

Volume V no. 1

February 1977

1976 Financial Report

Balance 12/31/75	\$ 86.83
Dues paid in 1976	94.50
Interest on Savings Account	4.87
Donated by Lew Ludlow from handbook sales	232.91
	\$419.11
Balance 12/31/76	\$351.03
Savings account	\$342.71
Stamps on hand	8.32
Expenses - Three Newsletters	\$ 68.08

Note that Lew Ludlow contributed another \$171.30 since the last Newsletter from additional handbook sales. Also, the updated Membership List is attached. The * names still owe for our second \$3 dues collection since our 1973 startup. This dues collection, plus the contributions by Lew Ludlow, should cover our needs for several years at least.

Comments, Please

The previous Newsletter had some questions from both the Editor and Joe Purcell. We need your comments -- please.

Initial Results From RF Factor Study

Joe Purcell has summarized the initial results of our RF Factor Study. With reports on 30 collections, covering 146,401 strikes on 2974 different runs, this totaled 78.5% of the 2333 runs presently listed. After looking over these results and comparing them with the handbook, my comments on the present relative rarity ratings would be as follows:

- Newfoundland - OK
- Maritimes - too low
- Quebec - too high
- Ontario - Large majority wrong, with as many too low as too high
- Western - Not too bad. Early numbers tend to be too high and the later numbers too low.
- Railroads - OK
- Depots - OK

If we consider those runs where five copies or fewer were reported, we get the following data:

	Total Runs Reported	Runs with 1-5 copies	% of total
Newfoundland	115	61	53%
Maritimes	211	74	35%
Quebec	453	170	38%
Ontario	571	197	35%
Western	648	375	58%
Railroads & Steamer Routes	285	141	49%
Depots	48	16	33%
Totals	2333	1034	44%

Of the total 2333 runs reported, 493 or 21% had only one copy! As Lew gets into these runs I'm sure a number of them will be dropped as inaccurate or too indefinite for absolute proof. Based on these data probably 24% of the runs presently listed should be delisted or at least marked for delisting unless someone can come up with an acceptable copy.

I will try and get a list of the individual runs reported (with the number of copies reported) in the next Newsletter.

Depot Study

Graham Noble has sent me a "Draft Proposal for Re-vamping the Depot Section of the Shaw-Ludlow Railway Post Office Catalogue", which I will also run in the next Newsletter. Meanwhile, Graham is still very anxious to get as much input as possible into his study and proposal. How about sitting down now and making a list of your Depot strikes for him - time marks, hammer types (even though you may not know the hammer number, you can often tell there are different hammers present), run numbers, etc.

Some Comments on Joint Canadian-US Runs

A note from Hugh Aiken cleared up the question on run W134, Winnipeg and St. Vincent. St. Vincent was in Minnesota, right at the present corner of Minnesota and North Dakota just below the Canadian border. The name changed from St. Vincent to Boundary Line (as indicated on Plate P in Gillam's "A History of Canadian R.P.O.s) to the present name Noyes.

Joe Purcell also added some corrections to his comments in the last Newsletter.

- 1) Niagara Falls and Hamilton - Not all runs turned around at Niagara Falls, N.Y. Runs with Pullman cars went to Buffalo.
- 2) All of the Bridgeburg (Fort Erie) runs started in Buffalo, as did its precursors R5-8 (Buffalo and Lake Huron - B. & L. H.)

Comments from Shaw

T.P.G. Shaw sent a note commenting that on close examination of his copies of O-382 & O-382A, he is convinced that all are O-382. The G is printed almost like the C of MC (that is, with a short vertical line but no horizontal line) and the bottom tail is easy to miss with a light strike, crease, enclosure, etc.

Data from Lew Ludlow

Attached are 10 sheets of data from Lew which will eventually appear in "The RPO Cowcatcher" in Topics. From here on I'll include any such data I have on hand when the Newsletter is published which has not yet appeared in Topics.

And a Letter on a Registered R.P.O. Find

The attached letter from Horace Harrison comments on a recent registered R.P.O. find and its implications on strikes listed doubtfull.

Have a good safe 1977

Jim Official List ③

P.S. Have some nice Xerox copies of some of the covers exhibited by Lew in San Francisco which will also start showing up next month.

P.P.S. Attached is also an interesting section on "The Squared Circle R.P.O.s" from a new Squared Circle Newsletter started for that Study Group by Glenn Hansen and Bill Moffatt. Some of you might want to send Glenn \$3.00 and join up. He also is requesting some help from collectors.

