

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

VOLUME X, NO. 4

November, 1982

Surprise, I'm trying to catch up for being so deliterious over the summer. Still haven't gotten my typewriter fixed, so this will be typed at the office. Lew reports that the catalog sales are brisk, and suggests that everyone in the study group go out and buy ten copies and get him off the hook - Purcell can buy 20. Kidding aside, the guy has a bundle tied up in them and just breaking even requires sales at a pretty high figure. So far, I have gotten very favorable comments - and as you would all understand - a few critics. Will treat them in a later issue. I have now used mine quite steadily since getting it in Virginia Beach, and am very impressed.

CONVENTION REPORT - I finally found my notes from the study group meeting and see that I missed a subject in the last newsletter. That is, Forgeries of RPO cancels. As the prices continue to go up, it is incumbent that we learn to deal with this problem. We have seen in Topics and in past newsletters several copies but most of them are poor attempts and therefore were caught easily. Both Lew and I know of several pieces that have been sold by reputable dealers that are fakes, but what about others? I would be interested in hearing your views on this subject including actual examples or suspected examples. Further, what can be done to detect such? With many of the steel hammers it would be difficult, particularly where we have the proof, but many have no proofs, and what about those rubber hammers of Newf and the clerk strikes? Let me hear from you if you have any ideas or comments.

EDITOR VS. SHERIFF - It isn't often that I get a chance (or that I will do it in print) to get back at the sheriff - but I am raised to action by the last "Cowcatcher" article. In that article W-3C was established as a new run for a partial strike of BLAINE & VANC'R R.P.O./M.C. This writer's "nose is out of joint", for several years ago I sent a similar example to the Sheriff and had it knocked down for a new run on the rationale that it wasn't a complete strike. Now I ask you, gentlemen of the jury, shouldn't the sheriff give equal treatment to a beautiful strike of ELK POINT & EDMONTON R.P.O. - with no bottom - to BLAINE & VANC'R R.P.O. - with no bottom. After raising hell about not getting it listed he did try and assuage my ruffled feathers by publishing a picture of it in Topics some time ago - but I don't get "assuaged" so easily. Such arbitrary-ness is probably why he labels himself the Sheriff instead of the Judge - the former being permitted some "arbitrariness" while the latter having to sit on a pedestal and show equal justice to all. Now Sheriff, what think you of that? I would be most pleased if you would list my old, but new find, as W-48B or we will have to go out and find a Judge!

Note: I would be pleased to take up another RPOers cause (in print) who has been wronged. No fee involved. However, I also don't guarantee to win.

MARITIME HAMMER DATES: Over a year ago, at F. Belanger's request, I prepared a list of the Maritime hammers, from Lew's Topics articles and other updates. I had just finished completing 90% of the hammer analysis (Jean-Guy Dalpe did one of the larger one for me) and had been asked by several other study group members for such dates. Lew and I agreed, however, that the dates were so out of date that we should wait until he had finished the catalog and could completely revise his list for a current set of dates. Included then, is the result of his work in this regard. What a job, and as an expert I am not only impressed with the list, but admire the typing. I don't understand how his typewriter does so much better than mine.

STEAMERS - From time to time Graham Noble sends me an article, and enclosed is a short one on the demise of the "Princess" service that we are all so familiar with. Speaking of Graham, we all owe him a debt of gratitude for not only his work on the Depot section of the new catalog - but also for his research on the Royal Train postmarks. Good work, Graham. I for one was glad to have a reference for these interesting items.

While handing out plaudits, one should go to Ron McGuire for his very interesting series in Topics. While all have been interesting, the last part on Railway Mail Service was the climax of the series for me. I even "made" my wife read it - and she did too! Interesting conjecture - I wonder if that was the same night - Ron only refers to the turn of the century - that my RPO published in last December's newsletter was cancelled. My strike was on the Que & Camp run while Ron's article refers to the Mont. & Tor run. Anybody have a copy dated Dec. 24/25 that would match the time period of Ron's article? Graham, why don't you ask him for a specific date - year that is. Point is, it was a great article, and series.

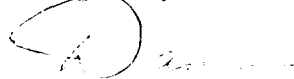
Also enclosed are two more pages from Ross Gray's CAPEX exhibit. Nice material of interest to both RPO and Squa red Circle collectors. I think we can all agree that Ross has a good eye for nice material.

NEW FIND - To fill up the page, below is a piece that I found some months ago and will send for Lew for proper recognition. It is a perfectly rimless MOOSE JAW & CALGARY/R.P.O.. Right Horace! And no erasure.

CORKS - Am still waiting for more copies of corks used on RPOs. Will put together a listing early in the new year on this interesting project.

That's all for now - let me hear from you on your new finds or other pertinent input.

Regards,



CANADA POST-CARD

THE ADDRESS TO BE WRITTEN ON THIS SIDE



Received by the addressee,

at Montreal, Que.

