

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

Volume IX, No. 2

March, 1981

Just when one thinks that things have settled down a bit, correspondence hits the mail box and you know that in this hobby, things don't stay settled for long. From Bill Robinson we have a new ship cancel, S.S. PRINCESS NORAH, and the cover with the strike is enclosed (a copy of the strike, that is). Bill seems to keep coming up with all these new godies out in Vancouver and it makes a West Virginian, and I presume others, wonder if we should relocate for better hunting. Congratulations Bill! Although Bill has not specifically said print it, he has also come up with a "cache" of clerk and other strikes which will be included in the new catalog. Having visited Bill and talked with him about his hunting practices, I have a good feel that he will continue with these discoveries. He seems to have a nose for such. Also shown with Bill's S.S. PRINCESS NORAH are three other new items: C.G.S. "C.D.HOWE", CAN.PAC.RY./S.S.PRINCESS MARGUERITE and a new registration "R". What next Bill!

FROM DOUG BURCHILL - Having been in ^{the} correspondence business for awhile, I know that Doug doesn't write often, so we were pleasantly surprised to receive a letter to allow us to know that he is still at it. He sent more on the CP stockholder suit in the courts that is of continuing interest. Looks like those long lost or ignored pieces of "paper" might turn out to be worth something. If you have any, you might end up holding a "piece" of that beautiful CP Tower! I think Doug is worrying about holding on to enough of CP to keep his job - a good thing to worry about. I might pass on that Doug undertook a very interesting challenge a couple of years ago. Hearing that plans were being made to tear down the old rail depots in Ontario, he undertook to get a picture of every single one of them before the wrecking ball got there. His last letter indicated that he completed the job and if anyone thinks I am only talking about 10 or 20 depots, they need to look at a map of Ontario. I don't know how many but the figure is imposing. Doug, how about giving us a short story describing your project and some of the experiences - like being chased by a Moose at one point!

FROM GERALD CARR - Ask and you shall receive! I ask that if any of you had exhibited RPOs, to let me have some material so that we could all share. Well, got a return from Gerald enclosing copies of part of his exhibit and have included four pages. Just in case the copies don't come out clearly, you may be assured that the lettering on the train pictured for the Central Vermont Railway is lettered Vermont Railway - Now can anyone tell us what station we are looking at? We will from time to time continue using exhibit material - now who else is going to get busy and send along some pages - or do I have to start twisting arms!

FROM PALMER MOFFAT - Palmer asked me at the convention at McAllen a question on R-172 which I couldn't answer so maybe we can get some answers here. Palmer sent along copies of the covers which pose the question - all from SONYA and PORT PERRY - dated 1895-96 through Toronto to New York. Was this a wandering or misplaced hammer, a transferred clerk who had a fond attachment to his hammer - wherever he was assigned, or was this hammer really used between these locations? Who can give us an answer to this puzzle? Copies of two of the covers are included for your review.

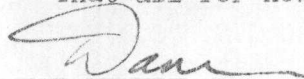
WORD FROM LEW - As most of you know, Lew has pretty much stopped writing so that he can concentrate on getting the catalog completed. So, by telephone, I have it that he is busy as hell with his business and its vagaries and with the catalog and the Newf. material. He sent his regards to all and the message that progress is being made but slowly. Included are more pages of Newf. an-1

March. 1981

alysis. There should be one more installment to go on this hammer analysis before he wraps it up. Then the catalog - and then maybe we will all start getting letters from him again. While anxious, I am at the same time in agreement with him that this Newf. section must be cleaned up before the new catalog comes out. So, with patience we will all wait - but not with much patience Lew!

We haven't had an update of count of RPO runs by collection recently so how about sitting down and jotting down your count by area of the catalog and sending it along. I will tabulate and publish in either the next or following issue. Don't count multiple clerk hammers separately but only report each run regardless of the number of clerk hammers for it that you have. If you don't collect all areas but just one or two provinces, give the figures for just that one province. Nothing formal but just put the numbers on a card with your name so that I can easily tabulate and identify the reported.

That all for now!


Dave

Prints Trysack Impresos Drukwerk

S. S. PRINCESS NOBILI



Mrs. Al Chamberlain

332 W. 79th St.

Seattle 7, Wash., U.S.A.

R150F
NEW SHIP

From Bill Robinson

C.G.S. "C.D. HOWE"

R35A.
Au 24/54.

A
NEW
LISTING.



Mrs. Al Chamberlain
332 W 79th
Seattle Wash 150

3 LINES →



R29B?
R29G?
NEW?

Mrs. Al Chamberlain
332 W. 79th St.
Seattle 7, Wash., U.S.A.

6



N130

ALUM

NEW REGISTRATION
→

P.O.T. **R** 3764

Mrs. Al Chamberlain
332 W. 79th St.

Seattle 7, Wash., U.S.A.

Citing 1884 deal suit aims to grab big CP holdings

By Irvin Lutsky Toronto Star

A Toronto investor is trying to get the courts to appoint a receiver and manager for the main Canadian Pacific rail line running from Montreal to Windsor.

If his action is successful, Coopers and Lybrand Ltd., a Toronto accounting firm, could find itself with the new Massey Hall on its hands, as well as hundreds of miles of track.

The investor wants the court appoint Coopers and Lybrand as receiver of Ontario and Quebec Railway Co., which owns the line. He also wants the court to direct the receiver to compel CP to cure defaults under its 1884 agreement, which has about 900 years to run.

Running on briefs

Some time ago, Ian Sinclair, CP chairman, advised potential investors in O and Q to consult their lawyers, not their brokers.

But while aircraft are propelled by jet engines, the venerable O and Q seems to be fuelled by court documents. Shares in the non-operating railway jumped \$1,250 yesterday to \$12,750 bid.

The stock is up an amazing \$5,000 a share in the past three weeks. The latest price surge for the stock is the result of the court action.

CP has its head office in Windsor Station in Montreal on O and Q property. The CP Windsor Station-to-Windsor, Ont., main line is on leased O and Q track.

Minority shareholders in O and Q won a significant victory against CP in 1978 and this decision is being appealed by the diversified rail giant.

But the action launched Friday by Toronto real estate investor John C.

Turner could offer a more serious threat to CP if it succeeds.

Turner says he owns about 60 per cent of the 4 million pounds of issued debenture stock of O and Q. Because the debenture stock was issued in sterling, it is traded in London.

Turner says holders of the debenture stock are entitled to one vote for each 20 pounds held. CP owns about 18,000 of the 20,000 issued O and Q common shares. A pension fund for T. Eaton Co. Ltd. employees and Toronto investment dealer Joseph Pope own most of the remaining common.

