

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

VOLUME X, NO. 3

OCTOBER, 1982

I will try and keep the newsletter flowing more promptly during the next year. Sorry for the long delay between March and September.

CONVENTION REPORT - Lew arrived as promised, with the new catalog !!!!!!! For the RPO Study Group, that obviously was the highlight of the convention. After how many years of effort, our fearless leader - the sheriff - came through. It is now for sale from most dealers in Canada for \$25.00 U.S and \$32.00 Canadian. A great piece of work Lew and I am sure all will be as impressed as I was.

The Study Group conducted its meeting at 10:30 Friday and the following was discussed:

1. New catalog - A review of the contents by Ludlow and some of the highlights. At the conclusion of the review we gave Lew a round of applause for his efforts in producing this fine document with which we will all work for several years to come.

2. Plans for the future - Now that the catalog is completed, the future efforts of the group need to be oriented to keeping up the level of interest, and keeping RPOs a growing area of BNAPS. Tossed around were the following:

a. Exhibiting - It was noted that there have been no RPO exhibits for the last two years at a BNAPS convention. I promised to keep pushing this type of effort in the newsletter and we got a couple of halfway commitments for exhibits in the future, as well as a couple of flat refusals. It was also suggested that for those too timid to start with BNAPS that starting with local and regional shows would be a good way to go. I noted that G. Carr has been quite successful at this. It was also suggested that we publish the rules for judging BNAPS exhibits - and I will do that in later editions. We also discussed giving an award from the Study Group for RPO exhibits.

b. Catalog Updating - As Lew states in the catalog, it is now "open season" for updates to the catalog. He stated that he is anxious to receive corrections and updates as well as new reports. Obviously, there will be many, many reports of new dates of use, new train #s, and direction marks, etc. He welcomes such new information and it will be dutifully recorded in his master records as well as being published in the newsletter and, as appropriate, in Topics.

c. New studies - While we are fortunate in having a leader willing to take on in-depth studies, we also need to encourage others in the study group to undertake in-depth studies and analyses in their areas of specialized interest. Subjects abound - let's get to it.

d. Hammer analysis - Lew threw on the table the question of which area should be tackled next. He is open for suggestions and would appreciate hearing from each of you in this regard.

ROWELL MYSTERY - No longer! G. Carr did some exploring and turned up Mr. A. I. Rowell whom I mentioned in the last newsletter as having produced numerous RPO covers during the 50s & 60s - some with difficult runs. Mr. Rowell wrote to Gerald and he forwarded his letter to me. Turns out Mr. Rowell was an engineer and undertook this project which overtime counted over 7,000 covers which were all sold some years ago. Will publish -- more detail on Mr. Rowell in later editions. He was not a member of BNAPS nor did he collect other RPOs. Enclosed are copies of two covers produced and promised in the last newsletter, but inadvertently omitted.

Mitchell MYSTERY - It has now been suggested that we try and uncover who MITCHELL was. He manufactured numerous Newf. covers - many of which are very difficult runs to acquire which went through the regular mails.

Just noticed that my typewriter is not spacing correctly - please bear with me till I can get things fixed.

NEWFOUNDLAND MAP - Enclosed is another copy of a Newf. map sent by John Hornsby showing in more detail the CN route and all its stations. Combined with the map from the last issue, we now have a pretty good picture of Newf. We also can see that in all probability many new ticket stamps will turn up. I haven't taken the time to compare what we now have listed compared to how many stations on the enclosed map, but I can see several not recorded to date. Lew take note!

KEN ELLISON - Sends a list of B. C. R.M.S. clerks in 1932 - taken from a picture he located at a swap meet. This should help in locating partial clerk strikes.

LUDLOW sends information to update the Newf. hammer analysis, enclosed. In addition, he has enclosed catalog update information. I am attaching a copy of my N-53 which I found several months ago which was the basis for the new early date. He says he only has dated copies of this strike from myself and Ross Gray. Are there others?

Since many of you were deeply involved in producing the new catalog with Lew and might want his autograph and maybe a note on the cover page, I would suggest that you remove the cover page (or whatever) and send it to him for such. I got my copy from him at Virginia Beach and forgot to get him to put his signature on my copy, so will have to do the same. I'm sure he won't mind - as a matter of fact he should be flattered - right!

EXHIBITS - Back to the point earlier concerning RPO exhibiting. I think it is fair to say that we agreed that some type of Study Group recognition should be given to those who exhibit RPOs - either at BNAPS or otherwise. With this in mind, I am open to suggestions on a suitable means of study group recognition. Let me have your ideas.

