 , is a new **early date** and the first report of **train 170**.

ON-448.55, Palm. & Kin. / J Clazie , Feb. 25 Tr. 176 , is a new **listing**.

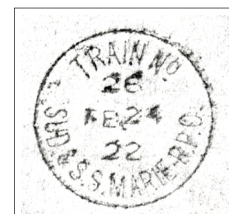
Palm. & Kin.
Feb. 25 Tr. 176
J Clazie



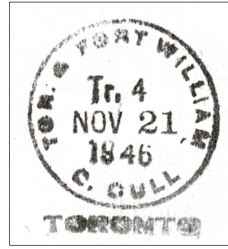
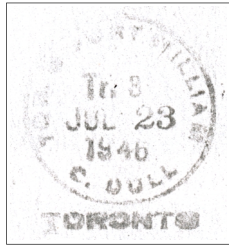
ON-469, PI · DOVER & STRATFORD / R.P.O. , N, AP 23, 98 , is a new **early date**.



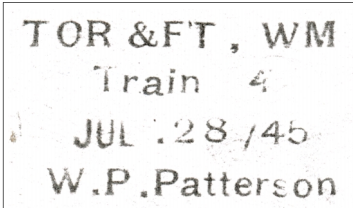
Found as a transit backstamp on a registered cover from Batchawana, ON to Hamilton, **ON-549.01**, TRAIN NO / SUD. & S. S. MARIE · R.P.O. , 26, FE 24, 22 , is a new **late date** for the hammer.



New Reports From Hank Narbonne

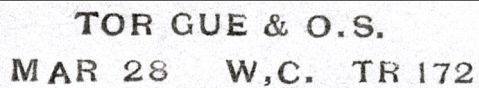
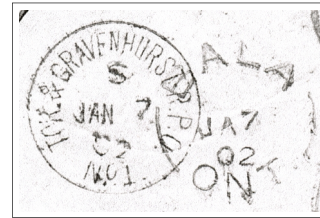


ON-577.45, TOR. & FORT WILLIAM / C. GULL / TORONTO , Tr. 3, JUL 23, 1946 , and **ON-577.45**, TOR. & FORT WILLIAM / C. GULL / TORONTO , Tr. 4, NOV 21, 1946 , is a **new listing**, previously unreported.



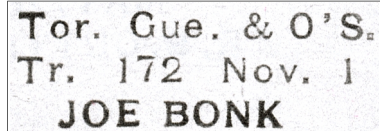
ON-585, TOR & FT, WM / Train 4 / W. P. Patterson , is a new **early date** and first report of a **train number** for the listing as well as correcting the catalogue text.

ON-596.01, TOR. & GRAVENHURST · R.P.O. / N^o 1. , S, JAN 7, 02 , is a new **early date** for the hammer. It was used as a transit backstamp on a registered cover from Bala, ON to Brockville.



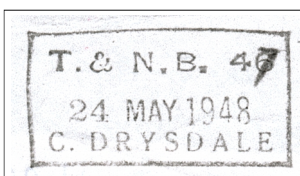
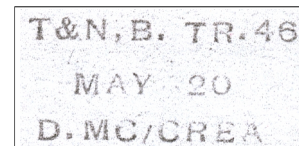
ON-599.55, TOR GUE & O. S. / W. C. , MAR 28, TR 172 , is a **new listing**.

ON-599.65, Tor. Gue. & O'S. / JOE BONK , Tr. 172 Nov. 1 , is a **new listing**.



ON-660, TOR. LOND & WINDSOR / R.P.O. , 17, JUL 16, 42 , is a new **early date** for this hammer, which was proof struck on June 5, 1942.

ON-758.55, T & N, B. TR. 46 / D. MC/CREA , 46, MAY 20 , is a **new listing**, previously unreported. (*The year is circa 1947.*)



ON-760.55, T. & N. B. 47 / C. DRYSDALE , 47, 24 MAY 1948 , is a **new listing**, previously unreported.