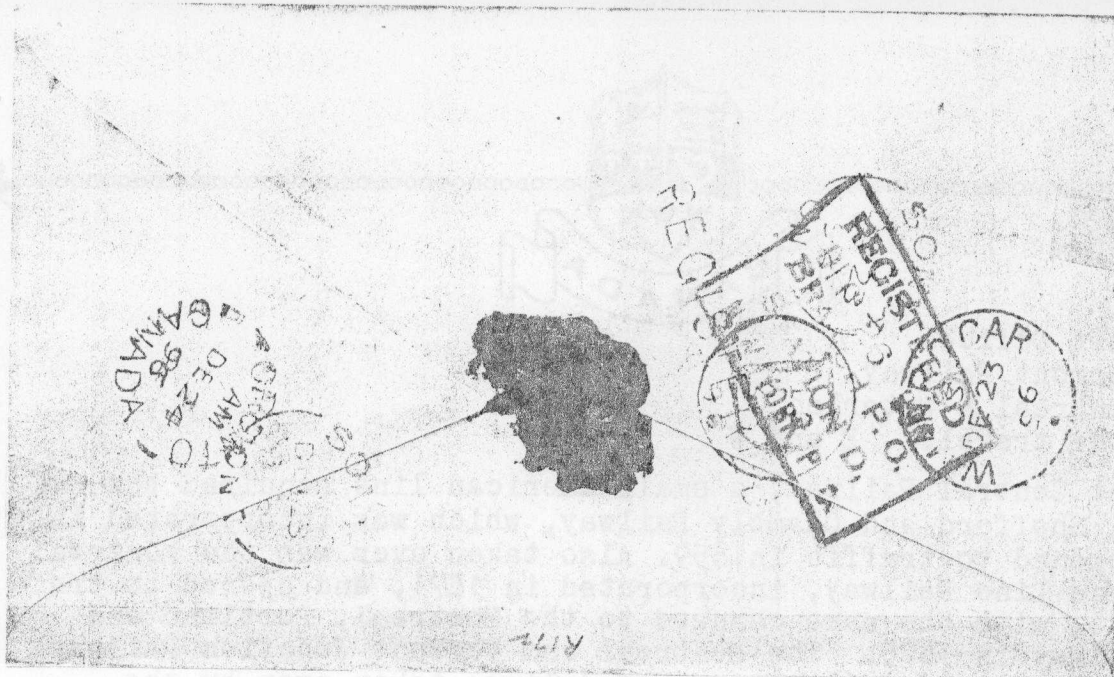
If Turner is right, CP might not actually control O and Q. And if that is right, the ownership of the land on which such Toronto landmarks as the CN Tower and the new Massey Hall stand could be open to question. The landmarks are on O and Q land leased to CP.

Lease in default

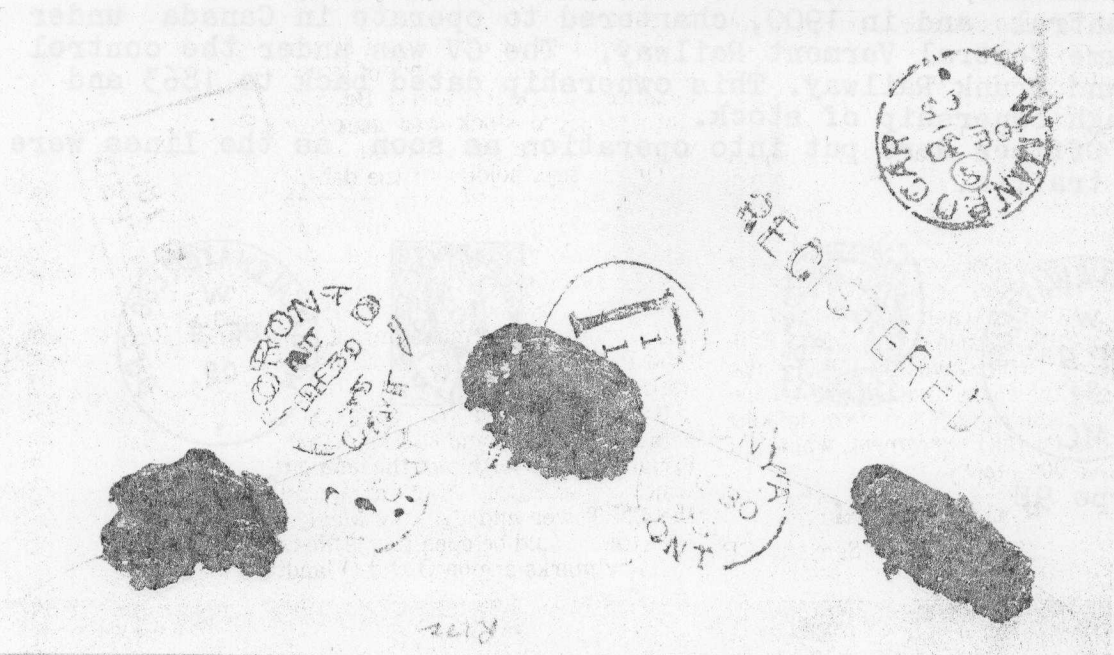
In the decision being appealed by CP, Mr. Justice Sam Hughes of the Supreme Court of Ontario found the CP lease was in default and that some 900 properties owned by O and Q were were disposed of by CP. CP argues that it is required only to pay 6-per-cent interest to shareholders under the terms of its lease. The minority shareholders want an accounting for the property sold and a share of the money received by CP for its property.

And depending on who holds the other 40 per cent of the debenture stock, CP might not actually control O and Q — if the other ifs fall into place.

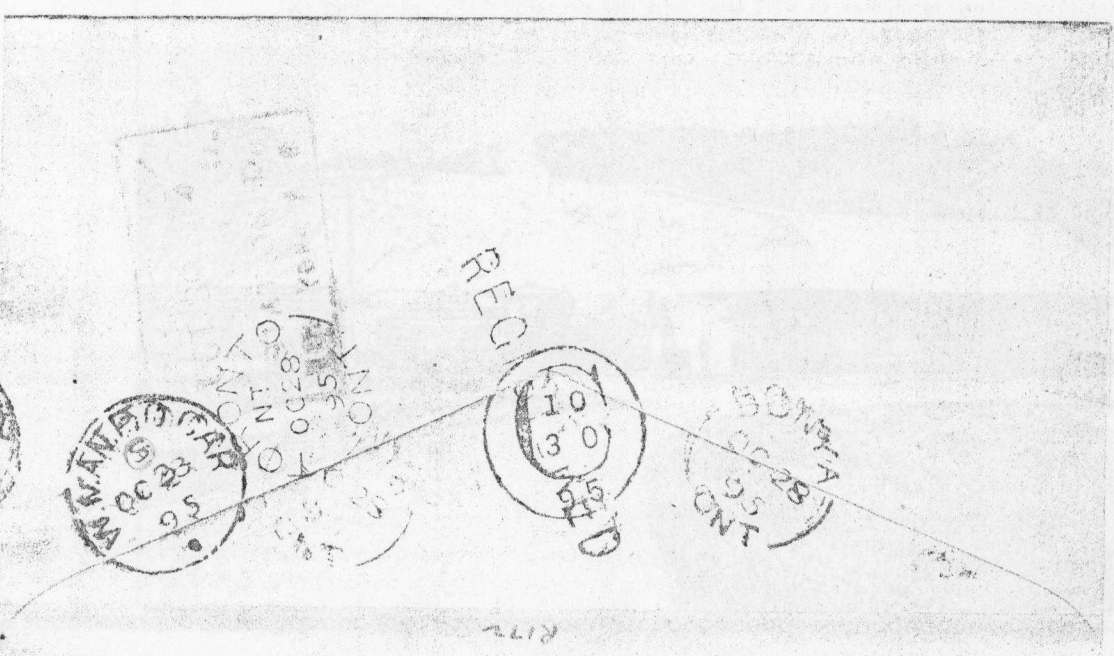
A hearing on the application is expected in January.



