

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

Volume VII, No. 1

February 1979

Annual Report of the Secretary-Treasurer

Balance 12/31/77	\$431.80
Dues paid in 1977	26.00
Donated by Lew Ludlow from handbook sales	43.10
Interest on savings account	13.25
	<u>\$514.15</u>

Balance 12/31/78	\$349.05
\$334.96 Savings account	
10.00 Cash on hand	
4.09 Postage	

Expenses - Four Newsletters \$165.10

Lew has now contributed a total of \$423.46 to the Study Group, all of the profit obtained from the sales of his handbook. As indicated at the beginning of last year, we will need to collect dues this year and so far twenty of you have responded. With the five new members who joined late last year, this gives us 25 paid up members and 26 still to go. Why don't you sit down now while you're thinking of it. U.S. funds please.

An updated membership list is attached.

Update on the Dating Lists

Lew tells me that the response on the Newfoundland, Maritimes and Quebec lists of earliest and latest dates for each run has been good. Not complete, but good. A few of us have helped Lew with dates for the remaining Ontario, Western, Railroads and Depots group and these lists will be sent out to you in a few months.

Meanwhile, he asked me to thank all those who have already responded to the three lists sent out - it has been a good response. He also wants to remind any others that have early or late years to let him know, so that the new catalogue which is in the making will be right up to date when we change the period from Scott Numbers over to year dates.

A Couple Puzzlers from Warren Bosch

Warren Bosch has come up with a couple of interesting items which he needs help on. The first is a postcard written and mailed at St. George, Grenada, British West Indies and posted aboard the "Lady Nelson" (see attached Xerox). Since the "Lady Nelson" is known on west coast B. C. runs, this would indicate that it came down through the Panama Canal to the Caribbean. Can any of you "Western experts" speak to this?

I'll let Warren describe the next one:

Here's something for your next issue of the Newsletter. Recent perusal of a local dealer's stock revealed three stamps (the 1¢, 2¢, & 3¢ values of the first Canada George VI issue - Scott 231-3, if my memory serves) which bore pieces of the same mysterious cancellation. That is, they can be reconstructed to show that they are tied to each other. I cannot identify the cancel, though I have written to Canada Post for help (no answer yet). Thought the membership might be of help if it is a transportation mark - or even if it isn't. A rough drawing is shown here. I can make out all the lettering shown except the "Canada", which is very partial, showing only the traces of the "C" and the "DA". The indicium could be either 18 or 19, more likely 18. It is struck in purple ink and appears to be of ordinary metal, not a rubber stamp. Actual diameter, if my drawing is not accurate, is 23mm.



That's all for today. I wanted to get this to you. Now I shall get on with the dates of the Q runs, as per Vol. VI No.4....

any information on this one?

Sincerely,
Warren L. Bosch
Warren L. Bosch

Joe Purcell Comments on Last Newsletter

Had a nice letter from Joe last month with a list of comments on some of the topics and questions in the December 1978 Newsletter, together with a Xerox (attached) of a beautiful cover of Q95, the MON. & ISLD. PD. GRAND TR'K R'WAY/No 4, C DOWN. (Note that the letters on this run are capitals on this copy, and on an A UP cover I have, rather than as listed in Lew's handbook). Joe's comments were as follows:

1. Re discussion of what should be reported in Topics and Newsletter, I had discussions with several people at CAPEX and since including Ferd. Belanger, Ross Gray and John Siverts. We all agreed that general information be printed in Topics and hammer information in Newsletter. Most of the members, including myself, feel hammers are of secondary importance, although all 3 mentioned above are enthusiastic hammer students. Ross thinks the hammer information would get to him faster via newsletters.
2. I agree with most of Jim Miller's suggestions e.g. separate sections for emergency cancels, steamships, such material as canal post offices (Cornwall, etc.), Father Point and regular post offices (Burrard Inlet) (Miller's Seymour Arm sub PO was identical in function with Burrard Inlet). Facing slips are of no interest to me, but could be included with such clerk's names used as backstamps and occasionally as killers.

Airplane runs are a different kettle of fish. I feel these should be in a separate section and my work and Bill Robinson's would need a lot of pruning.

3. Lew has asked Belanger (with any help I can give him) to set up Emergency PO's as a separate section. Ferd has done a lot of work on this and where a history is available most are not RPO's.
4. Steamships are definitely being considered for a separate section with Ken Ellison and Bill Robinson doing the work. Big obstacle is they wish to re "TYPE" them. I'm not in that argument.

- 5, Delist wax seals. Forgery should be easy.
6. Miller's suggestion re 3 categories of clerk's listings is not feasible. In most cases philatelic use is obvious but often impossible to detect e.g. when Tom Shaw lived in Shewinnton Falls he always posted his mail at the station. I often did the same.
7. RF factors. Scarcity only should be criterion with some exceptions. Shaw's formula makes allowance for value of stamp. Some of the last modern runs had limited usage - i.e. run had a short life and ran through a sparsely settled area. Inventory indicates scarcity and a 5¢ beaver will always be worth more than a 5¢ cameo.
8. Exceptions to RF inventories. Items which appeal to groups other than R.P.O. people e.g. squared circles; those Arctic Steamship runs, etc.

