

THE R. P. O. NEWSLETTER  
OF THE CANADIAN R. P. O. STUDY GROUP (BNAPS)

Volume VII, no.3

June 1979

The Final Date Lists

Here are the final date lists for everyone to check, for Railroads and Depots. As you will note below, it's important that everyone fill in any additions promptly and return to Lew. We can now see light at the end of the tunnel.

A Statement From Lew on the Handbook and Rarity Factors

Work on the new catalogue is progressing nicely, and to paraphrase from our horse racing friends, our data collection program is moving into the home stretch. With this issue of the Newsletter, you will receive the earliest and latest year date lists for the Railroad and Depot Sections, and it will be important that anyone being able to make a contribution for the extension of the dates of any run to get such information to us promptly. At some point during the summer, we will have to establish a close-off date after which new dates will have to wait.

We have made significant progress on the revision of the rarity factors. This is a sensitive area where we know in advance that we will not please everybody; however, what we are coming up with will be a significant improvement on the existing system, which most agree is inadequate. It has been suggested that the new rarity factors should be based solely on inventory numbers; however, we feel that to do so would not present a proper and predictable position. The new rarity factors will fully account for our existing knowledge, as expressed by our inventory data, but will also make an appropriate estimate of probability for future discovery based on statistical estimate which will reflect the time span existence of each individual run as well as the probability reflect by an appropriate growth curve over the some 125 years of the existence of our railway cancellations. The formulations for such calculations have already been evolved, and spot checks throughout the catalogue indicate an excellent balance. A full and detailed explanation of the new rarity factors, and how they should be applied, will be given in the new catalogue. Suffice to say at this time that our approach is mathematically derived in consultation with a qualified statistician and such is solidly based.

Another Fine Research Study by Belanger

Another article by Ferd. Belanger on Railroad Mail Clerk Steel Dating Stamps is attached. Unfortunately some of the strikes were so light I had to reinforce some of the printing. Hopefully we will be able to get some reports from Ferd. on these studies during our Study Group Meeting in Quebec.

Why Covers Are So Interesting

Attached is a Xerox of the back of a M-121A cover which Graham Noble got from somewhere and I got from him. This is a registered cover from St. Pierre and Miquelon to Port Borden, P.E.I. (my other major collecting interest). It followed the normal packet route to North Sydney, N.S. where it entered the R.P.O. system to

P.E.I. - to Truro, then on the Truro to Moncton run to Sackville, N.B., where it started on the Sackville to Charlottetown run across to Port Borden, P.E.I. Because it was registered (I assume) it didn't stop at Port Borden but continued on train 40 east to Charlottetown. The next day it returned west on train 39 back to its Port Borden destination.

Incidentally this is the second reported strike of M-121A, the first strike being found by Belanger and dated 11/5/62. It will be interesting to see what the time spread will be for this run.

New Finds Reported

N-1	Dave McKain
<del>N-32</del>	Frank Waite
N-45	Jim Lehr
N-104	Dave McKain
O-14A	Jim Lehr
O-193	Jim Lehr
O-320	Jim Miller
O-394B	Frank Waite
O-419A	Jim Lehr
W-57D	Jim Lehr

From the Mail Bag

Had an interesting letter from Jack Wallace on goldplated letterhead from "John Ascuaga's Nugget Hotel/Casino" in Reno, Nevada. He said he was attending the Western Snow Conference - now I've heard it all. Fortunately, he sent a check for his dues rather than the silver dollars he was tempted to send. He repeated the background on the Lady Nelson (obviously the April Newsletter hadn't caught up with him), plus information on a number of other RR boats., as well as comments on some of the other subjects discussed. Good to hear from you Jack. Sorry the stamp pickings are slim there but we'll hear in Quebec on your luck with the one armed bandits.

The above new runs reported for Frank Waite came in an interesting letter covering some of his finds and proposals. Although his total number of runs is a modest 764, he has a number of very scarce runs adding up to a very nice collection.

It's always nice to receive letters from Jim Miller with the interesting finds he keeps coming up with. A Xerox is attached of one of these finds, a cover from the accident of the S.S. Prince Rupert at Anyon, B.C. in 1920. Will cover the other finds later.

And the Final Maritime Runs

Here are the final runs from Lew's Cowcatcher Column on the Maritimes. Quite a job! These data, updated by all the Study Group members, will be the basis for a detailed specialist's book on Maritimes R.P.O.'s sometime in the future.

I look forward to hearing from all of you as you have comments, questions, or things to share with Study Group members.