MEMBERSHIP LIST

2/1/77

- ~~1. T. P. G. Shaw 1207 Queen St., Cornwall, Ont. K6J-1P7~~
2. Lewis M. Ludlow c/o Gamlen Chemical Co., 333 Victory Avenue, South San Francisco, Calif. 94080
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- 31. J. D. Cambridge 55 Owen Boulevard, Willowdale, Ont. M2P-1G2
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- 33. Wayne R. Curtis Box 541, Station B. Montreal H3B-3K3
- 34. Clifford R. Guille 61 Richview Rd., Apt. 1809, Islington, Ont. M9A-4M8
- *35. Glen F. Hansen 375 Jefferson Ave., Winnipeg, Man. R2V-0N4
- pd* *36. W. G. Moffatt Hickory Hollow, RR3, Ballston Lake, N.Y. 12019
- *37. George April 2272 Ste-Foye Rd., Apt. 601, Quebec 10 G1V-1S5
- *38. Ralph G. Hay 421 Graham St., Helena, Montana 69601
- 39. Charles D. Blair 5586 Lahser, Birmingham, Mich. 48010
- 40. Douglas Birchill 40 Rollingwood Drive., Willowdale, Ont. M2H-2M5
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- 43. Robert W. Grimble 501 Rockwood Road, Wilmington, DE 19802
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- 45. William Greig 1064 Royal York Rd. Toronto M8X-2G7
- 46. Jean-Guy Dalpe 684 Le Labourere, Pourcherville, Que. J4B-3S2
- 47. Jim Miller *Canada cottage* Box 860, Kamloops, B.C. V2C-5N3 5 K6
- 48. Lawrence A. Walker 8844 Notre-Dame East, Montreal H1L-3M4
- 49. Wally L. Gutzman 272 Vinet Avenue, Dorval, Que. H9S-2M6
- 50. C. Frank Waite 110 E. McMillan St., Newberry, MI 49868
- 51. Gerald C. Carr 9243 Warwick Ave., Detroit, MI 48228

- 52. Clarence A. Stillions \ 4944 Ashby St., N.W. Washington, D. C. 20007
- 53. Ted L. Kilish \ 40735 Newporte Dr. Plymouth, MI 48170
- 54. L. R. Yow \ Box 753, Kamloops, B. C. V2B 1W9
- 55. Jim Felton \ Box 143, Beech Grove, IN 46107
- 56. L. F. Gillam \ 66 East Bawtry Rd., Rotheram, Yorkshire, Great Britain
- 57. Robert A. Chaplin \ 65 Pepler Ave. Toronto, Ont. M4J-2Y7
- " 58 Gerald E. Wellburn \ 1203 - 350 Douglas St., Victoria, B.C. ^{V8V 2P5}
- " (60) Ted Woodward \ 1145 Shulblagh Rd, Chesapeake, Va ²³³²³
Box 2022, San Bernardino, CA 92404
- " (61) David L. McKain \ 1518 Washington ave, Parkersburg, W. Va 26101

M - 64

HALIFAX & YARMOUTH R.P.O. / .

Twelve Hammers, Type 17

Hammer I

Proofed: Unknown

Earliest: June 24, 1902

Latest: February 26, 1921

Indicia: (E) - common; (W) - uncommon

Usage: early - plentiful, sparse on Edwards, common on Admirals

R.F.: 50 (27.0%)

Comments: This was the first and, by far, the most prolific of all twelve hammers. Apparently alone from 1902 to 1904, it then dropped out of sight while Hammers II, III and IV took over during the Edward period; however, in 1913, Hammer I reappears along with Hammer V. Hammers I, II and III are characterized by having no punctuation between ~~Y~~ YARMOUTH and R. P. O.

Hammer II

Proofed: Unknown

Earliest: January 20, 1905

Latest: September 26, 1912

Indicia: (E, W) equally

Usage: Uniform throughout period

R.F.: 50 (17.9%)

Comments: Hammer II is characterized by a small, neat maltese cross, and when this cross is present, the strike must be Hammer II. Definition of this cross is sharp and clear until the latter half of 1911, after which there is a tendency into an apparent large dot rather than a cross; in such instances, identification is then made by chordal measurements.

Hammer III

Proofed: Unknown

Earliest: January 30, 1906

Latest: July 4, 1907 7/8/07

Indicia: (E, W) equally

Usage: Scarce and limited to less than two years

R.F.: 50 (4.4%)

Comments: From April to August, 1906, for single digit days, a spacing slug is visible in the indicia between the month and the day. The "H" of YARMOUTH is the most narrow of all twelve hammers, only 3/4 mm.

(M-64 Continued)

Hammer IV

Proofed: Unknown

Earliest: August 21, 1907

Latest: May 18, 1912

Indicia: W - common, E - uncommon, blank - rare

Usage: Intermittent, but relatively heavy in 1909

R.F.: 50 (15.0%)

Comments: In the same manner that Hammer II is uniquely identified by its Maltese Cross, Hammer IV, alone of the twelve hammers of M-64, has a double period base punctuation (rather than a single) after the "R" of R.P.O. In early strikes, the dot at the bottom is square; however, with wear this quickly becomes more recognizable as a vertical dash. Hammer IV is also the first hammer to have any punctuation between YARMOUTH and R.P.O., in this case, a mid-vertical dash, "-".

Hammer V

Proofed: May 10, 1912

Earliest: July 8, 1912

Latest: September 23, 1918

Indicia: E, W equally; blank - rare

Usage: Reasonably constant throughout period

R.F.: 50 (16.9%)

Comments: From September to December, 1917, indicia is completely inverted; we have found no exceptions. Known blank on February 11, 1913

Hammer VI

Proofed: July 9, 1918

Earliest: July 30, 1918

Latest: October 30, 1928

Indicia: E - common, W - uncommon

Usage: Sporadic and spotty

R.F.: 50 (4.4%)

Comments: For October, 1928, a strike is known without day of the month. Late strikes show considerable wear.

