

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

VOLUME III - NO. 3

April, 1975

HANDBOOK REVISION A REALITY

I'm sure by this time every member has a copy of Lew Ludlow's revision of the catalog section of Shaw's Handbook. It is a real beauty -- easy to read, lots of space for notes, and updated through the beginning of 1975. The latest word from Lew indicates that sales should be past 75 by this time. This is a real good incentive for getting new members!

NEW MEMBERS

As a result of a mailing to BNAPS members who had indicated an interest in R.P.O. cancellations on joining, we have seven new members. However, the death of Al Kessler this summer and Voorheis Ditmars in December, has reduced the group by two to a present total of 43. Please add these to your membership list:

- 39) Charles D. Blair, 5586 Lahser, Birmingham, Michigan 48010
- 40) Douglas Birchill, 40 Rollingwood Drive., Willowdale, Ontario M2H 2M5
- 41) Keith S. Elliott, 34012 Oxford Avenue, Abbotsford, B.C. V2S 2T5
- 42) G. E. MacManus, 12 Aurora Cres., Ottawa K2G 0Z7
- 43) Robert W. Grimble, 501 Rockwood Road, Wilmington, Del. 19802
- 44) V. R. (Bob) Trimmer, 8620 East Windsor Ave., Scottsdale, Ariz. 85257
- 45) William Greig, 1064 Royal York Road, Toronto M8X 2G7

FILLING OUT THE BLANKS

If everyone will go through their collections with the new Handbook, I'm sure we will be able to add lots of new information on Directions and new finds not listed. I was able to add 14 Directions, two new finds, and confirm M-3 and M-29B listed as Only Proof Known. Now get busy and let Lew know what you can add or confirm.

NEW FIND DEPARTMENT

New member, George MacManus (#42), started off with a real bang by sending in two new finds at one time. Unfortunately, both are with a purple ink and too faint to xerox, so I can't include a picture.

Lew has listed these as follows:

- 1) M-37B TRAIN NO./Halifax & Camp, R.P.O., Type 5I, Tr. 200, Period 129, R.F.-200, Reported by 143.
- 2) M60A Halifax & Sydney R.P.O./DAY, Type 5B, Tr. 5, Period 129, R.F.-200, Reported by 143.
- 3) George also had W-28E and W-87G one one cover, both of which are listed as Facing Slip only.

Lew has also listed the M85 variety listed in the last Newsletter and another new one I found as follows:

- 1) M-85A MONCTON & QUEBEC/M.C./W., Type 21D, Direction-E, Period 51, R.F.-200, Reported by 137.
- 2) W-87W M. JAW. & CAL. R.P.O./?, Type 4?, Train 2, Period 268, R.F.-170, Reported by 137.

NEW CHORDAL CHART

Attached is a second chordal chart from Lew Ludlow, M-36 HALIFAX & CAMPBELLTON. R.P.O. He has put a new heading on top which makes it much more easily understood than the M-12 chart attached to the Volume III No. 1 Newsletter. If any of you (particularly new members) need a circular B.&K. cancellation Guage for use with these charts, Lew still has some available at cost (\$2, I believe).

For help in using the guage and these charts, here is an excerpt from one of Lew's letters to Bill Robinson (#20):

"Regarding R10A, my records show only one strike in the proof books; this is dated January 2, 1883. Differences in the indicia does not indicate two hammers. Your effort at measurement of R10A (returned herewith) was pretty good when you consider that it had to be taken from incomplete strikes. You were right on going up the left side, but fractionally off coming down the right side. Your problem here is that you missed the diameter which would make you miss the centering. You show approximately 23mm diameter, when in fact it is just short of 24mm. Therefore, for centering, each of your radii instead of being 11-1/2mm will be almost 12mm. I have measured out the R10A from two different cover strikes, and enclose same herewith. I

used your same starting point, the period after the 'M' of M.C., although the next time in a similar situation you should use the left leg of the M instead of the period since it gives you a firmer base and more accurate starting point. Try it again using my diameter and radii and see if you can duplicate my measurements.