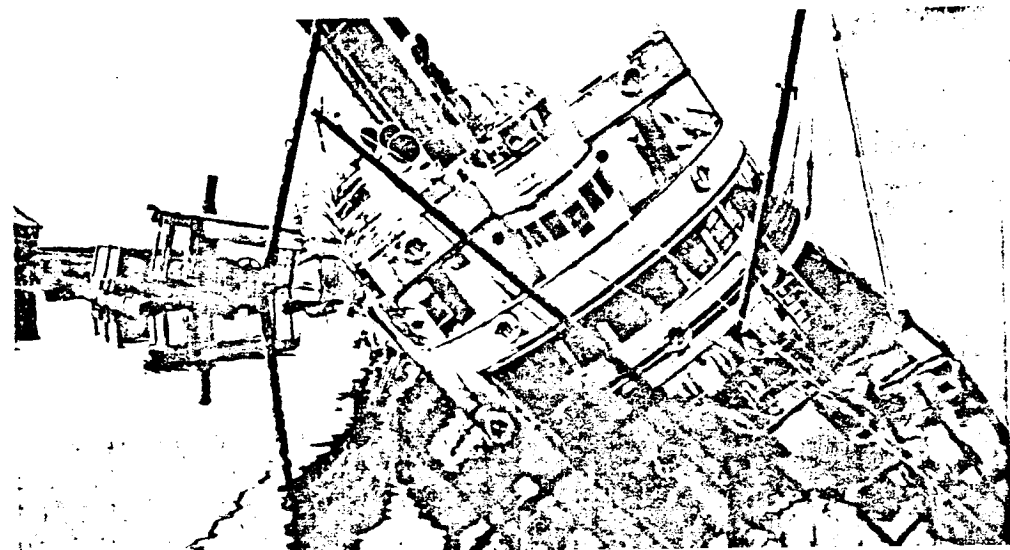
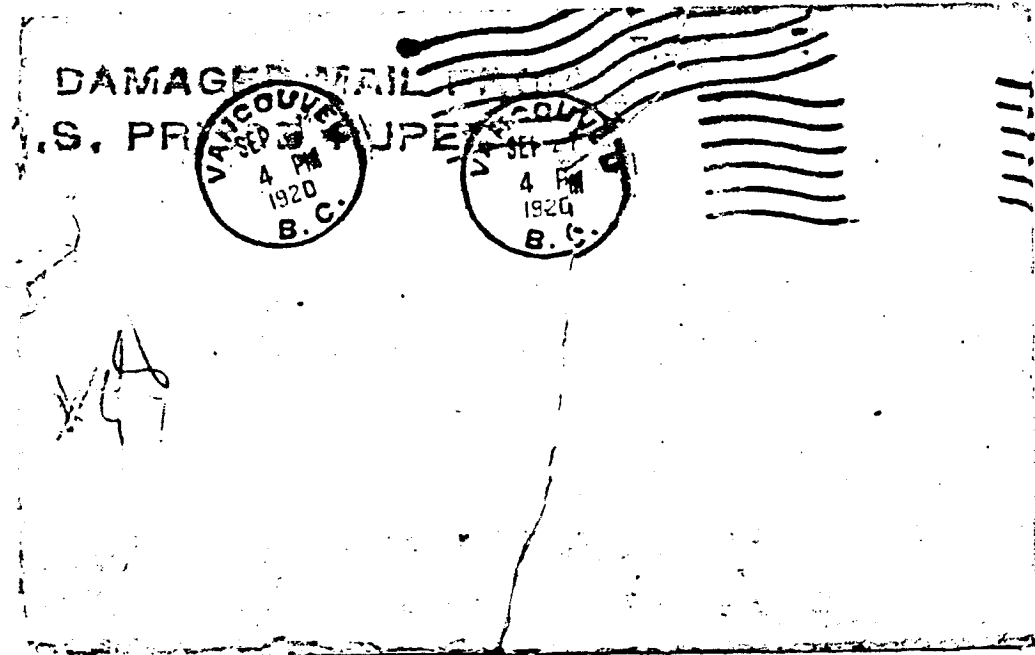


Jim Lehr

P.S. This issue is going out to the 37 members I have heard from

P.P.S. Just go back from spending a day with Lew and Dave McKain in Parkersburg, W.Va. We discussed plans for the new Handbook and future Maritimes book, the Cowcatcher and Newsletter, Study Group needs, and especially the program for the coming convention in Quebec City. Lew is flying over for this and we plan a top Study Group meeting there. More on this in the next issue, but plan to be at Quebec for lots of news.

2nd P.P.S. Since my previous P.S.'s forced going to this third page, might as well add some information just received from Frank Waite. He commented on an excellent reference book available in most large Canadian libraries. It is "A Statutory History of the Steam and Electric Railways of Canada 1836-1937" by the Department of Transport. It has an appendix with a series of maps of the railroads and their development. You might be able to pick up a copy as Frank did by advertising for one.



The following is a list of the currently confirmed earliest and latest year dates of all Railroad and Steamer Routes. If you have an earlier or later year date of any of the indicated runs, please make an extra copy of this list, cross out the type date and enter your full date in RED (e.g. 12/28/97), and send the extra copy to Lewis M. Ludlow, Gamlen Far East, 6-17 Shibaura 4-Chome, Minato-ku, Tokyo 108, JAPAN. Those dates in brackets ( ) are estimated and unconfirmed. If you have ANY date for a run in brackets, please send your date. Unconfirmed means probably exists but we have no exact date. OPK = Only Proof Known. DO = Destruction Order Strike Known. SS = Survey Strike Known

