METER STAMP BULLETIN

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JOURNAL OF THE METER STAMP STUDY GROUP

HON. SECRETARY
and TREASURER :

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SECRETARY'S NOTES.

Membership. We are pleased to welcome with this issue of the Bulletin a new member :-

(278) Stuart J. Phillips, 219 Stilt Court, Foster City, CA 94404, USA.

and we also note a change of address for :-

Alfred G. Kanzler, who is now at 2902 Victoria Circle, Apt A-3,
Coconut Creek, FLA 33066, USA.

COLLECTING SLOGANS AND THE LIKE

Many of our members collect meter types, groups of machines or, as almost a sideline, slogans. From time to time we see articles on this latter subject but to be honest many of them seem to us to cover the same ground.

However, Mr Cowgill recently sent us a copy of an excellent article in "Topical Times" by a meter collector of many years, Homer H. Hemenway, in which he relates how he started many years ago and his first contact with an old friend of ours, Walter M. Swan.

For good general reading this is one of the best articles we have seen for some years. We have a copy if anyone wants to borrow it.

The Bulletin. A very large part of this issue of the Bulletin is taken up by just two items, an article on Hong Kong townmarks and the first part of what we think is a very important article on the Model R in Brazil by our old friend Ernst Muhr. This latter will have to be spread over two issues but we are putting most of the illustrations in this one. We might add here that Ernst uses each illustration to make several points so it will be necessary to refer to them at several points in the story.

The usual annual report etc. will appear later.

HONG KONG - SUB OFFICE TOWNMARKS

We wrote on the subject of townmarks from the sub-offices of Hong Kong in Bulletin 117 (XIV/74) and have touched on the subject since then. Our member in Hong Kong, Mr H. A. Rydings, has sent us a mine of additional information and we feel that we should print all of this, even at the risk of repeating ourselves here and there.

Meters were introduced in to the Crown Colony in 1929 - Universal Midget - followed by Neopost and Universal MV in 1936 and 1937. During the Japanese occupation between the end of 1941 and 1945 meters were not as far as we know used and the date of their re-introduction does not seem to have been recorded by us, our earliest post-war copy is 1952 but this must be late.

As we have suggested earlier, all machines seem originally to have been fitted with townmarks reading Victoria and later Kowloon, the main centres of the business districts. With the growth of business and also the relative difficulties of transport the need developed for more post offices and the list that follows of those known to have had meters which were fitted with "their" townmarks shows that the majority of them were in fact opened since 1962. Mr Rydings earliest branch use is one from Mong Kok on 2 VII 63 (U 110). Some of the dates of opening precede the first use of meters of course and where applicable we show the closing date.

Beaconsfield House	17 Jun 1963
Causeway Bay	3 Mar 1970
Chang Sha Street	23 Oct 1965
Cheung Sha Wan	18 Apr 1966
Des Voeux Road	26 Jun 1968 to 23 Sep 1976 (replaced by Queen's Road)
Gillies Avenue	1 Nov 1963
Hennessy Road	2 Jul 1969
Kai Tak Airport	1 Apr 1952
King's Road	26 Sep 1964
Kowloon	5 Jul 1898 (re-opened in September 1945 after occupation) to 9 Aug 1967 (renamed Tsim Sha Tsui on the opening of Kowloon Central)
Kowloon Central	10 Aug 1967
Kwun Tong	3 Dec 1962
Ma Tau Wai	14 Oct 1957
Man Yee Arcade	1960 or 1961 to 22 Jun 1968
Morrison Hill Road	13 Apr 1966
Mong Kok	1 Dec 1959
North Point	25 Nov 1957
Queen's Road	27 Sep 1976
Repulse Bay	26 Sep 1966
Sai Ying Pun	1 May 1941 (re-opened 15 Apr 1946)
San Po Konk	24 Oct 1964
Sha Tin	18 Oct 1955
Sheung Wan	1 May 1914

Hong Kong - Sub Office Townmarks (Contd)

Stanley	August 1930 (re-opened 1 Jan 1947)
Tsat Tsz Mui	1973 or 1974
Tsim Sha Tsui	10 Aug 1967
Wan Chai	1 Mar 1915 (re-opened 8 Oct 1945)
(originally Wan Tsai, renamed Nov 1952)	
Yau Yat Tsuen	1 Feb 1967

Naturally, some of these offices could not have had meters from the date they opened where this is before meters were introduced. There are one or two additions to our original list in this.

Most of these dates are from the annual reports by the Postmaster General and from the same source Mr Rydings has extracted the following record which shows the rapid growth in the use of meters.

1961	173	1970	643
1962	196	1971	761
1963	233	1972	872
1964	285	1973	991
1965	315	1974	1163
1966	369	1975	1309
1967	413	1976	1519
1968	452	1977	1776
1969	523		

Up to 1965 the reports speak of the number of machines but after that it refers to the number of licences, which may imply that some licences are for more than one. Some large concerns, notably the Hong Kong and Shanghai Bank, have several machines running simultaneously.