West Coast CP 'Princess' service ends after
nearly 100 years

by Graham J. Noble

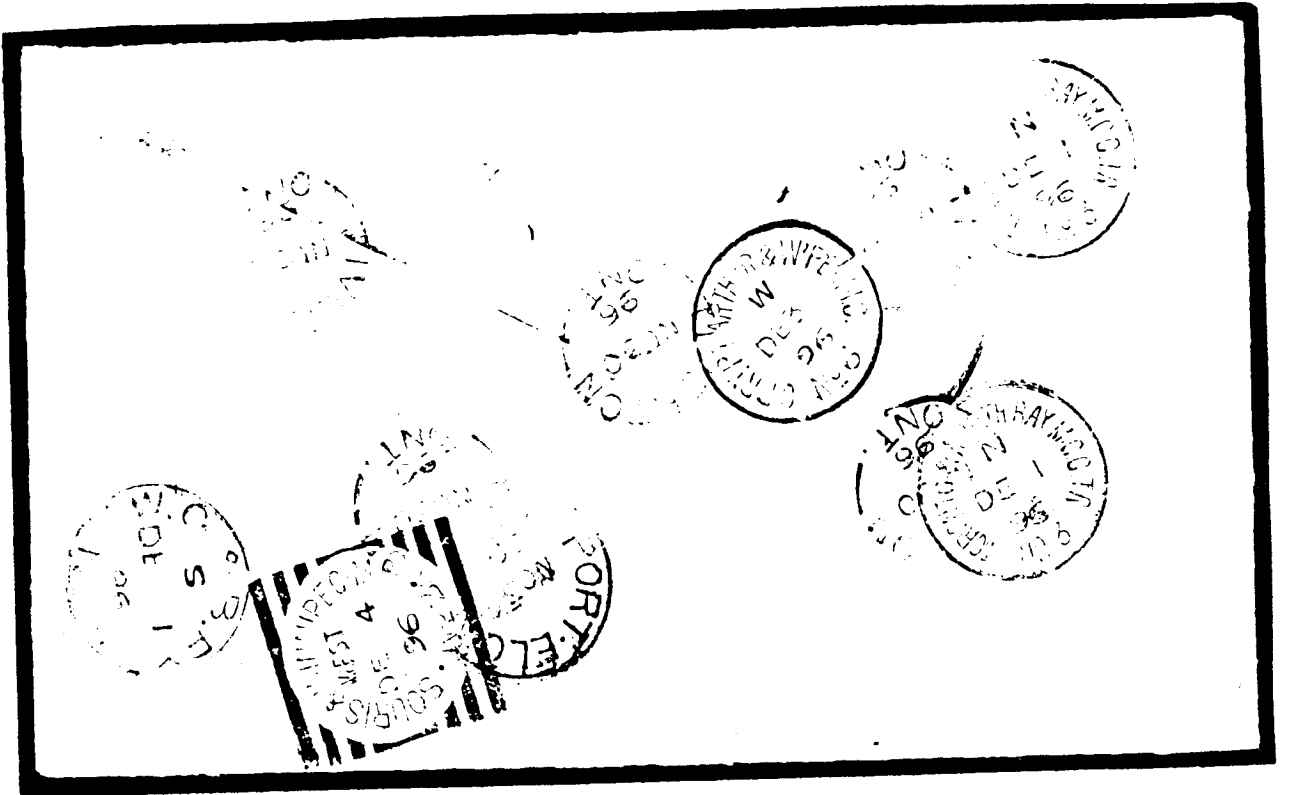
Another chapter of Canadian transportation history came to a close on October 5th 1981 when the 'Princess Patricia' sailed north to Alaska for its final cruise.

The source of a ream of semi-official and 'philatelic' pursers markings which have delighted and confounded collectors for years, the CP Princess fleet included such well known ships as the Princesses Charlotte, Adelaide, Kathleen, Alice and the Princess Louise which was retired in 1962.

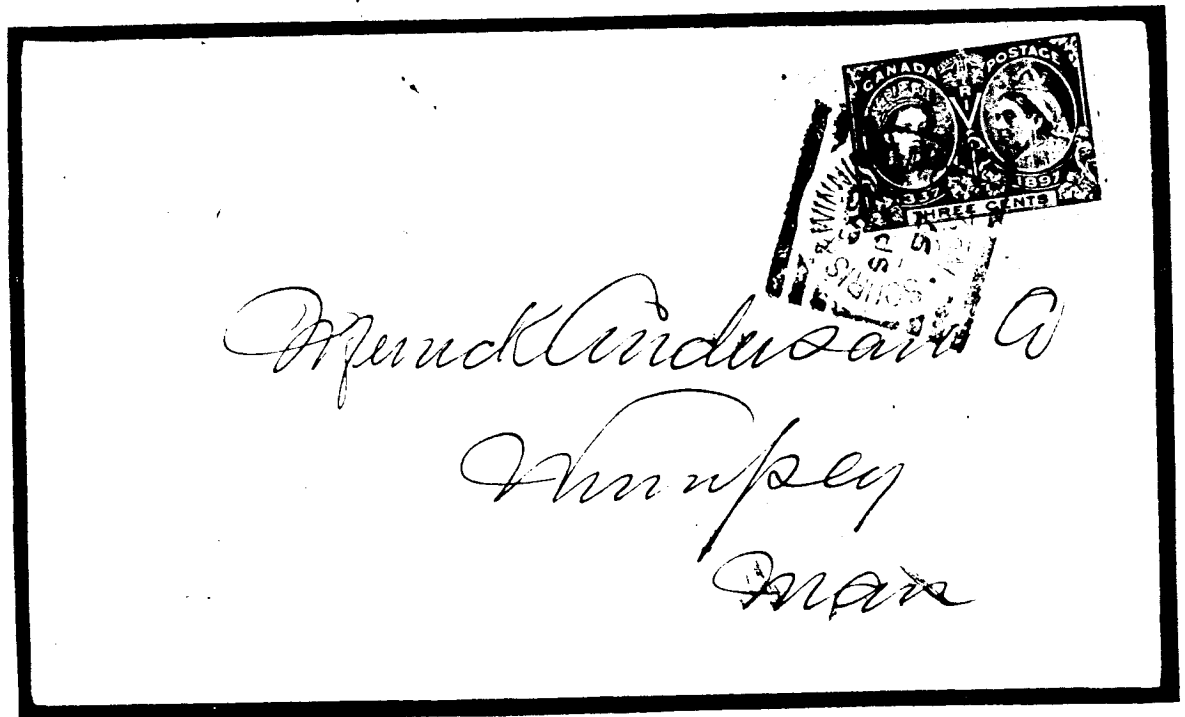
The Princess Patricia, built in Scotland in 1948, began travelling between Vancouver, Victoria and Seattle in 1949 and was converted for overnight cruising in 1962. She was placed on the Alaska cruise the following year.

Dramatically rising fuel costs, financial losses and a softening market were given as reasons for terminating the service. Yet another victim of the times, the final sailing came just six weeks before the Canadian government cancelled some twenty percent of the remaining passenger rail runs in the country much to the annoyance and frustration of a great many Canadians who felt that not only had these passenger rail lines had a distinguished history of service to their respective regions (despite the efforts of CN and CP and VIA rail to downgrade and discourage their use) but had a promising future in an age of mass transit and an efficient energy usage.