(M-64 continued)

Hammer VII

Proofed: Unknown

Earliest: July 18, 1918

Latest: December 26, 1928

Indicia: E - common, W - uncommon

Usage: Continuous but sparse throughout ten year period

R.F.: 50 (6.4%)

Comments: Strikes are generally clear and socked on the nose. No individual hammer characteristics predominate.

Hammer ~~VII~~ VIII

Proofed: October 6, 1918

Earliest: January 29, 1926

Latest: January 25, 1929

Indicia: E, W equally

Usage: Very scarce

R.F.: 50 (0.8%)

Comments: There is an eight year gap between the proof date and the current earliest known strike; we believe this reflects a late introduction of the hammer after receipt, rather than a scarcity of material. Can any one up-date the earliest of Hammer VIII?

Hammer IX

Proofed: October 6, 1918

Earliest: November 5, 1918

Latest: March 15, 1929

Indicia: ~~March 15, 1929~~ E - common, W - scarce

Usage: Spotty and sporadic

R.F.: 50 (3.3%)

Comments: Strikes are usually light and sometimes difficult to identify; most of our examples are on 3¢ Brown Admirals, which somewhat compounds the problem.

Hammer X

Proofed: October 6, 1918

Earliest: August 23, 1924

Latest: January 11, 1928

Indicia: E, W equally

Usage: Very scarce

R.F.: 50 (1.4%)

Comments: This is the last of the three hammers proofed on October 6, 1918. Hammers VIII and X are difficult to find, with current known examples occurring only in the 1920s.

(M-64 continued)

Hammer XI

Proofed: February 21, 1919

Earliest: September 14, 1925

Latest: August 7, 1928

Indicia: E, W equally

Usage: Very scarce

R.F.: 50 (1.4%)

Comments: Indicia on earliest above is completely inverted. Strikes, when found, are clear and easily identified.

Hammer XII

Proofed: March 3, 1924

Earliest: January 4, 1928

Latest: September 12, 1928

Indicia: W only

Usage: Very scarce

R.F.: 50 (1.1%)

Comments: Of all twelve hammers, this is the only one with a curved, rounded ampersand; the remaining eleven hammers have sharp, angular ampersands. The need for Hammers XI and XII is not explainable. At the end of 1918, there were six or seven hammers already in use. These last two seem superfluous.

SEPARATION OF M-64 HAMMERS →

- Step 1. A strike with a Maltese Cross at the bottom is Hammer II. A strike with two base periods after the "R" of R..P.O. must be Hammer IV. Any strike with a curved, rounded ampersand is Hammer XII.
- Step 2. Hammers I, II and III have no punctuation between YARMOUTH and R.P.O.; Hammers IV through ~~95%~~ Hammer XI have a mid-vertical dash or dot between YARMOUTH and R.P.O. Hammer XII is like Hammers I, II and III, no punctuation.
- Step 3. Measure the direct line chord from the bottom of the left leg of "H" to the bottom of the right leg of "X", both of HALIFAX; Hammer I and XII are 11 mm, or close thereto, while Hammer II and III are 9 mm to 9 1/2 mm.
- Step 4. Measure the chordal distance from the bottom of the left leg of "M" to the bottom of the "T", both of YARMOUTH. Hammer I is a little over 6 mm, while Hammer XII is a full 7 mm; Hammer II is only a little over 5 mm, while Hammer III is a full 6 mm. These steps completely separate Hammer I, II, III and XII, even if individual marks are not visible. Hammers IV through XI remain to be identified.

(M-64 Hammer Separation Continued)

- Step 5. Repeat Step 3 above. Hammer VII measures only 10 mm; the remaining seven hammers all measure 10 1/2 mm or greater.
- Step 6. Repeat Step 4 above. Hammer X measures a full 7 mm; all of the remaining hammers are 6 1/2 mm or less.
- Step 7. Measure the chordal distance from the right leg of the first "A" of HALIFAX to the bottom of the "Y" of YARMOUTH; Hammer IV is just over 12 mm, while the remaining hammers are from 10 1/2 mm to 11 1/4 mm.
- Step 8. The hammers remaining to be separated are V, VI, VIII, IX and XI. Measure the direct line chord from the bottom of the right leg of "X" of HALIFAX to the bottom of the left leg of "R" of YARMOUTH. Hammer XI measures 6+mm; while the balance are 6 1/2 mm - 7 mm.
- Repeat Step 8 above. A 7mm chord is Hammer IX; Hammers V, VI and VIII measure ~~6 1/2~~ 6 1/2 mm.
- Step 9. Measure the chordal distance from the bottom of the left leg of "M" of YARMOUTH to the bottom of the "P" of R. P. O.; Hammer VIII measure over 12 mm, while Hammers V and VI are 11 1/2 mm or less.
- Step 10. Repeat Step 7 above. Hammer V will have a chord of only 10 1/2mm, while that of Hammer VI will be over 11 mm.