RPO CORKS - I have received a couple of reports from members with Corks used by RPO clerks and have acquired a couple of new ones for my own collection. I am still waiting for more of a response from the membership - how about digging through your material and making copies (or drawings) for use in compiling such a listing. L. Gillam writes that he thinks such corks were put on by local postmasters - however, I don't buy this theory completely. If so, why wouldn't the town strike also be on the cover of many of them. Does anyone have any further information to contribute? We need to do some research on this one.

CATALOG COUNT REVISION - Spoke to J. Lehr a couple of weeks ago and he states that he is in the process of updating his collection with the new catalog and finds numerous changes in his count. That reminded me not only that I have to start doing the same, but that we should start thinking about preparing a new count listing against the new catalog - so, let's wait about six months and we will start bugging you to get a new count in for a new roster.

I belong to several study groups and quite often there are complaints from editors that the membership does not send in enough information. While we can always use more information and encourage you to send "bits & pieces" as you dig them up, we are fortunate to have such an active membership that keeps sending material - we can look forward in future issues to material from G. Noble, J. Purcell, R. Gray, W. Bosch, Ludlow, G. Carr and others. However let's not forget to keep material flowing. That's all for now - happy hunting!

CANADIAN RAILWAY CANCELLATIONS

Grand Trunk Railway

1865



Two 5¢ Beavers, double rate REGISTERED, from DANVILLE, C.E., AU 16, 65, to Quebec, via
QUEBEC & RICHMOND SECTION G.T.R. / N^o 3 AU 17, 1865, NIGHT

Receiving mark - QUEBEC, C.E. - AU 17, 65

Quebec & Richmond Railway was merged into the Grand Trunk in 1855, 10 years before this cover

Q-223

*** CANADA MAIL ***

RAILWAY POST OFFICE



*Route
to
London - Ont.
1938*



*** CANADA MAIL ***

RAILWAY POST OFFICE





RAILWAY MAIL SERVICE BRITISH COLUMBIA STAFF 1932

Names taken from staff photograph - may be useful to identify cancels

J.F. Murray	Disrtict Superintendent	1890 (joined service then)
C. Kirk	Chief Clerk	1919
A. Pringle	Inspector	1903
W. Willis	Examiner	1897

J.A. McLeod 1910
E.V. Willis 1910
A.A. Mackinlay 1913
L. Turnbull 1914
W. Denholm 1914
C. Travers 1911
F. A. Culbertson 1912
N. R. Millar 1913
J. W. Watson 1910
J. H. Menzies 1912
W. M. McClellan 1912
S. C. Dodds 1907
F. W. Hitchcock 1914
E. C. Lawley 1908
R. G. Rae 1905
W. Sarson 1911
J.Z. Johnson 1914
C. W. Saborin 1920
A. M. Johns 1910
N. Naylor 1914
J. M. Main 1917
E. Jones 1928
C. P. Caldwell 1920
H. F. P. Tate 1914
S. D. Fletcher 1915
D. R. Castle 1918
W. C. Down 1917
E. W. Elliott 1912
H. J. Fislock 1913
C. B. Castleman 1910
J. Gipson 1922
W. B. Cornish 1913
T. G. McNames 1907
R. S. Sherk 1926
H. H. Heywood 1927
L. Connor 1912
J. G. H. Pound 1921
E. Hodges 1916
R. D. Bartlett 1927
R. J. Herbert 1904
J. W. Stevens 1913
A. L. S. Emsley 1913
G. S. Ketcheson 1911
J. W. Mills 1910
W. A. Crighton 1908
C. Booth 1903
C. Felix 1913
C. J. Green 1911

Following presumed Vancouver staff.

F. C. McLean 1896
D. R. Stewart 1913
R. E. O'Connor 1898
P. W. Hardman 1912
T. W. Bennett 1911
C. T. White 1915
G. H. Burton 1910
A. G. Allan 1898
S. C. Bate 1912
M. F. Dixon 1911
A. A. Overend 1913
T. D. Bulger 1903
C. Bennett 1916
R. M. Manahan 1908
R. J. D. Keron 1917
W. A. Kerr 1914
A. L. Robinson 1914
F. Kirk 1917
M. E. Prendergast 1910
J. O. Mackie 1917
D. H. Slimming 1917
W. J. E. Conway 1929
H. F. Hatt 1910
M. D. Creighton 1907
W. P. Hall 1923
M. R. Treadwell 1914
C. R. Mead 1911

R. P. O. STUDY GROUP NEWSLETTER - Lewis M. Ludlow

Now that the new catalogue has been completed, we can return to several projects that have been held in abeyance for quite awhile. Among these is the re-examination of several of the Newfoundland listings for hammer analysis, and we present the first of these herewith.