There must be enormous numbers of those "Noscopie" etc. around, as the Post Office Dept. used to invite people to send covers for cancelling. The government also used to solicit covers for cancellation at many exhibitions. Vancouver, Ottawa, Calgary and 5 or 6 others.

Lots of food for thought there. Any other comments? This might be a good place to quote Lew on a note after his hammer analysis of M-136. "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 who 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."

More Interesting Finds from Jim Miller

The attached letter and examples from Jim Miller were received some months ago. These may or may not have any status as R.P.O. runs but they certainly are interesting. Can anyone come up with more information about the Hamilton, Grimsby and Beamsville Electric Railway Co.?

The Swap Department

Ken Ellison has not one but two duplicates of R 45A, E. of T. & P.R. R.P.O./ which he would trade for B.C. ship R.P.O.'s. But don't try and tempt him with anything but B.C. ship runs, it won't work!

Jim Lehr is still trying to swap a duplicate R-176 WELLAND RAILROAD with UP, preferably for a DOWN R-176. Also a spare R96B, NORTHERN RAILWAY.

A Note from Hugh Aitken

Got a letter from Hugh last month with the following comments:

"I was showing Lew's catalogue to a friend when I was visiting, Aurora, Ont. last October. He spotted 0298A RENFREW & COLLINGWOOD R.P.O. and suggested it was an impossible run. Mr. Gillam in his book page 167 writes about this item: 'May have operated but unlikely.' In Gillam's maps plate I and plate L there does not seem to be any direct connection between Renfrew & Collingwood. Renfrew is just west of Ottawa and Collingwood is west of Parry Sound.

I suggest that all of Gillam's doubtful RPO's as listed on pages 165-167 be investigated more fully and confirmed or delisted."

Anyone interested in taking up Hugh's suggestion? Actually, there are lots of interesting runs (some of which I have) and possible runs in Lionel's book starting on page 159 with R.P.O.'s listed in Shaw's Handbook which operate completely within the U.S. Interesting reading and an early reference when you have a run which you can't recognize.

And a Letter from Dave McKain

Got a letter from Dave after meeting him at the Florida convention and complaining about the lack of response from members on questions raised. He sent a number of interesting examples of things from his collection but unfortunately the copies won't show up on Xeroxing (When you make copies, experiment with the "dark" control to help bring out light strikes. Better still, send me the originals if you can't make a clear copy. I'll return promptly). Dave did ask whether anyone has ever done a study of the different ornaments used in B.C. The only list I know of is pages 70-73 in Shaw's book but that is certainly not complete. I have at least four not listed and I'm sure there are more. Is anyone working on this?

Ontario & Quebec Railway Gains Steam As Court Rules Against Canadian Pacific

By FREDERICK ROSE

Staff Reporter of THE WALL STREET JOURNAL

MONTREAL—Here's a question likely to stump even the best of railroad buffs: What's the Ontario & Quebec Railway Co.?

If the name is obscure, never mind. An Ontario court ruled last week that even Canadian Pacific Ltd., the rail giant that for the past 95 years has leased the Ontario & Quebec's right of way, was inclined to forget that the company existed.

The court found, in fact, that Canadian Pacific treated the Ontario & Quebec as a "lifeless satellite" almost since the day it first rented its tracks in the 1880s. Evidence showed that Canadian Pacific had a habit of selling and transferring land that the court decided belonged to the dimly remembered Ontario & Quebec.

The Ontario & Quebec isn't one of your mini-choo-choos. It owns or controls all of Canadian Pacific's principal right of way between Montreal, Toronto and Windsor. Ontario, a 600-mile arc through Canada's industrial and urban heartland. The line's holdings also include choice downtown real estate in Toronto and elsewhere, even part of the land on which Canadian Pacific's head office in Montreal is built.

It was the real estate, which one Ontario & Quebec shareholder estimates to be worth \$1 billion (Canadian), that sparked legal action against Canadian Pacific, spawned ownership questions and brought to light the special case of Ontario & Quebec Railway.

Leased in Perpetuity

If it weren't for the real estate suit, the line might be completely forgotten. Despite its tie to a sprawling rail network, the Ontario & Quebec name hasn't been emblazoned on even a boxcar since 1884, when its rights of way were leased in perpetuity to Canadian Pacific.

The lease stripped Ontario & Quebec of all operating responsibilities. By agreement,

its sole employe became a secretary-treasurer paid by Canadian Pacific, whose senior clerks soon sat as the rented road's only directors. As decades elapsed, Canadian Pacific came to regard Ontario & Quebec's properties as its own, despite public ownership of most of the rented railroad's shares.

This lasted until 1967, when an Ontario & Quebec shareholder showed up at the company's annual meeting, which by this time was little more than an office coffee break at Canadian Pacific headquarters.