CANADIAN PACIFIC RAILWAY

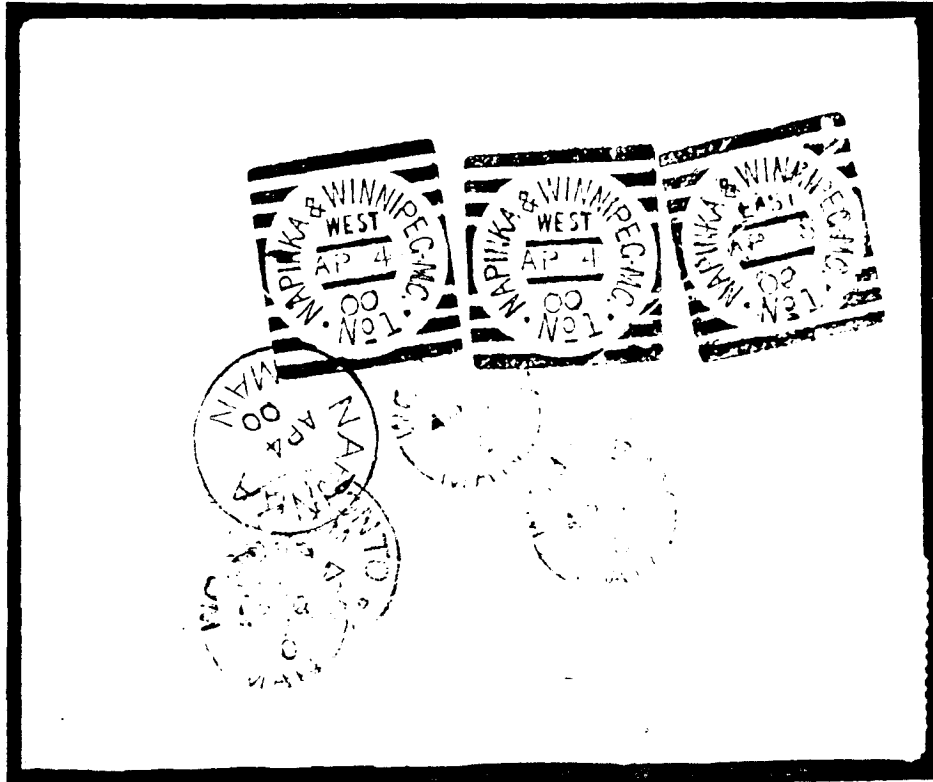


W-150 SOURIS & WINNIPEG M.C. N°2 WEST, DE 4, 96

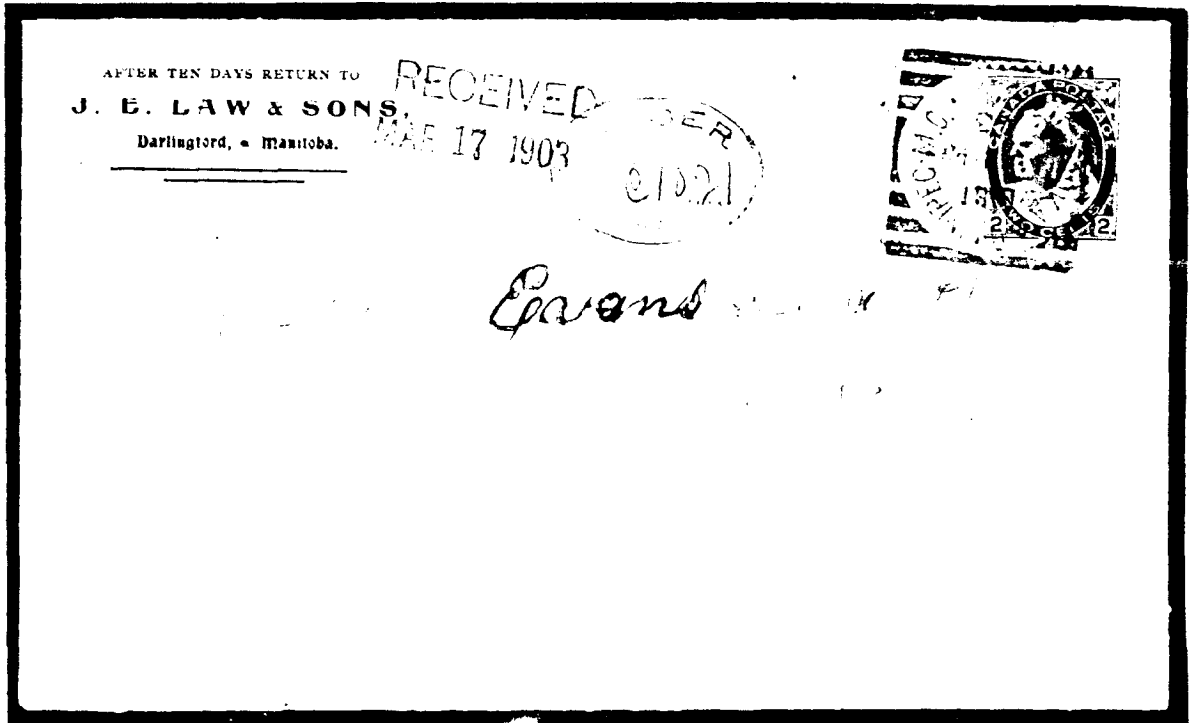


W-150 SOURIS & WINNIPEG M.C. N°2 EAST, SP 11, 97

CANADIAN PACIFIC RAILWAY



W-94 NAPINKA & WINNIPEG M.C. N°1 WEST, AP 4,00
 NAPINKA & WINNIPEG M.C. N°1 EAST, AP 5,00



W-94 NAPINKA & WINNIPEG M.C. N° 2 EAST, MR 14,03

FOR R.P.O. NEWSLETTER

The following is a list of the earliest and latest dates for all listings and hammers of the Maritimes. Dates are expressed in the American System, month first, then day, then year. The following are the abbreviations used: O.P.K. = Only Proof Known; UNC = Unconfirmed; O.D.O.K. = Only Destruction Order Known