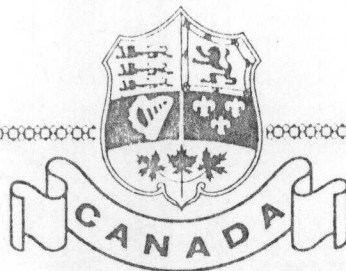
From
Sanyar, Ont.



From
Sanyar, Ont.



From
Sanyar, Ont.



Railway Post Offices
Central Vermont Railway
Route: Montreal & Waterloo
Direction of travel: E and W

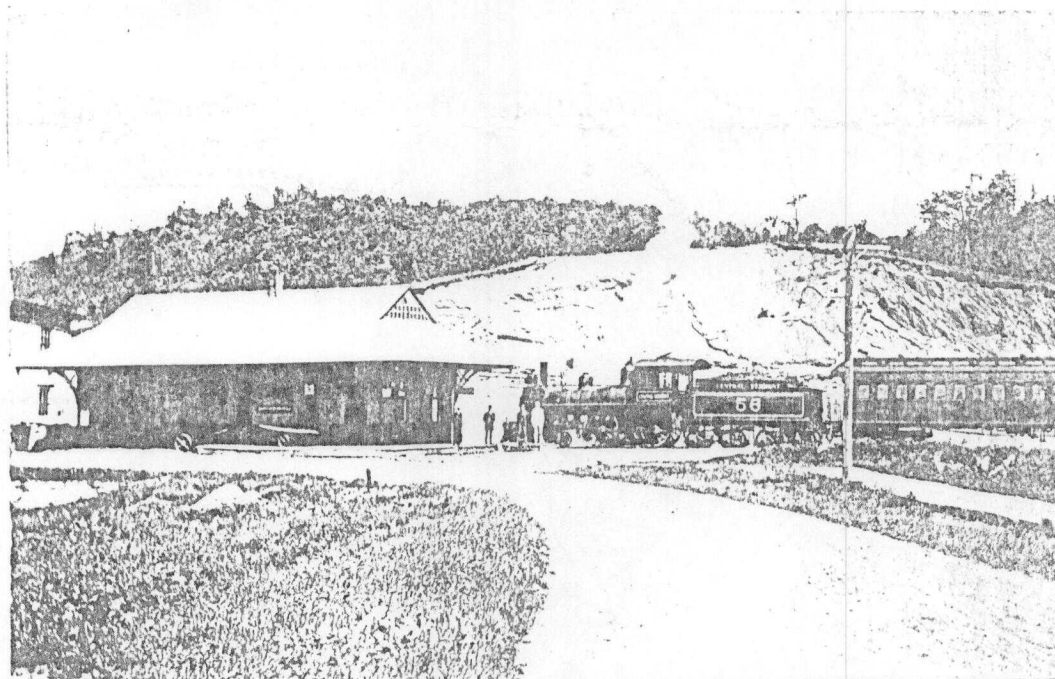
The Vermont Central Railway, a small American line acquired the Stanstead, Shefford and Chambly Railway, which was incorporated in 1853 and opened to traffic in 1859. Also taken over was the Montreal and Province Line Railway, incorporated in 1871, and opened to traffic in 1874, with the name changed to the Montreal, Portland and Boston Railway in 1875. The Montreal and Vermont Junction Railway, opened to traffic in 1864 was one of 3 lines taken over by the Vermont Central and in 1900, chartered to operate in Canada under the name Central Vermont Railway. The CV was under the control of the Grand Trunk Railway. This ownership dated back to 1863 and 1885 through ownership of stock. Rail Post Offices were put into operation as soon as the lines were opened to traffic.



Type 9E



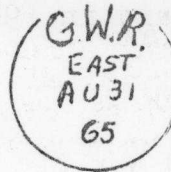
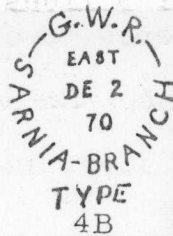
Type 17



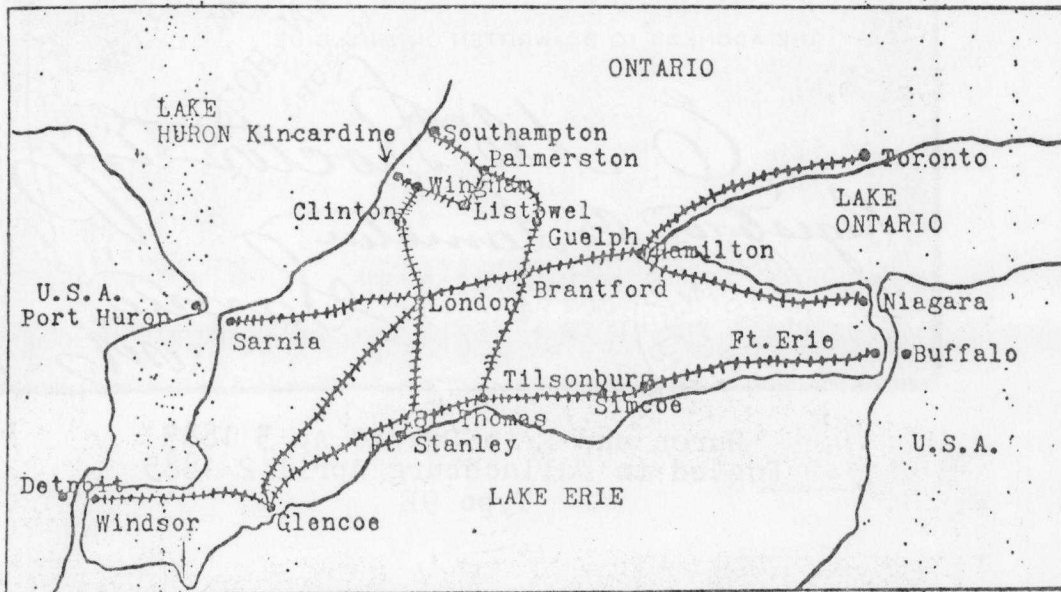


Railway Post Office
Great Western Railway
Route not shown, direction only.