A chart of ten chordal measurements for M- 64 is available upon request.

M - 64A
TPO HX - YARM

One Hammer, Type 22

Proofed: Unknown

Earliest: June 5, 1937

Usage: Very rare

R.F.: 200

Comments: Previously thought to be only on facing slip, Hugh Aitken has sent us a copy of a lovely cover with the above earliest struck on the face. This is a real gem that the rest of us can pursue. Being a rubber stamp, we have defined this as a single hammer.

Our data on M-64B, HALIFAX & YAR / R.P.O. is incomplete; we will report on this run in a future, up-coming column after consultation with Shaw.

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M - 65

INVERNESS & PT. TUPPER R.P.O. / .

One Hammer, Type 17

Proofed: April 5, 1917

1st Period

2nd Period

Earliest: July 10, 1917

October 21, 1931

Latest: November 22, 1921

February 13, 1932

Indicia: E, W equally

156, 157 equally

Usage: Common

Scarce

R.F.: 100 (90%)

100 (10%)

Comments: Despite sufficiently available material, we have been unable to find anything to close the ten year gap between these two periods. While the 2nd Period of M-65 just precedes the initiation of Hammer I of M-66, there does not seem to be any overlap. What was used during the time span 1921 - 1931?

M - 66

INVERNESS & PT. TUPPER / R.P.O.

Four Hammers, Type 17H

Hammer I

Proofed: August 6, 1932

Earliest: September 3, 1932

Latest: November 2, 1939

Indicia: 156 only

Usage: Common throughout period

R.F.: 100 (67%)

Comments: This is the most well known of the four hammers. However, it should be recognized that this is not a common run. While Hammer II was struck in 1936, we have found no overlapping use with Hammer I

Hammer II

Proofed: December 17, 1936

Earliest: May 19, 1942

Latest: March 15, 1943

Indicia: 156 only

(continued)

(M-66, Hammer II, continued)

Usage: Scarce

R.F.: 100 (22%)

Comments: This hammer was in use during the war for less than one year; examples are difficult to find. As mentioned above, there was no overlap with Hammer I.

Hammer III

Proofed: February 27, 1942

Earliest: Not yet known

Indicia: PM in proof strike

Usage: Unknown

R.F.: 100 (-)

Comments: It would be interesting to learn why this hammer was brought out, when Hammer II saw such limited use, and this one apparently none. Perhaps someone can come forward with examples of Hammer III

Hammer IV

Proofed: April 22, 1944

Earliest: July 20, 1954

Latest: October 11, 1954

Indicia: 156 only

Usage: Currently rare

R.F.: 100 (11%)

Comments: We believe that both the earliest and latest dates of this hammer will be superceded. Although Train 157 is known for M-65, and has been reported for M-66, we have not yet been able to confirm the latter. We would appreciate any report.

SEPARATION OF M-66 HAMMERS

- Step 1. Hammers I, II and III have mid-vertical dots on either side of R. P. O. between the ends of the run; Hammer IV has no such dots. Hammer I is 23 1/2 mm in diameter, Hammers II and IV - 24 mm diameter, and Hammer III - 24 1/2 mm diameter.
 - Step 2. Measure the chordal distance from the bottom of the left leg of the first "N" to the bottom of the right leg of the second "N", both of INVERNESS. For Hammer IV, this distance will be 9+ mm; for the other three hammers, this distance is about 8 mm, slightly more or less.
 - Step 3. One measurement will now separate the three remaining hammers. Take the chordal distance from the bottom of the "T" of PT. to the bottom of the left leg of the "R" of TUPPER. Hammer I measures 10 mm, Hammer II - 9+ mm, and Hammer III - 10 1/2 mm.
- A chart of chordal measurements for M-66 is available upon request.

NEW REPORTERS

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Tom Edison
(Hans Reiche, reported in error, previously established as Reporter No. 108)