MA-1 - 7/10/13- 6/ 9/38	MA-23 -	MA-30 -
MA-2 - 12/ 5/77- 9/ 8/80	H-I 4/ 6/05- 6/14/18	H-I 8/ 2/11- 8/ 8/11
MA-3 - O.P.K.	7/ 1/30-11/ 3/59	H-II 2/ 8/12 only
MA-4 -	H-II 5/18/05-10/ 4/15	MA-31 - 7/ 3/19-10/ 1/19
H-I 8/22/83- 5/ 9/89	H-III 6/20/05- 3/12/14	MA-32 -
H-II O.P.K.	H-IV 4/14/05- 3/15/14	H-I 9/ 1/19- 8/13/28
H-III 9/21/89- 4/28/97	H-V 8/12/05- 9/ 9/14	9/14/42- 2/27/61
H-IV 3/18/96- 4/29/97	H-VI 4/18/05-11/22/56	H-II 10/20/19- 5/25/28
MA-5 - 2/18/24- 1/20/32	H-VII 12/ 1/08-10/26/42	H-III 12/23/19- 6/27/28
MA-6 - 7/ 2/09- 8/ 1/10	H-VIII 6/14/08- 2/15/54	H-IV 8/??/19-11/ 4/20
MA-7 - 4/11/55 only	H-IX 6/30/08- 5/20/19	H-V 11/16/21- 1/ 3/60
MA-8 - 6/17/46 only	H-X 3/ 6/08- 7/13/14	MA-33 - 4/ 4/94 only
MA-9 - 11/21/62 only	H-XI 7/26/09- 4/29/13	MA-34 - O.P.K.
MA-10 - 10/??/12- 5/17/15	H-XII 7/18/10-12/ 5/40	MA-35 - O.P.K.
MA-11 -	H-XIII 3/24/10- 8/22/18	MA-36 - 4/26/07- 1/26/11
H-I 1/ 4/32- 7/ 6/70	H-XIV 7/15/10- 6/24/12	MA-37 - 6/27/19 only
H-II 9/ 8/30- 7/29/69	H-XV 8/ 2/10-11/10/13	MA-38 -
H-III 8/27/31- 4/29/62	H-XVI 12/17/10- 9/11/12	H-I 6/20/31- 8/18/44
H-IV 11/ 6/28-10/ 8/69	H-XVII 10/ 7/12- 3/13/26	H-II 12/ 1/27- 5/30/49
H-V 8/20/27- 3/22/61	H-XVIII 9/29/13-10/ 8/14	MA-39 - 4/12/11- 4/18/18
H-VI 5/11/44- 2/ 6/68	H-XIX 9/ 9/12-10/15/14	MA-40 - 5/29/42 only
MA-12 - 3/29/48- 6/ 3/69	H-XX 10/12/13- 7/22/14	MA-41 - 11/12/20 only
MA-13 - 3/21/61 only	H-XXI 5/17/13- 3/ 1/14	MA-42 - 6/13/53- 5/11/68
MA-14 - 5/ 4/55 only	H-XXII 3/ 1/13- 6/25/14	MA-43 - 8/26/19 only
MA-15 - 4/26/55 only	H-XXIII 4/20/14- 8/ 7/28	MA-44 -
MA-16a 4/20/12- 4/10/13	MA-24a 1/15/17 only	H-I 11/19/18-10/ 6/28
MA-16c 2¢ red Adm. only	MA-24c 12/24/13 only	H-II 6/ 1/18- 7/ 7/58
MA-17 - 11/27/09 only	MA-25 - 7/??/19 only	H-III 5/ 7/18-10/ 8/51
MA-18 - no date	MA-26 -	H-IV O.P.K.
MA-19 -	H-I 4/29/14- 6/17/29	H-V 12/ 7/18-11/ 2/21
H-I 2/23/67-12/12/69	H-II 1/ 2/15- 1/13/28	H-VI 8/16/28- 9/27/35
H-II 3/28/67- 4/24/71	H-III 3/15/15- 5/ 6/26	H-VII 9/29/19- 7/16/24
H-III 2/18/67- 5/ 7/70	H-IV 6/ 1/15-10/ 9/28	H-VIII 7/ 9/20- 6/18/49
MA-20 - 5/16/68 only	H-V 6/ 3/14- 6/27/14	H-IX 7/16/24 only
MA-21 -	H-VI 12/29/14- 3/22/22	H-X 2/18/36-11/20/50
H-I 4/30/14- 6/ 7/14	H-VII 6/ 7/15- 5/16/28	MA-45 - 4/ 2/62- 6/17/62
H-II 2/ 1/16-10/29/20	H-VIII 11/ 4/17- 8/10/24	MA-46 - 6/21/48- 8/16/48
H-III 7/ 7/14- 9/ 1/25	MA-27 -	MA-47 - 8/ 3/12-11/ 3/13
2/ 8/43- 3/22/60	H-I 10/ 2/16-10/ 8/16	10/28/30- 2/10/53
H-IV 2/ 9/15-10/29/24	H-II 3/11/17- 4/10/17	MA-48 - 3/ 5/95- 1/ 1/08
H-V 2/18/16- 3/12/28	MA-28 -	MA-49 -
H-VI 7/18/16- 9/22/24	H-I 12/15/13-10/16/18	H-I 12/29/03- 5/ 6/18
9/10/31- 8/20/37	H-II 1/19/14- 4/ 6/21	H-II ?/??/27-10/20/28
MA-22 -	MA-29 -	H-III 1/13/50- 4/ 1/50
H-I 11/ 7/15 only	H-I 7/ 6/07- 8/ 2/12	MA-50 11/12/08-11/23/08
H-II 4/ 7/19 only	H-II 7/20/07- 3/21/14	MA-51 5/11/12- 5/ 4/28
	H-III 10/ 9/08- 1/28/09	
	H-IV 9/16/08- 8/ 2/27	