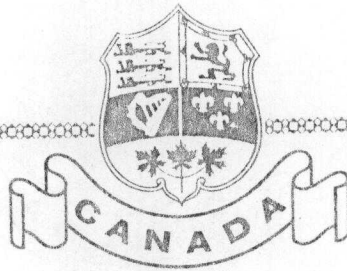
Opened for traffic November 1, 1853. First Mail contract November 14, 1853 until December 21, 1853. The contract was renewed. In 1854 the RPO using Sorting Clerks on the trains came into being. The GWR designed and built its own sleeping cars and placed them in operation in 1857. They were the first in the world and widely copied. The GWR was absorbed into the Grand Trunk Railway in 1882.



Type 4D



GREAT WESTERN RAILWAY SYSTEM



Railway Post Offices
Erie and Huron Railway

Route: Huron and Erie, Blenheim & Sarnia, Chatham & Walkerville,
Walkerville & Leamington, Ridgetown & Sarnia.

Directions: N, S, E, W, North, and South.

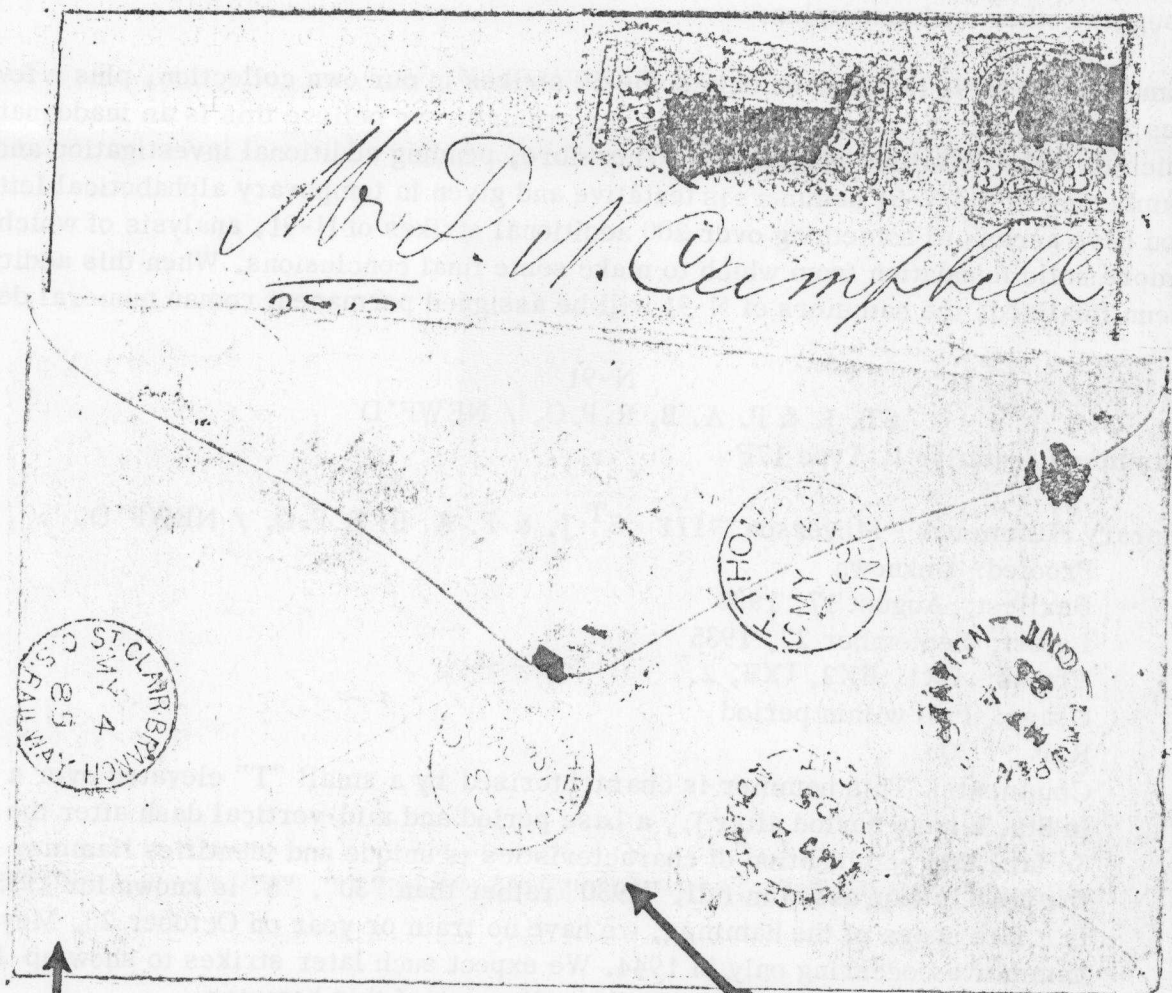
This railway was incorporated in 1873 to build from Rondeau on Lake
Erie to Dresden, via Chatham. Opened for traffic in 1883, and in
1886 the line was extended to Sarnia via Wallaceburg. In 1901 the
railway amalgamated with the Lake Erie and Detroit River Railway.
Both roads leased to the Pere Marquette in 1904. RPO's placed in
operation as soon as lines were opened to traffic.



Huron and Erie Rwy MC Ap 3 1885
Posted in Wallaceburg April 2 1885
Type 9E



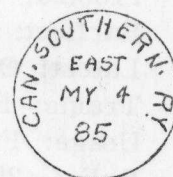
Railway Post Offices
Canada Southern Railway
Route: St. Clair Branch of the of the Railway
Route: None shown.
Direction: East



Registered cover from Shedden, Ontario with
all handling Office marks properly applied
on back with 2 different RPO's of the Canada
Southern Railway



Type 13F



Type 13

NEWFOUNDLAND ANALYSIS

N-91, St. J. & P. A. B. R.P.O. / NEWF'D, is undoubtedly the most common, well known R.P.O. of Newfoundland; certainly this is true within our own collection and appears to be confirmed by preliminary reports from other collectors. Meyerson listed ten different hammers but so far we have only been able to confirm six that are identifiably different. Meyerson's presentation in this area is really quite good. He pinpointed major visual characteristics of individual hammers and, as we shall show, we have been able to confirm most of these; however, his drawings are approximate, not exact, and can not be used for chordal measurement. Further, it appears that Meyerson has set up separate designations based on different train numbers above the date, which we now know were interchangeable and thus do not apply. For example, it appears that the presentation of the Meyerson #102 and #103, differing only in EX1 and EX2, are one and the same hammer. We shall also suggest other such examples.