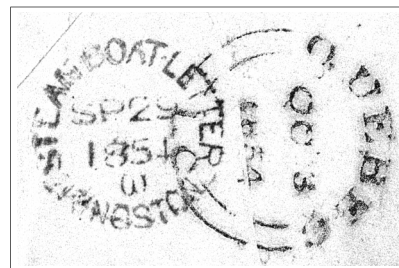
New Reports From Hank Narbonne

Used as a transit backstamp on a registered cover from Port Law, ON to Waterville, Maine, **ON-787.01**, TOR. & OWEN · SOUND / M.C. , S, NO 26, 97 , is a new **early date** for the hammer.



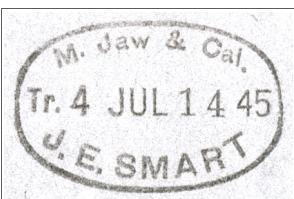
ON-877.55, LONDON DIVISION / P. HARROD , 10 14, OCT 1, 1945 , is a **new listing** in a new group in the Ontario section of the catalogue.

ON-951.03, STEAM · BOAT · LETTER / = KINGSTON = , SP 29, 1854 , ω , used as a transit postmark on a cover from Port Hope, UC to Quebec, has an unusual **sideways '3'** indicium.



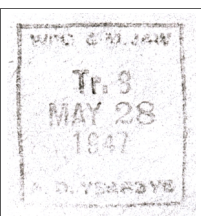
WT-181, CAL. - VAN. R.P.O. / R. G. SPENCE , Tr. 8, JAN 20, 1948 , is a new **early date**.

WT-403, M. JAW & CAL. R.P.O. / - CHING - , 4, MAR 4, 1947 , is the first report of **train 4**.



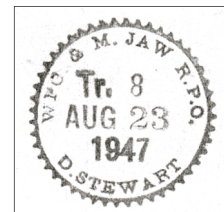
WT-403.55, M. Jaw & Cal. / J. E. SMART , Tr. 4 JUL 14 45 , is a **new listing**.

WT-910, WPG. & M. JAW R.P.O. / W. T. LEE , Tr. 8, MAY 21, 1947 , is the first report of **train 8**.



WT-917, WPG. & M. JAW / A. D. YEARDYE , Tr. 8, MAY 28, 1947 , is the first report of **train 8**.

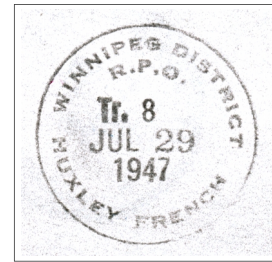
WT-921, WPEG. & M. JAW R.P.O. / D. STEWART , Tr. 8, AUG 23, 1947 , is a new **early date** and the first report of **train 8**.



New Reports From Hank Narbonne



WT-921, WPEG. & M. JAW R.P.O. / D. STEWART ,
Tr. 2, FEB 21, 1948 , is the first report of **train 2**.



WT-1086.55, WINNIPEG DISTRICT / R.P.O. / HUXLEY FRENCH ,
Tr. 8, JUL 29, 1947 , is a **new, previously unreported** clerk handstamp.



Cancelled front and back on a stampless cover to Quebec, is a new **late date** for hammer, **RY-131.02**,
ONTARIO - SIMCOE - & - HURON - RAILROAD / = ,
1861, AU 19 .



Found as a transit backstamp on a registered cover from Holland Centre, ON to Toronto, is a new **late date** for hammer **RY-181.02**, T. G. & B. R^y / M.C. , S, MR 31, 96 .

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New Reports From Richard Cromwell



WT-274.55, KAM. & SASK. R.P.O. / W. N. YOUNG , T 9, DEC 10, 1927 ,
is a **new, previously unreported** clerk type CC5R clerk handstamp.



