

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

VOLUME VII, No. 2

April 1979

More Date Lists From Lew

Attached are the currently known earliest and latest year dates for the Ontario and Western R.P.O. runs. Lew is pushing ahead as rapidly as he can to develop this background data for the new revised catalogue. This should give you an evening of real enjoyment as you see what can be extended from your collection. The sooner Lew gets these data back, the sooner he can start on the new catalogue. Am working on Lew to get the status of the statistical study of the RF data.

More on the Lady Nelson

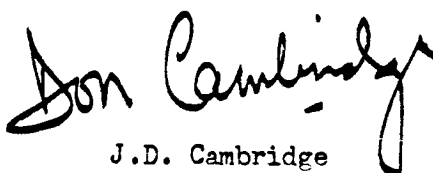
Got the following information from J.D. (Don) Cambridge on the questions raised by Warren Bosch's "Lady Nelson" postmark (last Newsletter):

No doubt you will receive many other replies on the query about the "Lady Nelson" and why it has a Grenada B.W.I. cancellation, but I will add my explanation also.

The answer is simple: the "Lady" ships were never on the west coast. I think someone is confusing them with the CPR "Princess" ships, which did ply up and down the west coast.

The Lady boats were, I think, the Lady Nelson, the Lady Rodney, and the Lady Hawkins, and were operated by the CNR from Halifax to the West Indies from the early 1920s to about 1940, when they were taken over by the Canadian Navy. At least one of them was sunk by a submarine, and I was on one in 1945 when it was serving as a hospital ship on the north Atlantic run. They were quite elegant little ships, one stackers, and about 7-9,000 tons. I expect the introduction of air travel after the war killed the service, which was combined passenger, mail and package freight.

Kind regards,


J.D. Cambridge

And on the B & B Mail Postmark

Warren Bosch got the attached letter from the National Postal Museum explaining the B & F Mail postmark he discussed in the last Newsletter. It's interesting but definitely not an R. P. O.

First Reported Copies

The following runs listed but not previously reported have now been identified by the indicated lucky people:

M-34B	Jim Karr
M-44F	Jim Lehr
M-71	Dave McKain
M-107E	Jim Karr
O-306B	Dave McKain
R-150J	Warren Bosch

Hamilton, Grimsby & Beamsville Electric Railway Co.

Lionel Gillam sent a note on the Hamilton, Grimsby & Beamsville Electric Railway Co. cancellation shown in the previous Newsletter. It was incorporated in 1892. The Dominion Power & Transmission Co. owned and operated it from 1907 until it was abandoned as unprofitable in 1931. No. R. P. O. s operated over this line. The illustration shown is the rubber stamp or ticket stamp used by this company.

More Comments on Handbook Revisions

Lionel Gillam also commented as follows on our running discussion of how to improve the new revision of the R. F. O. Handbook:

Separate Sections for Lew's Catalogue

We must not lose sight of the fact that we are solely concerned with the travelling post office marks, whether by rail or water. This, in my book, rules out canal/marine P. O. s like Cornwall, etc. bi-lingual postmarks like Father Point and airplane runs. I do not include Depots as these are merely railway stations. Interesting as collateral material. In my opinion Shaw was wrong to include them originally. Many Canadian "stations" were not and are not railway stations as is well known. But the use of the word station has led to confusion. Emergency postmarks where they include R. P. O. are in, of course. Some emergencies were not R. P. O. s. I view all steamship "postmarks" with great suspicion. Many, if not all, were pursers' marks done by favour. This includes the many NASCOPIES, but in this case are legitimate. Eastern Arctic Mail similarly O.K.

An Interesting Find by Alex Price

Attached is a Xerox of a cover found by Alex Price. To quote Alex "Obviously someone, CFR person probably, was returning the envelope to Calgary, probably from Nelson, and intended to do so "OCS" (on company service), thus no postage. Someone threw it into the mail car inadvertently, whereupon it went various ways and got various marks before finally reaching Calgary on April 20, 1908. I like the "Supt. R'W'Y Mail Service" mark. I haven't seen it before."

New Member

68. R. F. (Hank) Narbonne

216 Mailey Drive, Carleton Place
Ont. K7C 3X9

We now have 32 paid up members. If you haven't sent in your \$5.00 dues please do so right away. This is the last mailing which will go to those who have not paid up before the next mailing.



Canada Post
Postes Canada

National Museum
Musée national des Postes

1 March 1979

Dr. Warren L. Bosch
2915 South Vassar Street
MELBOURNE, Fla. 32901
U.S.A.

ECC



Dear Doctor Bosch:

This refers to your letter of 22 December 1979.

The cancellation you describe in your letter was used by the British and Foreign Mail Branch of the Main Post Office in Montreal during the 1930's. A large portion of Canadian mail destined for Britain and Europe went through this office. My observation of covers of this period indicates that this cancellation was mainly used as a transit mark on airmail and registered mail addressed to European destinations. "B & F" in the cancellation is an abbreviation for "British and Foreign". The fact that your examples are in purple is not unusual although, the cancellation is normally struck in black ink.

Yours sincerely,

C.R. McGuire
Head, Research and Administration
National Postal Museum

from Alex Price

ap 10
1908

acs

IF NOT CALLED FOR IN TEN DAYS
RETURN TO
BRITISH COLUMBIA LAND DEPT.
CANADIAN PACIFIC RAILWAY
CALGARY, ALBERTA

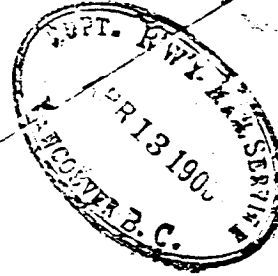
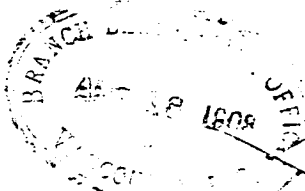
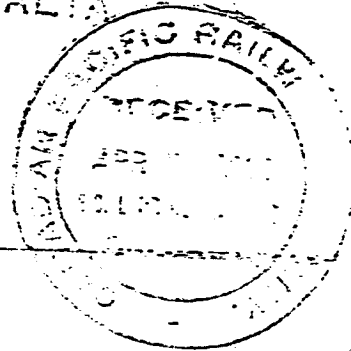
Unpaid

J. S. DENNIS, Esq.

ASST. TO 2nd VICE-PRES.
C. P. R.

CALGARY, ALTA

RETURNED FOR
POSTAGE



ap
10
1908

B.C.
Land
Department
Calgary

ap 13
1908

ap 18
1908
Branch Dead
Letter office

The following is a list of the currently known earliest and latest year dates of all the Ontario R.P.O. runs. If you have any earlier or later YEAR date of any of the indicated runs, please make an extra copy of this list, cross out the typed day and enter your full date in RED (e.g. - 12/28/97) and send this extra copy to Lewis M. Ludlow, Gamlen Far East, 6-17 Shibaura 4-Come, Minato-ku, Tokyo 108, JAPAN. Those dates in brackets () are estimated and unconfirmed; please let us know if you have any bracketed dates. "Unconfirmed" means probably exists but we have no exact date. "Doubtful" means probably recorded in error. OPK = Only Proof Known. DO = Destruction Order Strike Known. SS = Survey Strike Known.