R-1 1888-1892	R-16A Unconfirmed	R-20C 1889	R-29C PM 1928	R-29T K 1936
R-1A ( 1960 )	R-17 Unconfirmed	R-21 1889-1899	PA 1936	R 1937-1938
R-2 Unconfirmed	R-17A 1878-1879	R-22 1891-1896	R-29D 1937-1957	C 1936
R-3 Unconfirmed	R-18 Unconfirmed	R-23 Unconfirmed	R-29E 1887	SL 1936
R-4 Unconfirmed	R-18A 1916	R-24 1884-1904	R-29F PP 1973	Q 1936
R-4A Unconfirmed	R-19 Unconfirmed	R-25 1899-1905	PC 1934-1936	RP 1936
R-4B Unconfirmed	R-19A C 1936	R-26 1896-1905	uc PL 1932	T 1936
R-4C ( 1946 )	A 1950	R-26A 1898-1899	lc PL 1928	R-29U 1936
R-5 Unconfirmed	PEI ( 1946 )	R-26B OPK	PA ( 1930s )	R-29V 1939
R-6 1875-1886	R-19B N 1948	R-27 1893-1899	PB ( 1930s )	R-29W 1936
R-6A 1860-1884	DC ( 1946 )	R-28 OPK	PM ( 1930s )	R-29X 1932
R-6B 1879-1885	R-19C PRU 1936	R-29 1891-1894	R-29G SC 1945	R-29Y 1934
R-7 1870-1875	PRO ( 1936 )	R-29A MI 1938	S 1955	R-29Z 1932
R-7A 1857	PG 1930-1936	MO ( 1937 )	R-29H SS 1906	R-29AA 1899
R-8 Unconfirmed	R-19D 1888	R-29B M 1944	G 1900	R-29AB 1934
R-9 1876-1884	R-19E 1920	PMG 1939	R-29I AB 1906	R-30 Unconfirmed
R-10 1894-1904	R-19F 1912	PMY 1951	AS 1935-1938	R-30A Unconfirmed
R-10A 1883-1894	R-19G 1924	PEH 1930	K 1934-1936	R-31 1886-1887
R-10B OPK	R-19H WC 1960	PEE 1936	R-29J OPK	R-31A 1888
R-10C OPK	GR 1944	PC 1934	R-29K 1936	R-32 Unconfirmed
R-10D OPK	LE 1970	PN 1940	R-29L 1937	R-33 1886
R-10E OPK	BH 1953	MP 1936	R-29M 1920	R-34 1886-1889
R-11 Unconfirmed	P ( 1946 )	PH 1933	R-29N 1929	R-35 1937-1939
R-12 Unconfirmed	R-19I PC 1937	PON ( 1930s )	R-29O PM 1913	R-35A C 1942-1951
R-12A OPK	PJ 1934	PL ( 1930s )	PA ( Adm. )	O Unconfirmed
R-13 Doubtful	R-19J 1963	PP ( 1930s )	C ( Adms. )	R-35B N 1934-1935
R-14 1874-1882	R-19K 1973	PJ ( 1930s )	R-29P 1972	U 1932
R-14A 1884-1886	R-19L 1964	POA ( 1930s )	R-29Q 1908	R-35C 1959-1963
R-14B OPK	R-20 Unconfirmed	PA ( 1930s )	R-29R 1941	R-35D 1951
R-15 Doubtful	R-20A Unconfirmed	PK ( 1930s )	R-29S PV 1936	R-35E 1951
		S ( 1930s )	PA 1932	R-35F OPK

R-35G 1941-1946	R-53 Unconfirmed	R-75A 1874	R-91A Unconfirmed	R-108B Unconfirmed
R-35H 1935	R-53A 1875-1879	R-75B 1886-1890	R-91B 1860	R-108C Unconfirmed
R-35I 1959-1963	R-54 1857	R-76 C Doubtful	R-92 1879-1880	R-108D 1876-1878
R-36 1870-1871	R-54A 1870	SF Unconfirmed	R-92A 1881	R-108E 1881
R-37 1892-1901	R-55 1875-1883	R-76A 1890	R-92B Unconfirmed	R-108F 1902
R-37A 1909	R-55A 1888-1889	R-75B 1889-1891	R-92C Unconfirmed	R-108G Unconfirmed
R-38 Unconfirmed	R-55B 1858	R-76C C 1880-1883	R-92D Unconfirmed	R-109 Unconfirmed
R-38A 1959-1971	R-56 1860-1875	RL 1877-1878	R-92E 1948	R-109A 1901-1908
R-39 Unconfirmed	R-56A 1882-1884	R-76D Unconfirmed	R-93 Unconfirmed	R-109B 1908-1913
R-40 1891-1897	R-56B 1884	R-76E 1904-1909	R-94 1888-1889	R-109C 1914-1917
R-40A 1885-1893	R-56C OPK	R-76F SA 1894	R-95 Unconfirmed	R-109D 1896-1904
R-40B Unconfirmed	R-56D Unconfirmed	C 1889-1899	R-96 1877-1880	R-109E Unconfirmed
R-41 Unconfirmed	R-57 1877-1879	R-77 1885-1887	R-96A Unconfirmed	R-109F 1884
R-41A 1882-1888	R-58 1860-1873	R-78 Unconfirmed	R-96B 1896-1902	R-109H OPK
R-42 1882-1887	R-59 1860-1880	R-78A 1887-1889	R-97 1883-1892	R-109I OPK
R-43 Doubtful	R-60 1879-1885	R-78B 1880	R-97A Unconfirmed	R-110 1875
R-44 Unconfirmed	R-61 Unconfirmed	R-79 1877-1880	R-97B 1863	R-110A Unconfirmed
R-44A Unconfirmed	R-61A 1873-1886	R-80 1898-1901	R-98 Unconfirmed	R-111 1892-1893
R-44B 1910-1918	R-62 Unconfirmed	R-81 Unconfirmed	R-99 1882-1891	R-111A 1973
R-45 Unconfirmed	R-62A 1886-1887	R-82 1879	R-100 1856-1859	R-111B PR 1930
R-45A 1913-1914	R-62B 1881-1883	R-84 Doubtful	R-101 1915-1935	PG 1932
R-45B 1885	R-63 1872-1881	R-85 1890-1902	R-101A Unconfirmed	R-112 1898-1903
R-46 1882-1889	R-65 Unconfirmed	R-85A 1895-1901	R-101B 1913-1921	R-113 1893-1904
R-47 1860-1881	R-65A 1885-1892	R-85B OPK	R-102 1901-1913	R-113A Unconfirmed
R-47A Unconfirmed	R-66 1880-1881	R-85C OPK	R-102A 1909-1912	R-113B 3 1894-1896
R-47B 1861	R-67 1869-1873	R-86 3/4 S.Q.	R-103 1854-1857	19 1895-1899
R-48 1870	R-68 1875-1888	R-86A Unconfirmed	R-104 Doubtful	27 1897-1904
R-48A 1861	R-69 1908-1928	R-87 OPK	R-104A 1946	28 1893-1896
R-48B Unconfirmed	R-70 1875-1878	R-88 Unconfirmed	R-104B 1948	R-113C 1890-1891
R-48C 1910	R-71 1878	R-89 Doubtful	R-105 1876-1877	R-114 1896-1903
R-49 Unconfirmed	R-72 1888-1892	R-90 1883	R-106 1878	R-115 1889-1911
R-50 1875-1882	R-72A Unconfirmed	R-90A 1880-1887	R-106A 1880-1882	R-115A 1951
R-51 OPK	R-73 1884	R-90B Unconfirmed	R-107 1883	R-116 Unconfirmed
R-51A 1883-1890	R-74 Unconfirmed	R-90C Unconfirmed	R-107A Unconfirmed	R-117 1880-1883
R-51B 1896	R-75 V 1876	R-90D 1888-1889	R-108 1885-1889	R-117A Doubtful