MA-52 -		MA-68 -	7/31/50- 8/ 3/50	MA-80 (cont.)	
H-I	2/17/97- 7/24/08	MA-69 -		H-XI	3/ 7/16-12/ 2/27
	10/ 1/28- 2/14/41	H-I	8/23/33-11/24/47	H-XII	O.P.K.
H-II	1, 29/97- 8/23/04	H-II	8/ 4/31- 2/28/61	H-XIII	6/13/22- 4/ 2/49
MA-53 -		H-III	10/ 2/29- 2/15/52	H-XIV	10/19/22- 1/30/71
H-I	3/29/07- 6/12/19	H-IV	1/20/30- 1/12/51	H-XV	?/??/32- 1/18/60
H-II	10/25/17 only	H-V	8/30/52- 1/ 9/71	H-XVI	8/ 8/32-10/ 6/56
H-III	5/23/21-10/28/24	H-VI	10/ 8/55- 1/ 9/71	H-XVII	2/13/30- 3/ 4/50
H-IV	11/12/32- 1/ 3/52	MA-70 -	8/ 5/35 only	H-XVIII	5/22/25- 1/ 2/46
H-V	6/ 2/59- 8/ 6/63	MA-71 -		H-XIX	1/ 7/28-10/20/49
H-VI	6/11/30- 6/19/31	H-I	9/ 9/01- 6/18/09	H-XX	9/28/31- 5/12/47
H-VII	11/18/27 only	H-II	9/12/01- 8/ 4/09	H-XXI	6/ 8/49-10/14/70
	12/ 9/41- 9/16/63	H-III	9/18/01- 4/11/10	H-XXII	O.P.K.
MA-54 -		H-IV	8/12/01- 6/19/07	H-XXIII	5/29/51-11/27/51
H-I	5/19/05- 6/ 2/10		11/ 3/26- 9/29/46	H-XXIV	5/23/53- 1/29/71
H-II	5/ 1/16- 5/22/19	H-V	2/27/02- 6/11/07	MA-81 -	
H-III	6/10/53- 3/23/57	H-VI	12/31/01- 9/ 5/28	H-I	7/17/23 only
MA-55 -	10/18/44 only	H-VII	1/ 3/05- 4/21/15	H-II	12/12/39- 9/ 5/56
MA-56 -		H-VIII	1/ 4/08- 7/14/25	H-III	4/ 4/51- 6/20/55
H-I	6/23/15-11/24/22	H-IX	8/18/08- 7/17/23	H-IV	3/19/63 only
H-II	2/24/16- 8/18/48	H-X	6/ 1/08-10/25/45	H-V	6/30/59-11/13/70
MA-57 -		H-XI	8/ 4/08- 7/14/12	H-VI	11/16/57 only
H-I	11/ 8/04- 3/29/19		4/26/21- 7/15/25	H-VII	11/20/58 only
H-II	1/11/05- 1/22/16	H-XII	11/ 7/12- 9/28/27	MA-81L -	4/ 3/19 only
H-III	12/23/19-12/ 2/48	H-XIII	11/10/21- 1/11/48	MA-82 -	9/11/19- 5/21/20
MA-58 -	12/ 2/25 only	H-XIV	2 $\frac{1}{2}$ Adm. only	MA-83 -	8/10/14 only
MA-59 -		MA-72 -	9/ 5/12- 7/29/50	MA-84a -	8/17/14 only
H-I	12/28/48 only	MA-73 -		MA-84c -	3/11/41 only
H-II	?/??/49 only	H-I	6/15/57 only	MA-84d -	8/ 5/14- 9/ 1/14
MA-60 -	3/ 9/75- 2/ 2/76	H-II	O.P.K.	MA-84g -	8/25/13- 9/10/14
MA-61 -	4/26/77-11/ 1/79	H-III	O.P.K.	MA-85c -	8/ 3/14 only
MA-62 -		H-IV	O.P.K.	MA-85g -	8/25/13- 9/ 5/14
H-I	6/24/82- 5/ 4/86	MA-74 -		MA-85k -	7/27/14- 8/24/14
H-II	?/13/82- 3/ 6/00	H-I	3/25/57- 1/30/71	MA-85n -	7/29/14-10/31/16
H-III	7/20/88- 3/ 5/00	H-II	7/ 4/57- 4/ 4/65	MA-86 -	9/15/49 only
MA-63 -		MA-75 -	3/ 1/18 only	MA-87 -	3/29/36-11/ 2/48
H-I	7/28, 81-10/24/81	MA-76 -	3/ 8/34 only	MA-88 -	no date
H-II	1/18/82-10/31/82	MA-77a -	1/10/18 only	MA-89 -	?/??/45 only
MA-64 -		MA-77b -	9/ 2/13- 9/12/14	MA-90 -	9/ 4/50- 1/28/55
H-I	12/ 5/83- 3/15/93	MA-78 -	8/23/13- 9/11/14	MA-91 -	7/29/10-10/15/17
H-II	4/27/85- 5/23/97	MA-79 -	3/ 7/17- 3/23/17	MA-92 -	
H-III	5/15/93- 5/17/97	MA-80 -		H-I	1/26/17- 6/ 9/28
H-IV	4/23/94- 4/ 5/97	H-I	6/24/09- 2/21/65	H-II	O.P.K.
MA-65 -		H-II	3/ 8/17- 9/30/57	H-III	10/13/48- 1/26/71
H-I	10/ 2/53 only	H-III	6/23/13- 6, 18/37	H-IV	11/15/48- 6/23/55
H-II	10/ 4, 54- 1/ 9/71	H-IV	8/16/13- 7/ 6/57	H-V	O.P.K.
H-III	O.P.K.	H-V	6/17/13-11/ 1/35	H-VI	4/10/53- 7/18/56
MA-66 -	O.P.K.	H-VI	7/12/15- 4/26/55	H-VII	10/31/58 only
MA-66A -	11/26, 35 only	H-VII	7/12/13-12/21/56	MA-93 -	
MA-67 -	7/ 2, 37 only	H-VIII	1/24/16- 6/ 4/49	H-I	3/ 6/16-11/ 9/39
MA-67A -	11/ 4, 54 only	H-IX	9/ 9/15- 5/17/55	H-II	1/ 7/16-10/15/18
		H-X	7/25/17- 4/17/37	H-III	1/ 3/45- 1/21/58