NEW RUNS

Shaw No.	Route	Type	Direction/ Train	Period	R.F.	Reporter
M-100C	ST. JOHN & B VILL / V. J. DAIGLE	22H	41	1960	150	155
Q-288B	SHER. -RICH. & MONT. / R. VALENTINE	5H	26	1961	150	155
O-201C	NORTH BAY AND SOO. ONT. / Wm. N. Armstrong	12A	28	1955	200	144
O-350D	T. H. & L. / B. GREENAWAY	12A	80	1960	150	155
O-356C						
O-356C	TOR. LON. & WINDSOR / W. J. CARRUTHERS	3D	10	ca1960	150	155
O-357L	TOR. LON. & WIND. / A. R. KEMP	12A	9	1960	150	155
O-357M	TOR. LON. & WIND. / C. C. CAMPBELL	22H	80	ca1960	150	155
O-357N	TOR. LON. WIN. / J. R. A. GILBERT	22H	9	1961	150	155
O-385M	TOR. & N. BAY R.P.O. / G. B. TOOLEY	4K	46	ca1960	150	155
O-385N	TOR. & N. BAY / D. W. PREBBLE	7B	46	ca1960	150	155
O-385O	T. & N. BAY / J. A. McCracken	22H	46	ca1960	150	155
O-414D	TOR. & SUDBURY / W. TERENCEIUK	22H	4	1960	150	155
W-91R	M. Jaw & Shaunavon R.P.O. / G. HALL	17J	320	1955	170	144
W-179S	EMERGENCY No. / WINNIPEG, MAN.	15E		1962	170	144
R-29Y	CAN. PAC. RLY. CO. / B. C. COAST SERVICE / S. S. PRINCESS ELIZABETH	1L		1934	170	160
R-29Z	Can. Pac. Rly. Co. / B. C. COAST SERVICE / PURSERS OFFICE / PRINCESS KATHLEEN	22C		1932	150	160
R-165S	Lady Cecilia / Union Steamships Ltd.	23A		1928/30	170	160, 158,
R-165T	S.S. CHILCO / UNION / STEAMSHIPS LTD.	23A		1929	170	158
R-165U	UNION STEAMSHIPS / S. S. CHELOHSIN / LIMITED	23A		1928	170	158
R-165V	UNION S. S. CO. / OF B. C. LTD. / S. S. CATALA	23A		1926	200	151

CATALOGUE CORRECTIONS

Shaw No.	Correction	Reporter
Q-68A	Change to Type 5I	16, 95
Q-165F	Change to Type % 7B	16
Q-184F	Change to Type 5B	160
O-152D	Delete - actually O-152	16, 56
O-339A	Replace "No." with "."; change to Type 19	160
O-357B	Change run & clerk to lower case letters	155

(Catalogue Corrections Continued)

Shaw No.	Correction	Reporter
O-357D	Change MERCER to MERIAN	16
O-385G	Change to Type 22B	16, 155
W-38H	Delist - printed facing slip	16, 32
W-64I	Delist - printed facing slip	16, 32
W-64J	Delist - printed facing slip	16, 32
W-84A	Delist - printed facing slip	16, 32
W-95C	Delist - printed facing slip	16, 32
W-120G	Change to read as follows: From Reg. & No. Batt. R.P.O./A.A.FELKER	144

COLUMN UP-DATE

Shaw No.	Hammer	New Information	Reporter
M-6	III	Add Trains 2, 33, 134, 151	138
M-6	VI	Add Trains 31, 32	138
M-9	II	Latest - April 6, 1921, Train 31	137
M-11H		BERNIER - Earliest - November 11, 1912 Change J. G. to J. O. P.	133
M-12	III	Earliest - June 20, 1905, W	137
M-12	VIII	Latest - February 15, 1954	137
M-26	VI	Earliest - June 11, 1930, W	137
M-27	III	Earliest - June 10, 1953, W	137
M-32	II	Earliest - February 5, 1886, EAST	137
M-32A	II	Latest - October 31, 1882, EAST	137
M-34A		Earliest - December 28, 1951	137
M-36	IV	Earliest - October 4, 1901, E	137
M-36	VI	Earliest - December 31, 1901, E	137
M-38	I	Latest - February 21, 1965, Train 60	137
M-48		Swith proof dates, 1889 to Hammer II 1891 to Hammer I	16
M-48	II	Earliest - August 28, 1890	137
M-51	III	Earliest - April 13, 1906, W	151
M-52	I	Latest - March 1, 1920	108
M-52	XII	Latest - June 9, 1917, E	151

ADDITIONAL CATALOGUE INPUT

Shaw No.	New Information	Reporter
M-12C	Add new clerk M. MOISAN, Train 3, 1961	155
M-102B	Usage confirmed - March 13, 1948	144
O-187A	Usage confirmed - January 11, 1935	151
O-357I	Add (Clerk Name Removed), Train 9, 1961	155
O-357J	Add new clerk R. G. SIMPSON	155
O-384A	Add R.P.O. after BAY Add new clerk (train?) N. TRAIN, 1961	16 155
O-384B	Add new clerk W. McINTYRE, 1961	155
O-385E	Add new clerk K. G. LEASON, change to R.F. 150	155
O-385I	Add new clerk J. B. SMITH, Train 46, 1960, R.F. 150	155
O-385J	Add new clerk E. G. STEPHENS (with &)	155
O-414B	Add W. R. GREEN, Train 4, 1961, change to Type 22H	155
W-160AC	Usage confirmed - January 14, 1913	161
W-195G	Add new clerk T. J. McLEOD, Train 8, 1961	155
R-19I	Add new steamer S. S. PRINCE JOHN, 1934	160
?-29G	Add new town SPRAGGE, ONT., 1955, change to Type 1J	144
R-150F	Add new steamer S. S. COMOX, 1909	151
R-150F	Add new steamer Harbour Princess, 1928	158
D-14A	Usage confirmed - ca 1953	144

ROBERT B. HARRISON 1903 - 1956
ARTHUR H. HALL 1905 - 1943
DAVID R. W. HARRISON 1946 - 1968

(H)

HORACE W. HARRISON
(HALL & HARRISON)

(16)

POST OFFICE BOX 5895
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November 11, 1976