R-119 1878-1887	R-142A 1876	R-150H DL 1936	R-162A Doubtful	R-165L Unconfirmed
R-120 1869-1876	R-143 1876-1877	PL 1939	R-162B Doubtful	R-165M 1901
R-120A 1886	R-144 1878-1880	HL 1938	R-163 1893-1904	R-165N LCE 1939
R-121 1875-1882	R-145 1870-1875	BL 1938	R-163A S 3¢ S.Q.	LCY 1939
R-122 1888-1890	R-147 1878-1882	MR (1930s)	R 3¢ S.Q.	LP Unconfirmed
R-123 1875-1879	R-148 1877-1880	R-150I 1940	R-164 Unconfirmed	C Unconfirmed
R-123A 1870	R-148A 1875	R-150J 1901-1902	R-165 Unconfirmed	R-165O 1928
R-123B 1875	R-149 1882-1884	R-150K R 1952-53	R-165A 1935-1948	R-165P 1928
R-123C (1870s)	R-150 1879-1883	L 1946-1953	R-165B 1941-1964	R-165Q 1931
R-125 Unconfirmed	R-150A 1897-1900	R-150L ER 1937	R-165C 1952-1954	R-165R CH (1918)
R-126 1869-1878	R-150B 1937	EC (1930s)	R-165D (1930s)	CA (Admiral)
R-127 1875-1882	R-150C FT (1930s)	R-150M 1938	R-165E 1936-1959	R-165S 1928-1930
R-128 Unconfirmed	FA 1936-1946	R-151 1889-1890	R-165F (1930s)	R-165T 1929
R-128A 1877-1880	R-150D Unconfirm	R-152 1872-1881	R-165G 1950	R-165U 1928
R-129 1879-1883	R-150E N (1930s)	R-152A OPK	R-165H (1850s)	R-165V 1925
R-129A 1877	PA (1950s)	R-152B OPK	R-165I LP 1943	R-166 1886-1898
R-130 1875-1878	PM (1950s)	R-153 1854-1855	V 1946	R-167 1887-1894
R-131 1880	R-150F A 1908	R-154 1853-1854	CAP 1927	R-167A 1879-1881
R-132 Unconfirmed	BA 1915-1918	R-155 1893-1903	CHE 1940	R-168 1878-1883
R-133 1878	BA 1917	R-156 1894-1903	LCY 1936	R-168A 1878-1881
R-133A 1875	CAS 1908	R-156A Unconfirm	LR (1940s)	R-169 1887-1894
R-134 1882	I 1905	R-156B 1873	CA (1930s)	R-169A 1875
R-134A 1880	uc PP 1936	R-157 1895-1901	COQ (1930s)	R-170 1886-1897
R-135 Unconfirmed	lc PP 1949	R-158 1922-1952	CHL Doubtful	R-170A Unconfirmed
R-135A 1876	HP 1928	R-158A 1946	LCE (1940s)	R-171 Unconfirmed
R-135B 1877	CO 1909	R-158B 1936-1937	R-165J 1941	R-172 1894-1900
R-135C 1875-1876	CS 1952	R-158C WG 1953	R-165K LCE 1931	R-173 Unconfirmed
R-135D OPK	G 1937	EW 1937-1940	CHEL 1928	R-174 Unconfirmed
R-136 OPK	S 1963	R-159 1887-1896	CAT 1938	R-174A 1880-1888
R-137 1882	BU 1951	R-159A 1877-1885	LA 1933-1942	R-175 Doubtful
R-138 1880	CAL 1907	R-160 Unconfirmed	CAR (1932)	R-175A 1883
R-139 Unconfirmed	PH 1933	R-161 1876	V (1930s)	R-175B 1886
R-139B OPK	PR 1932	R-161A 1888-1899	CAN (1930s)	R-176 1864-1875
R-140 1879-1883	N 1937	R-161B 1895-1898	CHEA (1930s)	R-177 1878
R-141 1877	D 1937	R-161C 1888	LP (1930s)	R-178 Unconfirmed

The following is a list of the currently confirmed earliest and latest years dates of all Depots. If you have an earlier or later year date of any of the indicated depots, please make an extra copy of this list, cross out the typed date and enter your full date in RED (e.g. 12/28/97) and send the extra copy to Lewis M. Ludlow, Gamlen Far East, 6-17, Shibaura 4-chome, Minato-ku, Tokyo 108, JAPAN. Those date in brackets ( ) are estimated and unconfirmed. If you have ANY date in brackets, please send your date. Unconfirmed means probably exists, but we have no exact date recorded. OPK = Only Proof Known. DO = Destruction Order Strike Known.