MA-94 -	2/15/55 only	MA-113 -		MA-128 -	
MA-95 -	12/11/55 only	H-I	10/22/37- 3/ 1/54	H-I	8/28/00-11/16/14
MA-96 -		H-II	5/27/57 only		1/20/28- 1/21/32
H-I	6/ 6/47-12/ 6/54	H-III	O.P.K.	H-II	11/29/00-12/15/17
H-II	11/ 8/48-11/29/54	H-IV	O.P.K.	H-III	10/19/04- 3/ 3/19
H-III	8/29/47- 7/20/60	H-V	O.P.K.	H-IV	4/23/03- 9/30/12
MA-97 -	no date	MA-114 -	4/16/54- 5/10/54	H-V	11/ 2/05- 7/17/15
MA-98 -	3/21/66- 1/22/69	MA-115 -		H-VI	8/10/06- 3/15/11
MA-99 -	11/28/54- 4/ 9/55	H-I	11/ 4/95- 7/26/00	H-VII	4/ 3/08- 6/20/13
MA-100 -	no date	H-II	11/26/95- 5/12/10	H-VIII	3/ 3/24- 3/ 4/24
MA-101 -		H-III	1/15/96- 5/29/11	MA-130 -	
H-I	2/26/42- 6/ 2/55		1/ 2/34- 6/17/36	H-I	3/22/29- 4/18/32
H-II	O.P.K.	H-IV	3/18/97- 5/17/07	H-II	8/11/31-11/ 4/31
MA-102 -	5/ 1/36- 7/16/37	H-V	3/19/97- 6/ 2/02	MA-131a -	
MA-103 -	5/13/36- 6/25/36	MA-116 -		H-I	1/31/14- 8/11/31
MA-104 -		H-I	3/ 6/01-10/20/06	H-II	3/??/14- 1/31/28
H-I	8/14/56 only	H-II	11/13/05-10/12/06	H-III	7/24/20- 6/ 5/25
H-II	O.P.K.	H-III	4/13/06- 5/ 5/16	H-IV	7/30/19 only
MA-105 -		H-IV	O.P.K.	MA-131b -	
H-I	12/26/41- 2/18/49	MA-117a -		H-I	11/ 4/09- 3/10/16
H-II	O.P.K.	H-I	4/ 1/07- 3/ 1/20	H-II	5/20/11- 8/30/14
MA-106 -		H-II	8/15/07- 1/ 6/16	MA-132 -	12/22/19 only
H-I	5/ 6/ 30- 6/23/34	H-III	10/ 5/08- 3/24/20	MA-133 -	6/20/38- 1/ 2/46
H-II	8/29/29- 9/ 8/42	H-IV	3/31/34-10/24/55	MA-134 -	
H-III	10/31/29- 4/12/49	H-V	2/25/25-11/28/52	H-I	O.P.K.
H-IV	6/12/29- 9/13/50	H-VI	8/15/21 only	H-II	3/18/57- 2/26/58
H-V	8/ 3/33- 3/ 5/53	H-VII	O.P.K.	H-III	O.P.K.
H-VI	12/ 5/34-12/ 5/45	H-VIII	O.P.K.	MA-135 -	7/ 5/49- 3/13/57
H-VII	12/17/34- 1/ 1/40	MA-117b -		MA-136 -	2/ 2/62- 3/20/62
H-VIII	4/ 6/34- 9/15/41	H-I	2/ 8/07- 1/24/18	MA-137 -	
H-IX	9/ 6/37- 9/29/52	H-II	7/25/07- 7/ 6/22	H-I	6/ 9/97- 8/11/04
H-X	9/ 5/49- 6/ 6/56	H-III	8/13/08-12/ 2/11	H-II	6/19/97- 2/22/02
H-XI	7/10/52- 9/13/59	H-IV	4/19/09-11/ 6/17	MA-138 -	
H-XII	9/15/52-12/15/54	H-V	2/ 1/09-10/ 1/09	H-I	5/17/02- 3/26/21
MA-107c -	3/ 9/35 only	H-VI	3/ 8/35- 6/ 2/38	H-II	1/20/05-11/ 7/12
MA-107h -	2/ 6/35 only	MA-118 -		H-III	12/22/05- 7/12/07
MA-108a -	O.D.O.K.	H-I	5/21/21-11/ 9/21	H-IV	7/26/07- 5/18/12
MA-108b -	O.D.O.K.	H-II	8/25/20 only	H-V	6/28/12- 9/23/18
MA-109 -		MA-119 -	19/ 9/11- 3/24/14	H-VI	7/30/18- 1/20/29
H-I	7/ 6/83- 5/ 2/92	MA-120 -	8/26/19 only	H-VII	7/18/18-12/26/28
H-II	11/27/84- 7/15/88	MA-121 -	9/ 5/34 only	H-VIII	1/29/26- 1/25/29
	3/23/97- 8/ 3/01	MA-122 -	6/ 2/28 only	H-IX	11/ 5/18- 3/15/29
H-III	10/10/89- 2/18/00	MA-123 -	4/10/50 only	H-X	8/23/24- 1/11/28
H-IV	11/21/82- 7/19/01	MA-124 -	6/27/13- 2/17/23	H-XI	7/30/20- 8/ 7/28
MA-110 -		MA-125 -	9/10/13- 5/ 1/23	H-XII	8/17/27- 2/25/29
H-I	11/19/94- 9/28/96		2/18/35-10/24/49	MA-139 -	6/13/14- 9/ 2/14
H-II	8/28/90-10/21/96	MA-126 -	2/10/12-11/15/13	MA-140 -	7/11/11- 4/ 2/18
MA-111 -	O.P.K.	MA-127 -		MA-141b -	7/25/14- 1/29/18
MA-112 -	9/ 3/58- 7/19/68	H-I	1/10/23-10/ 8/56	MA-141n	12/ 2/16 only
		H-II	10/16/23-12/15/36	MA-141r -	7/ 1/14- 9/29/14
		H-III	O.P.K.		