This analysis of N-91 is based on only some 50 strikes in our own collection, plus a few extra strikes already sent in by other collectors; accordingly, we believe this is an inadequate sample on which to make definitive judgements. Therefore, pending additional investigation and research, the numbering of the N-91 hammers is tentative and given in temporary alphabetical letters. We hope to soon have access to something over 200 additional strikes of N-91, analysis of which should give us a more solid foundation from which to make some final conclusions. When this additional study has been finalized, the hammers of N-91 will be assigned permanent roman numeral designations.

N-91

ST. J. & P. A. B. R.P.O. / NEWF'D

Six Hammers(tentative), Type 17F

Temporary Hammer A - Meyerson #111 - S^T J. & P. A. B. R.P.O. / NEWF'D.

Proofed: Unknown

Earliest: August 17, 1930

Latest: September 27, 1935

Trains: EX1, EX2, IXE, 2.

Usage: Full within period

R.F.: 20

Comments: This hammer is characterized by a small "T" elevated over a base period in St., a base period after J., a base period and mid-vertical dash after the "B" of P. A. B. So far, this combination of characteristics is unique and identifies Hammer A. In 1930, the year is expressed in full, "1930" rather than "30". "5" is known for 1935 on Sept. 27. In a late usage of the hammer, we have no train or year on October 23. Meyerson listed this hammer as occurring only in 1944. We expect such later strikes to show up but are satisfied that he did not recognize the much earlier use of this hammer.

Temporary Hammer B - Meyerson #102 & #103 - S^T J. & P. A. B. R.P.O. / NEWF'D.

Proofed: Unknown

Earliest: January 28, 1932

Latest: October 8, 1938

Trains: EX1, EX2, Blank

Usage: Full within period

R.F.: 20

Comments: Characteristics of this hammer are the same as A except that there is only a base period after B., without the accompanying mid-vertical dash, in P. A. B. "5" for "35" on November 18 and "8" for "38" on latest above. EX1 instead of year on July 4, probably 1935. We have carefully checked the Meyerson illustrations of #102 and #103 against all

strikes of Hammer B, checking at least ten different chordal measurements, but we can only pinpoint one single hammer. Meyerson shows a break in the vertical leg of the "P" in #102, but not in #103, but we can^{not} confirm a single strike of this break; however, we identified a break in the top of the loop of the same "P", constant on all of our strikes, that is not present on either #102 or #103. As previously stated the only firm difference we can detect in #102 and #103 are the trains EX1 and EX2, and such is not usable in hammer differentiation; it is common for different train slugs to be found for the same hammer.

Temporary Hammer C - Meyerson # 104 - ST. J & P. A. B. R.P.O. / NEWF'D

Proofed: Unknown

Earliest: Not yet confirmed

Usage: To be advised

R.F.: 20

Comments: We have made a tentative listing of this hammer only because the illustration of Meyerson #104 shows characteristics the same as Hammer B, except that there is no base period after "J" and there is no base period after the "D" in NEWF'D; because some of the other visual characteristics in the many Meyerson illustrations have been confirmed, we do not feel that we can ignore this combination he put forth for #104. At this same time, the omission of these two base periods may be inadvertent and thus of no consequence, and his listing of this hammer may be based on the train number, specifically 2. At this point, we just do not know. Accordingly, we have given this as yet unknown hammer the tentative identification of Hammer C; if after further study, no examples are found and this hammer can not be confirmed, this hammer will be dropped when permanent designations are fixed.

Temporary Hammer D - Meyerson #105 & #106 - ST. J. & P. A. B. - R.P.O. / NEWF'D.

Proofed: Unknown

Earliest: January 10, 1933

Latest: July 16, 1939 (probable), 1936 (possible)

Trains: EX1, EX2, 2, Blank

Usage: Spread regularly to 1935; then 1939 or 1936, one strike only.

R.F.: 20

Comments: The characteristics of this hammer are the same as Hammer A, except that the "T" in ST. is a full capital "T" with a following base period rather than a small elevated "T" over a base period. As with #102/#103, we can find no discernible difference between Meyerson's illustrations of #105 and #106. The latest above has "9" for the year, probably 1939; however, we have no strikes for the years 1936-38 inclusive. Accordingly, we think there is a possibility that this "9" is an inverted "6" for 1936. The stamp, Scott No. 191, could apply to either. Also known are "4" for "34" on March 1, and "5" for "35" on September 6 and 23. It will be interesting to see if we can develop two hammers in this area which would confirm the Meyerson position.

Temporary Hammer E - Meyerson #113 - ST. J. & P. A. B: R.P.O. / NEWF'D.

Proofed: Unknown

Earliest: September 12, 1950 - Reported 197 (J. D. Wilson)

Latest: April 22, 1965 - Reporter 142 - (R. D. Gray)

Trains: 1, 4, 203

Usage: To be advised; thus far, sporadic

R.F.: 20

Comments: Visual characteristics of Hammer E are the same as Hammer D, except that after the "B" of P. A. B. there is both a base and a mid-vertical dot, "B.·", instead of a base period and a mid-vertical dash, "B.-". Since such a minor characteristic can be over-ridden by overinking, definitive separation is made by chordal measurement, although visual observation of side-by-side strikes of the two hammers reveals a much narrower ampersand for Hammer D than the fatter ampersand of Hammer E; the latter is characteristic of hammers produced in the late 1940s. We have a destruction order strike of this hammer which shows very considerable wear; the indicia set in this strike is barely legible and appears to read " 203 / X / 66 " and if correct would indicate that 1966, October, would be the latest expected date of use. We have a cover strike with no train or year on September 10; the stamp is a 5¢ Cabot which would indicate, but not prove, the year date of 1947. We have only a few strikes of this hammer and hope to flesh out data on usage from reader reports. Meyerson lists this hammer as early as 1946.

Temporary Hammer F - Meyerson #110 - ST. J. & P. A. B. R.P.O. / • NEWF'D •

Proofed: Unknown

Earliest: August 31, 1940

Latest: October 11, 1944

Trains: 1, 4, Blank

Usage: Spotty during period

R.F.: 20

Comments: Characteristics of Hammers F and G are visually the same - a capital "T" in ST., followed by a base period; only a base period after the "B" of P. A. B.; however, there are mid-vertical dots fore and aft of NEWF'D creating a separation between the top and bottom of the strike. Caution is necessary in assessing the nature of the "T" of ST.; every strike we have seen so far has a break in the lower portion of the vertical, giving the impression of a elevated "T" over a dot as in Hammers A and B, but there is a distinct following base period after this broken "T" which shows that it started as a full capital letter. Strikes we have seen of this hammer are poor, worn and/or partial and the internal set is rarely clear. Meyerson's #110 shows no base period after "J", but we feel that this is because his illustration was made from an indistinct strike. We have full strikes on which this period following the "J" is distinctly visible. For Train 4, December 31, 1943, we have "43" above the date and "4" below the date, reverse positions.