D-2 1917-1926	D-19 1904-1919	D-29C 1949-1951
D2A 1866-1868	D-20 1918-1964	D-30 1954-1968
D-3 1918-1960	D-22 1910-1969	D-30A 1956
D-4 1928-1960	D-23 1923-1949	D-30B 1879
D-4A Unconfirmed	D-23A OPK	D-31C OPK
D-5 Unconfirmed	D-24 1916-1922	D-32 1926-1932
D-6 1891-1925	D-24A 1914-1915	D-33 1933
D-7 1881-1885	D-24B OPK	D-34 1912-1925
D-8 1880-1881	D-24C OPK	D-35 1899-1929
D-9 1872-1878	D-25 1949-1976	D-35A OPK
D-10 1916-1959	D-26 1926-1937	D-36 1930-1961
D-11 1935	D-26A OPK	D-37 1882-1887
D-12 Unconfirmed	D-26B OPK	D-38 1879-1881
D-13 1926-1961	D-27 1923-1959	D-39 50¢ Widow - 2¢ Edward
D-14 Unconfirmed	D-28 1916-1923	D-41 1927 - 1961
D-14A Unconfirmed	D-28A OPK	D-41A 1961-1965
D-15 1893-1903	D-28B OPK	D-43 1872
D-16 1913-1927	D-29 1¢ & 2¢ Edwards	D-44 1870-1871
D-17 Unconfirmed	D-29A 1904	D-45 OPK
D-18 1885-1893	D-29B OPK	D-45A OPK

## RAILWAY MAIL CLERK STEEL DATING STAMPS

This time, we will shed some light on the existence of the Mont-Joli & Levis R.P.O., and also on the Quebec & Senneterre R.P.O.. For this purpose we will give the content of a letter dated June 6th 1961, which was sent to the Director of Transportation, Railway Mail Service Division, in Ottawa. The letter was signed by the District Director of Postal Service (Quebec).

"DATE-STAMPS & R.P.O.

On April 24th, 1961 we were in receipt of a communication from the District Director, Toronto, Ont. advising that on R.P.O. Train 17, bags were received with a label originating from the Mont-Joli & Levis R.P.O. Train 3, while in every instance the postmark on the 102-B form indicated "from Campbellton & Levis R.P.O, Train 3" and that in order to avoid confusion both the bag labels and date-stamps should be similar.

In order to comply with the above request, a survey of all the date-stamps used on our present R.P.O. routes has elicited that a result of the curtailments effected in the past years, it is therefore recommended that the following date-stamps be changed as soon as possible, i.e.

Exhibit No. I: for R.P.O. Trains 4-3

Camp & Levis R.P.O. should be changed for M.J. & Levis R.P.O.  
Quantity required = 3 steel heads.

Exhibit No. II: for R.P.O. Trains 11-12

Quebec & Noranda R.P.O. should be changed for Que & Senneterre R.P.O.  
Quantity required = 6 steel heads.

The above for your kind attention and decision. "

Following this, you will find the Survey Strikes of the hammers used on the concerned R.P.O.'s.

M-11

H-6



H-5



*Merces G*

*Rouy*



Q-220B



*J. B. Moorey*

*F. P. Thériault*



*J. A. Lantier*

*H. Germain*



*Valère Vachon*

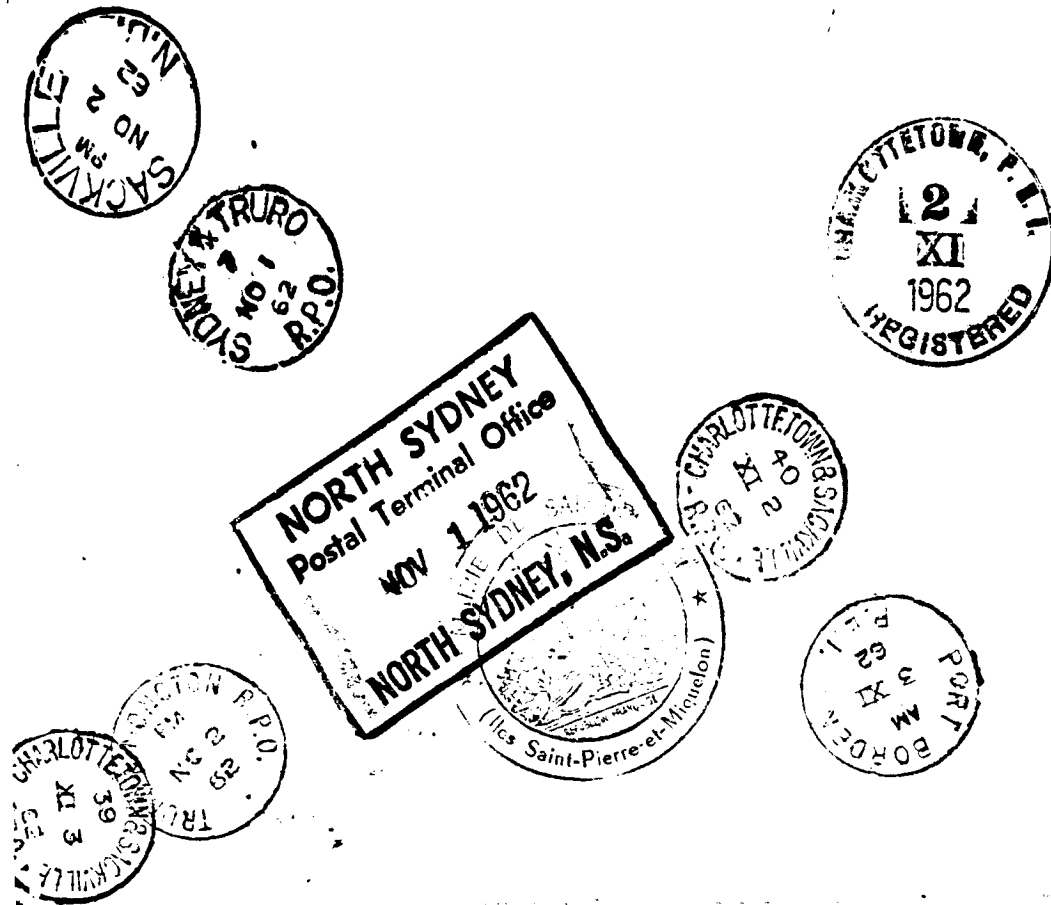
Above information was obtained through the courtesy of the National Postal Museum.