Joseph Pope, a stockbroker who says he did slow trading in Ontario & Quebec shares for many years, asked surprised Canadian Pacific employes whether the stock didn't have some "residual value" beyond perpetual payment of \$6 a share for the right of way. He was told it didn't.

Attended All Meetings

The inquisitive Mr. Pope wasn't easily sidetracked. He began to attend every Ontario & Quebec annual meeting, usually as the only outsider. Coincidentally, Canadian Pacific about that time began to accumulate Ontario & Quebec shares, raising its holding from about 13% to a recent 81% of the 20,000 shares outstanding.

Then, in 1973, Canadian Pacific wanted to sell five Ontario & Quebec properties with a market value of more than \$8.5 million to Marathon Realty Co., a unit of the parent's 82%-owned Canadian Pacific Investments Ltd. subsidiary.

By this time, Mr. Pope had an ally in the form of the pension fund of T. Eaton Co., a Toronto-based retailing concern. And when Ontario & Quebec approved the sale to Marathon, Mr. Pope and the Eaton pension fund went to court.

In separate suits, they sought damages totaling more than \$500 million or an accounting for all Ontario & Quebec properties transferred or sold since 1884, as well as action against the directors of the rented

*This article was in the
10/24/78 Wall St. J., in case
some of you missed it.*

Jim

Last week's decision by the Ontario Supreme Court mostly agreed with Mr. Pope and the Eaton fund.

While he ruled against the action for damages against Ontario & Quebec's directors, the judge ordered an accounting of some 900 transactions made between 1884 and 1973 involving Ontario & Quebec property. Canadian Pacific and its subsidiary were directed to pay the difference between the estimated market value of the properties sold and the book value at which many of the transactions were made, plus 5% annual interest.

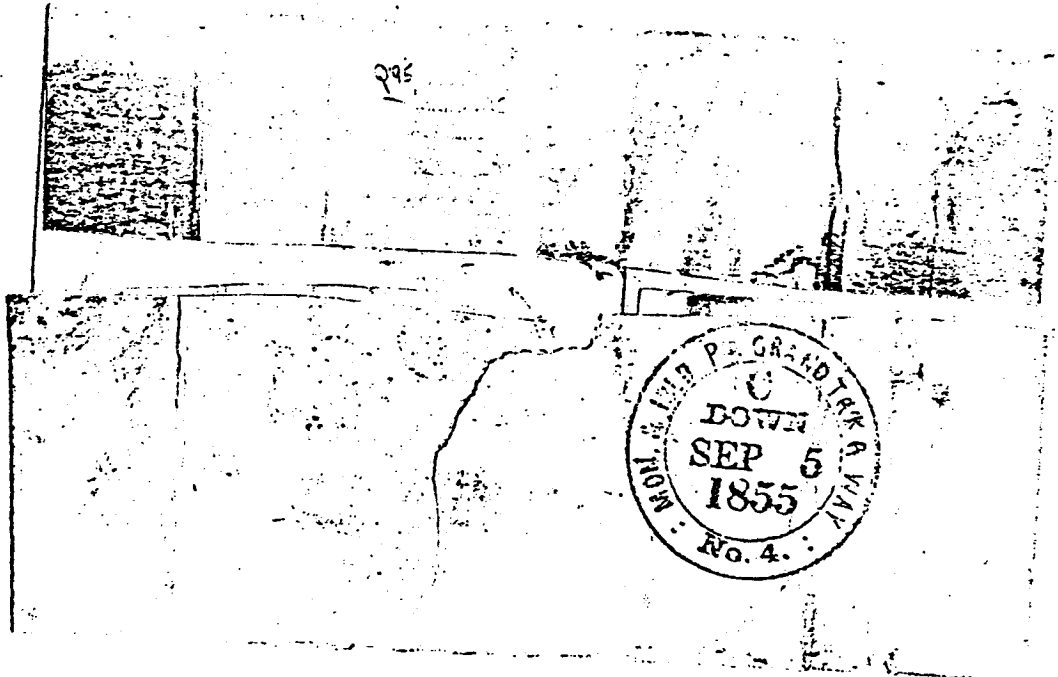
Predictably, Canadian Pacific isn't happy with the decision and is launching an appeal. It's sufficiently confident of the outcome that, as early as this week, it didn't plan to make an extraordinary-events filing on the decisions with the Securities and Exchange Commission in the U.S., where its shares are traded on the New York Stock Exchange.

While any gain for shareholders is highly speculative given complicated legal restrictions on the use of Ontario & Quebec's gains from property sales, the rarely-traded shares have risen sharply.

Last week, the stock jumped as high as \$4,200 a share in over-the-counter transactions and was quoted yesterday at about \$3,400, still double the \$1,700 price before the court decision. In the late 1960s, the shares traded for less than \$100.

⑤

from Warren Bosch



REINFORCED
 N OF MON
 P (DO NOT CLEAR)
 W'K R

Q95
 from Joe Powell

(6)



JIM MILLER LTD.