WT-745.55, SASK & MUN R.P.O. / A. ? RHIND , Tr. 9, JUL 19, 1927 and **WT-745.55**,
SASK & MUN R.P.O. / A. ? RHIND , Tr. 9, DEC 11, 1927 is a **new, previously unreported** clerk
type CC5R clerk handstamp. Interestingly, the dates of these postmarks are much earlier than the
earliest date of use of the official 4 steel hammers for the run, WT-744, which were not proof struck
until February 12, 1929.

ON-47 Hammer Study

BRIDGE & LONDON / R.P.O.

Hammer	a	b	c	d	e	ERD	LRD	Indicia
ON-47.01	13 ½	8 +	7 ¾	14 -	13 +	1931/07/15	1931/09/17	219
ON-47.02	11 ¾	7 ½	8 ½	12 ½	12 ½	no report	no report	



ON-47.01



ON-47.02 proof

ON-366 Hammer Study Update

C. P. RY OTT. & BROCK / M. C.

Hammer	a	b	c	M.C	Proof	ERD	LRD	Indicia
ON-366.01	10 +	5	7 -	No period after C	1890/06/06	1891/06/20	1895/02/09	N,S,DE
ON-366.02	10 ½	4 ¾	7 ½ -	Period after C	1890/06/06	1891/04/08	1904/08/31	N,S
ON-366						1890/09/03	1904/08/31	N,S,DE



ON-366.01



ON-366.02

ON-747 Hammer Study Update

TORONTO & NORTH BAY / R.P.O.

Hammer	a	b	c	d	ERD	LRD	Indicia
ON-747.01	6 ¾	13	10 ¼	13 ¼	1966/06/18	1969/10/25	44,84,673,674,676
ON-747.02	5 ¼	12 +	11 +	12 ¾	1965/10/11	1968/10/01	44,83,673,676
ON-747					1965/10/11	1969/10/25	44,83,84,673,676

Both hammers were proof struck on May 29, 1965



ON-747.01

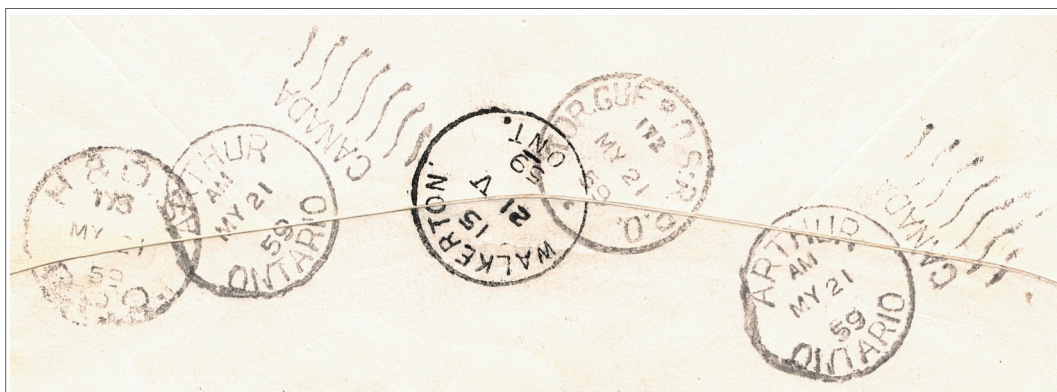
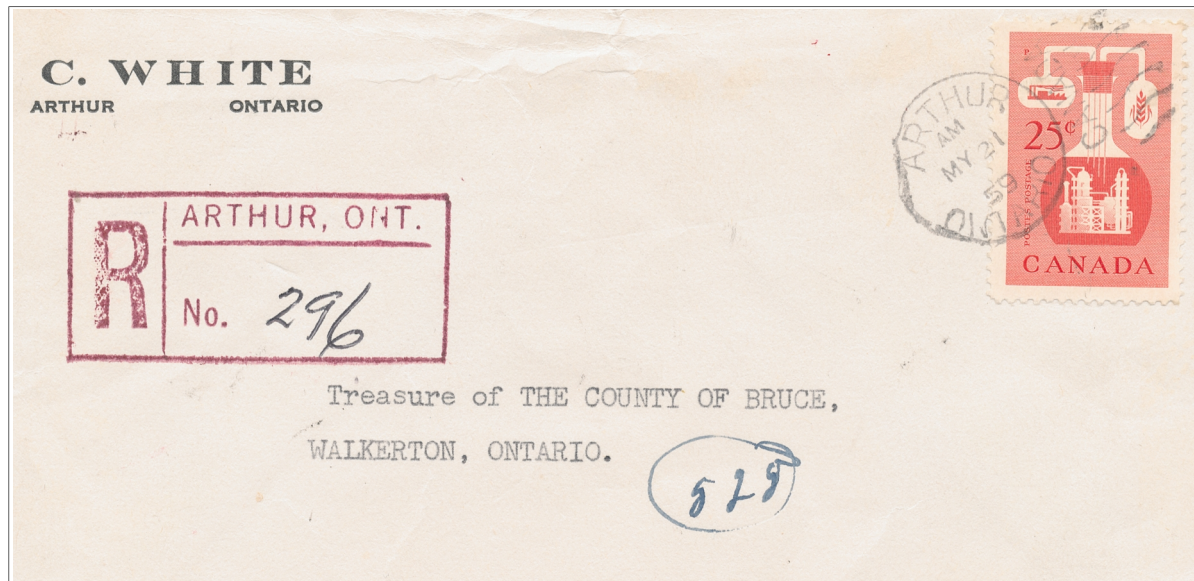