O-1 Unconfirmed	O-17 1932 - 1958	O-42 1860	O-59 Unconfirmed	O-76B 1946
O-2 Unconfirmed	O-18 1906 - 1918	O-43 1867	O-59A OPK	O-76C 1954
O-2A 1886 - 1890	O-19 1922 - 1957	O-44 Unconfirmed	O-60 1898 - 1904	O-76D EH 1946 - 1958
O-3 Unconfirmed	O-19A Unconfirmed	O-44A 1859 - 1863	O-61 1915 - 1946	AJ Unconfirmed
O-3A 1943 - 1953	O-19B (1954)	O-45 1924 - 1955	O-62 OPK	O-76E 1955
O-3B 1890 - 1894	O-19C 1889	O-45A 1957 - 1958	O-63 OPK	O-76F 1946
O-4 1891 - 1942	O-20 1914 - 1921	O-46 1915 - 1918	O-64 1903 - 1944	O-77 1894 - 1912
O-4A OPK	O-21 Unconfirmed	O-47 1914 - 1919	O-64A 1939 - 1953	O-78 1916 - 1922
O-5 1901 - 1907	O-22 Unconfirmed	O-48 1905 - 1914	O-64B 1974	O-79 1892
O-6 1908 - 1927	O-23 1929	O-49 1896 - 1908	O-65 1898 - 1901	O-80 1894 - 1898
O-6A 1920	O-24 1903 - 1914	O-50 1924	O-65A 1950 - 1957	O-81 1887 - 1894
O-7 1932 - 1942	O-25 1891 - 1903	O-51 1909 - 1921	O-66 Doubtful	O-82 Unconfirmed
O-7A Unconfirmed	O-26 1922 - 1931	O-52 1856	O-67 1898 - 1901	O-83 Unconfirmed
O-8 1938 - 1955	O-28 1894 - 1898	O-53 Doubtful	O-67A 1951 - 1952	O-84 1894 - 1899
O-8A 1946	O-29 1898 - 1906	O-54 Unconfirmed	O-68 1932 - 1949	O-85 1894 - 1899
O-8B (1953)	O-30 1901 - 1904	O-54A 1911 - 1924	O-68A Unconfirmed	O-86 Unconfirmed
O-9 1895 - 1897	O-31 1931	O-54C 1921	O-69 Unconfirmed	O-88 Unconfirmed
O-9A Unconfirmed	O-32 Doubtful	O-55 1898 - 1913	O-70 1932 - 1951	O-89 1927 - 1954
O-10 1892 - 1904	O-33 1931	O-56 1938 - 1965	O-71 1908 - 1959	O-90 Unconfirmed
O-11 Unconfirmed	O-34 1904 - 1924	O-56A 1946	O-71A (1954)	O-90A Unconfirmed
O-11A Unconfirmed	O-35 1921 - 1925	O-56B 1946	O-72 1918 - 1956	O-91 1903 - 1952
O-11B 1898	O-35A 1923	O-56C Unconfirmed	O-73 Unconfirmed	O-91A 1955
O-12 1900 - 1926	O-36 1926 - 1931	O-56D 1946	O-74 1904 - 1935	O-91B 1955
O-13 1905 - 1949	O-36A 1931	O-56E 1946	O-75 Unconfirmed	O-92 1932 - 1947
O-14 Unconfirmed	O-37 1902 - 1927	O-56F 1946	O-75B Unconfirmed	O-92A OPK
O-14A Unconfirmed	O-38 1928 - 1931	O-57 Unconfirmed	O-75C 1920	O-92B Unconfirmed
O-14B 1897 - 1909	O-39 1928	O-57A 1891	O-76 1927 - 1964	O-93 1915 - 1917
O-15 1890 - 1931	O-40 1888 - 1890	O-58 Doubtful	O-76A IM 1922	O-94 1892 - 1899
O-15A (1931)	O-41 1886	O-58A 1914 - 1920	HA 1946	O-95 Unconfirmed
O-16 Unconfirmed	O-41A 1937 - 1941	O-58B 1962 - 1964	FB 1946	O-96 Unconfirmed

O-97 Unconfirmed	O-115 Unconfirmed	O-138B 1965-1971	O-157 Unconfirmed	O-186C 1964
O-98 Doubtful	O-115A 1859	O-138C (1965)	O-158 Unconfirmed	O-186D OPK
O-98A 1905-1911	O-116 Unconfirmed	O-138D 1966	O-159 1893 - 1898	O-187 1925 - 19
O-99 Unconfirmed	O-116A (1955)	O-138E JP 1967	O-160 1931 - 1956	O-187A 1935
O-101 Unconfirmed	O-117 Unconfirmed	TM (1966)	O-160A (1943)	O-188 1911 - 1935
O-101A Unconfirmed	O-118 1897 - 1906	O-138F 1967	O-160B (1955)	O-188A 1911 - 1922
O-102 1926 - 1927	O-119 1897 - 1917	O-139 Unconfirmed	O-160C CP 1946	O-189 1908 - 1911
O-103 1899 - 1912	O-120 1893 - 1897	O-139A 1930	JH 1954	O-190 Unconfirmed
O-103A Unconfirmed	O-121 1905 - 1914	O-140 1915 - 1921	O-161 1905 - 1929	O-190A (1955)
O-103B 1898	O-122 1911 - 1914	O-141 1892 - 1898	O-162 1927 - 1929	O-191 Unconfirmed
O-103C 1946	O-123 Unconfirmed	O-142 1941 - 1950	O-163 1929	O-191A 1946
O-103D 1932	O-123A OPK	O-142A 1954	O-164 1915 - 1928	O-192 1915 - 1956
O-104 1904 - 1959	O-123B 1917	O-142B 1950-1960	O-165 1901 - 1920	O-192A 1943 - 1956
O-105 1923 - 1955	O-124 1915 - 1918	O-143 Doubtful	O-166 1892-1908	O-193 1927 - 1952
O-106 1909 - 1920	O-125 Unconfirmed	O-144 1893 - 1898	O-166A 1909	O-193A 1945 - 1955
O-106A 1954	O-125A 1882	O-145 Unconfirmed	O-167 1921 - 1931	O-193B 1946
O-107 1939 - 1954	O-125B Unconfirmed	O-146 1897 - 1898	O-168 1894 - 1919	O-193C 1946
O-107A 1946 - 1957	O-126 1933	O-147 1908 - 1914	O-169 1916 - 1941	O-193D 1953 - 1955
O-107B 1949 - 1959	O-127 Unconfirmed	O-148 1892 - 1907	O-174 Unconfirmed	O-193F 1965 - 1970
O-107C Unconfirmed	O-127A 1955	O-150 1890 - 1898	O-174A 1917-1946	O-193G (1963)
O-107D (1946)	O-128 Unconfirmed	O-150A 1892-1893	O-175 1887 - 1906	O-193H Unconfirmed
O-107E (1946)	O-129 1893 - 1902	O-151 Unconfirmed	O-175A 1907-1911	O-194 Unconfirmed
O-107F 1946	O-130 1911 - 1946	O-152 1915 - 1939	O-176 Doubtful	O-195 1906 - 1908
O-107G 1954	O-131 Unconfirmed	O-152A 1934-1959	O-177 Unconfirmed	O-196 Unconfirmed
O-107H 1954	O-131A 1856-1858	O-152B Unconfirmed	O-178 Unconfirmed	O-197 1915 - 1963
O-107I 1949	O-132 Unconfirmed	O-152C Unconfirmed	O-178A 1918	O-197A OPK
O-108 1915 - 1939	O-133 Unconfirmed	O-153 Unconfirmed	O-179 1913 - 1917	O-198 1926 - 1948
O-109 1890 - 1898	O-134 Unconfirmed	O-154 Doubtful	O-180 1908 - 1913	O-198A OPK
O-110 Unconfirmed	O-135 1903 - 1938	O-155 1904 - 1935	O-181 1898 - 1911	O-199 1896 - 1908
O-110A 1932	O-135A 1904	O-155A 1918-1947	O-182 Unconfirmed	O-200 1902 - 1908
O-111 1915 - 1925	O-136 1895 - 1927	O-155B Unconfirmed	O-183 1936	O-201 1938 - 1963
O-112 Unconfirmed	O-136A 1930-1948	O-155C 1946	O-184 Unconfirmed	O-201A Unconfirmed
O-112A Unconfirmed	O-137 Unconfirmed	O-155D Unconfirmed	O-185 Unconfirmed	O-201B 1951 - 1955
O-113 1921 - 1925	O-137A 1935-1948	O-155E 1930	O-186 1924 - 1935	O-201C 1955
O-114 1927 - 1930	O-138 Unconfirmed	O-156 1894 - 1912	O-186A Unconfirmed	O-202 1935 - 1964
O-114A 1928	O-138A 1967	O-156A 1933-1938	O-186B 1963-1964	O-202A 1948 - 1963