Temporary Hammer G - Meyerson #112 and #115 - ST. J. & P. A. B. / • NEWF'D •

Proofed: Unknown

Earliest: August 28, 1944

Latest: To be advised

Train: 4 only, to date

Usage: To be advised

R.F.: 20

Comments: Visual characteristics of this hammer are the same as Hammer F, and the two can only be separated by chordal measurement. We have a Destruction Order strike of this hammer with a final indicia set of Train 204, October 6, 1966 (1956?). On August 27, a clear strike with no train or year; on September 9, Train 4, but no year. Meyerson indicated two different hammers, #112 and #115, but the only notable difference in these is the Trains 1 and 2, neither of which have we confirmed for this hammer. It remains to be seen whether a new and different hammer can be developed in this area. Most of the strikes we have seen have been clear, without much wear, but portions of the indicia set are missing and others are only partial strikes.

SEPARATION OF N-91 HAMMERS

For the six different hammers that we have identified in use, plus one possible hammer that we have not yet seen, visual characteristics are the key to initial separation.

Step #1. Check the "T" of ST.; if this is a small elevated "T" over a period, without any following base period, the strike is Temporary Hammer A, B or C, while if it is a full capital "T", with a following base period, then the strike is Hammer D, E, F or G, Temporary .

Step #2. For Temporary Hammers A, B and C, check the punctuation after the "B" of P. A. B.; all three hammers have a base period after the "B". If, in addition to the base period, there is also a mid-vertical dash, the strike is Temporary Hammer A; Temporary Hammers B and C have nothing in this mid-vertical position.

Step #3. For Temporary Hammers B and C, (if the latter exists), if the strike has a base period after "J" and another after the "D" of NEWF'D., then it is Temporary Hammer B; if there are no periods in the two positions, then it would be Temporary Hammer C. It will be interesting to see whether Hammer C can be confirmed.

Step #4. For Temporary Hammers D, E, F and G, the presence of double punctuation after the "B" of P. A. B., either a mid-vertical dash or dot along with a base period, plus the absence of any mid-vertical dots fore and aft of NEWF'D., segregates Hammers D and E; if there are mid-vertical dots fore and aft of NEWF'D., separating the top and bottom of the strike, plus there is only a base period after the "B" of P. A. B., then the strike is Hammer F or G.

Step #5. For Temporary Hammers D and E, on clear strikes along with the base period after the "B" of P. A. B., there is a mid-vertical dash for Hammer D, while Hammer E has a mid-vertical dot; however, on heavy strikes, the degree of difference is not definitive. Accordingly, measure the chordal distance from the bottom of the "P" of P. A. B. to the bottom of the right leg of the "R" of R.P.O.; Hammer "D" will be a full 10 mm, while Hammer E will be less than 9 1/2 mm.

Step #6. We have identified no visual characteristics which can be used to separate Temporary Hammers F and G; therefore, measure the same chordal distance described in Step #5. For Hammer F this measurement is 11 3/4 mm, while for Hammer G it is only 10 1/2 mm, or a shade less.

We do not believe that this presentation is the final word on N-91; rather, it is probably an initial commentary which we hope will stimulate further research and investigation. As new data and details are developed, we will present such in future copies of the Newsletter.

In presenting our analysis of N-89, we did so in the full confidence that we knew what we were talking about; now, after several days of study on N-92, and N-89 restudied, we are not at all sure that our previous position on N-89 is at all correct. Accordingly, we take this opportunity to rethink this whole area. Meyerson's Illustration #107 has been used by us as the basis of our N-89. Please note that this is a large double ring hammer, and note that the "T" of ST is seriffed at both ends of the horizontal bar. It is this clear strike on which we reported in our last presentation, and at this point all was well and good. Then we came to our own strike of N-92, same lettering as N-89, but a large single ring, with no vestige of any double ring. Previously, we

had thought that what we had classified as N-92 was Meyerson's #108, but the latter is clearly illustrated as with sans-serif letters, particularly the "T" of ST. Re-examination of my own N-92 strike shows faint, fuzzy but distinct serifs on the "T", and other characteristics have satisfied us that our N-92 strike is an overinked strike of the N-89, with serifs, on a particularly absorbent paper that has had the result of turning the original double ring into a single ring, a not at all uncommon occurrence with rubber hammers. Assuming this deduction to be correct, our reported latest of N-89 becomes August 6, 1937 instead of the previously presented July 7, 1937. Incidentally, this listing, N-89, is not common; we have only confirmed three strikes.

What then is the situation with Meyerson's #108, sans-serif letters. We believe that this is either a hammer unknown to us at this time, or that this illustration has been made as an approximate estimation from an overinked hammer of a completely different N-89 double ring strike of which we now have seen several strikes in varying state and condition. Early strikes of this second hammer, same lettering as the first, are also clearly double ring; however, the letters are distinctly sans-serif, and further for this second hammer the spacing between "S" of ST. and the "N" of NFLD. is only approximately 3 mm, while for the first hammer, this spacing is at least 7 mm, a gross and definitive difference.

With all of the foregoing as a preamble, we are temporarily delisting N-92, pending the receipt of a new third hammer, unknown to us at this time, and presenting instead data and analysis on the second hammer of N-89:

N-89

ST. J. & P. A. B. R.P.O. / NFLD.

Two Hammers, (rubber), Type 7D

Hammer I - serif letters

Proofed: Unknown

Earliest: June 12, 1936 - Reporter 173

Latest: August 6, 1937 - Reporter 16

Usage: Three confirmed strikes

R.F.: 100

Comments: Identification of this hammer can not be made from the double ring, since an overinked strike will give the appearance of a single ring; accordingly in pinpointing this hammer, give greatest credence to the serif letters, particularly the "T" in ST, and the 7 mm spacing between the "S" of ST. and the "N" of NFLD. This hammer not apparently well made since known strikes show varying distortion from true circular shape.

Hammer II - sans-serif letters

Proofed: Unknown

Earliest: June 18, 1939 - Reporter 151

Latest: August 6, 1945 - Reporter 209

Usage: At least six known strikes, probably more.

Comments: Known as overinked single ring as well as original double ring; accordingly, identification is more specific from sans-serif letters and only 3 mm spacing between "S" of ST. and "N" of NFLD. Gray has a grossly overinked strike of August 25, 1941 which is probably reflection of a dirty hammer clogged with ink.