ON-747.02

New Reports from Ross Gray

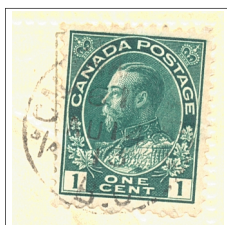


Used as a transit backstamp on a registered cover from Miscouche, PEI to St. John, NB, **MT-67.02**, CH'TOWN & TIGNISH · R.P.O. / . , E, AP 19, 19 , is the first report of an “E” **direction** indicium for the hammer.



ON-180, H. & O. S. / R.P.O. , 173, MY 21, 59 , is a new **late date** and **ON-597.01**, TOR. GUE. & O. S : R.P.O. / . , 172, MY 21, 59 , is also a new **late date** for the hammer.

Found as a transit backstamp on a registered cover from Sarnia to New York, is the first report of **train 20** used in the **2nd Period** for hammer **ON-841.01**, TOR. STRAT. & LON · R.P.O. / , 20, JAN 17, 62.



WT-91.124, C. & V. R.P.O. / N.B.C.N , 61, AU 14, 13 , is the first report of **train 61** for the hammer.

New Reports from Ross Gray



Cancelling a post card from Barrington to South Uniacke is **RY-87.02**, HALIFAX & S. W. R'Y. R.P.O. / . , 3, JAN 19, 12 . This is the first report of **train 3** or any train number indicia for both the hammer and the listing. It might have been used by a temporary clerk who was unaccustomed to using only direction indicia as was normal for this run at the time.