An interesting feature of Hong Kong meters - as with many other places - is the large number of "migrant" machines, i.e. those which have different townmarks at different periods. Presumably this is for one of two reasons; either the closing of certain offices (e.g. P.B.6037 from Des Voeux Road to Queen's Road), but more often because of a move by the user (e.g. The British Council - see N553 below). Changes of address of firms etc occur much more frequently in Hong Kong than in most large cities because of the continuous urban renewal or redevelopment of building sites. Mr Rydings lists these in his collection.

N12	Victoria	Causeway Bay	
N44	Victoria	Mong Kok	
N288	Des Voeux Rd.	Victoria	
N553	Victoria	Tsim Sha Tsui	Hennessy Rd.
N720	Victoria	Queen's Road	
N782	Victoria	Hennessy Rd.	
PB728	Victoria	Causeway Bay	
PB6037	Des Voeux Road	Queen's Road	
PB6071	Kowloon Central	Tsim Sha Tsui	

Hong Kong - Sub Office Townmarks (Contd)

U163	U158	Victoria	King's Road	Victoria
	U227	Victoria	Kowloon	
	U276	Mong Kok	Sha Tin	
U378	U345	Victoria	Beaconsfield House	
	U392	Changsha St.	Tsim Sha Tsui	
U441	U395	Ma Tau Wei	Sha Tin	
	U447	Sai Ying Pun	Sha Tin	

there are of course bound to be more ! Mr Rydings would welcome any additional information with earliest and latest dates. His address is at Flat 4A, 2 University Drive, Hong Kong.

Finally, his "highest numbers" are N 1042, P.B.6512 and U 703.

A CHANGE TO WATCH OUT FOR

The former German colony of South-West Africa has since 1922 - following the various changes as a result of the 1914-1918 war - been administered first by the Union of South Africa and latterly the Republic of South Africa as a mandated territory of the League of Nations and then the United Nations. As most collectors know, adhesives specifically inscribed SWA etc have been used, as have meters.

The territory of Walvis Bay, about half way up the coast between South Africa and what is now Angola was declared a possession of Great Britain on the 12th March 1878 and after 1884 was administered as part of Cape Colony. There is a total of some 430 square miles around the Huiseb river and the enclave remained part of Cape Colony even when surrounded by German territory after 1883.

After the setting up of the mandate the enclave was, from 1st October 1922 administered as a matter of convenience as part of South West Africa and this situation continued antil recently.

On the 30th August 1977, in view of the impending independence of South West Africa (as Namibia) the control of the enclave reverted to Cape Province and only Republic of South Africa stamps have been used there since then.

Now, our own collection of SWA meters is rather limited and most seem to emenate from Windhoek, the capital, not part of the enclave and further inland but we have seen several South African dies used well before August 1977.

Can anyone tell us of a machine with SWA die used in Walvis Bay prior to August 1977 and, possibly, used with RSA dies since then ?

G. B. NOTES.

Neopost L.V. An additional value for our Type 86 is the 2, seen on N 73, York, and shown us by Mr Lapham.

THE PITNEY-BOWES MODEL R IN BRAZIL

by Ernst Muhr.

Brazil, together with most of Latin America, was "Pitney country" until after World War II. Since the 1950's however, Francotyp, Postalia, Hasler and even more recently Satas managed to make some inroad. Neopost and Safag also did for a very short series, but more recently Pitney again managed to obtain most of the Brazilian market. It may be surmised that before 1939 there was an actual split of the world markets between the various makers; this would explain both Pitney Bowes (and Universal Postal Frankers) keeping out of so many countries on the European continent. At present Pitney seem to be the only ones willing to have a certain amount of local content in their product in Brazil; so, for the "quo" of assembling (and quite possibly making certain parts) in Brazil, Pitney were again allowed the "quid" of selling certain numbers of the RF meters to large users in Brazil - and the largest of them all is, of course, the Post Office Corporation.

The first meters in Brazil were New Zealand models by Universal Postal Frankers, followed by their Midget model. These latter had an M before the licence number (LN) and this was later mis-understood as "matricula" (licence) and has been part of the LN in all later meters except the Universal Multi-Value (MV), and even on those it appears on some rebuilds.

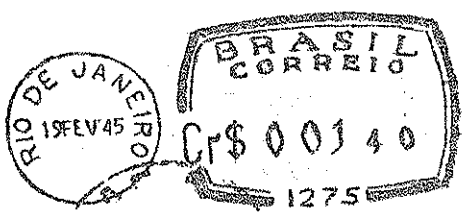
The RF meter used in Brazil is one of the two meters of the same basic model, manufactured by Pitney Bowes (PB) in the U.S.A. since 1940, where it is the most widely used model of all. PB seem to have been experimenting with multi-value meters since 1933, and the various meters listed in the Barfoot-Simon catalogue, mainly Model J, seem to have numbered about 7000, most of them in actual commercial use.