M-121A

TRURO + MONCTON R.P.O./.

Intercolonial Hwy.

R.F. = 30



Registered letter from St. Pierre + Miquelon  
to Port Borden, P.E.I. Backstamps include:

- Nov. 1 North Sydney, N.S. Postal Terminal Office  
M-120 Sydney + Truro / R.P.O. train 7
- Nov. 2 M-121A Truro + Moncton R.P.O./ PM  
Sackville, N.B. PM  
M-18A Charlottetown + Sackville / R.P.O. train 40  
Charlottetown, P.E.I. Registered
- Nov. 3 M-18A Charlottetown + Sackville / R.P.O. train 39  
Port Borden, P.E.I. AM

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M-128A

TRURO & PORT HAWKESBURY / M. C.

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One Hammer, Type 4G

Proofed: July 16, 1881

Earliest: July 26, 1881

Latest: February 19, 1882

Indicia: WEST only

Usage: Very scarce

R.F.: 150

Comments: We believe that all collectors should recheck any M-128A strikes. Several that have been submitted to us were M-128; they were properly identified for lettering, but misclassified as to type. M-128, Type 9E is with an outer ring, while M-128A is Type 4G, no outer ring. Further, we believe that M-128 replaced both M-128A and M-128B and accordingly any strikes after March, 1883 are probably M-128. Against M-128B, it is to be noted that M-128A has no "RY" after HAWKESBURY. Further, for partial strikes, the chordal distance from the bottom of the first vee of "W" to the lower left corner of the "E", both of HAWKESBURY is 4 1/4 mm for M-128A.

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M-128B

TRURO & PORT HAWKESBURY • RY / M. C.

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Two Hammers, Type 4G

Hammer I

Proofed: February 13, 1881

Earliest: September 4, 1881

Latest: July 19, 1882

Indicia: AM, Blank

Usage: Rare

R.F.: 200 ( 60% )

Comments: I remember reporting my discovery of this run to Tom Shaw, before the proof

## M-128, Hammer I, Comments ( continued )

two different proof strikes on the same date, February 13, 1881. In our own collection, all three strikes are Hammer I. When the "RY" after HAWKESBURY is available, the Hammer I strikes are immediately recognizable from the vertical dash present below the elevated "Y". Further, for partial strikes, the "W-E" chord described for M-128A measures only 3 1/2 mm.

## Hammer II

Proofed: February 13, 1881

Earliest: March 28, 1881

Latest: June 2, 1881

Indicia: (AM), (PM)

Usage: Rare

R.F.: 200 ( 40% )

Comments: Although the rarity factor above is overvalued because of later discoveries, this run is still elusive and rare. We had never seen Hammer II before, when Jim Lehr sent in two strikes for examination. Both, above, turned out to be Hammer II, which is easily identifiable from the "RY" abbreviation if it is visible; here, under the elevated "Y" is a horizontal dash, in contrast to the vertical one for Hammer I. Further, the "W-E" chord measures almost 4 mm. A chart of chordal measurements of M-128A and M-128B hammers is available.

We doubt the existence of M-129, TRURO & ST. JOHN M.C. / No., Type 9A despite the report of nine copies in the Study Group Inventory. So far, we have seen four of the nine copies reported and these four all proved to be a second hammer of M-129B, quite different from the common hammer of this run; thus, their being reported as M-129 is understandable, even though the bottom portion of the strikes was missing. We are currently chasing down the other five strikes to see if they can stand the comparative test; in the meantime, our continued listing of this run is held in abeyance. M-129A, TRURO & ST. JOHN R.P.O. / LOCAL No., Type 17N, has defied confirmation. The type is improbable, but not impossible; if correct, it would be the only Type 17N in the Maritimes. There is no proof date and no inventory report. Does anyone have any information on M-129A?

M-129B

TRURO & S<sup>t</sup>. JOHN M. C. / .

## Two Hammers, Type 9

## Hammer I

Proofed: Unknown

Earliest: October 17, 1900

Latest: May 20, 1905

Indicia: E, (W) equally

Usage: Limited and sporadic

R.F.: 130 ( 21.4% )

Comments: Four different strikes, with bottom sections missing, had been reported as M-129; however, close comparison with a full cover strike showed all to be this first scarce hammer of M-129B. When found, strikes of Hammer I are clear and crisp. The ampersand is fully curved, top and bottom, and the chord from the period under the "T" of S<sup>T</sup> to the bottom of the left leg of the "N" of JOHN is 8 mm or over.

## Hammer II

Proofed: Unknown

Earliest: February 13, 1901

Latest: July 25, 1918

Indicia: W - common, (E) - uncommon

Usage: Full to 1912; then, intermittent

R.F.: 130 ( 78.6% )

Comments: This is by far the more well-known hammer of M-129B. The ampersand is curved on the top, but angular on the bottom. The "T-N" chord described in Hammer I is noticeably less than 8 mm for Hammer II. Later strikes show only moderate wear.