O- 202B (1963)	O-231 Unconfirmed	O-257 1892 - 1914	O-281 Unconfirmed	O-300 Unconfirmed
O-202C 1946	O-232 Unconfirmed	O-258 1894 - 1913	O-282 1923 - 1926	O-301 1898 - 1901
O-203 1935 - 1961	O-233 1917 - 1937	O-259 1905 - 1920	O-283 1893 - 1906	O-302 1898 - 1901
O-203A (1952)	O-234 1937 - 1957	O-260 1915 - 1916	O-283A Unconfirm	O-303 Doubtful
O-204 Unconfirmed	O-235 1894 - 1916	O-261 1893 - 1903	O-283B Unconfirmed	O-304 Unconfirmed
O-205 1895 - 1913	O-236 1886 - 1913	O-261A (1955)	O-283C 1906 - 1907	O-305 1919 - 1926
O-206 1917 - 1950	O-237 Unconfirmed	O-261B (1955)	O-283D 1932 - 1941	O-306 1892 - 1919
O-207 1908 - 1947	O-238 Unconfirmed	O-262 1894 - 1965	O-283E OPK	O-306A Unconfirmed
O-207A 1919	O-238A 1905-1906	O-263 1904 - 1924	O-284 Unconfirmed	O-306B 1938
O-208 Doubtful	O-239 1887 - 1888	O-263A JM (1955)	O-285 1908 - 1918	O-307 1932 - 1939
O-209 1942 - 1958	O-240 1915 - 1931	CNR 1960	O-286 Unconfirmed	O-308 Unconfirmed
O-210 1895 - 1902	O-240A 1956-1965	O-263B (1955)	O-286A 1898 - 1921	O-308A 1928 - 1935
O-211 1896 - 1906	O-240B Doubtful	O-263C 1966-1971	O-286B OPK	O-308B 1890 - 1898
O-212 1896	O-241 Unconfirmed	O-263D (1966)	O-287 1929 - 1930	O-309 1931
O-213 1891 - 1904	O-241A 1958-1965	O-263E 1970	O-288 1912 - 1920	O-310 1897 - 1905
O-214 1894 - 1913	O-242 Unconfirmed	O-264 1918 - 1938	O-288A Unconfirm	O-311 1909 - 1946
O-215 Doubtful	O-243 1921 - 1942	O-265 1937 - 1958	O-289 1921 - 1924	O-312 1888 - 1897
O-216 1919	O-244 1894 - 1906	O-266 Unconfirmed	O-290 1898 - 1913	O-312A 1889 - 1909
O-216A Unconfirm	O-245 1888 - 1891	O-267 Unconfirmed	O-291 Unconfirmed	O- 312B 1946
O-217 Unconfirmed	O-246 1882 - 1903	O-268 Unconfirmed	O-292 1894 - 1901	O-312C 1930
O-218 1907 - 1919	O-247 1904 - 1947	O-269 1895 - 1956	O-292A 1897	O-312D (1946)
O-218A 1942-1963	O-247A LE 1946	O-270 1910 - 1919	O-293 1901 - 1939	O-313 Unconfirmed
O-219 1893 - 1909	WC 1941	O-271 1927 - 1947	O-294 1927 - 1958	O-314 Unconfirmed
O-220 1910 - 1917	O-248 Unconfirmed	O-271A (1957)	O-294A 1946-1961	O-314A 1887
O-220A OPK	O-248A 1909-1922	O-272 1920 - 1922	O-294B 1929	O-314B 1953
O-221 1903 - 1914	O-249 Unconfirmed	O-272A OPK	O-295 1928 - 1948	O-314C 1909 - 1975
O-221A 2 1/2 Adm.	O-250 1857 - 1859	O-272B 1943	O-295A 1950-1956	O-314D 1975
O-222 1902 - 1914	O-251 1866 - 1873	O-273 1925 - 1940	O-295B (1955)	O-314E 1975
O-223 Unconfirmed	O-252 1864 - 1866	O-273A 1914	O-295C OPK	O-315 Unconfirmed
O-224 1913 - 1915	O-252A Unconfirm	O-274 1882 - 1883	O-295D 1954	O-316 1910 - 1957
O-225 1904 - 1914	O-253 1892 - 1918	O-275 Doubtful	O-295E (1954)	O-317 1890 - 1895
O-226 1873	O-254 Unconfirmed	O-276 Unconfirmed	O-296 1925 - 1956	O-318 1931 - 1932
O-227 Unconfirmed	O-255 Unconfirmed	O-277 1893 - 1894	O-297 Unconfirmed	O-318A 1931 - 1932
O-228 1859	O-255A 1904	O-278 1901 - 1919	O-297A 1957	O-319 1933 - 1937
O-229 1859	O-255B OPK	O-279 1917 - 1931	O-298 1896 - 1910	O-320 OPK
O-229A 1864-1865	O-256 1886 - 1914	O-280 1886 - 1907	O-298A Doubtful	O-321 Doubtful
O-230 1866 - 1871	O-256A 1891	O-280A Doubtful	O-298 Doubtful	O-322 OPK