The first experimental Model R meters are listed by Barfoot-Simon under number 131 and 132, and the final designs are 144 to 147. Of these, over 250,000 alone were manufactured for use in the U.S.A. and Canada, apart from many thousands for use in other countries. The Simon-Walsh catalogue lists these as FC 3, FC 4, HA 2, HA 3 and HA 4 respectively.

The two types are RT and RF. RT is basically a 2-bank model with the possibility of an additional half-bank; RT is 3-bank again with a possibly additional half-bank. (a half-bank is one that can be set for zero or half only, or some similar form such as 0 or 5 etc). The following variations have been supplied in recent years.

Model	Range	Low shown as	High
RT (also RTH, hand operated)	½c - $1.00	w 00½	1 00:
RTM	2c - 39c	w 02:	w 39:
RT-2 (no ¾)	¼c, ½c - 1.00	w 00¼	1 00:
RT-3	1c - 99c	w 01:	w 99:
RT-4	1/10c - 10c	w 00^{1}	w 10:

The Pitney Bowes Model R in Brazil (Contd)



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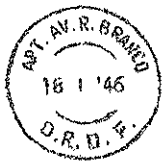

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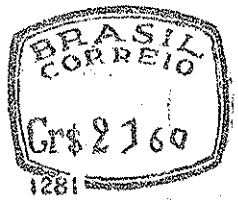

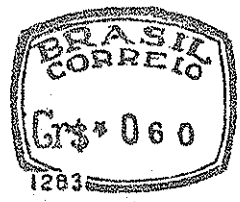

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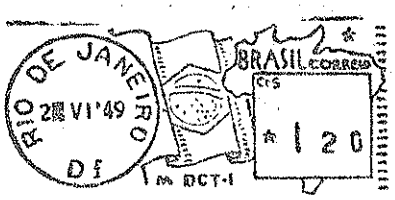

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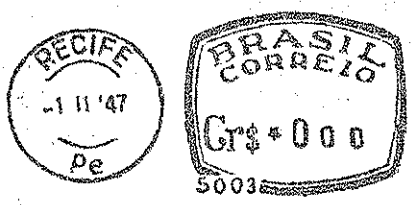

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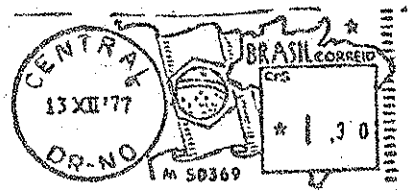

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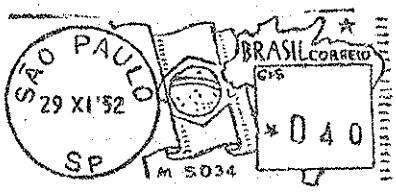

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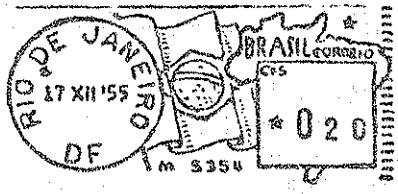

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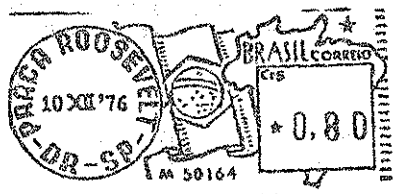

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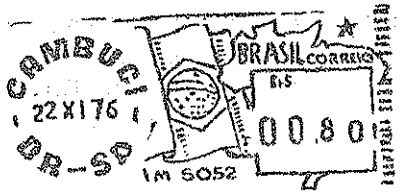

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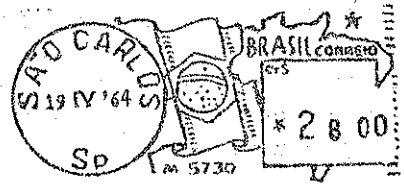

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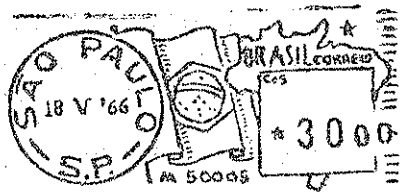

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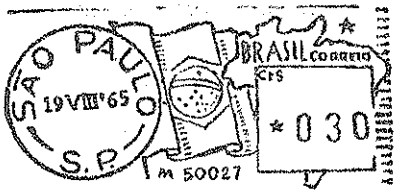

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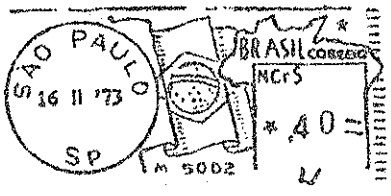

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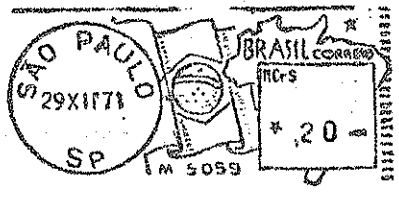

