

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

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Annual Meeting At San Francisco

The annual meeting of the Study Group was held at the San Francisco Convention. Some business reporting requirements forced me to miss this convention, but Lew Ludlow and Joe Purcell (who acted as secretary in my absence) have filled me in and Joe has submitted the following minutes:

A meeting of R.P.O. Study Group of BNAPS was held Friday, September 17, at Holiday Inn, San Francisco, California. At 1500 hours, Ed Richardson introduced Lew Ludlow who chaired the meeting. Joe Purcell acted as secretary in lieu of Jim Lehr who was unable to attend. 17 members attended.

Minutes of previous meeting were read.
Moved by Ken Ellison and seconded by Clarence Scullion that minutes be adapted. Carried.

Lew Ludlow presented a check for \$61.61 which represents his profits on sales of his amendment to Shaw's Catalogue.

The new catalogue was discussed and it is expected to be ready in 15 months. Rarity factors will be revised and Scott's catalogue numbers deleted. These numbers will be replaced by "period of use" in years. It is also expected that steamship runs will be in a new section.

Ken Ellison agreed to do this work with help from Bill Robinson.

Joe Purcell presented a report on his R.F. survey to date. A copy of this report with corrections to date is attached. Persons mentioned in parts B & C of this report are asked to contact Lew Ludlow to confirm these items.

32 members of Study Group did not report their holdings of R.P.O.'s.

It was recommended that catalogue additions and corrections would first appear in the newsletter; that 4 to 6 newsletters be issued annually; that more historical items appear in newsletter; and that Lionel Gilliam be made an honorary member.

As you can see, a lot happened. Let's discuss some of these decisions.

- 1) Lew has now covered all the costs of his handbook revision and plans to donate all remaining profits to the Study Group. The check for \$61.61 was a start on this and we owe Lew another "thanks!" for his tremendous contributions to our hobby.
- 2) Note that Lew plans to publish a revision of his present revision by late next year. This should then carry us until a complete new edition of the entire Shaw Handbook is published by the BNAPS Handbook Committee.

- 3) Regarding Joe Purcell's report on the R.F. survey, his summary report is attached. Lew has requested a chance to go over Joe's A, B and C Lists before sending these out, since he is sure the final lists can be shortened considerably. For example, Lionel Gilliam's inventory list received after the report was printed removed about 35 listings and some of the other single copies reported were verified by Lew after examination. We will try and get the final lists out with the next Newsletter.
- 4) Speaking of the Newsletter -- note the recommendation for 4-6 issues per year (I won't miss any more Annual Meetings!). Seriously, though, all these recommendations are good and I support them. But--there are problems. This requires a much greater flow of material into your Editor than arrived this past year. Lionel Gillam was quite appreciative of the honorary membership and is keeping all of his contacts up-to-date on our efforts. He does not have the time, nor any new findings, to contribute historical writings. We are free to publish any of his past work, but how many of you do not have access to the Gillam "History of Canadian R.P.O.'s" and the recent reports in the Canadian Philatetic Society of G.B. magazine?

In other words, I'll need lots of help from all of you to put out 4-6 annual issues. Finally, I would love to get some help. If you would like to take over the Editor job, let me know. If not completely, how about some Guest Editors who would be responsible for single issues?

- 5) Note that Steamship Runs are being developed (probably as a separate section) by Ken Ellison and Bill Robinson. If you have comments, questions, contributions, etc., in this area, drop Ken a note. I know he would appreciate it.
- 6) If you were one of the 32 who didn't report your collection to Joe Purcell, better late than never. Now!
- 7) Note also that new runs, new hammers, corrections, etc., will appear first in the Newsletter before being reported in the column. This should help keep us more up-to-date on these changes (particularly with the decrease in the number of Topics issues). This also makes membership in the Study Group more important.

R.P.O.'s In Canadian-U.S. Territories

Joe Purcell sent along some corrections to the 1936 article in the last Newsletter on Canadian R.P.O. runs through U.S. Territory.

- 1) Niagara Falls and Hamilton - This line crossed into the U.S.A. only to be turned around.
- 2) North Bay, Sudbury and Sault Ste. Marie - This run passed through Sudbury but the name did not show in the R.P.O. strike. This train originated in Montreal and started with Ottawa and North Bay strikes. At Sault Ste. Marie the Canadian postal car was sealed. After it crossed the ferry, a U.S. mail car was added. The train then ran S.W. to Minneapolis, then N.W. via Bismarck, N.D. to North Portal. The U.S. car was detached, the Canadian car unsealed, and strikes for North Portal and Regina applied. From Regina train went west to Vancouver.
- 3) Buffalo and Chicago - This train entered Canada at Fort Erie (Bridgeburg) and left Canada at either Windsor or Sarina.
- 4) Syracuse and Detroit - May have entered Canada at either Niagara Falls or Fort Erie. It left Canada at Windsor.