O-323 1907 - 1914	O-337G 1968-1969	O-350A 1929	O-357F (1965)	O-376 1907 - 1957
O-323A 1912	O-337I (1968)	O-350B 1963-1965	O-357G 1946	O-376A 1949-1960
O-324 1888 - 1897	O-337K 1968	O-350CCC 1946	O-357H DM 1946	O-377 Unconfirmed
O-325 1924 - 1947	O-338 1916 - 1956	JH 1946	KR (1946)	O-378 1921 - 1961
O-325A 1948-1955	O-338B 1946	O-350D 1960	O-357I EN 1960	O-379 1909 - 1914
O-325B (1932)	O-338C 1946	O-351 1927 - 1932	WM (1954)	O-380 1882
O-325C OPK	O-338D 1946	O-351A Unconfirm	CNR 1961	O-381 1876 - 1888
O-325D 1954	O-338E (1951)	O-352 Unconfirmed	O-357J JM (1966)	O-381A 1887 - 1888
O-326 Unconfirmed	O-338F (1955)	O-353 1881 - 1890	RS 1960	O-382 1895 - 1941
O-327 1897 - 1906	O-338G (1955)	O-354 1894 - 1955	O-357K 1966	O-382A 1943 - 1944
O-328 1907 - 1914	O-338H (1955)	O-354A 1967	O-357L 1960	O-383 1898 - 1964
O-329 1893 - 1902	O-338I (1946)	O-354B OPK	O-357M (1960)	O-383A Unconfirmed
O-330 1895 - 1901	O-338J WB 1946	O-355 1907 - 1958	O-357N 1961	O-383B (1955)
O-330A 1892-1894	AB (1946)	O-355A OPK	O-358 1895 - 1900	O-383C 1955 - 1969
O-330B 1900-1901	O-338K (1946)	O-355B 1914-1920	O-359 1892	O-383D 1910
O-331 Unconfirmed	O-338L 1937	O-355C JM (1954)	O-359A OPK	O-384 1906 - 1963
O-331A 1945-1963	O-339 Unconfirmed	GP 1960	O-360 1904 - 1942	O-384A WL (1958)
O-331B Doubtful	O-339A 1917-1919	O-355D (1954)	O-360A 1907	NT 1961
O-331C 1956-1963	O-339B 1921	O-355E 1958	O-361 1912 - 1918	O-384B FD 1967
O-331D OPK	O-340 1891 - 1902	O-355F 1948-1962	O-361A 1943-1949	WM 1961
O-331E 1946	O-341 1892 - 1916	O-355G 1926-1928	O-362 1900 - 1906	O-385 1922 - 1964
O-332 1895 - 1896	O-342 1901 - 1908	O-355H 1960	O-363 Unconfirmed	O-385A Unconfirmed
O-333 1912 - 1923	O-342A 1949-1958	O-355I (1963)	O-364 Unconfirmed	O-385B Unconfirmed
O-334 OPK	O-342B 1954	O-355J 1967-1970	O-365 1899 - 1918	O-385C Unconfirmed
O-335 1927 - 1931	O-342C (1954)	O-355K OPK	O-366 1914 - 1929	O-385D Unconfirmed
O-335A Unconfirm	O-342D 1946	O-356 1932 - 1967	O-367 Unconfirmed	O-385E NH (1958)
O-335B 1890-1896	O-343 Unconfirmed	O-356A 1948-1959	O-367A Unconfirm	WT Unconfirmed
O-335C 1923	O-344 Unconfirmed	O-356B 1942-1960	O-367B 1899	KL (1960)
O-336 1918 - 1927	O-345 Unconfirmed	O-356C (1960)	O-368 Unconfirmed	O-385F Unconfirmed
O-336A 1903	O-346 1893 - 1918	O-357 1937 - 1967	O-369 1891 - 1929	O-385G 1960
O-336B 1975	O-346A 1896-1906	O-357A MM (1953)	O-369A 1909	O-385H 1914 - 1916
O-337 1902 - 1915	O-346B OPK	PH 1961	O-370 1912-1953	O-385I WT Unconfirme
O-337A 1940-1967	O-347 Unconfirmed	O-357B 1960	O-371 1902 - 1936	JS 1960
O-337B 1965-1970	O-348 1916 - 1935	O-357C (1954)	O-372 1905 - 1940	O-385J JM 1946
O-337C 1965	O-349 1898 - 1941	O-357D RT (1933)	O-372A 1911-1914	JMc 1954
O-337D 1966	O-349A (1958)	JM 196	O-374 1893 - 1948	ES 1961
O-337F 1966	O-350 1909 - 1962	O-357E 1961	O-375 1901- 1906	O-385K 1946

O-385L (1954)	O-408 Doubtful	O-422 1889 - 1900
O-385M (1960)	O-408A 1930	O-423 1892 - 1902
O-385N (1960)	O-409 1923 - 1965	O-424 1892 - 1896
O-385O (1960)	O-409A 1963-1964	O-425 1897
O-386 1920 - 1929	O-409B 1916-1917	O-425A 1932 - 1934
O-387 1891 - 1918	O-410 1918 - 1924	O-425B OPK
O-387A OPK	O-411 1926 - 1956	O-425C 1968
O-388 1916 - 1924	O-411A Unconfirmed	O-426 1900 - 1927
O-389 1894 - 1963	O-411B 1946	
O-390 1914 - 1964	O-411C 1923	
O-391 1905 - 1951	O-412 1931 - 1956	
O-392 1896 - 1914	O-412A 1919	
O-393 1911 - 1958	O-412B 1954	
O-393A Unconfirmed	O-413 1927 - 1963	
O-393B 1947 - 1958	O-413A 1961-1967	
O-393C 1907	O-413B 1960	
O-394 1931	O-413C 1964	
O-394A 1946	O-414 Unconfirmed	
O-394B 1932	O-414A 1956 - 1964	
O-395 Unconfirmed	O-414B GS (1960)	
O-395A 1891 - 1894	WG 1961	
O-396 1923 - 1926	O-414C (1965)	
O-397 1898 - 1924	O-414D 1960	
O-398 1914 - 1921	O-415 Unconfirmed	
O-398A 1919	O-416 1915 - 1931	
O-399 Unconfirmed	O-416A 1934	
O-400 1891 - 1898	O-416B 1964 - 1967	
O-401 Unconfirmed	O-417 1901 - 1910	
O-402 1860	O-418 Unconfirmed	
O-403 1903 - 1916	O-419 1888 - 1900	
O-404 1893 - 1923	O-419A Unconfirmed	
O-405 1890 - 1897	O-420 1910 - 1929	
O-406 1913 - 1922	O-421 1916 - 1932	
O-407 1880	O-421A 1930 - 1939	

The following is a list of currently known earliest and latest year dates of all the Western R.P.O. runs. If you have any earlier or later year date of any of the indicated runs, 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 this 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; please let us know if you have any bracketed date. Unconfirmed means probably exists but we have no exact date. Doubtful means probably recorded in error. OPK = Only Proof Known. DO = Destruction Order Strike known. SS = Survey Strike Known.