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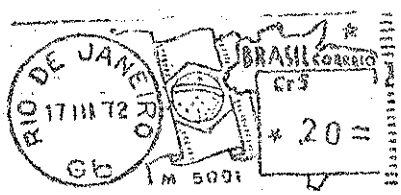
The Pitney Bowes Model R in Brazil (Contd)



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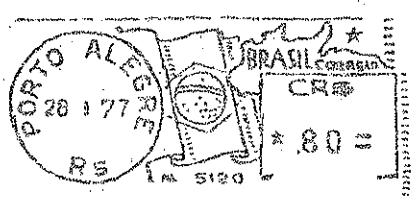

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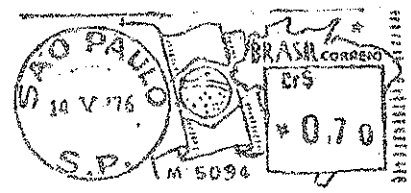

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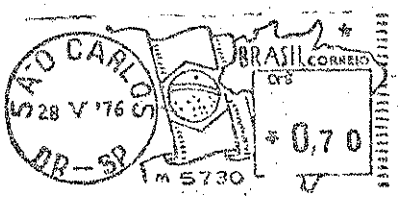

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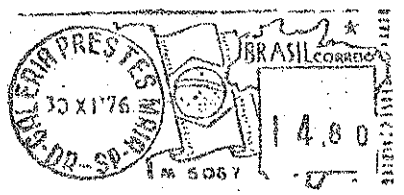

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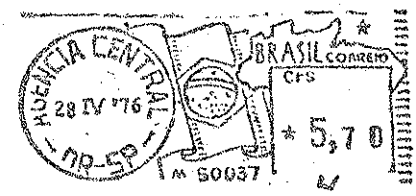

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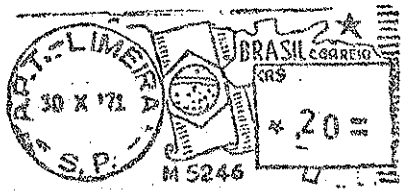

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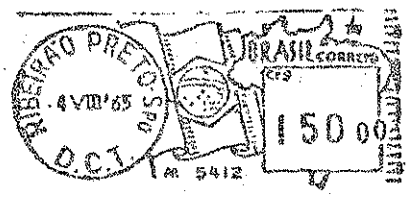

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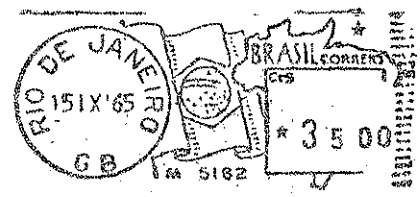

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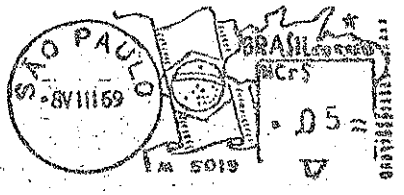

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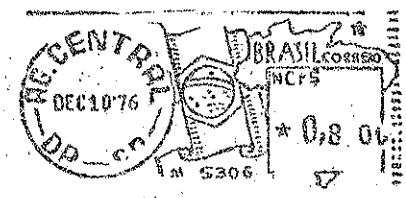

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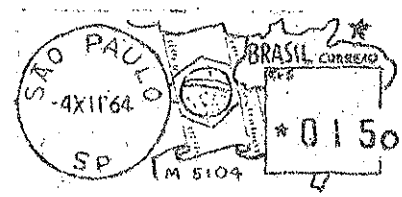

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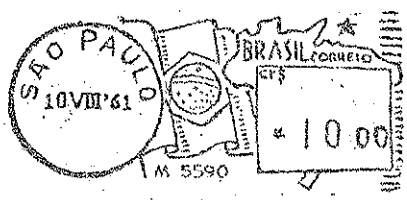

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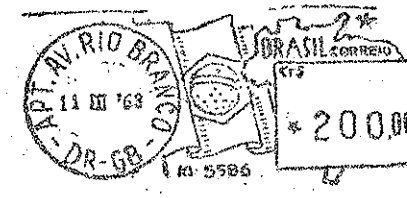

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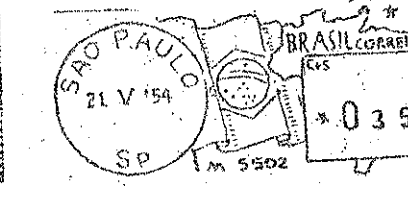

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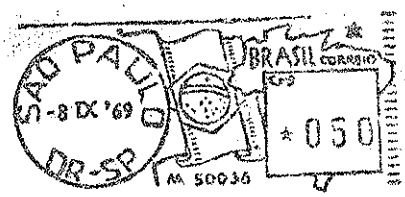
The Pitney Bowes Model R in Brazil (Contd)



