

some 30 years ago in my Michigan days. Frank is my favorite cynic, a natural-born disturber of the condition normal; just when you think you have things in a neat and orderly condition, Frank can show you why they are not. Fig. No. 7 shows a relatively clean strike of N-47, dated October 20, 1928; neat and orderly, with no particular thing to render it singular. At Quebec, Frank asked me how many hammers we had identified on N-47, and with our usual emphasis we advised that only one hammer was known to date. "Not true," said Frank, and after refusing his offer to make a bet (I know better with him!) Frank came up with a cover having the N-47 strike in the bottom half of Fig. No. 8, dated November 28, 1928. On the top half of the same Fig. No. 8, we illustrate for comparison a later strike of N-47, dated May 13, 1930. In all three strikes, note the "E" of NEWFD; on Frank's strike this is an "L", not an "E", yet the other two strikes fore and aft both have a clear "E" in this position. On the surface, this would appear to conclusively prove two different hammers. However, I am just as much a skeptic

as Frank, (and hate to admit that he's right); accordingly, I did a whole series of chordal measurements on all three strikes, and excepting the "E/L" problem, all were identical. Further, note the constant break in the lower right leg of the first "A" of RAILWAY and the flat top and broken right side of the "O" of P.O., which are common to all three strikes.

After a full discussion, spirited on both sides, I agreed to put Frank's two hammer position to the wider scope of our readers of the Cowcatcher for comparison with their own strikes and an expression of their opinion. If these three are all one hammer, how could we get such a perfect "L" instead of an "E" in the middle of the period of use of the hammer? Can others confirm any of the constant breaks that are very apparent in Frank's strike? Does anyone else have a strike with this "L" error? Both Frank and I would welcome any comments pro or con in either direction. We need to clean this one up so I can present another of Frank's "I'm agin it" propositions that I have waiting in the wings.

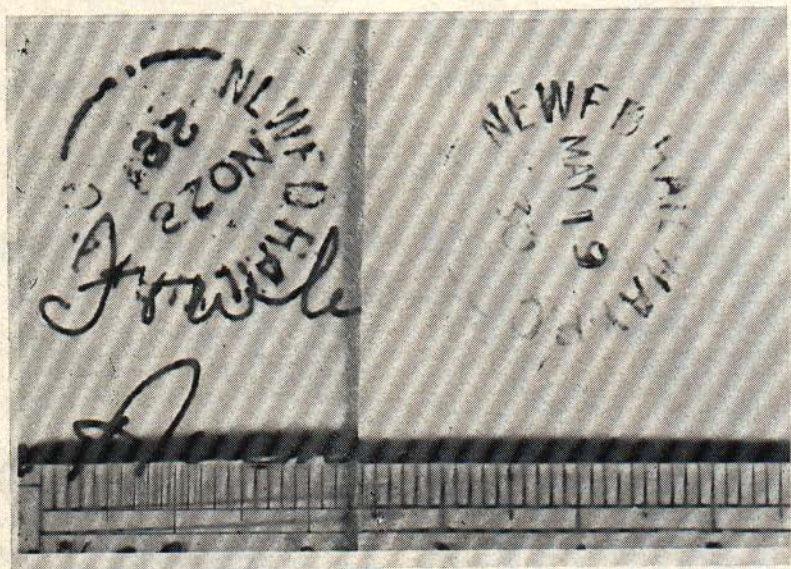


Fig. 8