W-0 1933	W-11G 1954	W-23D (1953)	W-26D AM (1946)	W-26Q MP 1956
W-0A Unconfirmed	W-11H 1942	W-23E 1954-1955	NJ 1957-1965	EK 1962-1963
W-0B OPK	W-12 1916-1944	W-23F (1953)	WM (1955)	AS 1957-1958
W-0C 1917	W-12A 1945-1946	W-23G PC 1956	GA Unconfirmed	RW 1954-1963
W-1 1925-1955	W-12B 1946	PZ 1950	W-26E AM (1946)	W-26R 1915
W-1A 1957-1958	W-13 Unconfirmed	JS 1954-1956	WG Unconfirmed	W-26S (1945)
W-2 1936-1944	W-14 1914-1933	W-23H 1956-1965	NM 1936-1937	W-27 1927-1964
W-3 1911-1950	W-15 1927-1930	W-23I 1955-1956	EK 1957-1964	W-27A GK 1946
W-4 Unconfirmed	W-15A 1945-1953	W-23J 1955	OG 1957-1962	EE 1963-1965
W-4A 1922-1935	W-15B 1945-1947	W-23K (1946)	SM (1963)	W-27B WP 1946
W-4B 1946-1954	W-15C 1946	W-23L 1954	W-26F 1946	WF 1946
W-4C 1946	W-15D (1953)	W-23M OPK	W-26G 1946	W-27C 1941-1943
W-4D 1955-1957	W-15E (1953)	W-23N OPK	W-26H 1946	W-27D 1919
W-4E Unconfirmed	W-15F Unconfirmed	W-23O (1960)	W-26I (1954)	W-27E 1902
W-5 1930-1964	W-15G 1915-1916	W-23P 1944	W-26J NS 1962	W-28A 1946
W-6 1908-1931	W-16 Unconfirmed	W-24 1933-1954	EM 1946	W-28B 1946
W-7 Unconfirmed	W-16A 1940-1957	W-24A 1914	CK 1949-1962	W-28C Unconfirmed
W-7A Doubtful	W-16B 1957	W-24B OPK	RG Unconfirmed	W-28E JW 1956
W-7B 1904-1906	W-17 1926-1957	W-24C OPK	HD - 1962	EJ (1952)
W-8 1910-1957	W-17A 1946	W-25 1941-1964	W-26K RC 1964	CS (1952)
W-8A 1953	W-17B OPK	W-25B 1916-1928	AM Unconfirmed	W-28F WG 1963
W-9 1932-1957	W-18 1894-1905	W-25A Unconfirmed	LA 1963-1964	F 1954
W-9A 1943	W-19 Unconfirmed	W-26 1913-1965	HH 1960-1965	W-28G AM (1955)
W-10 1933-1945	W-20 1900-1954	W-26A 1940-1956	ED 1956-1963	CG 1946
W-11 1933-1945	W-21 1908-1917	W-26B 1905-1964	CD 1962	W-28H 1962-1965
W-11A 1947-1955	W-22 1932-1954	W-26C 1946	W-26L (1955)	W-28I (1962)
W-11B Unconfirmed	W-22A (1946)	W-26D WH 1946	W-26M (1954)	W-28J 1946
W-11C (1953)	W-23 Unconfirmed	RB 1962-1965	W-26N (1956)	W-28K 1946
W-11D 1955-1956	W-23A 1946	JG 1954	W-26O 1911-1939	W-28L 1946
W-11E (1955)	W-23B (1946)	RM 1963	W-26P WG 1955	W-28M 1946
W-11F 1954	W-23C 1948-1953	EE 1946	WM 1950-1962	W 28N 1957-1964

W-29 Unconfirmed	W-43F 1952	W-60B 1962-1965	W-65B OPK	W-80 1924-1957
W-30 1899-1964	W-43G 1955	W-61 1915-1920	W-66 Unconfirmed	W-81 1901-1910
W-31 Doubtful	W-43H (1953)	W-61B Doubtful	W-66A 1946	W-82 Unconfirmed
W-32 1931-1951	W-43I 1941-1953	W-62 1924-1961	W-66B 1948-1953	W-83 1905-1910
W-32A 1917-1918	W-43J 1946	W-62A 1946	W-66C 1948-1954	W-83A 1946
W-33 1926-1950	W-44 1923-1928	W-62B 1946	W-66D OPK	W-83B (1955)
W-34 Unconfirmed	W-45 Doubtful	W-62C 1946	W-66E 1932	W-83C 1956
W-35 Unconfirmed	W-46 1929-1935	W-62D KL 1946	W-67 1937-1957	W-83D RM 1956
W-35A 1935	W-47 Unconfirmed	ER (1946)	W-67A 1949-1952	EE 1955-1957
W-36 Unconfirmed	W-48 1931-1955	W-62E LH 1946	W-68 1907-1947	W-83E Undated
W-37 1942-1959	W-48A 1946	RB 1957	W-68A 1918-1919	W-83F AA Undated
W-38 1935-1959	W-49 Unconfirmed	HP 1957	W-69 Unconfirmed	S Undated
W-38A 1946	W-49A 1905-1915	W-62F (1946)	W-70 1916-1928	W-83G DS 1950
W-38B JB 1954	W-50 Unconfirmed	W-62G WS 1955	W-71 1913-1923	EN (1955)
KM (1946)	W-51 1923-1942	WW Unconfirmed	W-72 1940-1958	W-83H 1946
HP Unconfirmed	W-51A 1965-1968	W-62H Unconfirmed	W-72A 1945-1959	W-83I Unconfirmed
W-38C (1953)	W-52 1932-1933	W-62I SW (1956)	W-72B 1946	W-84 Unconfirmed
W-38D (1953)	W-52A OPK	JW Unconfirmed	W-72C 1952-1954	W-85 Doubtful
W-38E (1953)	W-53 Unconfirmed	W-62K 1961-1962	W-72D 1949	W-85A Unconfirmed
W-38F Unconfirmed	W-53A 1905-1915	W-62L (1961)	W-72E (1953)	W-85B Undated
W-38G (1955)	W-54 Unconfirmed	W-62N 1954	W-72F (1955)	W-85C Unconfirmed
W-38H 1944	W-55 1908-1923	W-62O 1943	W-72G 1949	W-86 1904-1957
W-38I OPK	W-56 Unconfirmed	W-63 1937-1944	W-73 Unconfirmed	W-86A (1957)
W-39 1915-1921	W-56A 1946-1947	W-64 1935-1948	W-73A Unconfirmed	W-86B 1924
W-39A (1953)	W-56B 1947-1950	W-64A 1946	W-74 1931-1956	W-87 1900-1964
W-40 Unconfirmed	W-56C 1961	W-64B 1946	W-74A Doubtful	W-87A 1946-1953
W-41 Unconfirmed	W-57 1919-1927	W-64C JW 1946/48	W-74B (1946)	W-87B (1946-1956)
W-42 1916-1952	W-57A 1947-1953	ES 1946-1947	W-74C 1914	W-87C (1946)
W-43 1916-1953	W-57B Unconfirmed	W-64D 1949-1954	W-75 Unconfirmed	W-87D 1953
W-43A 1933-1954	W-57C (1927)	W-64F 1953-1954	W-76 1907-1910	W-87E 1946-1947
W-43B AO 1946	W-57D Unconfirmed	W-64G 1954	W-76A 1906-1957	W-87F 1946
EM 1946	W-58 1910-1915	W-64H (1963)	W-77 1910-1956	W-87G RA 1953-1956
EB 1946	W-58A 1922	W-64I No date	W-77A (1946)	C 1946
W-43C JB 1946	W-59 1902-1903	W-64K 1941-1943	W-77B 1946-1956	W-87H 1951-1964
GL 1946	W-59A 1913-1916	W-64L 1953	W-77C 1956	W-87I HG (1951)
W-43D 1946	W-60 1905-1911	W-65 1907-1912	W-78 Unconfirmed	LW 1946