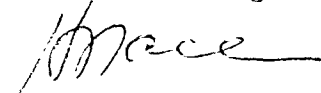
Mr. James Lehr
2918 Cheshire Rd.
Wilmington, DE 19810

Dear Jim:

RE: The November, 1976, R.P.O. NEWSLETTER

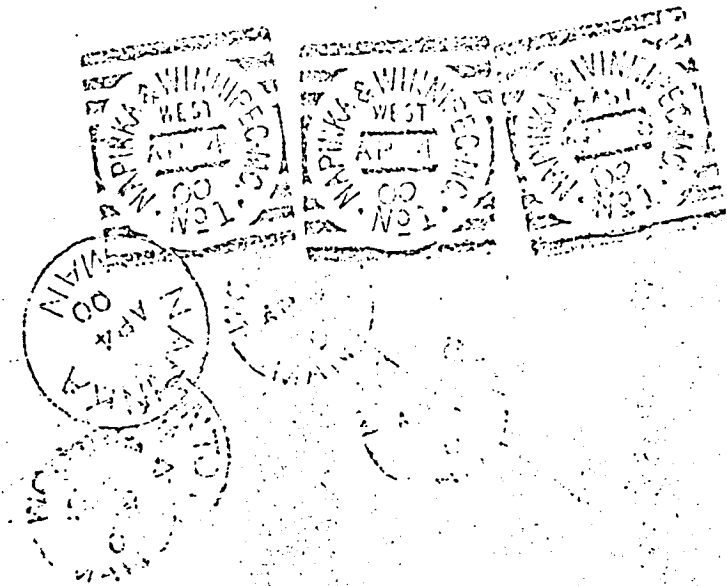
I don't know whether I've paid my dues or not and, if not, please drop me a post card telling me how much I owe for two or three years, and I'll pay it to get it out of the way. I didn't send in a copy of my collection because I've never really sorted it out; I just accumulate the material, except for registered R.P.O.s. I believe it would be much better to take the registered R.P.O.s out of the regular sections where they are now found and include them as one section of ~~the~~ Registered R.P.O.s. Of course, I'm biased about this, and probably because I've already done the work and put ~~it~~ ^{it} into ^A a section that's found in my Handbook on Canada's Registry System. At the last Sisson's sale in October, 1976, I purchased a cover for the fabulous price of \$260. because it had a registered R.P.O. on the back, namely, "G.T.R.S.B." in a box with registered and is recorded as ~~Item~~ ^{it} D on Page 58 of my Registry Handbook. There I listed ~~as~~ ^{it} "Previously Recorded and Now Considered Doubtful". I thought at the time that it was likely traced from a poor strike of #26, which is GWR-S.B., but it turns out not to be the case as there are two clear strikes on the back of this envelope. When I get it photographed, I'll send you a copy for publication in a NEWSLETTER. The discovery of D as existing makes the existence of E and F also more likely, as it shows that Fred Jarrett was a meticulous reporter, and I have found very few instances in which material which he listed did not actually exist. Those few errors that I have found usually resulted from semantics rather than the actual existence of the material. I will volunteer to be the recipient of the information on registered R.P.O.s if there is any agreement at all to make registered R.P.O.s a separate section.