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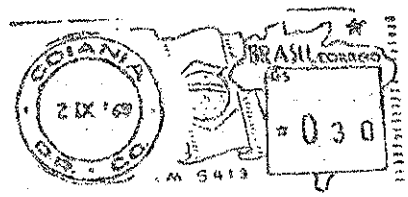

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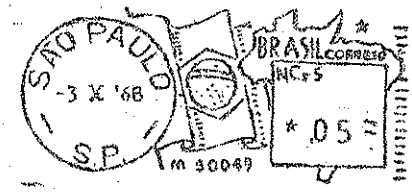

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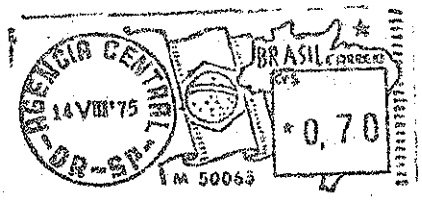

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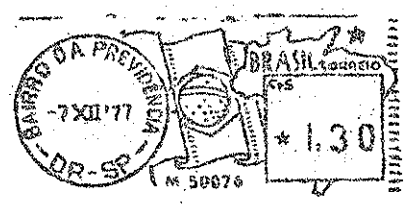

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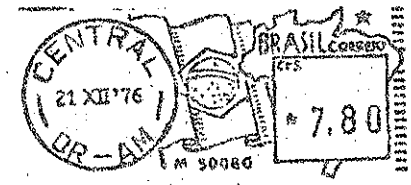

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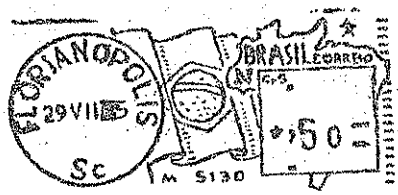

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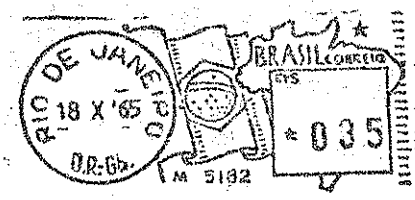
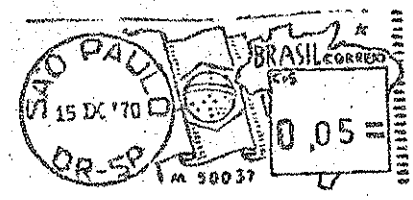
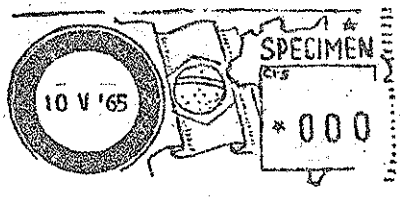


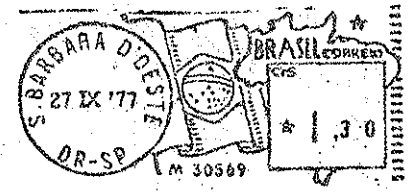
(36)



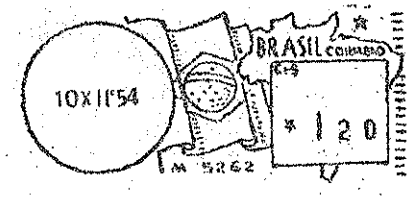
(37)



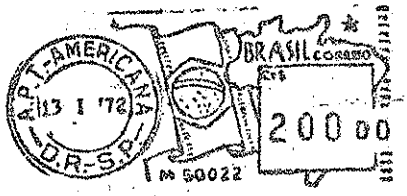
(38)



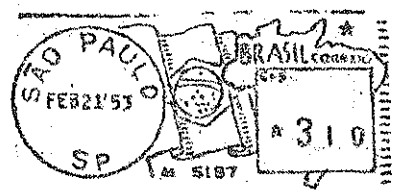
(39)



(40)



(41)



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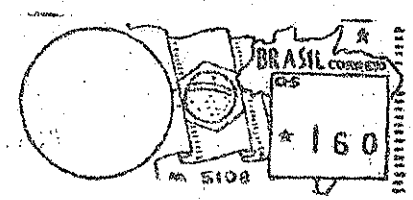

(43)

The Pitney Bowes Model R in Brazil (contd.)