W-87J 1953-1956	W-91D BG 1956	W-99 1915-1957	W-104 1919-1935	W-114A 1952-1957
W-87K NF 1953	JH Unconfirmed	W-100 1921-1957	W-104A (1909)	W-114B (1955)
EA Unconfirmed	W-91E (1937)	W-100A (1946)	W-104B 1931	W-114C FB 1954-1955
W-87L (1956)	W-91F GW 1953	W-100B 1946	W-105 1926-1927	HM 1954-1955
W-87M 1956	AW 1954-1956	W-100C (1946)	W-106 1912-1918	W-114D (1955)
W-87N (1955-1956)	WM Unconfirmed	W-100D 1946	W-106A (1924)	W-114E 1954
W-87O 1954-1955	W-91G 1954	W-100E 1948	W-107 Unconfirmed	W-114F Unconfirmed
W-87P (1956)	W-91H 1955	W-100F 1953-1956	W-108 Unconfirmed	W-115 1924-1956
W-87Q 1954	W-91I 1952	W-100G 1954	W-109 1929-1945	W-116 1938-1954
W-87R 1957	W-91J 1950	W-100H 1953	W-109A (1946)	W-116A 1946-1947
W-87S (1957)	W-91K 1947	W-100I (1954)	W-109B 1950-1955	W-116B 1946
W-87T RW 1946/57	W-91N 1955	W-100J 1954	W-109C 1940	W-116C 1946
SA 1953-1956	W-91O 1961	W-100K (1955)	W-109D (1946)	W-116D 1946
W-87U Unconfirmed	W-91P 1942	W-100L (1946)	W-109E 1943	W-116E 1947-1949
W-87V (1955-1956)	W-91Q 1943	W-100M 1950	W-110 Unconfirmed	W-116F Unconfirmed
W-87W (1956)	W-91R 1955	W-100N (1950)	W-110A (1950)	W-116G Unconfirmed
W-87X 1930	W-92 1917-1918	W-100O 1943	W-110B 1955-1960	W-116H (1949-1950)
W-87Y 1956	W-93 Unconfirmed	W-101 Unconfirmed	W-110C 1955-1959	W-116I 1951
W-88 1918-1935	W-94 1894-1906	W-102 1912-1960	W-110D 1960-1964	W-116J 1946
W-89 1916-1958	W-94A Doubtful	W-102A 1946	W-111 1914-1955	W-117 1932-1938
W-89A 1958	W-95 Unconfirmed	W-102B EC 1946	W-112 Unconfirmed	W-118 1913-1918
W-89B (1946)	W-95A 1938-1949	JH Unconfirmed	W-112A SS 1946	W-118A 1955-1956
W-89C Unconfirmed	W-95B 1904-1930	W-102C (1946)	RB 1946	W-118B OPK
W-89D 1934	W-96 1932-1954	W-102D 1946	WH 1946	W-119 Unconfirmed
W-89E (1953)	W-97 1949-1956	W-102E 1903-1918	W-112B CB 1946	W-120 1920-1948
W-89F 1931	W-97A 1909-1925	W-102F 1954	WC Undated	W-120A 1946
W-89G 1946	W-98 1930-1956	W-102G 1955	W-112C 1946	W-120B 1946
W-89H 1929	W-98A HO 1946	W-102H 1953	W-112D 1953	W-120C (1946)
W-90 1909-1914	EK Unconfirmed	W-102I (1955)	W-112E (1954)	W-120D HL 1946
W-91 1917-1958	W-98B 1946	W-102J 1931	W-112F OPK	HA 1943-1946
W-91A DM 1957	W-98C 1946	W-102K 1955-1961	W-112G LA 1954	W-120E 1950-1957
JJ 1943-1946	W-98D (1953)	W-102L 1931	EL 1954	W-120F BS 1954
W-91B 1946	W-98E (1954)	W-102M 1935	W-112H 1946	GT Unconfirmed
W-91C VL 1950	W-98F ES 1954	W-103 1914	W-113 Unconfirmed	W-120G 1955
JS 1954	AM 1946	W-103A 1919-1928	W-113A OPK	W-120H (1955-1956)
VW Unconfirmed	W-98G 1954	W-103B 1943-1944	W-114 1921-1931	W-120I 1940

W-120J 1950	W-127K 1946-1955	W-138J 1955	W-145C (1961)	W-146AA 1955
W-120K 1924	W-127L 1956	W-138K 1961	W-145D 1957	W-147 Doubtful
W-121 1904-1919	W-127M 1930	W-138L (1946)	W-145E 1964	W-147A 1955-1960
W-122 Unconfirmed	W-128 1910-1918	W-139 Unconfirmed	W-145F 1945-1953	W-147B 1956-1960
W-123 Unconfirmed	W-129 1919-1928	W-139A 1910-1922	W-145G 1955	W-148 1931-1943
W-124 1925-1939	W-129A (1918)	W-139B Doubtful	W-145H 1950	W-148A OPK
W-124A 1939-1945	W-130 Unconfirmed	W-140 1918-1955	W-146 1919-1957	W-149 1907-1946
W-124B 1946-1957	W-131 1913-1950	W-140A 1946	W-146A 1946	W-149A 1943
W-124D (1908)	W-131A OPK	W-140B ET 1946	W-146B 1946	W-150 1894-1911
W-124E 1942	W-131B OPK	HP 1943	W-146C 1954-1956	W-152 1919-1957
W-125 1908-1948	W-131C 1915	W-140C 1956-1958	W-146D (1946)	W-153 1939-1953
W-125A 1909-1910	W-132 1929-1946	W-140D 1951	W-146E (1946)	W-153A 1946
W-125B Unconfirmed	W-132A 1946	W-140E (1953)	W-146G 1958	W-153B Unconfirmed
W-125C Unconfirmed	W-132B 1946	W-141 1924-1948	W-146H (1953)	W-153C Unconfirmed
W-125D OPK	W-133 1929	W-141A 1946	W-146I AM (1953)	W-153D (1955)
W-125E OPK	W-133A 1946	W-141B 1946	DM (1953-54)	W-153E 1917
W-125F 1934	W-133B Unconfirmed	W-141C 1946-1954	W-146J (1953)	W-153F 1946
W-126 1923-1961	W-133C (1956)	W-141D 1951-1960	W-146K 1955	W-153G 1950
W-127 1930-1958	W-134 Unconfirmed	W-141E (1953)	W-146L (1953)	W-154 1909-1915
W-127A WP 1946	W-134A 1883-1886	W-141F 1955	W-146M (1954)	W-154A Unconfirmed
JA 1955	W-134B OPK	W-141G 1950	W-146N (1954)	W-154B 1899
CB Unconfirmed	W-135A 1946-1955	W-141H 1955	W-146O (1955)	W-155 1915-1948
W-127B DD (1946)	W-136 1915-1929	W-141I WC 1944	W-146P 1953-1954	W-155A 1946
JA Unconfirmed	W-137 Unconfirmed	NS 1946-1948	W-146Q 1956	W-155B 1946
VH Unconfirmed	W-138 1935-1960	JP 1953-1955	W-146R 1954	W-155C 1950
OM Unconfirmed	W-138A 1937-1946	EV Unconfirmed	W-146S 1950	W-156 1926-1947
W-127C EM (1954)	W-138B CB (1946)	W-142 1904-1918	W-146T 1955	W-157 1915-1917
CV Unconfirmed	HV 1946-1949	W-142A 1910-1915	W-146U HB 1956	W-157A (1946)
W-127D (1954-1955)	W-138C WR (1946)	W-142B 1914	HS Unconfirmed	W-157B 1915
W-127E 1956-1961	DC Unconfirmed	W-144 1929-1935	W-146V 1955	W-158 1929-1956
W-127F 1955	W-138D (1946)	W-144B 1950	W-146W 1929-1938	W-159 Unconfirmed
W-127G 1956	W-138E 1953	W-144C 1932	W-146X (1960)	W-159A 1930-1942
W-127H (1961)	W-138F (1953)	W-145 1922-1949	W-146Y 1912	W-160 Unconfirmed
W-127I 1962-1965	W-138G (1955)	W-145A 1946	W-146Z RH 1946	W-160A T 1901-1902
W-127J OPK	W-138H (1961)	W-145B 1951-1957	AG 1955	PB Unconfirmed
			GW 1955	