Box 160
Kamloops, British Columbia, Canada
V2C 5K6

Philatelist, Postal
History Specialist, and
Professor of Geography

October 30, 1978

Dear Jim:

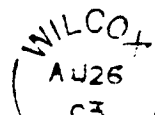
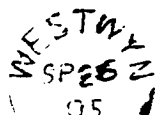
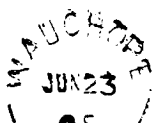
Recently I have come up with a few new possible runs, and I've sent photocopies and information to Lew Ludlow. Here's the same info, and maybe you might see fit to include these in the next newsletter.

1. H. G. & B. ELEC. RY Co./Hamilton, Ont. MAY 6 1895 This is a type 3F, in purple ink. It is placed in the upper left corner of a long cover franked w/1¢ small queen, with a Hamilton squared circle cancel dated May 4, 1895. There is also a small circular Hamilton receiver on the reverse of the cover dated May 6. At first I thought this just to be a corner card marking, but upon comparing the dates involved, the cancel must have been a ticket stamp, or???, and was applied after the letter was posted. H.G. & B. stands for Hamilton, Grimsby, and Beamsville Electric Railway Co.
2. VANCOUVER HOTEL/CAN. PAC.RY. CO. DATED Jan. 23, 1915 as a receiver on the front of an Admiral postcard from Regina, Sask. The card is addressed to the hotel. Did the hotel have a P.O.? This is a type 3F too, and in purple ink.
3. STEAMER/ALEXANDRIA Oct. 11 1897 in blue ink on the back of a Queen Victoria postcard from Iroquois, Ont. addressed to Trenton, Ont. Iroquois is on the St. Lawrence River, and Trenton on the shores of Lake Ontario, so quite possibly this item travelled by ship. Please note that this card is not mine, but belongs to Bob Lee, the person who bought my postal history auction business. So any credits for this should be given to Bob--it's just that he doesn't have the time to do the research work, so he asked me to do it for him.

Nothing else new to report at this time, but when I come across something, I'll be in touch again.

4. NDR PAC R./VANCOUVER B.C.

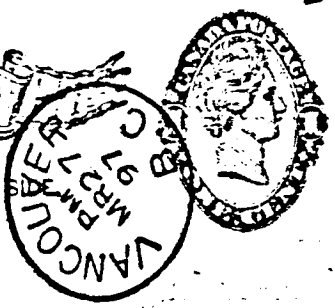
Sincerely,



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CANADA POST CARD

THE ADDRESS TO BE WRITTEN ON THIS



NOR. PAC. R.
APR 2
1897
VANCOUVER, B.C.

J. V. Dorell Esq
City

CANADA POST CARD - CARTE POSTALE

REGINA, SASK. JAN 20 1915

THE ADDRESS ONLY TO BE WRITTEN ON THIS SIDE
CÔTÉ RÉSERVÉ À L'ADRESSE.

Hon. J. G. Calder
Vancouver Hotel
Vancouver
B.C.

14227

Dear Sir,

In your card to Mr. Nathan
Nathan ordering a shipping book Mr. Nathan
tells me to order you a book in Montreal
Kindly write Mr. Nathan describing book
you want whether like the old one or not.



THIS ONE IS BOB LEE'S

8

HAMILTON, CANTON, N. Y.
E. MAY 6 1895
E. C. & B. ELEC. RY. CO.

Received of

R. H. Sage
East Hamilton
N. Y.



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Cowcatcher Column

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M-119

SYDNEY & TRURO · R.P.O. / .

Type 17, Five Hammers

Hammer I

Proofed: July 30, 1914

Earliest: November 3, 1914

Latest: July 28, 1931

Indicia: W - common, E - uncommon; 8 - scarce

Usage: Fully represented within period

R.F.: 75 (40.8%)

Comments: This is by far the most common of the five M-119 hammers. On light to medium strikes, the lower left corner of the "D" of SYDNEY is broken, indicative of Hammer I. From 1924, the "O" of TRURO appears to be a "C"; this is also indicative of Hammer I.

Hammer II

Proofed: July 6, 1916

Earliest: August 23, 1916

Latest: November 28, 1932

Indicia: E, W - equally; 7 - very scarce

Usage: Intermittent

R.F.: 75 (22.4%)

Comments: From about 1918, the "E" of SYDNEY is broken in the foot at the base; also, from about 1918, there are numerous breaks in the "URO" of TRURO, indicative of Hammer II and demonstrating considerable wear.

M-119 (continued)

Hammer III

Proofed: July 6, 1916

Earliest: January 16, 1917

Latest: November 11, 1931

Indicia: W - common, E - scarce, 7 - very scarce

Usage: Intermittent

R.F.: 75 (20.4%)

Comments: There is a constant break in the right leg of the first "R" of TRURO which, when alone, is indicative of Hammer III. We have found no major indicia varieties on any of the five hammers of M-119.