Model	Range	Low shown as	High
RF-3 RFPS, FDRS (parcels)	1c - ₡9.99	w 01:	9 99:
RF (also RFH, RFPO)	½c - ₡9.99½	w 00½	9 99½
RFU (Underwriters lab's)	5 - 99.95 ft	...	...
RF-11T (Document Tax)	5c - ₡99.95	...	...
RT-8 (Single Value)	2 5/8c in 1963 2 3/4c in 1964 2 7/8c in 1965	w 02f (f = fraction)	
RT-13	5c (before 1971	w05:	
RT-14	8c	w08:	

Only RT-2, RT-3, RT-4, RF-3, RFPS, FDRS and RFU are at present being supplied by PB in the U.S.A. Model RF (which mechanically is of course the same as the RFU and RF-11T is the standard model for Brazil, right from the start, and it seems to be the British PBR. In Brazil a 5 or 0 is printed at the right, in Britain ½ or nothing, in the USA when still in use a ½ or a colon (:). In Canada the standard model must be the RF-3 there being no need for the colon. Again, in the USA the leftmost figure is a triple wave (even when there is no FV wheel, as in the RTM, RT-3 and RT-4). In Britain nothing is printed below £1; in Canada and Brazil it is a five-pointed star. Also, in Brazil, a figure 5 printed as the fourth figure from the left should be prized, at least as much as a ½ in the USA (Figs 25, 28 and 36).

It was under the UPF name that the Posts and Telegraphs Department, in 1937, approved the PB Omni JC for use in Brazil. UPF's Agents at the time were Coates, Scotto & Cia. A decision by the Director of Posts and Telegraphs of the 27th May 1946 authorised Casa Pratt (later Remington-Rand, now Sperry Rand), who by then were agents of both PB and UPF, to sell PB meters in Brazil. There seems to be no reference to an actual model, and the same meters, no doubt under the guise of either MV or JC meters, had already been sold to, and used by, the Post Office, again numbered in series with MV's. The 5000 series, however, was brought into use after this authorisation and the earliest known, a proof in the oval type, is dated 1st February 1947.

Up to the time of writing this article a total of 1166 of these meters had been introduced into Brazil, they are :

1280 - 1289	(DCT 1-10)	10
5001 - 5523		523
5584 - 5595		12
5600 - 5603		4
5606		1
5723 - 5735		13
5932 - 5934		3
50001 - 50600		600

The Pitney Bowes Model R in Brazil (Contd)

The missing LN's between 5523 and 5932 and of course all the numbers from 5935 to nearly 7000 belong to the Automax. The latter had been introduced it seems, without formal approval and, therefore, without a new series of LN's assigned to it. This fact was pointed out to the authorities by the author in the early 60's and the 50000 series henceforth assigned to the RF.

Any classification of meter stamps involves the examination and classification of franks, figures of value, townmarks and date figures. RF in Brazil are no different but due to the changes which - often without the supervision of the Post Office or PB - were made in order to adapt the meters to rising postal rates caused by inflation, a complete listing of all the existing combinations of those features remains outside the author's capabilities and, quite possibly, outside the Bulletins available space. It therefore becomes necessary to examine each of them individually and then to state which combinations were actually supplied to users by PB - for some of the changes had to be made by them to enable owners to use them.

Franks.

Two types of frank were used, the oval and the flag type (Fig 1A, 2). The oval type was first issued to 10 meters, numbered 1280 - 89 in the MV series. The RF meter had not then been examined by the Post Office, though they used it in offices in Rio de Janeiro, Sau Paulo and one in Santos. If the Post Office thought about the matter at all they must have accepted them as a variety of the Omni type, already approved in 1937. The same design was also used for the first 20 private meters, numbered 5001 - 20, after the agents had been authorised to sell PB meters in the country. However, the author is not aware of any of these 20 having been in actual use with the oval design, only a proof is known to him, of a meter used by one of the agents branches (Fig 3)

A letter, n.5510, dated 14th July 1947, from the Director of Posts, authorised the substitution of the newly approved flag design for the oval one, on meters 5001 - 20; in fact, the 10 P.O. meters, numbered 1280 - 89, had already in February 1947 had their design and LN's changed to M DCT 1 - 10 (though not in the same order) (Fig 2). Ever since then one, and only one, master frank has been used at the factory and the latest meters supplied by PB to the P.O. (520 in all) show exactly the same frank as the first three used by branches of Casa Pratt (Figs 4, 7). However from 1961 to 1971 many changes were added to the original die; as shown below, some of these changes were already factory (or agent) supplied; others were probably made by repair shops authorised to make the currency change; and there are a few franks which must be hand engraved (Fig 20) /Editors note - see particularly the different "S" in Brasil and the absence of the bottom of the flagstaff/

In the flag design, three different styles of LN's were used. The first and oldest has a round-topped 3 and a closed-top 4. All meters up to 5325 and 5332 - 38 have them (Fig 5). The second style has a flat-topped 3 and an open-top 4; it begins with 5326 - 31 and goes on from 5339 to 5934 and 50001 - 05 (Figs 6, 10). The third one has a flat 3 and a closed 4 but the figures are somehwat narrower. They go from 50006 upwards, highest one

at the time of writing is 50600 (Figs 4, 7). These styles correspond to similar ones in the US LN's; the first change is between 176746 and 181984; the second between 603954 and 604303. (It may be noted that there is now a fourth style in the U.S., with larger figures, the change having been made between 653645 and 657451, and of course the 140000 series, at first kept open because of Canada, is in the second style, which shows quite clearly that it is of later issue. 321431 is in the third style and in Canada the whole thing makes no sense at all) The author understands from PB that these changes were made for reasons of greater security. There are also certain hand-engraved LN's, on franks supplied probably for the replacement of worn-out ones, with a bar in place of factory-engraved LN (Figs 8, 9, 17, 19, 36)