If N-91 is the most common of the Newfoundland listings, as is indicated by our inventory, then N-93, ST. J. & P. A. B. / R.P.O., is the most prolific in the known number of hammers. So far, from proof copies and known strikes in use, we have identified at least 14 different hammers, and it is probable that at least three more exist. The hammers of N-93 can be separated into two major groups, Group A, with large fat letters and ampersand, characteristic of hammers made in the late 1940s, and Group B, with small letters and ampersand. For Group A, eight proof strikes were found in the proof books, all dated July 9, 1949; of these eight, five hammers show distinctly different chordal measurements, while three hammers are exactly the same as one of the original five. From previous experience, we can expect three additional hammers to surface here and, in fact, have already one such for which there is no proof dated strike. A ninth hammer in Group A is confirmed by its proof strike dated June 8, 1950. For Group B, we have identified seven different hammers, and can expect one other to show up. Two of these seven, proofs unknown, are known to have existed before the dates of our earliest known proof strikes. For May 10, 1957, five proof strikes were found, four distinctly different, plus one duplicate; the latter has not yet been confirmed by an existing strike. The final proof strike of Group B is dated January 2, 1958. Now, let's take a look at the individual hammers of N-93.

N-93

ST. J. & P. A. B. / R.P.O.

Fourteen Hammers, Type 17H - (probably three additional hammers)

Group A - Large Letters and Ampersand

Hammer I

Proofed: July 9, 1949

Earliest: To be advised

Usage: Not yet confirmed

Comments: When found in clear strike, there should be a double base period punctuation after the "P", as in R.P..O.

Hammer II

Proofed: July 9, 1949

Earliest: To be advised

Usage: Not yet confirmed

Comments: When found in clear strike, there should be a double base period punctuation after the "R", as in R..P.O.

Hammer III

Proofed: July 9, 1949

Earliest: August 16, 1955 - Reporter 16

Latest: April 25, 1965 - Reporter 209

Trains: 2 - 1955/58; 204 - 1965

Usage, intermittent thus far reported

R.F.: 100

Hammer IV

Proofed: July 9, 1949

Earliest: February 13, 1953 - Reporter 16

Latest: January 8, 1965 - Reporter 137

Trains: 1 - 1953/56; 204 - 1965

Usage: Well known in 1953-56; then only 1965

N-93, Group A Hammers (cont.)

Hammer V

Proofed: July 9, 1949

Earliest: To be advised

Usage: Not yet confirmed

Comments: In the proof book, there were four almost exact duplicates of the strike of Hammer V; based on previous experience, three additional hammers are to be expected, and in point of fact, one - Hammer VI - has already been found.

Hammer VI

Proofed: Unknown (probably July 9, 1949)

Earliest: August 29, 1955 - Reporter 16

Latest: October 14, 1957 - Reporter 16

Trains: 1, 2, thus far

Usage: To be advised; two strikes known to date

R.F.: 100

(Hammers VII & VIII - Although not yet known from proofs or strikes in use, existence of these two hammers is probable, and accordingly these numbers have been reserved for their discovery.)

Hammer IX

Proofed: June 8, 1950

Earliest: August 29, 1952 - Reporter 16

Train: 2 only

Usage: To be advised; one strike confirmed thus far

R.F.: 100

Group B - Small Letters and Ampersand

Hammer X

Proofed: Unknown

Earliest: August 9, 1955 - Reporter 16

Train: 2 only

Usage: To be advised; one strike known to date

R.F.: 100

Hammer XI

Proofed: Unknown

Earliest: January 23, 1957 - Reporter 16

Latest: April 13, 1965 - Reporter 137

Trains: 1 - 1957; 3 - 1959; 204 - 1965

Usage: Sporadic for known strikes

R.F.: 100

Hammer XII

Proofed: May 10, 1957

Earliest: October 12, 1961 - Reporter 16

Latest: April 6, 1965 - Reporter 142

Trains: 4 - 1961; 204 - 1965

Usage: To be advised; two strikes confirmed to date

R.F.: 100

Hammer XIII

Proofed: May 10, 1957

Earliest: August 24, 1957 - Reporter 16

Latest: September 23, 1962 - Reporter 142

Trains: 1 - 1957; 204 - 1962

Usage: To be advised; to date, two known strikes

R.F.: 100

N-93, Group B Hammers (cont.)

Hammer XIV

Proofed: May 10, 1957

Earliest: November 16, 1964 - Reporter 137

Latest: March 30, 1965 - Reporter 142

Trains: 203, 204

Usage: Currently, narrowly known for less than five months

R.F.: 100

Hammer XV

Proofed: May 10, 1957

Earliest: May 4, 1965 - Reporter 142

Train: 203 only

Usage: To be advised; thus far, one known strike

R.F.: 100

Comments: Two exact proofs of this strike were found in the proof book, indicating the existence of another hammer

(Hammer XVII - Although not yet know from proof or use strike, existence of this hammer is probable, and accordingly this number has been reserved for its future discovery.)

Hammer XVII

Proofed: January 2, 1958

Earliest: September 13, 1962 - Reporter 137

Train: So far, 204 only

Usage: One confirmed strike to date

R.F.: 100

Comments: When found, this hammer is immediately identified by the absence of any base period punctuation in PAB; all other Group B hammers have P.A.B.

SEPARATION OF KNOWN N-93 HAMMERS

Group A - Large Letters and Ampersand

- Step #1. Measure the chordal distance from the bottom of the left leg of the "R" to the bottom of the "P", both of R.P.O.; a distance of $4 \frac{3}{4}$ mm, distinctly under 5mm, is Hammer I, since all other Group A hammers are over 5 mm.
- Step #2 Measure the chordal distance from the top of the intersection of the vertical of the "T" with its horizontal bar to the top of the "J", both of ST. J.; a distance of $6 \frac{1}{2}$ mm, or a shade over, is Hammer IX, while a chord of just over 5 mm is Hammer III. For all remaining hammers, this chord falls between $5 \frac{1}{2}$ - 6 mm.
- Step #3 Take the measurement from the bottom of the "T" of ST. to the bottom of the "P" of P.A.B. A chord of $8 \frac{3}{4}$ mm, distinctly less than 9 mm, is Hammer IV; Hammers II, V & VI are 9 mm or more.
- Step #4 From the bottom of the "P" to the bottom left corner of the "B", both of P.A.B., for Hammer VI this chord measures $6 \frac{3}{4}$ mm, distinctly under 7 mm; Hammers II and V are fully 7 mm or over.
- Step #5 Measure the distance from the bottom of the "P" to the bottom of the right leg of the "A", both of P.A.B.; Hammer II is $5 \frac{3}{4}$ mm, while Hammer V is $5 \frac{1}{2}$ mm, or a shade less.
- (If and when Hammers VII and VIII are discovered, identification characteristics will be presented at that time.)

N-93 Hammer Separation (cont.)