MA-142 -	7/ 5/18- 7/ 6/18	MA-166 -	9/ 6/82-11/ 3/09	MA-194 -	2/ 8/76- 2/26/92
MA-143 -	2/28/18 only	MA-167 -		MA-195 -	
MA-144 -	3/21/14- 6/22/18	H-I	1/25/04- 5/17/15	H-I	11/28/77- 2/11/79
MA-145c -	3/19/12- 9/18/14	H-II	2/11/15- ?/??/17	H-II	4/10/82- 7/21/82
MA-145d -	2/14/12- 9/ 2/14	H-III	O.P.K.	MA-196 -	
MA-145g -	2/28/12- 5/17/12	MA-168 -	5/31/52- 2/18/65	H-I	4/ 2/92-11/16/99
MA-145k -	8/11/11- 9/24/14	MA-169 -	2/20/17 only	H-II	8/14/94 only
MA-145n -	10/29/12 only	MA-170 -		MA-197 -	
MA-146b -	3/25/14 only	H-I	12/13/90-11/10/10	H-I	4/15/85- 4/ 9/00
MA-146d -	9/24/14- 4/ 3/18	H-II	11/10/92-11/26/04	H-II	7/15/85-11/ 5/91
MA-146g -	12/18/13- 3/20/14		5/21/13- 8/ 8/14	MA-198 -	9/30/60 only
MA-147 -	9/12/14- 9/15/14	MA-171 -		MA-199 -	
MA-148 -	3/15/18- 6/ 1/18	H-I	8/13/15- 5/ 1/18	H-I	8/22/56- 6/12/68
MA-149 -		H-II	3/24/17-12/13/48	H-II	5/ 7/56- 7/16/68
H-I	5/ 9/13 only	H-III	11/ 8/22-11/15/39	MA-200 -	12/12/65 only
H-II	7/29/13- 5/19/14	H-IV	1/23/43-11/12/57	MA-201 -	6/15/43 only
MA-150	7/ 5/37 only	MA-172 -	7/11/11- 7/ 6/52	MA-202 -	
MA-151 -	7/ 2/17- 5/29/23	MA-173a	8/17/93- 5/12/03	H-I	10/26/33- 9/12/55
	10/21/31- 7/13/32	MA-173b	6/30/96- 7/10/99	H-II	8/26/33-11/ 5/55
MA-152 -		MA-174 -		MA-203 -	
H-I	10/18/32- 3/ 3/41	H-I	6/21/97- 9/26/97	H-I	5/17/56- 5/ 8/61
H-II	5/19/42- 3/15/43	H-II	7/ 1/97-10/26/97	H-II	5/30/56-10/24/63
H-III	8/21/44- 8/ 8/47	H-III	8/13/97-10/12/97	MA-204 -	6/10/31 only
H-IV	5/27/49-10/11/54	H-IV	8/27/97-10/ 7/97	MA-205 -	1/19/95- 9/11/03
MA-153 -	4/ 6/10-10/16/16	MA-175 -	7/30/97- 8/14/97	MA-206 -	3/ 2/83-11/ 2/90
MA-154 -	4/12/11- 8/ 3/22	MA-176 -	9/11/58-12/13/67	MA-207 -	10/ 5/87- 1/ 8/95
MA-155 -	3/15/04- 7/20/10	MA-177 -	4/ 2/52-10/ 9/54	MA-208 -	
MA-156 -	11/22/87- 1/26/89	MA-178 -	6/ 1/55- 5/12/58	H-I	11/ 1/48- 9/18/52
MA-157 -		MA-179 -		H-II	12/10/50 only
H-I	9/11/03- 8/ 6/06	H-I	1/15/04- 1/ 1/08	H-III	5/ 2/49 only
H-II	9/15/03- 1/30/06	H-II	1/ 7/25- 3/ 5/51	H-IV	5/20/49- 2/14/56
H-III	9/12/06- 2/11/09	MA-180 -	12/27/29 only	H-V	4/27/50- 3/10/55
H-IV	10/17/06- 3/ 6/09	MA-181 -	5/12/58- 1/ 4/60	MA-209 -	5/ 5/48 only
MA-158 -	O.P.K.	MA-182 -	12/ 7/46- 3/12/58	MA-210 -	
MA-159 -		MA-183 -		H-I	6/ 4/00- 6/30/17
H-I	7/12/80 only	H-I	7/19/93- 5/29/97	H-II	6/19/07- 4/22/17
H-II	?/??/82- 3/ 2/91	H-II	9/ 3/93- 2/11/97	H-III	4/ 2/03- 6/20/17
H-III	9/ 8/86 only	MA-184 -	1/26/92- 8/18/16	H-IV	8/30/04- 6/ 5/06
MA-160 -		MA-185 -		H-V	8/22/08- 1/15/40
H-I	6/ 8/81- 8/ 2/98	H-I	1/20/06- 7/ 2/15	H-VI	8/20/08- 5/ 5/24
H-II	O.P.K.	H-II	11/15/17- 1/ 6/25		2/ 2/41- 3/ 6/42
MA-161 -		MA-186 -	9/ 2/36- 7/ 6/44	H-VII	12/10/10- 2/15/55
H-I	3/10/85- 1/28/02	MA-187 -	5/11/25-10/ 7/35	H-VIII	2/ 5/11- 1/27/48
H-II	3/27/95- 6/12/16	MA-188 -	3/13/43- 4/20/60	H-IX	O.P.K.
	6/11/42- 4/ 6/67	MA-189 -		H-X	4/21/15-12/10/53
MA-162 -	3/11/97- 6/15/01	H-I	5/26/50- 7/19/54	H-XI	7/ 3/13- 9/ 8/55
MA-163 -	1/30/94-12/29/00	H-II	O.P.K.	H-XII	3/ 7/16- 3/22/28
MA-164 -	10/23/99- 5/27/01	MA-190 -	O.P.K.	H-XIII	1/27/17-10/13/19
MA-165 -		MA-191 -	2/ 5/93- 6/26/00		12/ 2/30- 1/18/46
H-I	5/23/88- 6/10/01	MA-192 -	2/ 6/41- 3/ 4/47	H-XIV	O.P.K.
H-II	4/19/94- 4/21/94	MA-193 -	4/ 9/74- 9/ 6/75		