N-81 (formerly N-82) RAILWAY • T. P. O. / NEWF'D., Type 4J, 1886-1898, R.F. 215, Rptrs 142, 197

In 1981 we did a hammer analysis of this listing from an existing inventory of only a half dozen strikes. It quickly developed that our first analysis was only cursory and based on an inadequate sampling. We have now completed a re-examination of over 75 strikes, most of which were submitted by Don Wilson, and can now advise that there are at least five different hammers that exist rather than just the two that were previously reported. Thus, we can report on this listing again, as follows:

Hammer I

Earliest - November 15, 1886

Usage - One known strike

Occurrence - 1.3%

Hammer II

Earliest - December 21, 1888

Latest - April 4, 1894

Usage - Full to end of 1890; then late 1893 to end.

Occurrence - 21.1%

Hammer III

Earliest - March 2, 1889

Latest - July 7, 1897

Usage - Reasonably constant; known every year within period.

Occurrence - 43.4% (most common hammer)

Hammer IV

Earliest - June 13, 1891

Latest - May 25, 1898 - Reporter 142

Usage - Somewhat intermittent; unknown 1895

Occurrence - 25.0%

Hammer V

Earliest - March 16, 1893

Latest - April 25, 1898

Usage - Sporadic and limited; not known 1896-1897.

Occurrence - 9.2%

No proof strikes are known for any of the N-81 hammers. All earliest and latest dates for all five hammers are from J. D. Wilson, Reporter 197, except for the latest for Hammer IV - and the listing - which was submitted by Ross Gray. For a relatively simple cancellation, derivation of these five hammers was not an easy task; the main problem is the proliferation of partial strikes. Of all that we analyzed, less than a dozen were full and complete cancellations; however, at the finish, we had a clear and definitive picture of at least five hammers.

HAMMER SEPARATION - N-81 (formerly N- 82)

- Step 1. If the "R" of RAILWAY is present, measure the distance between the two legs of this "R" at the bottom. Hammers I and II are less than 2 mm, while Hammers III, IV and V are a full 2 mm or over.
- Step 2. If Step 1 is completed successfully, and if the "IL" of RAILWAY is present, measure the distance between these two letters at the base. Hammer I is obviously less than 1 mm, while Hammer II is distinctly over 1 mm.
- Step 3. With Hammers I and II identified, if the "N" of NEWF'D is available, carefully measure the chordal distance from the upper top left corner of the "R" of RAILWAY to the bottom of the left leg of the "N" of NEWF'D. (Note that this measurement is across the outside of the cancellation, not one of our normal measuring procedures.) A chord of almost 6 mm is Hammer III; both Hammers IV and V are less than 5 mm for this chord.
- Step 4. Assuming that both letters are available, measure the chordal distance from the bottom of the left base of the "W" of RAILWAY to the bottom of the "T" of T. P. O.; a distance of only 8 mm is Hammer IV, while a chord of almost 9 mm is Hammer V.

The above is one series of identification steps that is quite definitive if a sufficiently clear strike is available; however, such is not usually the case, and it would be difficult to detail any one given scenario which would fit every contingency. It has been suggested that separation could be done on the diameter of the cancellation; however, at least three hammers are of the same diameter. Presented herewith is a chordal chart which should be suitable for most partial strikes since there is sufficient variety of different chords to fit most cases. If anyone still has a problem in identification, we will be glad to identify the hammer of any N-81 strike sent to us, either as copy or original.

	I	II	III	IV	V
a. R - N	5	5 $\frac{1}{2}$	6	4 $\frac{3}{4}$	4 $\frac{1}{2}$ ⁺
b. R	1 $\frac{3}{4}$	1 $\frac{1}{2}$	2 ⁺	2 ⁺	2 ⁺
c. R - A	4 ⁺	4 ⁺	4 $\frac{1}{2}$	4 $\frac{3}{4}$	4 $\frac{1}{2}$
d. I - L	$\frac{3}{4}$	1 ⁺	1	1 ⁺	1 ⁺
e. W - T	8	8	8 ⁺	8	8 $\frac{1}{2}$
f. W	2 $\frac{3}{4}$	2 $\frac{3}{4}$	3	2 $\frac{3}{4}$	2 $\frac{3}{4}$
g. I - W	1	1	1 ⁺	1	1
h. N - E	3 $\frac{1}{2}$				
i. N - W	1 ⁺	1 ⁺	2 ⁺	2 $\frac{1}{2}$	2 $\frac{1}{2}$

R. P. O. STUDY GROUP NEWSLETTER

N-68 (formerly N-69) PLACENTIA BAY · T. P. O. / NEWF'D., Type 4J, 1899-1938, R. F. - 165.