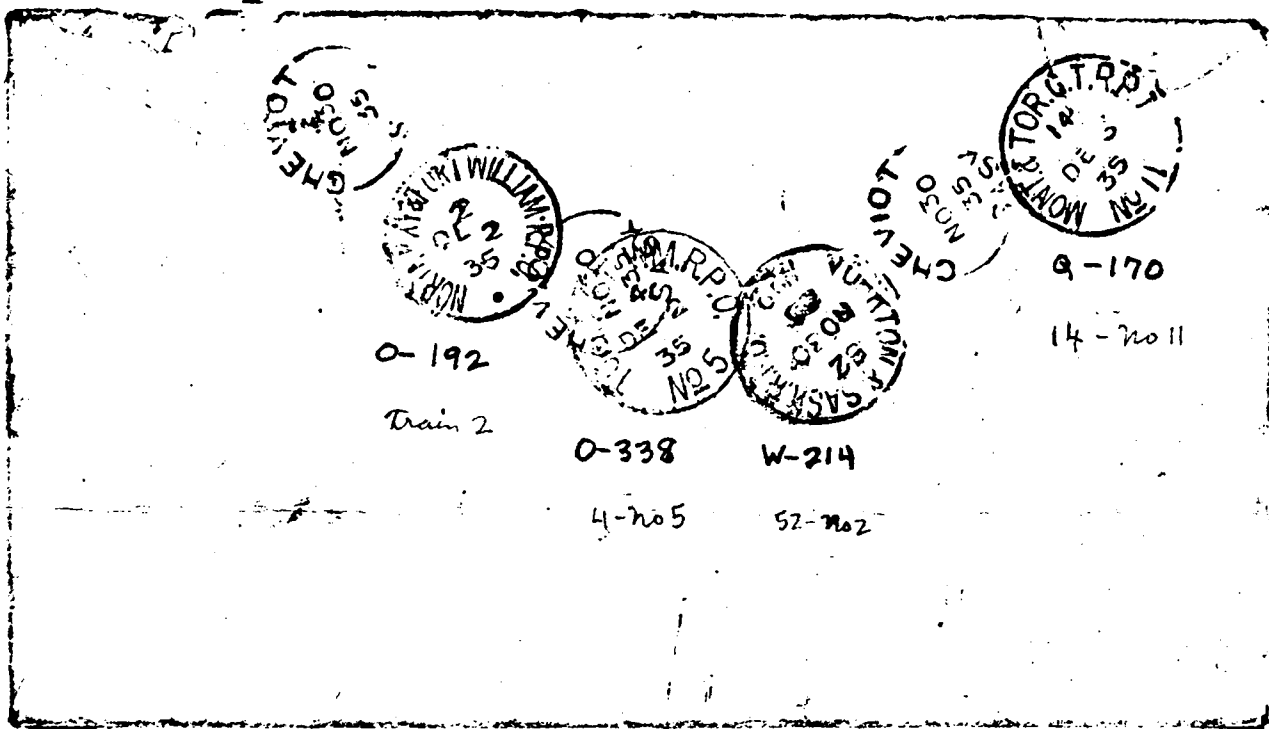
W37 and W38 are an interesting combination. W38 had three hammers, 1, 2 & 3, all issued (proof strikes) on June 21, 1935. These three were followed by W37, four hammers, No. 4, No. 5 & No. 6 issued on December 10, 1942 and No. 7 issued on December 29, 1943. So, we know three hammers for W38 and four for W37, each numbered differently, apparently without more than one hammer for each number. From your tracing, your unknown would appear to be W38, not W37, from the centering of the letters. However, I feel you have made a fundamental error in setting up your measurements in starting with the numeral "1"; you have no constancy when you go to the other hammers using the "2" and "3" since they are wider than "1", and you are not sure of your starting point being constant across all three hammers. Accordingly, I have made the measurements on all three hammers, from the proof strikes, starting not with the number but the vertical of the E of EDM. This has to be a constant for all three hammers. From these numbers, you can see that it is quite easy to separate 1 from 2 & 3 while separation of the last two is more difficult; however, this can be done by measuring the chordal distance from the bottom of the right leg of the N in DAWSON to the bottom of the left leg of the K in CREEK. Hammer I measures 7-3/4 mm, Hammer II measures 8+ mm, and Hammer III measures a full 8-1/2 mm. There are other differences, but these involve letters that are not present on your unknown strike. If you have any trouble with the unknown, send it down to me and I'll identify it."

GENERAL INTEREST DEPARTMENT

Attached is a copy of a cover with four different R.P.O. strikes. Can anyone come up with five?

JIM LEHR

Attachments



- 30 1) W-214 Yorktown + Sask. Train 52 - No. 2 11/30/35
- 40 2) O-192 North Bay + Port Williams Train 2 12/2/35
- 5 3) O-338 Tor. + Pt. Wm. Train 4 - No. 5 12/2/35
- 50 4) Q-170 mont. + Tor. G.T.R. R.P.O. Train 14 - No 11 12/3/35

Mailed on November 30, 1935 (registered) from Cheviot,
Sask. to Cobourg, Ont.