Hammer IV

Proofed: May 28, 1948

Earliest: January 2, 1950

Latest: April 17, 1959

Indicia: 6 only

Usage: Sporadic within period

R.F.: 75 (14.3%)

Comments: Undoubtedly, earlier and later strikes than above will be found. Belanger has reported a Survey Strike dated February 6, 1956, Train 6, assigned to clerk C. A. Free. We have also recorded a Destruction Order strike date February 13, 1961, Train 604. This hammer has the large, fat letters typical of the post-WWII period. Even later strikes show no material wear.

Hammer V

Proofed: Unknown

Earliest: May 23, 1965

Latest: To be advised

Indicia: So far, 7 only

Usage: To be advised

R.F.: 75 (2.0%)

Comments: To date, Joe Purcell has reported the only known strike of this hammer for which we have a Destruction Order strike dated February 1, 1967, Train 111; undoubtedly

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SEPARATION OF M-119 HAMMERS

The separation of these five hammers is comparatively easy, particularly when visual comparison is possible, since Hammers IV and V have letters of singular characteristics. The following steps will identify each of the M-119 hammers:

- Step 1. Examine the ampersand; a strike with a sharp, angular ampersand is Hammer I, II or III, while a round, curved ampersand is Hammer IV or V.
- Step 2. A strike without a mid-vertical period between the "O" of TRURO and the "R" of R.P.O. is indicative of Hammer V, which is confirmed if the lettering is small and modern; the remaining four hammers have such a mid-vertical dot in this position.
- Step 3. To separate Hammers IV and V, measure the chordal distance from the lower left corner of the "E" of SYDNEY to the bottom of the "T" of TRURO. Hammer IV is a full 8 mm, while Hammer V is only 7 mm, or a shade over.
- Step 4. To separate Hammers I, II and III, repeat Step 3. Hammer I measures only 7 mm, while Hammers II and III are a full 7 1/2 mm or over.
- Step 5. Measure the chordal distance between the bottom of the two "Y"s of SYDNEY. Hammer II is a full 8 1/2 mm, while Hammer III is only 8 mm or a fraction less.

A chart of critical chordal measurements of the M-119 hammers is available.

M-119A

SYD. & TRU./R.P.O.

One Hammer, Type 17H

Proofed: ~~September 1947~~ *October 4, 1947*

Earliest: ~~August 17, 1950~~ *July 11, 1949*

Latest: July 27, 1966

Indicia: 7, 8, 111 - common; 16 - very scarce

Usage: Intermittent within period

R.F.: 100

Comments: We have recorded a Destruction Order strike dated January 21, 1967.

M-119B

SYD. & TRU. R.P.O. / .

One Hammer, Type 17

Proofed: July 11, 1946

Earliest: August 7, 1952

Latest: June 8, 1960

Indicia: 5, 6 - 1952/1957; 15 - 1960

Usage: Spotty

R.F.: 110

Comments: Undoubtedly, earlier strikes will be discovered, but this run is not common; only 24 strikes were reported in the R.P.O. Study Group inventory. Belanger has reported a Survey Strike dated February 4, 1956, Train 5; this hammer may have also been assigned to C. A. Free.

M-119C, known in 1963, is a facing slip strike and beyond the scope of hammer analysis program. It has not been reported in postal use.

M-120

SYDNEY & TRURO / R.P.O.

Fifteen Hammers, Type 17H**Hammer I**

Proofed: June 3, 1932

Earliest: December 20, 1932

Latest: September 17, 1951

Indicia: 5,6 equally

Usage: Sporadically over 30 years

R.F.: 40 (11.3%)

Comments: The latest above will surely be post-dated by later discovery. From Belange.

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Column Continued
Page #327

(M-120, Hammer I, Comments, continued)

have a Survey Strike dated February 4, 1956. We also have a Destruction Order Strike dated May 11, 1961, Train unidentifiable. This hammer was in use almost 30 years and experienced excessive wear; in fact, from about 1939, the spread and misalignment of lettering are sufficient to distort chordal measurement in identification. However, in separation of the fifteen hammers, when narrowed down to Hammer I and some other unknown, a flattened or broken rim over the ampersand, and a distinct rim break (when not overinked) under the "O" of R.P.O. confirm Hammer I.

Hammer II

Proofed: Unknown (probably June 3, 1932)

Earliest: June 27, 1932

Latest: March 12, 1937

Indicia: 6 - common; 5 - scarce

Usage: Limited to five years

R.F.: 40 (6.5%)

Comments: Although not probable, there is an outside possibility that Hammers II and III are one and the same hammer, although we do not think so; some characteristics of both hammers are quite similar and Hammer III does not see its first use until that of Hammer II is discontinued. Both specific breaks and chordal measurement (when possible on Hammer III) tend to indicate two separate hammers; further study on additional strikes may provide more clarification on this point.