W-160B No data	W-160Y S OPK	W-161H 1924	W-175B 1901-1905	W-182A 1905-1909
W-160C 1937-1952	SM OPK	W-161I 1952	W-175C Doubtful	W-182B No Date
W-160D RC 1909	W-160Z OPK	W-161K 1946	W-176 Unconfirmed	W-183 Unconfirmed
PA Unconfirmed	W-160AA QC OPK	W-161L 1962	W-177 1901-1907	W-184 1891-1899
W-160E PS OPK	PB 1909	W-161M 1908	W-178 1888-1893	W-184A OPK
PA OPK	W-160AB OPK	W-162 Doubtful	W-178A OPK	W-185 1889-1903
pa 1939-1940	W-160AC 1913-14	W-163 No data	W-179 1926-1957	W-185A OPK
PM Unconfirmed	W-160AD 1939-41	W-164 1902-1913	W-179A 1946-1950	W-186 1925-1938
W-160F PA No data	W-160AE	W-165 1914-1916	W-179B LH 1946	W-186A 1926
PL No data	PR 1909-1911	W-165A OPK	GS Unconfirmed	W-187 1910-1914
PR No data	PA 1937-1939	W-166 1912-1925	W-179C 1945-1956	W-188 Unconfirmed
PN 1932-1937	W-160AF No data	W-166A 1926	W-179D (1953)	W-189 1915-1963
W-160G PR OPK	W-160AG OPK	W-166B 1909	W-179E RS 1968	W-189A 1954-1955
PG 1913	W-160AH 1918	W-167 Unconfirmed	EL Unconfirmed	W-190 1939-1962
W-160H PR No data	W-160AI OPK	W-168 1918	AK Unconfirmed	W-190A 1946
PG No data	W-160AJ PA OPK	W-168A 1918	WW Unconfirmed	W-190B 1946
C 1910-1911	PS OPK	W-169 1926-1958	W-179F No data	W-190C 1885
W-160I 1911-1912	W-160AK OPK	W-169A 1954-1955	W-179G 1962-1969	W-190D 1971
W-160J 1903-1906	W-160AL OPK	W-169B No data	W-179H 1950-1967	W-190E 1964
W-160K (1956)	W-160AM OPK	W-169C (1954)	W-179I OPK	W-190F 1928
W-160L (1955)	W-160AN 1929	W-169D 1942	W-179J (1955)	W-191 1905-1957
W-160M 1929-1978	W-160AO 1906-07	W-170 Unconfirmed	W-179K (1956)	W-191A 1931-1939
W-160N 1938	W-160AP 1921-23	W-171 1913-1917	W-179L (1960)	W-192 Unconfirmed
W-160O No data	W-160AQ 1969	W-171A No data	W-179M (1960)	W-192A 1946-1947
W-160P No data	W-160AR 1973	W-172 Doubtful	W-179N 1954-1955	W-193 1931-1947
W-160Q PR No data	W-160AS 1978	W-173 1925-1953	W-179O JN 1968	W-194 Unconfirmed
PG No data	W-161 1917-1952	W-173A 1946-1953	JT 1954	W-195 Unconfirmed
W-160R A 1907	W-161A 1946	W-173B 1947-1963	W-179P 1969	W-195A 1907-1926
PM 1904-1905	W-161B WC 1952	W-173C (1955)	W-179Q (1968)	W-195B Unconfirmed
W-160S 1923-1932	AR Unconfirmed	W-173D (1955)	W-179R CH 1954	W-195C Unconfirmed
W-160T 1912-1916	W-161C 1918-1919	W-173E 1946	WM 1949	W-195D WS Unconfirmed
W-160U 1935	W-161D 1946	W-174 1892-1905	W-179S 1962	JP Unconfirmed
W-160V OPK	W-161E (1946)	W-174A Doubtful	W-180 1906-1910	W-195E Unconfirmed
W-160W OPK	W-161F (1955)	W-175 1923-1946	W-181 Unconfirmed	W-195F Unconfirmed
W-160X OPK	W-161G M OPK	W-175A No data	W-182 Unconfirmed	
	T OPK			

W-195G WL 1946	W-203C 1929
HB 1954	W-204 1909-1939
EK Unconfirmed	W-205 1930-1945
TM No date	W-205A 1946-1956
W-195H CB No data	W-206 1916-1952
EK (1956)	W-207 1931-1955
W-195I (1949)	W-207A 1937
W-195J AV 1946	W-208 1912-1925
WK 1951	W-209 1938-1957
ELR 1954	W-209A 1923-1924
BT Unconfirmed	W-209B 1943
TS No date	W-210 1906-1917
W-195K (1953)	W-211 1902-1924
W-195L (1953)	W-211A 1955-1959
W-195M (1919)	W-211B Unconfirmed
W-196 1900-1964	W-211D Unconfirmed
W-196A 1924-1927	W-212 1908-1924
W-196B (1949)	W-212A 1945-1950
W-196C CB (1949)	W-213 1915-1924
EK (1955)	W-214 1925-1936
W-196D 1923-1927	W-215 1911-1957
W-196E 1965	W-215A Unconfirmed
W-197 1907-1925	W-215B (1955-1956)
W-197A 1922-1925	W-216 1922-1935
W-198 Unconfirmed	W-217 1939-1945
W-198A 1899	
W-199 1907-1914	
W-200 Unconfirmed	
W-201 1928-1951	
W-201A Unconfirmed	
W-202 1909-1929	
W-203 1924-1958	
W-203A 1924	
W-203B 1963	

M-121, TRURO & AMHERST, Type 13, is not currently known in the R.P.O. Study Group Inventory, and we have no knowledge of this run, which was originally reported from Jarrett's listings and by Gedye; however, as noted by Gillam, its existence is possible, and we will let this listing stand pending further information.

M-121A
TRURO & MONCTON R.P.O. / .

One Hammer, Type 17

Proofed: Unknown

Earliest: November 5, 1962

Indicia: PM

Usage: Rare; one known strike

R.F.: 200

Comments: This run was originally reported from the discovery of its undated Destruction Order Strike, which was recalled and recorded in December, 1969. Subsequently, Belanger discovered the currently only known strike above. With its small, modern letters, this hammer was probably only used from the late 1950s; undoubtedly additional strikes will be reported.

M-121B
TRURO & ANNAPOLIS R.P.O. / .

One Hammer, Type 17

Proofed: November 16, 1920

Earliest: No known strike

Indicia: W in Proof Strike

Usage: Unknown

R.F.: 200

Comments: This run was first discovered in our examination of the proof books in Ottawa in 1972. No strikes have ever been reported so we can not confirm that the delivered hammer was ever used. Those with holdings of late Admirals will have the best opportunity for finding strikes of this run.