We have never seen M-130, TRURO & ST. JOHN M.C./ DAY, Type 9B. This run was originally reported in Shaw's 1944 Catalogue, but we do not know who was the original reporter. There is no proof data for M-130, and there are no copies reported in the R.P.O. Study Group Inventory. Gillam, however, indicates the possibility of the existence of M-130, so for the time being we put in abeyance any decision on this run. If anyone has knowledge of this run, we would appreciate having a report.

M-131

TRURO &amp; ST. JOHN • R.P.O. / .

Eight Hammers, Type 17

## Hammer I

Proofed: Unknown

1st Period

2nd Period

Earliest: May 1, 1900

September 27, 1937

Latest: November 3, 1905

To be advised

Indicia: E, W equally

42

Usage: Spotty

One reported strike

R.F.: 110 ( 10.5% )

Comments: This run - and this hammer, particularly - needs more investigation. Early strikes are light and partial as well as scarce; however, the 2nd Period strike above is quite clean and shows little sign of wear. It would appear that this hammer was withdrawn and later put back into use, unless, of course, it was never more than a substitute hammer in the first place. When found, identification of this hammer becomes distinct by chordal measurement; accordingly, although we have no proof data, the existence of this hammer is well confirmed.

M-131 ( continued )

### Hammer II

Proofed: Unknown

Earliest: December 9, 1900

Latest: October 26, 1903

Indicia: EAST, (WEST)- equally

Usage: Limited to three years

R.F.: 110 ( 10.5% )

Comments: This is one of two hammers where the direction is spelled out, rather than using just a letter abbreviation, e.g. - EAST. Wear indicates that we should look for strikes earlier than that above, and is perhaps the reason for the short life of the hammer. Our strikes are either partial or dirty, or both. Chordal characteristics, however, are definitive.

### Hammer III

Proofed: Unknown

Earliest: April 7, 1902

Latest: July 25, 1906

Indicia: EAST only

Usage: Intermittent within four years

R.F.: 110 ( 13.2% )

Comments: On the latest above, EAST is inverted. This is the second of two hammers where the direction is completely spelled out; a strike with EAST or WEST is probably Hammer II or III. We found no exceptions. Our strikes are quite complete and well-centered. Within the short four year period, there was little wear; however, there may have been little use.

## M-131 ( continued )

## Hammer IV

Proofed: Unknown

Earliest: May 16, 1906

Latest: October 24, 1911

Indicia: E - common, W - uncommon

Usage: Sporadic

R.F.: 110 ( 10.5% )

Comments: This hammer was probably used to replace Hammer I or II. The chordal characteristics of Hammer IV differ markedly from the first three hammers. Strikes vary from light to heavy, but are mostly partial. No major breaks have been noted.

## Hammer V

Proofed: Unknown

Earliest: October 7, 1908

Latest: February 25, 1918

Indicia: E - common, W - uncommon

Usage: Reasonably continuous throughout

R.F.: 110 ( 39.5% )

Comments: This is the most common hammer of all eight. It too probably was used to replace Hammer I or II. There is a constant break from the beginning at 1:00 o'clock in the "O" of JOHN. Wear was poor; this is particularly emphasized in the later strikes.

## Hammer VI

Proofed: November 30, 1909

1st Period

2nd Period

Earliest: August 10, 1910

To be advised

Latest: June 2, 1915

March 2, 1962

Indicia: E - common, W - common

Blank

Usage: Limited

One reported copy

R.F.: 110 ( 13.2% )

Comments: We have a Destruction Order Strike date ??? 29, 1962, Train - blank, which confirms the 2nd Period above, a back stamp on a cover to Whitehead from our old friend, Clarence Kemp. 1st Period strikes on the Admirals are badly worn, and the 1962 strike above is decipherable and identifiable only with great care. Discussion of breaks is meaning



M-131 ( continued )

## Hammer VII

Proofed: April 6, 1916

Earliest: October 30, 1920

Indicia: E only

Usage: One reported strike

R.F.: 110 ( 2.6% )

Comments: The single strike above ties a 1¢ and 2¢ Admiral to a full cover from Amherst to Kingston, N.S. It is clean and crisp with no apparent wear. We have seen no other strikes of Hammer VII but expect such to be reported.

## Hammer VIII

Proofed: April 19, 1923

Earliest: Not yet reported

~~Latest: To be advised~~

Indicia: Blank in proof strike

Usage: Unknown

R.F.: 110 ( 0% )

Comments: This hammer is known only by its proof strike, and we have no evidence that it ever saw use. That it might not have seen use would not be surprising; there seem to have been plenty of other hammers of this run available. This run is not common, and the need for so many hammers is not readily apparent.

## SEPARATION OF M-131 HAMMERS .

- Step 1. A curved, rounded ampersand is Hammer VIII; the balance of the hammers have sharp, angular ampersands. Further, a full @@@@ capital "T" in ST., followed by a base period is Hammer VIII; Hammers I - VII inclusive have a small elevated "T" with a period below.
- Step 2. Measure the chordal distance from the bottom of the left leg of the first "R" to the bottom of the right leg of the second "R", both of TRURO. A distance of 6 1/2 mm is Hammer VI, while a distance of 4 3/4 mm, distinctly under 5 mm, is Hammer IV; the balance, Hammers ✓ I, II, III, V and VII measure a full 5 mm to almost 6 mm.
- Step 3. Measure the chordal distance from the bottom of the left leg of the "N" of JOHN to the bottom of the "P" of R.P.O.; Hammer I is almost 6 mm, while the balance are 5 1/2 mm or less.
- Step 4. Carefully measure the chordal distance from the bottom of the left leg of the first "R" of TRURO to the bottom center point of the body of the ampersand. Hammer III measures 8 mm or a shade over; Hammer II, a full 8 1/2 mm; Hammer V, 9 mm; and Hammer VII, 9 1/2

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M-132  
TRURO & ST JOHN / R.P.O.