Hammer III

Proofed: Unknown

Earliest: July 21, 1939

Latest: April 7, 1948

Indicia: 6 - common; ~~5~~ - uncommon

Usage: Known in each year of period

R.F.: 40 (12.8%)

Comments: If you have a strike of M-120 on which measurement of chords is next to impossible because of many missing portions of the letters, it is probably Hammer III. A very specific rim break below the "P" of R.P.O. is indicative of Hammer III, but this frequently inks over. Even though some of the characteristics of this hammer are very similar to Hammer II, measure of a clear 1939 strike indicates that two different hammers exist. No year on January 8 is proven

M-120 (continued)

Hammer IV

Proofed: Unknown (probably June 3, 1932)

Earliest: March 10, 1933

Latest: January 3, 1940

Indicia: 6 - scarce; 5 - very scarce

Usage: Quite scarce

R.F.: 40 (1.5%)

Comments: When found in full strike, Hammer IV is distinctly identifiable from chordal measurement. 1938/1940 strikes show much deterioration and the hammer may have been withdrawn due to excessive wear. Hammers II, III and IV were probably struck on June 3, 1932; there are four proof strikes of Hammer I for this date in the proof book.

Hammer V

Proofed: November 12, 1932

Earliest: January 5, 1933

Latest: November 24, 1947

Indicia: 8 - common; 7 - uncommon

Usage: Continuous and full

R.F.: 40 (17.9%)

Comments: From the early 1940s, there is a minor rim break over the "U" of TRURO. ^S Strikes are generally crisp and clear although later strikes show some degree of wear. It is to be noted that for all hammers of M-120 there is total consistency in the use of individual train numbers within each hammer, and thus they are indicative in hammer identification. If, in the identification of a strike, an inconsistency is forthcoming, we recommend that the identification be carefully rechecked.

M-120 (continued)

Hammer VI

Proofed: December 12, 1932

Earliest: March 9, 1933

Latest: November 6, 1947

Indicia: 8 - common; 7 - uncommon

Usage: Evenly represented within period

R.F.: 40 (11.6%)

Comments: From the 1940s, there is a minor rim dent or break, depending on inking, over the "RO" of TRURO. The appearance of Hammer VI strikes varies from excellent to poor; this condition is due less to wear than the cleanliness of the hammer which, at best, must be considered to have been haphazard.

Hammer VII

Proofed: December 12, 1932

Earliest: September 4, 1933

Latest: May 21, 1966

Indicia: 8 - common; 7- uncommon; 111 - scarce

Usage: Common throughout period

R.F.: 40 (20.2%)

Comments: The most prolific of the fifteen hammers of M-120, this hammer saw much use. Early strikes are reasonably clear; however, from the 1950s, strikes show considerable wear and the letters are spread, which often appears as overinking. A Survey Strike of January 31, 1956 was assigned to clerk A. G. Marsh. We also have recorded a Destruction Order Strike dated January 31, 1967, Train 111. We have noted a variety of no year on August 20.

Hammer VIII

Proofed: April 11, 1938

Earliest: June 18, 1941

Latest: To be advised

Indicia: 8 only

Usage: Rare

R.F.: 40 (0.3%)

Comments: The single known strike above, on piece, fully conforms to the measurements taken from the proof strike. Why, in the midst of the proliferation of many M-120 hammers, does this

M-120 (continued)

Hammer IX -

Proofed: Unknown (probably April 11, 1938)

Earliest: April 20, 1938

Latest: July 17, 1961

Indicia: 8 - common; 7 - very scarce

Usage: Continuous through late 1940s; then sporadic

R.F.: 40 (10.7%)

Comments: From about 1944, there are rim breaks over the ampersand, the first "R" of TRURO and midway between the "S" of SYDNEY and the "R" of R.P.O.; even thus, wear was small and strikes are normally clear and strong. From Belanger, we have a Survey Strike dated February 2, 1956, Train 7; also known is a Destruction Order Strike, undated, which was recalled in January, 1968, which, unfortunately sheds little light on the potential latest date. We also have a variety of no year on January 3rd.

Hammer X

Proofed: Unknown

Earliest: January 18, 1941

Latest: December 7, 1959

Indicia: 6 - common; 5 - uncommon

Usage: Full and complete within period

R.F.: 40 (5.1%)

Comments: Although not prolific, this hammer saw continuous use. All but early strikes show a rim break or loss below the "R.P." of R.P.O.; further, from 1948, the rim is flattened over the "O" of TRURO, and, depending on the strike, dented near the "O" of R.P.O. We do not know when this hammer was made, but 1941 strikes are sharp and clear, showing no wear, so these strikes must be close to the initial use of this hammer.

M-120 (continued)

Hammer XI

Proofed: September 20, 1949

Earliest: September 18, 1953

Latest: July 1, 1957

Indicia: 7 - common; 8 - uncommon

Usage: Sporadic

R.F.: 40 (1.8%)

Comments: Letters of this hammer are large and fat, characteristic of the post-World War II period. All but the earliest strikes are light and somewhat incomplete, but identifiable. Although current known examples are few and spaced, undoubtedly continued search will yield earlier and later dates than those given above. From Belanger, we have a Survey Strike dated February 2, 1956, Train 8, which shows moderate wear and a distinct rim break just below the "S" of SYDNEY.