M-122

TRURO & NEW GLASGOW / M. C.

Two Hammers, Type 9E

Hammer I

Proofed: May 3, 1893

Earliest: June 9, 1893

Latest: April 27, 1897

Indicia: E, W - equally

Usage: Known in each year of period

R.F.: 110 (35.7%)

Comments: For the period, November, 1894 to April, 1897, an inverted "W" was used to indicate "W". Strikes of this hammer are usually clear, but light, and wear was nominal. We note no major rim or letter breaks.

Hammer II

Proofed: May 3, 1893

Earliest: November 24, 1893

Latest: May 21, 1897

Indicia: W - common, E - uncommon

Usage: Full and continuous

R.F.: 110 (64.3%)

Comments: Hammer II saw almost twice as much usage as Hammer I, and strikes are usually stronger and more readable. Like Hammer I, no major breaks have been noted.

SEPARATION OF M-122 HAMMERS

- Step 1. Because the two hammers are very similar, careful measurement is required; measure the chordal distance from the bottom of the left leg of the second "R" of TRURO to the bottom of the right leg of the "N" of NEW. Hammer I is a full 8 1/2 mm, while Hammer I is only 8 mm.
- Step 2. For corroboration, measure the chordal distance from the bottom of the left leg of the "A" to the bottom of the second vee of the "W", both of GLASGOW; Hammer I will measure less than 9 mm, while Hammer II is over 9 mm.

A chart of chordal measurements is available upon request.

Two copies in one collection of M-123, TRURO & NEW GLASGOW R.P.O. / . Type 17, have been reported, but are not yet confirmed. Although we have never seen this run, it is quite feasible, and every effort is being made to verify its existence. We would appreciate hearing from any readers having strikes of M-123.

M-124 is a controversy, TRURO & PICTOU / M. C., Type 9E; to date, your columnist has been fighting an up-hill battle, but we can report that we are winning ----- so far. We do not believe that this run exists. Five strikes were reported in the R.P.O. Study Group Inventory; however, close scrutiny of each has shown each to be M-90 in which the OXFORD has been misread as TRURO. For the time being, we are reclassifying this run as DOUBTFUL; in the meantime, we would like to see any strikes which collectors believe might be M-124.

M-125

TRURO & PICTOU RY / M. C.

Two Hammers, Type 10C

Hammer I

Proofed: February 15, 1880

Earliest: May 1, 1880

Latest: March 30, 1888

Indicia: WEST - common, EAST - rare

Usage: Evenly throughout period

R.F.: 120 (36.1%)

Comments: At this time of writing, it would appear that these two hammers were used consecutively, rather than concurrently. We can prove no use of Hammer II during the period of Hammer I. A distance of 4 1/2 mm for the chord from the bottom of the "I" to the bottom of the "T", both of PICTOU, proves Hammer I.

M-125 (continued)

Hammer II

Proofed: February 15, 1880

Earliest: May 22, 1888

Latest: March 13, 1893

Indicia: WEST - common, EAST - very scarce

Usage: continuous throughout period

R.F.: 120 (63.9%)

Comments: We have a Hammer II strike dated March 21, 1887, on a 3 $\frac{1}{2}$ Small Queen, Montreal Printing, which may be earlier than that listed above, and might prove some concurrent usage with Hammer I; this, however, will have to wait further clarification from our readers as they analyze their M-125 strikes. A measurement of only 4 mm for the "I-T" chord of PICTOU proves Hammer II. A chart of seven chordal measurements for the two M-125 hammers is available upon request.

M-125A

TRURO & PICTOU R.R. / =

One Hammer, Type 4

Proofed: Unknown

Earliest: June 29, 1874

Latest: August 28, 1877

Indicia: EAST only

Usage: Rare

R.F.: 150

Comments: The rarity factor above is considerably undervalued; only four strikes of this rare run were reported in the R.P.O. Study Group Inventory. It will be of interest to see whether the time spread above can be extended in either direction.

For M-126, TRURO & PICTOU R.P.O. / ., Type 17, we have now another controversy, and the battle goes on. Three strikes were reported in the R.P.O. Study Group Inventory; one of these has proved to be M-91, and the other two reporters can not now find their strikes! For the time being we are classifying this run as DOUBTFUL, but will be glad to reverse our position should a confirmed strike be found.

M-127

TRURO & POINT TUPPER / M. C.

Two Hammers, Type 9E

Hammer I

Proofed: Unknown

Earliest: June 23, 1897

Latest: August 13, 1900

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

Usage: Full and complete

R.F.: 100 (55.6%)

Comments: EAST and WEST have been previously reported as indicia for this run; we do not believe that such exists. Blank above is dated April 26, 1899, a single such strike. These two hammers are very similar in characteristics; however, a carefully measured chord from the bottom of the "P" to the bottom of the "T", both of POINT will make a differentiation between the two. Hammer I is only 6 1/2 mm, while Hammer II is a full 7 mm.

M-127 (continued)

Hammer II

Proofed: Unknown

Earliest: July 15, 1897

Latest: July 21, 1900

Indicia: W - common, E - scarce

Usage: Full and complete

R.F.: 100 (44.4%)

Comments: Although this run is relatively common, both hammers were used only for a comparatively short period of time, and neither shows any amount of wear or distinct breaks. As corroboration in identification, measure the chordal distance from the bottom of the "T" to the bottom of the right leg of the "R", both of TUPPER; Hammer II measures a full 9 1/2 mm, while Hammer I is only 9 mm. A chart of chordal measurements is available.

M-128

TRURO & PORT HAWKESBURY / M.C.

Three Hammers, Type 9E

Hammer I

Proofed: March 2, 1883

Earliest: December 13, 1884

Latest: March 21, 1893

Indicia: WEST - common, EAST - very scarce

Usage: Sporadic and inconsistent

R.F.: 110 (53.8%)

Comments: Undoubtedly earlier strikes will be found; we have two strikes of the 1880s on which the year is indistinct, but which probably precede the earliest above. Strikes are generally light, usually partial. Our representation predominates in the early 1890s.

M-128 (continued)

Hammer II

Proofed: March 2, 1883

Earliest: September 9, 1885

Latest: August 22, 1892

Indicia: EAST, WEST - equally; Blank - rare

Usage: Known in each year of period

R.F.: 110 (38.5%)

Comments: Blank known on February 25, 1887. As with Hammer I, strikes are usually light and partial. Although not as well known as Hammer I, examples of this hammer are more evenly distributed. No major breaks have been noted in any of the three hammers.

Hammer III

Proofed: March 2, 1883

Earliest: September 26, 1885

Latest: May 28, 1891

Indicia: WEST only

Usage: Very scarce

R.F.: 110 (7.7%)

Comments: To date, we have only seen the above two strikes of this hammer, which probably saw some sort of substitute use. The need for more than two hammers on this run is not apparent.

SEPARATION OF M-128 HAMMERS

- 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. A chord of 5 1/4 mm is Hammer II; Hammers I and III measure 5 3/4 mm.
- Step 2. Measure the distance from the bottom of the "P" to the bottom of the right leg of the "R", both of PORT. A full 5 1/2 mm is Hammer I, while a chord of 5 1/4 mm, distinctly less than 5 1/2 mm is Hammer III

A chart of chordal measurements is available upon request.