Group B - Small Letters and Ampersand

- Step #6 A strike with no punctuation in PAB is Hammer XVII; all other hammers have base period after each letter, as in P.A.B.
- Step #7 Repeat Step #1; a chord of 3 3/4 mm, distinctly less than 4 mm, is Hammer X, while a distance of just over 4 mm is Hammer XIII. All remaining hammers are fully 4 1/2 mm or over.
- Step #8 With Hammers X, XIII and XVII eliminated, repeat Step #3; a chord of 8 1/2 mm, or a shade less, is Hammer XI, while a distance of just over 9 mm is Hammer XIV. Hammers XII and XV are 9 1/2 mm or more.
- Step #9 Measure the chordal distance from the top left corner of the "P" to the upper left corner of the "B", both of P.A.B.; Hammer XII is only 8 1/4 mm, while Hammer XV is nearly 9 mm.
(If and when Hammer XVI is discovered, identifying characteristics will be presented.)

We note of the fact that when Meyerson's presentation of the Newfoundland TPOs was put together in the late 1940s, N-93 was not yet in significant use and was not included in his listings; accordingly, it was not picked up in the reprint of this data in circa 1962.

N-93A

ST. J. & P. A. B. N. F. / T.P.O.

One Hammer (rubber), Type 5B

Proofed: Unknown

Earliest: December 2, 1941 - Reporters 16 & 173

Usage: To be advised

R.F.: 170

Comments: We believe that other strikes of this listing will be reported. Not known by Meyerson, in his original work, this was subsequently reported by him in Topics for a single strike in 1940. Certainly, it is not common; to date, we are only aware of the two strikes above on the same date. Our own cover strike, backstamp en route to destination in Florida from Sandy Point is a blurred strike from a distorted hammer. Any more to report?

We have no knowledge of N-94, ST. J. & P. A. B. / T.P.O. Newf'd, Type 171, listed in Shaw for 1905 - 1907, and our first knee-jerk reaction, being a born skeptic, is that it must be an aberration; however, it was initially picked up by Shaw from some listing in the TPO MAG. 7, No. 2, p 40/44, and then apparently confirmed by Hedley Hollands. It was not in Meyerson's original presentation, and we have had no reports sent in this direction. Can anyone help on this one? We are reluctant to maintain a listing without some background of authenticity. At this point, we would like to make a special plea; do any of our readers have back copies of the TPO Magazine? In our reporter section, we have at least 15 different references to the TPO magazine which we would dearly like to see; however, our requests to England have been to no avail, and so far we have been completely frustrated in our efforts to locate copies of these references. If anyone can be of help, we will be most deeply grateful.

N-94A

ST. J. & P. A. B. / R.P.O. NFLD.

One Hammer (rubber), Type 7D

Proofed: Unknown

Earliest: September 3, 1947 - Reporter 16

Usage: To be advise

R.F.: 200

Comments: In the preparation of the Shaw catalogue in 1962, as well as our own catalogue in 1975, this one somehow fell through the cracks. Meyerson had already recognized this strike, his No. 117, and for some reason, it was never picked up in either publication. Subsequent to 1975, we acquired the above strike on a Mitchell cover and found that it conformed to Meyerson's latest reported date. His earliest date of August 31, 1947 established a very narrow spread of only four days, and we have had no further reports to widen this out. At the same time, our experience would indicate that there are a number of other copies of this listing in various collections waiting to be reported, and further that if this is true, the indicated rarity factor is somewhat high.

N-95

ST. J. & HOPEDALE / T.P.O.

One Hammer, Type 17H

Proofed: July 9, 1949

Earliest: July 11, 1950 - Reporter 197

Latest: June 11, 1955 - Reporter 16

Usage: Sporadic over five year period

R.F.: 120

Comments: This listing is quite out of sequence alphabetically and will be returned to a proper order in the new catalogue. Shaw reported an early date of 1949, as well as SS above the date, but we have not been able to confirm either one. Three line dates reported for 1951 and 1955. A straight forward listing.

N-96

SOUTH COAST T.P.O. / NEWF'D

One Hammer, Type 4j

Proofed: Unknown

Earliest: August 31, 1902 - Reporter 151

Latest: November 27, 1916 - Reporter 179

Usage: Intermittent but well known throughout period

R.F.: 120

Comments: The above dates fully encompass the spread of 1905 - 1914 previously reported by Meyerson. Late strikes in 1916 are somewhat weak and worn.

N-97

SOUTH COAST R.P.O. / NEWF'D

One Hammer, Type 4j

Proofed: Unknown

Earliest: March 17, 1936 - Reporter 173

Latest: September 26, 1948 - Reporters 16 & 101

Usage: Sporadic through a dozen years

R.F.: 110

Comments: Meyerson reported this listing as early as 1925, and this was carried over by Shaw; however, we have not been able to confirm within ten years of this date. This hammer wore reasonably well; later strikes show only a modicum of wear.

N-98

SOUTH COAST T.P.O. / NFLD.

One Hammer (rubber), Type 7D

Proofed: Unknown

Earliest: January 6, 1937 - Reporter 173

Latest: October 19, 1937 - Reporter 16

Usage: Quite scarce during period of less than one year

R.F.: 150

Comments: Known in green on September 25, 1937. Meyerson recognized this listing, his No. 120, with a later date of December 13, 1937, so it is to be expected that the period of use can be extended by another couple of months. The few strikes we have seen have been clear and sharp.

We have no report or confirmation on N-99, SOUTH COAST T.P.O./Newf'd, Type 17F. This was not in the original listings by Meyerson, nor have we been able to uncover a single example. The original listing by Shaw again makes reference to TPO MAG. of England, confirmed by Hollands, with a single date in 1948. Can anyone shed any further light on this listing?

N-100

SOUTH WEST COAST T.P.O. / NFLD.

One Hammer (rubber), Type 5B

Proofed: Unknown

Earliest: January --, 1942 - Reporter 16

Usage: Single known strike, to date

R.F.: 150

Comments: Meyerson reported a single known strike for April 11, 1947, while our own matching cancellation is clearly 1942; these are the only two reports now existant. If the indicated five year spread is correct, it is quite strange that more strikes have not come to the surface. Perhaps, this report will develop additional reports in existing collections.

N-101

S. W. Coast T.P.O. / NFLD.

One Hammer (rubber), Type 7D

Proofed: Unknown

Earliest: October 1, 1942? - Reporter 16

Latest: August 20, 1945 - Reporter 173

Usage: Two strikes thus far reported

R.F.: 140

Comments: Meyerson reported only a three month spread, Sept-Dec, 1945. Earliest above date is questionable, but best estimate of a blurred center set. We need additional reports to flesh out the details of this listing.

N-102

S. W. COAST T.P.O. / NFLD.

One Hammer (rubber), Type 5B

Proofed: Unknown

Earliest: April 6, 1942 - Reporter 197

Latest: April 5, 1943 - Reporter 146

Usage: Three strikes reported to date

R.F.: 110

Comments: A large rubber hammer with large lettering that occupies almost the entire hammer. A strike in our own collection may be 1945, but is insufficient for confirmation. Meyerson confirmed only one date - April 7, 1943.