Hammer XII

Proofed: Unknown

Earliest: June 19, 1963

Latest: To be advised

Indicia: 8 only

Usage: One Copy Reported

R.F.: 40 (0.3%)

Comments: Joe Purcell sent this strike for examination as a possible latest date; instead, it developed that he had a distinctly new and different hammer similar in its small, modern letters to Hammers XIII, XIV and XV. Undoubtedly, additional strikes will be reported.

Hammer XIII

Proofed: Unknown

Earliest: Undiscovered

Indicia: 112 in D. O. Strike

Usage: Unknown

R.F.: 40 (0%)

Comments: This is the first of three hammers known only by virtue of the District of Columbia

M-120 (Hammer XIII, Comments, Continued)

these three hammers is small and modern, and characteristic of those first introduced in the mid-1950s. This hammer shows some wear and there is a small break in the top of the "S" of SYDNEY.

Hammer XIV

Proofed: Unknown

Earliest: Currently unreported

Indicia: 5 in D. O. Strike

Usage: Unknown

R.F.: 40 (0%)

Comments: The existence of this hammer is confirmed by its Destruction Order Strike dated March 28, 1961, Train 5. With small, widely spaced letters, this hammer shows very little wear and no distinct breaks.

Hammer XV

Proofed: Unknown

Earliest: Not yet reported

Indicia: 111 in D. O. Strike

Usage: Unknown

R.F.: 40 (0%)

Comments: A Destruction Order Strike is known dated January 29, 1967, Train 111, which presumably would be the last date of use. Similar to Hammers XII, XIII and XIV, letters are of the small, modern size common to the 1960s. This strike shows moderate wear, but no distinct breaks. We believe that as collectors search out stamps and covers of the 1960s period, which to date is relatively unpursued, strikes of these last three hammers will most assuredly be discovered.

SEPARATION OF M-120 HAMMERS

Because of the wear and general poor condition of many of the M-120 hammers, identification is difficult, and we recommend that those who are interested in such identification contact us to obtain the chart of specific chordal measurements which we have prepared for these fifteen hammers. For clear, distinct strikes, the following steps will provide distinct separation in most cases:

- Step 1. 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. If this chord is a full 6 mm or over, the strike is Hammer I, II, III, IV, IX, XI or XIV, Group A; if this chord is clearly and distinctly less than 6 mm, the strike is Hammer V, VI, VII, VIII, X, XII, XIII or XV, Group B.
- Step 2. For Group A, measure the chord from the bottom of the second "Y" of SYDNEY to the bottom of the "T" of TRURO; a distance of 5 mm, or a fraction over, is Hammer IX, since the balance are a full 5 1/2 mm or greater.
- Step 3. Continuing with Group A, measure the chordal distance between the bottoms of the two "Y"s of SYDNEY. A chord greater than 9 mm identifies Hammer XIV; the balance are less than 9 mm.
- Step 4. Measure the chordal distance from the bottom of the right leg of the second "R" of TRURO to the center of the period following the "O" of R.P.O.; a length of 9 3/4 mm is Hammer XI since the balance are 9 mm or less.
- Step 5. Repeat Step 3. A distance of 8 mm (or less, reflecting wear) is Hammer I; Hammers II, III and IV are all 8 1/2 mm.
- Step 6. Repeat Step 2. A distance of 6 mm is Hammer IV; Hammers II and III are only 5 1/2 mm.
- Step 7. Repeat Step 1. A distance of 6 mm is Hammer II; Hammer III is 6 1/2 mm (or more, reflecting wear). Hammer III is very difficult to measure due to erosion and abrasion loss of letters.
- Step 8. For separation of Group B hammers, begin by repeating Step 2. above, the "Y-T" chord. A measurement of 5 mm or less proves Hammers VIII or X; the balance are 5 1/2 mm or more.
- Step 9. Measure the distance from the bottom of the left leg of the "R" to the bottom of the "R"

Separation of M-120 Hammers (continued)

- Step 9. Measure the distance from the bottom of the left leg of the "R" to the bottom of the "P", both of R.P.O.; a chord of $5 \frac{1}{4}$ mm is Hammer VIII, while a chord of $4 \frac{3}{4}$ mm is Hammer X.
- Step 10. Repeat Step 4. A distance of approximately $8 \frac{1}{4}$ mm is Hammer VI; the balance are roughly 9 - 11 mm.
- Step 11. Carefully measure the distance from the bottom of the first "Y" of SYDNEY to the upper left corner of the "R" of R.P.O.; a chord of $8 \frac{1}{4}$ mm is Hammer VII, a chord of $8 \frac{3}{4}$ mm is Hammer V, and a chord of 11 mm is Hammer XIII. Hammers XII and XV are in the range of $10 \frac{1}{4}$ - $10 \frac{1}{2}$ mm.
- Step 12 Repeat Step 2. A chord of $5 \frac{1}{2}$ mm is Hammer XII, while one of $6 \frac{1}{2}$ mm is Hammer XV.