As stated above, the franks were altered from time to time to allow for more figures of value. In this respect it will be necessary to discuss the value figures themselves to some extent. In 1942 the milreis (i.e. 1000 reis, written 1$000) was replaced by the cruzeiro with 100 centavos shown as Cr$ 1,00 Due to inflation prices grew higher and higher until, by 1962, centavos were no longer used and amounts were written as Cr$ 1 etc. In 1965 a "new cruzeiro" was declared worth 1000 of the old cruzeiros but not put into practice until 1967. It was written as NCr$ 1,00 and divided again into 100 centavos. Two years later the N was eliminated and the present Cr$ is understood as being the new cruzeiro.

Since the late 30's an inland letter cost Cr$ 0,40 (Fig 5); this was raised to 2,50 in 1956: to 10,00 in late 1961 (Fig 26): rolled back to 8,00 in 1962 and to Cr$ 30 in 1965 (Figs 10, 11, 30), at which time the centavo figures had been eliminated from official accounts. In 1967 the rate became 50 (Fig 29), then the new cruzeiro was instituted and the earliest new rate for a letter was thus NCr$ 0,05 (Fig 31). This grew to 0,20 in 1971 (Figs 13, 14, 37 and 41); 0,40 in 1973 (Fig 12; to 0,50 during 1974 (Fig 35); to 0,70 during 1975 (Fig 32); to 0,80 during 1976 (Fig 24); to 1,10 and 1,30 (Fig 33) during 1977 and during 1978 to the present 1,80 Meters were always behind. At first, new centavos were grafted on to the frame so that the old ones could become cruzeiros, but these were not always changed to larger figures (Figs 9, 22). Some of course were (Figs 10, 25). Then the frames were rebuilt to eliminate the centavos (Fig 11). Then again NCr$ was added and new wheels added with locally engraved figures. The half-wheel at the right was immobilised and a wave, double-dash or something else printed there (Fig 12, 13, 37). Later, the N was taken off (Fig 14, 15) and when foreign airmail letters began to cost over 9,99 the capacity again was increased to print 99,95 (or 99,90 as it is not quite clear whether the right wheel became operational in all cases) (Fig 16, 18).

While the cruzeiro deteriorated rapidly during the early sixties, even meters supplied by the agents to users had already to have altered (replacement) franks and figures. Some of the replacements showed up first as such in earlier meters and then for a short time became standard. Such frames are frames R.1 and R.3

There are nine basic replacement frames. Some of them have the plain factory-engraved Cr$. Some have an NCr$. It seems clear from the franks

(because of the LN's) that no NCr$ was ever engraved at the factory, however, the locally added NCr$, replacing an original Cr$, came in two styles (Fig 12, 13), and of course the same happens in Cr$ after the removal of the N (Fig 14, 17), shown in this listing as XCr$. In certain cases the whole of the original Cr$ was removed (Fig 18) to signify NCr$, shown as XX and, in certain cases as mentioned above, mainly because the original frank was worn out, new franks, probably with a factory supplied bar or blank after the letter M (which in most cases is quite normal) were engraved with atypical LN's and subjected to all possible variations (Figs 8, 16, 17, 19).

It will be necessary to refer to the illustrations as a comprehensive description of the replacement frames (R. frames) is rather difficult, they are :

R.1a	Right side of value square almost totally missing (Rio, later standard Type 2) Earliest date (ED): 5 9 61 (as standard: 8 8 62)	Cr$	✱00$_5$o ✱0o$_5$o ✱0o,$_5$o ✱0,o$_5$ ✱,oi ✱,oi= ✱005,00	Fig 9, 22, 38.
b	ED: 4 1 68	NCr$	✱,oiw	
c	ED: 22 12 70	XCr$	✱005 ✱0,05 ✱o,ol ✱,oi ✱,oiw	14
R.2a	Right side of value square interrupted to accomodate fixed zero in frame. ED: 11 9 61	Cr$	✱00$_5$o ✱0o$_5$0 ✱0o,$_5$o	21
b	Fixed zero removed. ED 21 10 71	NCr$	✱,oi=	
c	do. ED: 20 6 72	XCr$	✱,oi- ✱,oiw	
R.3a	Bars at right interrupted to accomodate fixed zero. ED: 19 10 61 (as std. 25 3 63)	Cr$	✱00$_5$o ✱0o$_5$o ✱0o,$_5$o ✱,oi=o	
b	Fixed zero removed. ED: 6 8 69	Cr$	✱0,o$_5$ ✱,oi- ✱,oi= ✱,oiw	
c	ED: 9 9 68	NCr$	0,oiw ✱,oi ✱,oiw	
d	ED: 14 5 71	XCr$	✱0o$_5$ 0,oiw ✱,oi- ✱,oiw	
e	ED: 19 1 73	XX	✱,oiw	