With kindest regards,



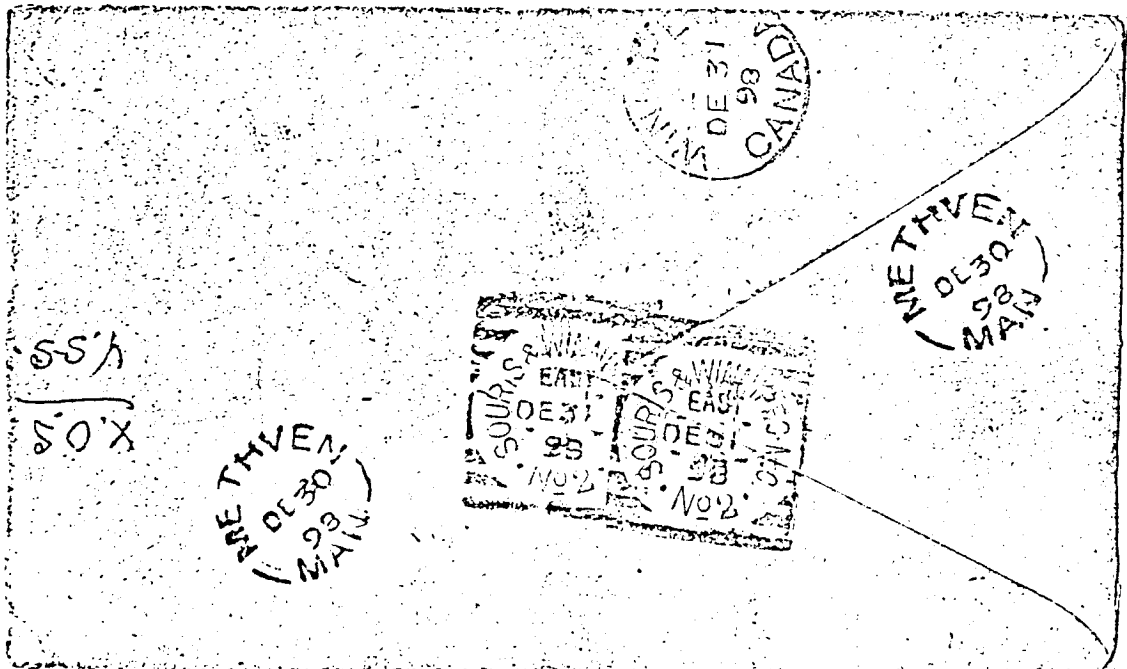
Horace W. Harrison

HWH/lft



Napinka & Winnipeg, W94. Type 2. A very fine example of the use of the squared circle type of R. P. O. This cover shows two strikes of hammer using the direction West, and one strike of the East. 4th & 5th of April 1900.

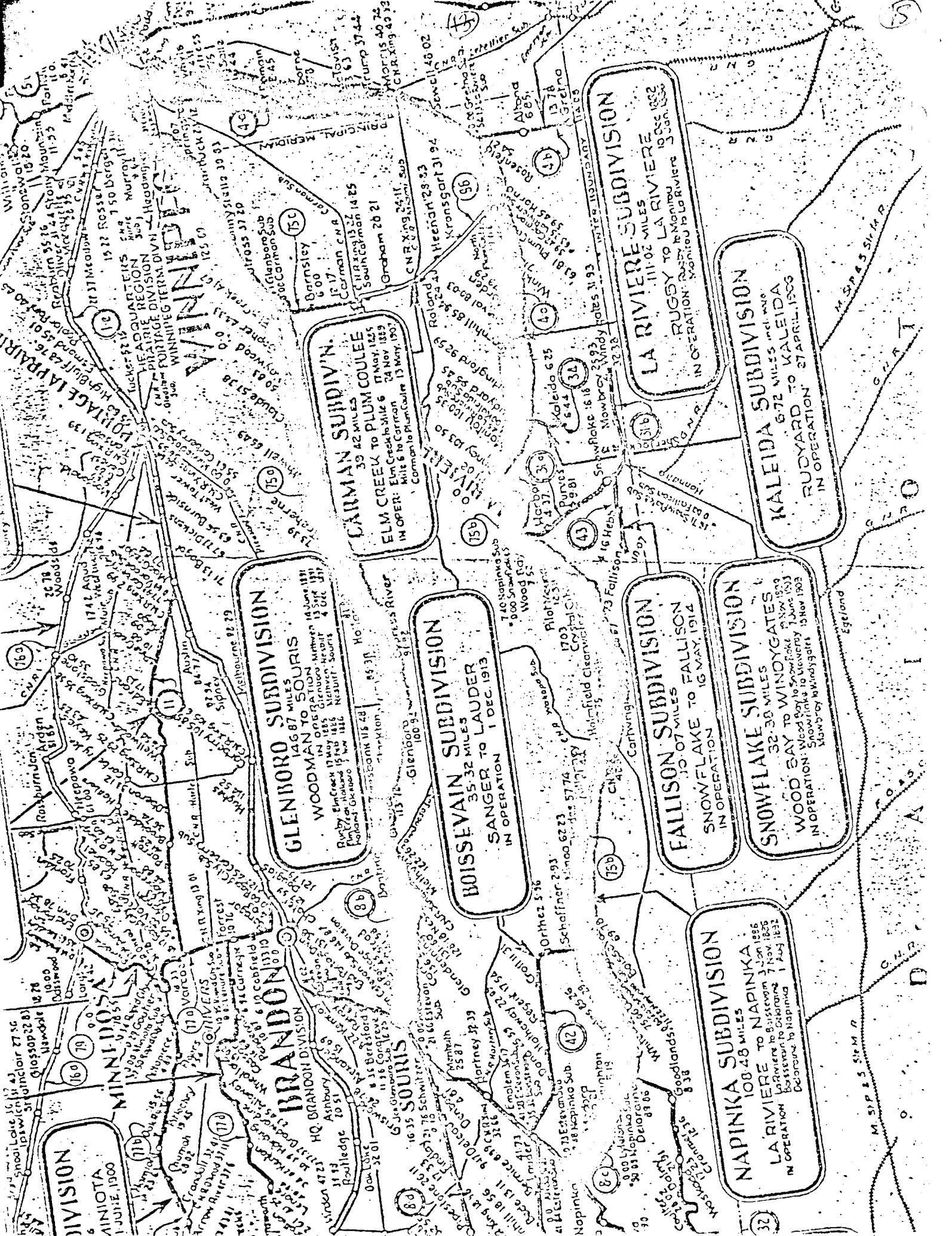
From Shaw's Canadian Transportation Postmarks, 1963.



Souris & Winnipeg. W 150. Type Two, Second Hammer. An example showing usage on the last day of the year, DE 31 / 98. Located at mile 122.56 on the C.P.R. Winnipeg to Souris run Methven was a very small farm community. The Methven cancel is rare.

From the collection of G. F. Hansen.