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One Hammer, Type 17H

Proofed: March 6, 1911

Earliest: June 5, 1913

Latest: March 29, 1919

Indicia: (E) W equally

Usage: Very scarce

R.F.: 120

Comments: The above rarity factor is underrated; only seven strikes were reported in the R.P.O. Study Group Inventory sample of some 30 collections. Gillam advises that this run continued to as late as 1924, so dates later than that above can be expected.

We have never seen M-133, TRURO & SYDNEY R.P.O. / ., Type 17. Three copies have been reported in the Study Group Inventory, but these have not yet been confirmed. On the surface, this run seems probable; however, the reported period of M-133 is fully covered by at least three hammers of M-119 and we have no other experience of official hammers showing the reverse reading of the two towns. We will try to confirm the three reports and will look forward to hearing from any others who feel they have a copy of M-133.

We feel reasonably certain that M-133A has been reported in error, probably as a dry hit of the rubber hammer of M-133C, or even perhaps such of M-133. We are herewith delisting M-133A.

## M-133B

TRURO and SYDNEY R.P.O. / Edwin Crowe

## One Hammer, Type 17J

Proofed: Unknown

Earliest: August 28, 1943

Latest: March 20, 1948

Indicia: 6 only

Usage: Limited

R.F.: 150

Comments: This run was apparently limited to use as a backstamp on registered covers by Mr. Crowe; all strikes reported so far have been such cover strikes. Originally very rare, in recent years a small batch of M-133B covers turned up in British Columbia; this has helped to satisfy the want lists of a number of R.P.O. specialists. It is this type of discovery that keeps us all searching.

## M-133C

TRURO and SYDNEY R.P.O. / EDWIN CROWE

## One Hammer, Type 6E

Proofed: Unknown

Earliest: November 8, 1935

Latest: April 13, 1937

Indicia: 8 only

Usage: Rare

R.F.: 200

Comments: Mr. Crowe apparently had two rubber hammers for his personal use, of which this apparently was the first, followed then by M-133B. This one is by far the most rare; two covers strikes only have thus far been reported. When discovered, M-133C is instantly recognized with its lettering enclosed within the double ring, Type 6E, in contrast to the single ring frame of M-133B, Type 17J. We have seen no concurrent usage of these two runs.

M-134

VANCEBORO &amp; ANDOVER / P.C.

## Two Hammers, Type 14A

## Hammer I

Proofed: Unknown

Earliest: May 26, 1890

Latest: April 24, 1903

Indicia: (S) - common, N - scarce

Usage: Full and complete within period

R.F.: 110 ( 65% )

Comments: From May, 1901, there is a constant rim break over the "R" of ANDOVER that identifies Hammer I when present and not inked over. The chordal measurement from the bottom of the left leg of the "R" of VANCEBORO to the bottom of the right leg of the "A" of ANDOVER is more than 8 mm for Hammer I; Hammer II is less than 8 mm.

## Hammer II

Proofed: Unknown

Earliest: May 14, 1892

Latest: April 4, 1903

Indicia: (S) - common, N - scarce

Usage: Less well-known than Hammer I, but uniformly representative.

R.F.: 110 ( 35% )

Comments: On June 18, "10" is known, which should be "01". Neither hammer wore well, and neither appears to have been regularly cleaned and cared for. The chordal measurement from the bottom of the left leg of the "N" to the bottom of the right leg of the "R", both of ANDOVER, is a full 11 mm for Hammer II; Hammer I is only 9 1/2 mm.

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R-177B

WINDSOR & ANNAPOLIS RY / AVONPORT

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One Hammer, Type 8A ( formerly M-135 )

Proofed: Unknown

Earliest: July ?, 1885

Indicia: Blank

Usage: One reported strike

R.F.: 200

Comments: This rare strike is a ticket stamp in purple on a 3¢ Small Queen. We have relisted same to its proper place in the Railroad Section. The above strike was the only one known at the time of publication of Shaw's catalogue; we wonder if there are others.

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R-177A

WINDSOR & ANNAPOLIS RAILWAY /

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One Hammer, Type 3 ( formerly M-135A )

Proofed: Unknown

Earliest: February 4, 1891

Indicia: None

Usage: One reported strike

R.F.: 200

Comments: The above is apparently another ticket stamp; we have same, four strikes, on a vertical strip of three 3¢ Small Queens. Unfortunately, on none of the four strikes can we see the bottom of the cancellation; therefore, we can not be sure that there is not some further inscription at the base, although space for such is small. We believe a short town name therein is possible. This run has also been reclassified to its proper place in the Railroad Section.

M-136

WOODSTOCK &amp; ANDOVER RY / N. B.

## One Hammer, Type 13B

Proofed: Unknown

Earliest: April 23, 1885

Latest: July 3, 1885

Indicia: (SOUTH) only

Usage: Rare; limited to less than three months

R.F.: 200

Comments: This run was previously listed into the late 1890s; we believe that such report would be in error from the misreading of a M-134 strike. We believe that M-136 was the first run on the New Brunswick Railway, followed by M-71, then M-134 and subsequent R.P.O.s.

We have never seen M-136A, WOODSTOCK RAILWAY / PASSENGER TRAIN )  
Type 3, but are confident that such exists. The existing description is too definitive for it to be in error; undoubtedly, this is a ticket stamp strike.

Well!!! After more than five years we have completed in this Cowcatcher Column the hammer analysis of the Maritime R.P.O.s; this has been a labor of love that could not have been successful without the cooperation of many fellow specialists. To all of you have helped on this project, thank you. Starting with our next column, we are going to change our format, and among other things will be exploring a number of the questions that have been submitted by our readers in recent months. We think these will be found interesting.