The Pitney Bowes Model R in Brazil (Contd)

f	Frame bars reconstituted. ED: 11 8 65 (as standard ED: 22 6 65)	Cr$	✱005 0,oi ✱,oi=	✱01- ✱,oi- ✱,oiw	11
g	ED: 18 9 67	NCr$	✱0,o$_5$ ✱,oiw	✱,oi-	23
h	ED: 8 8 69	XCr$	✱0,o$_5$ ✱,oi-	00,o$_5$ ✱,oiw	8
i	ED: 26 2 71	XX	✱0,o$_5$	✱,oi-	18
R.4	Value frame elongated; locally engraved die. ED: 12 5 62 Capital CR	CR$	✱0o$_5$o	✱,oi=	20
R.5a	Value frame broken at right to accomodate fixed zero. ED: 23 3 62	Cr$	✱0o$_5$o		
b	Reconstituted at right. ED: 10 12 76	NCr$	✱0,o$_5$		24
R.6a	Line of bars away from square and map to accomodate two fixed zeros outside square. ED: 4 12 64	Cr$	✱005oo		25
b	Line of bars reconstituted (badly). ED: 3 2 69	NCr$	✱,oiw		
c	ED: 16 6 72	XCr$	✱,oi-	✱,oiw	
R.7a	Similar to R.4, but original die with map extended to right. ED: 10 8 61	Cr$	✱005,00 ✱0o$_5$o	✱005	26
b	do. thin line for bars at right (?)	Cr$	✱005,00		
R.8a	Value frame 19mm, map ends before frame ED: 6 7 65	Cr$	✱005,00	✱,oi=	27
b	ED: 15 3 72	NCr$	✱,oi=		
R.9a	As R.8 but only part of bar line moved right. ED: 16 3 72	XCr$	✱,oiw		
b	Capital CR. ED: 28 1 77	XCR$	✱,oi=		15

Standard issues, ie meters supplied in such form by the agents, came in standard die and the R.1a, R.3a and R.3f frames, as will be shown below.

The Pitney Bowes Model R in Brazil (Contd)

Figures of Value

The first meters had 4 figures of value, two large and two small, a combination which was also used on RF meters in Argentina, Belgium, Spain and Luxembourg. This meant tens of cruzeiros to 5 centavos (Fig 2). An additional fixed zero should be read as 100s of cruzeiros to 50 centavos (plus the fixed zero for the single centavo (Fig 9,10), but as the third wheel - always counting from the left - was not always changed, single cruzeiros often remained small (Fig 9, 22). When a second zero was added the wheels meant 1000s to five cruzeiros - with the two right wheels possibly still small - and the fixed zeros were centavos (Fig 25, 27). Back to four FV's means old cruzeiros, with centavos dropped (Fig 11, 29), even though there might be large and small FVs (Fig 30). After that, with NCr$ (and later with the N eliminated), FVs mean single cruzeiros and 10s and single centavos, with the rightmost wheel blocked and a blank, hyphen (Fig 13), an equal sign (Fig 15) or waves (Fig 12) in its stead. Again, with postal rates once more on the move, recent changes include two large and two small, but now usually with a decimal comma on the 3rd wheel (Fig 8, 16, etc). Again, there might be four large FVs, with (Fig 7, 33) or without (Fig 29) the comma, the latter no longer meaning 1000s to five cruzeiros but 10s of cruzeiros to 5 centavos.

The first MV meters in Brazil had angular FVs, most possibly because UPF had no mechanism for decimal currency. Most of the early MVs in Brazil were no doubt Francotyp in all but name, another example of the close co-operation which must have existed between competitors at that time. This seems to be the reason for the fact that in Brazil - sole instance of PB-US worldwide - angular figures were used, first for the 4 JC meters, then for the 10 P.O. (Fig 1A) and at least one (5011) of the 20 early meters of the RF model. After that, angular FVs were replaced by the standard oval FVs of the RF model, as indicated below.

After the changing of the FVs came to an end, new meters began to come with a decimal comma on the 2nd wheel, with the FV of that wheel narrower (Fig 7, 34) and all the others of the same height. After that series, 400 meters were supplied with two large and two very small FVs (Fig 4, 39), not used elsewhere by PB.

Apart from the variations with factory-supplied wheels, discussed above, there are some replacement styles which seem to be of local origin. In the following listing they are designated with the letters A, B and C. An X after the letter means that the usual style for that combination of FVs is the standard factory style, but that replacement style also exists. A letter Y means that the combination of FVs is usually found in that replacement style. The styles are :

A - Single (or rather 5) centavos smaller than tens; the tens are not standard size (Fig 16)

B - A distinctive local style found with waves (Fig 12, 14)

C - Slightly larger centavos (Fig 37)

[We will continue this study in our next issue - Ed.]