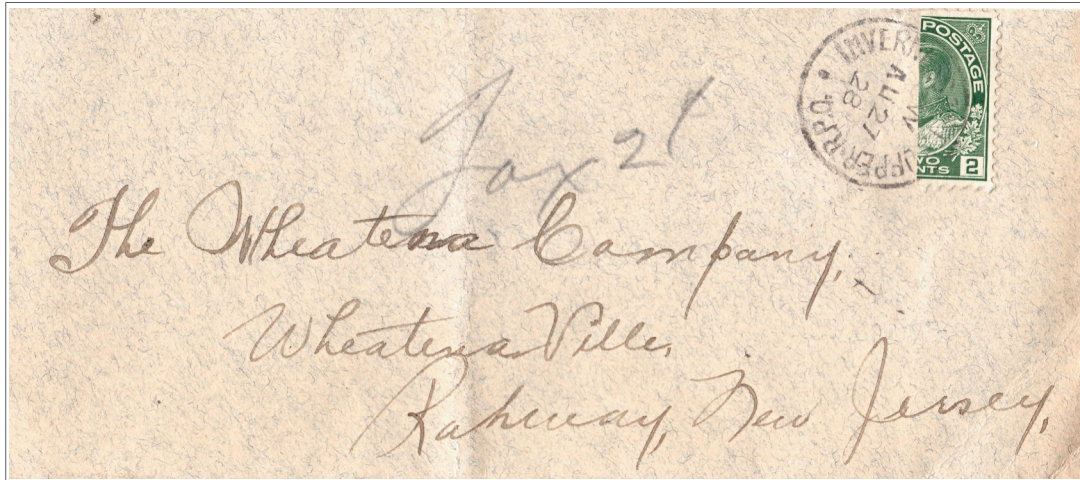


This registered cover, addressed to Barrington, NS, originated at Revelstoke, BC on April 14, 1922. It was received in Montreal on April 18 and on the Halifax & Campbellton R.P.O., travelling on eastbound train 4, on April 19. At Halifax, it was transferred to **RY-87.05**, HALIFAX & S. W. RY : R.P.O. / . , W, AP 20, 22 and arrived at Barrington the same day. At Barrington, it was redirected to Barrington Passage and transferred to **RY-87.02**, HALIFAX & S. W. R'Y. R.P.O. / . , W, AP 21, 22 (*a new late date for the hammer*) and arrived in Barrington Passage the same day.

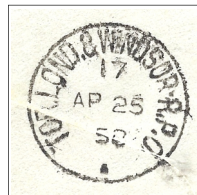


Cancelling a picture post card from Bridgewater to Massachusetts, is only the **second reported date** for rare hammer **RY-87.08**, HALIFAX & S. W. RY : R.P.O. / . , W, AU 9, 27 , which was proof struck on July 6, 1920. (It was challenging to identify this poor strike by chordal measurement but I was able to confirm it by electronically superimposing the scan and the proof strike.)

New Reports



Leopold Baudet forwarded this interesting item submitted to him by **Earl Noss** for the Admiral Study Group newsletter. It is a bisected 2c green Admiral cover cancelled with **MT-226**, INVERNESS & PT. TUPPER · R.P.O. / . , W, AU 27, 28 , and charged 2¢ postage due.



Peter McCarthy reports **ON-661**, TOR. LOND. & WINDSOR · R.P.O. / . , 17, AP 25, 58 , used as a transit backstamp on a registered cover from Jamaica to St. Thomas, ON and **ON-661**, TOR. LOND. & WINDSOR · R.P.O. / . , 17, MY 9, 58 , used as a transit backstamp on a registered cover from Russia to Amherstburg, ON. These two examples confirm the use of train 17, with this hammer, which had been uncertain.

Peter also reports a new **early date** for hammer **ON-658.02**, TOR. LON. & WINDSOR / R.P.O. , 9, FE 7, 32.



Reported by **Vince Chermishnok**, **ON-716.09**, TOR. & MONT. G.T.R.Y / 9 , D.E., DE 28, 99 , is a new **late date** for the hammer.

R.P.O. Postmarks on the Map Stamp

Rick Friesen has completed a census of R.P.O. postmarks on Map stamps/covers. It is now posted on the R.P.O. Study Group webpage as well as the Map Study Group webpage on the BNAPS website.

Newsletter Editor, Catalogue Editor

Ross Gray, 282 Burnham Street, Peterborough, ON, K9H 1T3

Phone: (705) 748-0247 e-mail: oshrr@sympatico.ca

Secretary-Treasurer, Newsletter Mailer

Sean Weatherup, 29 Hallmark Avenue,

Lower Sackville, Nova Scotia, B4C 3P7

Phone: (902) 865-1361 e-mail: sweatherup@eastlink.ca