Thanks for the information Joe.

- 5) Hugh Aitken pointed out that the W-134, A, B set for Saint Vincent and Winnipeg really belongs in this list, since St. Vincent is in Minnesota. (I can't find St. Vincent anywhere on my maps. Is it called something different now?)

We Have A Depot Specialist

Got a nice couple of letters from Graham Noble and found out that he is specializing in the Depot R.P.O.'s and is working with Lew to redesign this section for the next edition of the handbook. So now you know where to go for questions on this section.

Graham sent a copy of a strike of the BERLIN S duplex-PM-Ocl6 15 on an advertising cover from Berlin to Pt. Hope, Ontario. (Unfortunately it does not reproduce well enough to show here). This date is "less than a year before Berlin became Kitchener. There seems to be some question of the veracity of the Kitchener S duplex as a depot cancel but if it proves genuine, then the

Berlin S would be its forerunner. Perhaps some study group members could shed some light on the subject..."

Graham would appreciate help from members on the following:

- 1) Information on the Berlin-Kitchener G.T.R. and C.N.R. Station that would confirm there was indeed a post office there, as some doubt has been raised about this.
- 2) Details of Depot strikes in your collections -- the time marks, hammer types, etc., for detailed study. He would appreciate copies or photostats if possible.

The "This Brings Back Fond Memories" Department

Got an interesting letter from Don Cambridge about the addition of R29T (Canada Steamship Lines) in the latest listing. He was surprised because "As a teenager I worked in the summer for Canada SS lines, and have been on all the ships listed, in the general period that is given (1937-39). I was ticket agent in Murray Bay in 1940, and used to visit the Tadoussac, Quebec, Richelieu and St. Lawrence whenever they called at Murray Bay, and at least two called every day. I can never remember any cancellations being done on board: I was given the mail bags for local posting on the up trip (to the Saguenery) while the down trip took the mail to Montreal. The R.P.O.'s must have been used in a very short period of time.

And A Last Reminder

So far I've heard from 24 members (including several new ones) on the new dues. This Newsletter is going out to all 54 names on the present list, but the first 1977 issue will go only to our updated membership list. Incidentally, the new membership list and financial report of 1976 will be included, as always, in that first issue of the year

Have a wonderful holiday season,


Jim Lehr

R.P.O. INVENTORY REPORT27 COLLECTIONS

	<u>Runs</u>	<u>Strikes</u>	<u>Runs Reported</u>	<u>% Reported</u>
Newfoundland	157	1090	115	73.3
Maritimes	266	20891	207	77.8
Quebec	568	44852	450	79.2
Ontario	734	42663	573	78.0
Western	797	25551	624	78.3
Railroads	388	5623	282	72.7
Depots	64	4410	46	71.9
Total	2974	145080	2297	77.2

SUGGESTIONS RE R.F.

1. Facing Slips. Continue to be rated as at present.
2. Certain categories, e. g., marine offices, emergency P.O.s, "Eastern Arctic" items, Type 2 items (Squared Circles) be given an R.F. lower than these figures may indicate. These are collected by other than R.P.O. people. "Eastern Arctic" items were advertised by Post Office before voyages set out and covers solicited. Items became commoner as each new voyage started.
3. This report does not include items where I have a question mark on my cards - possibly five or six items of one each.
4. Undoubtedly I have made "goofs". Bear in mind that my brain is failing and increasingly I am saying and writing one word when I think I have said another, e. g., "Smith" comes out "Jones".
5. W133C is a U. S. run on a Canadian stamp.
6. O382 and 382A cause confusion. I'm often offered a stamp as O382A that I call O382. How is the G shaped? My four copies of 382 are G and that is what I am offered.

COMMENT

"N" Section. Some should really be in "R", but would anything be gained? This is a very popular country in Britain, and there must be a tremendous source over there to be mined - but how?

Still think N109 and N110 (if they exist) should probably be in "M" but, if they show up, they'll likely be on Newfoundland stamps. So what!

Like Ken Ellison's idea of transferring steamships to a new section, particularly as he is willing to do the work. Problem: Where to draw the line. Where would W160AG go? N103, M18, Q220, O174A, etc. It would also take much clutter out of W&R.

Should there not be a section for Airports? Most would fit into current types or sub types.

Two big causes of confusion: 1) Q202 and Q244. Think Q244 should follow Q202 with an explanation; 2) R157 to R158C should mingle with W153-W153D and W153F and G.