Two not scarce but interesting R.P.O. Squared Circle cancels.



MINNAPINKA
100.48 MILES
LA RIVIERE TO NAPINKA
IN OPERATION
Brandon to Napinka 1 Jun 1886
Brandon to Napinka 1 Nov 1886
Brandon to Napinka 1 Aug 1882
Brandon to Napinka 1 Aug 1882

NAPINKA SUBDIVISION
108.48 MILES
LA RIVIERE TO NAPINKA
IN OPERATION
Brandon to Napinka 1 Jun 1886
Brandon to Napinka 1 Nov 1886
Brandon to Napinka 1 Aug 1882
Brandon to Napinka 1 Aug 1882

FALLISON SUBDIVISION
10.07 MILES
SNOWFLAKE TO FALLISON
IN OPERATION
Snowflake to Fallison 16 May 1914

BOISSEVAIN SUBDIVISION
35.32 MILES
SANGER TO LAUDER
IN OPERATION
Sanger to Lauder 1 Dec 1913

CAUMAN SUBDIVISION
39.42 MILES
ELM CREEK TO PLUM COULEE
IN OPERATION
Elm Creek to Plum Coulee 13 May 1907
Elm Creek to Plum Coulee 13 May 1907
Elm Creek to Plum Coulee 13 May 1907

GLENBORO SUBDIVISION
146.87 MILES
WOODMAN TO SOURIS
IN OPERATION
Woodman to Souris 14 June 1911
Woodman to Souris 14 June 1911
Woodman to Souris 14 June 1911

LA RIVIERE SUBDIVISION
111.02 MILES
RUGBY TO LA RIVIERE
IN OPERATION
Rugby to La Riviere 10 Oct 1882
Rugby to La Riviere 10 Oct 1882
Rugby to La Riviere 10 Oct 1882

KALEIDA SUBDIVISION
6.72 MILES
RUDYARD TO KALEIDA
IN OPERATION
Rudyard to Kaleida 27 April 1906

SNOWFLAKE SUBDIVISION
32.38 MILES
WOOD BAY TO WINDYGATES
IN OPERATION
Wood Bay to Snowflake 1 Nov 1903
Snowflake to Windygates 15 Nov 1903

Brandon Police Station
Brandon Fire Department

Brandon
MINNESOTA

Brandon
MINNESOTA

Brandon
MINNESOTA

Brandon
MINNESOTA

Brandon
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Brandon
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Brandon
MINNESOTA

The Squared Circle R.P.O.S:

The preceding pages contain illustrations of two interesting R.P.O. squared circles. Shown as well is a map of the western region of the C.P.Ry. (a portion of Manitoba) on which both the runs involved are indicated. Close study of this map will show that the Souris & Winnipeg run originated at Woodman and was known as the Glenboro Subdivision. The full 146.87 miles became full operative on October 4th., 1892. The Napinka & Winnipeg run started at Rugby and is actually two subdivisions. The first, known as the La Riviere subdivision, was 111.02 miles long and was fully operative by January 3rd. of 1886. The second section, known as the Napinka subdivision was 108.48 miles in length and was placed in complete operation on August 1st., 1892. Woodman and Rugby are the points just outside of Winnipeg at which the C.P.R. subdivision lines branch off the mainline.

There are actually three R.P.O. squared circles. Beside the two we have illustrated, both on the western runs of the C.P.R. there is one eastern run which was originally on the old Intercolonial Railroad and is now a part of the C.N.R. This is known as Quebec & Campbellton running from Campbellton in New Brunswick to Quebec City. I wonder if anyone can provide me with some sort of map, similar to the one illustrated, showing this run? I would also be interested in time tables used during the period of use of the squared circle cancellers.

Very little accurate information has been gathered together related to these runs and cancels and I am now trying to form a small collection that really could not, at the moment, be dignified by the term specialized. Since I have pretty well reached a point where I am going to have to slow down on a plan to put together a collection of around 310 different hammers (i have 290 plus) I think I will devote a bit of time and effort to building up this part of my collection and getting some definitive information on it. I would thus be interested in purchasing any material of this type or trading, if possible with other collectors. I would also appreciate reports of holdings of any of the R.P.O. squared circles.

When sending in your report please include full dates, indicia, any other interesting information such as whether the strike is on piece, on back or front of cover or on stamp. The R.P.O.s are listed on pages 57 and 58 of the third edition of the handbook but here is a full listing:—

- Que. & Camp. MC Local
 - First Hammer. (No. 5 at base.)
 - Second Hammer. (No. 20 at base.)
 - First, Second, Third, Fourth, Fifth & Sixth states.

- Napinka & Winnipeg MC
 - First Hammer. (No. 1 at base.)
 - Second Hammer. (No. 2 at base.)

- Souris & Winnipeg MC
 - First Hammer. (No. 1 at base.)
 - Second Hammer. (No. 2 at base.)

The Hidden Rarity Factors:

After writing about rarity factors and prices I was reminded about the hidden rarity factors of early and late dates, rare indicias, errors etc. This can pose a problem for those who believe in being honest in all dealings with others. This includes both fellow collectors and dealers.