This the second interim report on N-68 (formerly N-69). Previously, we had made opening comments based on a brief number of strikes, indicating that we had identified two hammers but felt more were in existence. This situation has not changed; however, we have just finished analyzing 46 additional strikes, all falling in the 1901-1909 period. From this work, we can flesh out our previous notes, as follows:

Hammer I

Proofed: Unknown

Earliest: November 19, 1899 - Reporter W. G. Robinson

Latest: January 14, 1906 - Reporter J. D. Wilson

Usage: Apparently continuous throughout period

R. F.: 165 (54.9%)

Comments: This first hammer saw plenty of use in a relatively short period and wore badly; by late 1905, known strikes are partial, blurred and worn. It would appear that Hammer I was replaced by Hammer II in the first quarter of 1906; we have recorded no concurrent usage. Early strikes have a mid-vertical dot between PLACENTIA and BAY, but this has disappeared by early 1902.

Hammer II

Proofed: Unknown

Earliest: March 23, 1906 - Reporter J. D. Wilson

Latest: July 29, 1921 - Reporter W. G. Robinson

Usage: Solid throughout to 1909; then sporadic reports to the end.

R. F.: 165 (45.1%)

Comments: Early strikes, though often light, are clear and sharp; however, shortly thereafter, as early as 1907, numerous breaks appear in several of the letters. This gives a different visual appearance from the original, but there is only one hammer.

HAMMER SEPARATION OF N-68 (formerly N-69)

Our position of only two hammers in the early period is still correct, and our original identification characteristic is still valid, as follows:

- Step 1. Measure the chordal distance from the bottom of the "P" to the bottom of the right leg of the first "A", both of PLACENTIA; a chord of 5 mm or slightly over is Hammer I, while one of distinctly less than 5 mm is Hammer II.
- Step 2. An even more distinctive separation is provided by measuring the chordal distance from the bottom of the left leg of the second "A" of PLACENTIA to the bottom of the "Y" of BAY; for this chord, Hammer I measures 7 1/2 mm, while Hammer II is only 6 mm, or a shade over, a clear difference of almost 1 1/2 mm!!!

On clear strong strikes, for Hammer I there is a mid-vertical dot between BAY and T. P. O.; however, there is no punctuation in this position for Hammer II.

All of the above notwithstanding, we can advise that there is at least one more hammer (probably two) for this listing. As previously advised, Pratt reported that there were probably two more hammers, one proofed in 1925 and another in 1926, but we still have not been able to see the confirming proof strikes. We have had dates reported by Soper in 1930 and 1936, by Purcell in 1937 and by McKain in 1938; we need to see these strikes again, plus any others after 1920 that may be available.

(N-68 continued)

We have measured a single 1935 strike from Robinson and know for certain that it is different from Hammers I and II; however, we want to have confirmation of this hammer and others before taking a definitive position on the exact status of additional hammers. (Robinson's strike has a base period between BAY and T. P. O. in contrast to Hammer I [mid-vertical dot in this position] and Hammer II [no punctuation at all in this position]; however, there may be two such hammers having this characteristic of the Robinson strike.) So, for anyone having copies of N-68 from 1920 on, we would appreciate clear photocopies or actual originals.

NEW INFORMATION

In the process of analyzing N-68 and N-81, we have picked up some new information on other Newfoundland listings, as follows:

- N-53 (formerly N-57, N-56) NEWF'D. T. P. O. / , Type 23 J, the roller cancellation. (August 28, 1896) Change period to read 1896-1905, R. F. to 370, add Reporter 173, D. L. McKain
- N-26 C. B. RAILWAY · T. P. O. / NEWF'D, Type 4J, 1897-1903, R.F. - 370. Chane latest to February 11, 1903, Reporter 197, J. D. Wilson



Mr S J Ayres

No 33 Fresh water road

St Johns

D. McKain

*N-81 H II
N 53 100 back*

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