This is just one set of procedural steps; several other approaches are available using our chart of ten chords for each of the fifteen hammers. The latter is particularly essential when identifying partial strikes.

M-120A
TRAC & BATH / R.P.O.

One Hammer, Type 17H

Proofed: March 26, 1946

Earliest: January 17, 1947

Latest: May 25, 1955

Indicia: 397 - common; 398 - very scarce

Usage: Intermittent

R.F.: 100

Comments: Rim and letter breaks confirm only one hammer. Although not common, undoubtedly additional strikes of this run will be reported as more modern material is investigated. Currently, 55 strikes have been reported in the R.P.O. Study Group Inventory.

MEMBERSHIP LIST

~~2/2/78~~ 2/25/79

Official Copy, for mailing

2. Lewis M. Ludlow 6-17 Shibaura 4-Chome, Minato-ku, Tokyo 108, Japan
3. James C. Lehr 2918 Cheshire Rd., Devon, Wilmington, DE 19810
5. H. Alex. Price 1907 W. 61 Ave., Vancouver 14, B.C. V6P-2C6
6. Jack M. Wallace 6043 Collingwood Place, Vancouver 13, B.C. V6N-1V2
7. James S. Karr 536-49th Ave., S.W., Calgary, Alta. T2S-1G5
320 Silvergrove Bay N.W. T3B 4R5
9. Gordon M. Hill ~~6701 Laird Court S.W.~~ Calgary, Alta. ~~T2E-6G2~~
11. Don A. Fraser 1183 Warsaw Ave., Winnipeg, Man. R3M-1C5
13. Ken V. Ellison RR1, Oyama, B.C. VOH-1W0
14. W. H. Howes Box 609, Kindersley, Sask. SOL-1S0
17. George F. Smalley 298 John St., Gananoque, Ont. KOH-1R0
18. J. L. Purcell 6 Richardson Dr., Kingston, Ont. K7M-2S6
20. William G. Robinson 5830 Cartier St., Vancouver 13, B.C. V6M-3A7
21. Fred D. Seaman 35 Mountain View, Kentville, N.S. B4N-1A7
22. J. Paul Hughes 10745 Deep Cove Rd., RR#1, Sidney, B.C. V8L-3R9
25. Henry Chlanda Box 637, Wall St. Station, N.Y., N.Y. 10005
26. Graham Noble Dept. of History, Queen's University, Kingston, Ont.
27. Horace W. Harrison Box 5895, Baltimore, MD 21208
28. F. Belanger 2591 Cadillac St., Montreal, H1N-2V2
29. Hugh D. Aitken Suite 404, 220 N. Fletcher St. Chilliwack, B.C. V2P-5A1
30. Ross D. Gray Box 174, Lindsay, Ont. K9V-4S1
31. John D. Cambridge 55 Owen Boulevard, Willowdale, Ont. M2P-1G2
33. Wayne R. Curtis Box 541, Station B. Montreal H3B-3K3
34. Clifford R. Guile 61 Richview Rd., Apt. 1809, Islington, Ont. M9A-4M8
36. W. G. Moffatt Hickory Hollow, RR3, Ballston Lake, N.Y., 12019
39. Charles D. Blair 5586 Lahser, Birmingham, Mich. 48010
40. Douglas Birchill 40 Rollingwood Drive., Willowdale, Ont. M2H-2M5
2971 Carls Ct.
41. Keith S. Elliott ~~94012 Oxford Ave.~~, Abbotsford, B. C. V2S-~~2T5~~ 4J4
43. Robert W. Grimble DuPont de Nemours Interntl. S.A.
50-52 Route des Acacias. CH-1211. Geneva, Switzerland.
44. V. R. (Bob) Trimmer 8620 East Windsor Ave. Scottsdale, AZ 85257

(22)

46. Jean-Guy Dalpe 684 Le Labourere, Bourcherville, Que. J4B-3S2
47. Jim Miller Box 160, Kamloops, B. C. V2C-5K6
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. J. Gillam 66 East Bawtry Rd., Rotheram, Yorkshshire, 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-2F5
59. Larry Paige 1145 Shillelagh Rd., Chesapeake, VA 23323
60. Ted Woodward Box 2022, San Bernardino, CA 92406
61. David L. McKain 1518 Washington Ave., Parkersburg, W. VA 26101
-- Michael J. Squirell 241-12th Ave., Lively, Ont. POM-2E0
62. Carleton Smith 261 Thorner Dr., Hamilton, Ont. L8V-2M6
63. Margaret Toms (Mrs.) 321 Crawford St., Orillia, Ont. L3V-1K2
64. H. G. Walburn Box 279, Kelowna, B.C. V1Y-7N5
65. Henry N. Williams 50 Ross Brook Dr., Rochester, NY 14625
66. Warren Bosch 2915 South Vassar, Melbourne, FL 32901
67. Robert A. Lee 3321 30th Ave., Vernon, B.C. V1T-2C9