(continued)

MA-210 (cont.)	MA-234 - 8/10/27- 6/ 8/33	MA-248 -
H-XV 1/29/15-11/ 1/33	MA-235 -	H-I 6/ 9/93- 4/27/97
H-XVI 7/ 6/19-10/19/23	H-I O.P.K.	H-II 11/18/93- 5/21/97
H-XVII 2/10/32- 7/31/38	H-II O.P.K.	MA-249 - 4/13/74- 1/25/79
H-XVIII 9/28/21 only	MA-236 -	MA-250 -
H-XIX 11/ 9/44- 3/13/51	H-I 3/12/09- 7/25/33	H-I 5/ 1/80- 3/30/88
H-XX O.P.K.	H-II 3/19/09- 3/23/24	H-II 5/22/88- 3/13/93
H-XXI 11/18/23-12/14/26	H-III 5/ 3/09- 6/28/28	MA-251 -
10/ 6/37- 1/30/50	H-IV 5/26/09- 3/ 1/33	H-I 6/23/97- 8/13/00
H-XXII 6/13/43- 5/20/54	H-V 4/21/13-12/27/32	H-II 7/15/97- 7/21/00
H-XXIII 12/ 1/23- 3/ 8/44	H-VI 10/26/23- 7/18/33	MA-252 - 7/26/81- 2/19/82
H-XXIV 5/30/44- 9/24/55	H-VII 9/26/13-12/ 7/27	MA-253 -
MA-211 -	12/23/42-12/21/43	H-I 12/13/84- 3/21/93
H-I 6/27/10- 7/28/19	H-VIII O.P.K.	H-II 10/29/84- 8/22/92
3/ 7/31- 5/ 5/35	MA-237 - 9/10/94-11/11/12	H-III 9/26/85- 5/28/91
H-II 8/11/11-10/ 6/25	MA-238 - 2/ 1/09- 5/ 2/10	MA-254 -
H-III 1/21/11- 2/14/52	MA-239 - 12/22/54 only	H-I 3/25/81 only
H-IV 7/ 4/11- 4/21/47	MA-240 -	H-II 3/28/81- 6/ 2/81
H-V 3/ 3/12-12/13/26	H-I 11/ 3/14-12/16/32	MA-255 -
MA-212 - 10/16/50 only	H-II 8/23/16-11/28/32	H-I 10/17/00- 1/ 4/11
MA-213 - 9/22/47 only	H-III 1/16/17-11/11/31	H-II 12/10/00- 7/25/18
MA-215 - 12/10/18 only	H-IV 9/12/49-11/30/59	MA-256 -
MA-216 - 10/27/45 only	H-V 9/18/59- 5/23/65	H-I 5/ 1/00-11/ 3/05
MA-217 - 10/ 6/28 only	MA-241 -	9/27/37 only
8/15/46- 3/??/48	H-I 12/10/32- 5/31/61	H-II 12/ 6/00-10/26/03
MA-218 - 11/10/11 only	H-II 6/27/32- 1/ 5/38	H-III 4/ 7/02- 7/25/06
MA-220 - 12/ 4/50 only	H-III 7/21/39- 4/ 7/48	H-IV 5/16/06-10/24/11
MA-221 - 9/22/38-12/30/54	H-IV 3/10/33- ?/ 5/5?	H-V 10/ 7/08- 2/25/18
MA-222 - 11/ 5/50 only	H-V 1/ 5/33-11/24/47	H-VI 8/10/10- 6/ 2/15
MA-223 - no date	H-VI 3/ 9/33-11/ 6/47	3/ 2/62 only
MA-224 - no date	H-VII 9/ 4/33- 5/21/66	H-VII 10/30/20-11/ 5/23
MA-226 - no date	H-VIII 6/18/41- 1/15/59	H-VIII O.P.K.
MA-227 - 2/18/81- 2/ 1/82	H-IX 4/20/38-11/ 1/62	*MA-257 - 6/ 5/13- 3/ 9/22
MA-228 -	H-X 1/18/41-12/ 7/59	MA-258 - UNC.
H-I 7/27/76 only	H-XI 9/18/53- 7/12/60	MA-259 - 11/ 8/35- 8/26/41
•H-II 7/30/78- 8/31/78	H-XII 6/19/63 only	MA-260 - 12/ 4/41- 2/13/5?
MA-229a - 2/27/99- 9/ 4/11	H-XIII 4/17/63 only	MA-261 - 5/16/54 only
MA-229b - 8/22/94- 5/24/95	H-XIV O.P.K.	MA-262 -
MA-230 - 12/18/93-12/16/01	H-XV 1/ 5/63 only	H-I 8/24/88- 5/20/03
MA-231a -	H-XVI 6/30/59 only	H-II 5/14/92- 4/ 4/03
H-I 7/28/84- 6/ 7/87	MA-242 - 1/31/66 only	MA-263 - 4/23/85- 8/ 7/85
H-II O.P.K.	MA-243 - 8/ 7/52- 6/ 8/60	
MA-231b -	MA-244 - 5/ 5/49- 7/25/66	*MA-257A - / /17 only
H-I 9/25/93- 5/21/94	MA-245 - 8/ 3/46- 5/25/55	
H-II O.P.K.	MA-246 - O.P.K.	
MA-232 - 6/20/86- 5/22/95	MA-247 - 8/ 8/62-11/ 5/62	
MA-233 -		
H-I 1/24/06- 9/25/12		
H-II 5/ 5/14- 8/15/17		