

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

VOLUME V, NO. 2

AUGUST 1977

First Things First

As probably all of you know by now, Lew Ludlow is moving back to Japan and will have the following address:

Lewis M. Ludlow
Gamlen Far East
#6-17, Shibaura 4-Chome
Minato-ku, Tokyo 108 Japan

I talked with Lew before he left and he indicated that he plans to continue his present interests and activities with RPO Study Group. It will just take a little longer for information to get back and forth. Incidentally, for anyone who might be going to Japan, his phone number is Tokyo 451-3579.

Re-Vamping The Depot Section

The attached proposal from Graham Noble is included for information and comments by members. It represents a great deal of work by Graham but should be considered as a proposal, since Lew as editor will have the final decision on all proposed modifications. Please copy for Lew and me any comments you send to Graham.

New Research On Railway Mail Clerk Steel Dating Stamps

Fred Belanger has done a nice research job using material available at the National Postal Museum in Ottawa. His write up is attached as received. He has agreed to continue this type of research writing if we are interested and I for one am definitely interested. If you agree, how about letting Fred know your interest.

Any More Studies?

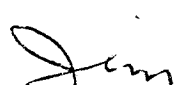
The previous two articles by Study Group members are the sort of studies and reports we are hoping to encourage. I know of several other such studies underway and would like similar reports which we could publish in the Newsletter for everyone's interest and comments.

More Delay On The Rarity Study

Lew has asked that we hold up on reporting the results of our Rarity Study until he has been able to contact more people and eliminate or confirm more of the "one-or-two-copy runs." His move has delayed this some. However, we will get a report out before the end of the year even if it goes out as a separate mailing.

Attached are sheets of measurements on the various hammers of M-47, M-50 and M-52 prepared by Lew. Also, some illustrations of goodies from the Ludlow collection which were exhibited at last year's convention in San Francisco.

See you at Edmonton.



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Comment

For some time I have felt that the Depot section of the Catalogue needed a good overhaul and since we are in the process of re-doing the entire catalogue in anticipation of a new release in 1978, I thought I would incorporate some of my thoughts on the Depots into a draft proposal for consideration of other members of the BNAPS RPO Study Group.

My intention in doing this is an attempt to make the section more useful by following the same geographic pattern, east to west that the main body of the catalogue follows. More importantly, I am attempting to place the hammers of each depot in some sort of chronological order, that is, following the actual sequence of the opening of different stations in the larger towns. In Ontario this generally means that the Great Western Station would be listed first, then the Grand Trunk Station (which took over the G.W.R. in 1882), followed by the C.N.R. (into which the Grand Trunk network was incorporated in 1923.) In the case of Montreal, the Stations have been divided from the earliest operating to the most recent.

This draft listing of course leaves out a great deal, the main purpose at this stage is simply to test the acceptance of a division thus laid out, before filling in the meat. I think we have eliminated just about all the doubtfuls and cleared up the proliferation of 'a', 'b', 'c' listings etc. What I would add to this is a very brief historical sketch on each depot and if space permitted in the new handbook, to include a representative number of postcard and photoviews of the depots.

Your comments would be much appreciated as to the usefulness of this proposal (or lack of) and data on depot strikes in your collection and/or stock would be most helpful in filling out information on their usage.

Graham J. Noble
Champlain College
Trent University
Peterborough, Ont.
Canada

<u>(proposed Cat. #)</u>	<u>(current Cat. #)</u>	
<u>North Sydney, N.S.</u>		
D - 1	D - 29B	NORTH SYDNEY TERM. OFF. /N.S.
<u>Truro, N.S.</u>		
D - 2	D - 41	RAILWAY STATION / TRURO, N.S.
D - 3	D - 41A	RAILWAY STATION TRURO / N.S.
<u>Dunbarton, N.B.</u>		
D - 4	D - 2A	W.O. DUNBARTON R.R. STATION / N.B.
<u>McAdam Station, N.B.</u>		
D - 5	D - 19	McADAM RWY. STN. / N. B.
<u>Moncton, N.B.</u>		
D - 6	D - 22	MONCTON STATION / N.B.
<u>Saint John, N.B.</u>		
D - 7	D - 35	UNION STATION / ST. JOHN, N.B.
D - 8	D - 36	UNION STATION / SAINT JOHN, N.B.
<u>Woodstock, N.B.</u>		
D - 9	D - 43	N.B. & C. RAILWAY / WOODSTOCK STATION
D - 10	D - 44	N.B. & C. R.R. / WOODSTOCK STATION
<u>Montreal, Que</u>		<u>Windsor Station</u>
D - 11	D - 29	WINDSOR Stn. / MONTREAL / 1
D - 12	D - 28B	MONTREAL / C.P.R. Windsor St. Station
D - 13	D - 28A	MONTREAL POST OFFICE / WINDSOR STATION
D - 14	D - 28	MONTREAL POST OFFICE / WINDSOR STA.
D - 15	D - 27	MONTREAL P.O. / WINDSOR STATION

Place Viger Station

D - 16	D - 26	MONTREAL P.Q. / PLACE VIGER STA'N
D - 17	D - 26A	VIGER STATION / C.P.R. / MONTREAL P.Q.
D - 18	D - 26B	VIGER STATION / C.P.R. / Montreal, P.Q.

Bonaventure Station

D - 19	D - 23	MONTREAL P.Q. / BONAVENTURE STA'N
D - 20	D - 23A	MONTREAL POST OFFICE / BONAVENTURE STA.
D - 21	D - 24	BONAVENTURE STATION / MONTREAL P.Q.
D - 22	D - 24A	BONAVENTURE STATION / MONTREAL
D - 23	D - 24B	BONAVENTURE STA. / MONTREAL P.Q.
D - 24	D - 24C	BONAVENTURE STATION / MONTREAL

Central Station

D - 25	D - 25	MONTREAL P.Q. / CENTRAL STATION
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Sherbrooke, P.Q.

D - 26	D - 34	GRAND TRUNK STN. / SHERBROOKE P.Q.
D - 27	D - 32	C.N.R. STA'N / SHERBROOKE P.Q.
D - 28	D - 33	C.P.R. STATION / SHERBROOKE P.Q.

Allandale, Ont.

D - 29	D - 4A	C.N. RYS. / ALLANDALE, ONT.
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Berlin, Ont. (Berlin became Kitchener in 1916)

D - 30 (-) BERLIN / ONT. (duplex 'S')
(Grand Trunk Station - Berlin, Ont.)

Kitchener, Ont.

D - 31 D - 10 KITCHENER / ONT. (duplex 'S')
(C.N.R. Station - Kitchener, Ont.)

Hamilton, Ont.

D - 32 D - 9 RAILy. STATn. HAMILTON / C.W.
D - 33 D - 9A RAILWAY STATION HAMILTON / C.W.
D - 34 D - 8 G. W. Ry STATION p.o. / HAMILTON
D - 35 D - 7 Gt. WESTn. Rwy. STATn / HAMILTON, CAN.
D - 36 D - 6 G.T.R. Stn. / HAMILTON, CAN.
D - 37 D - 5 G.T.Ry. Stn. / HAMILTON
D - 38 D - 4 C. N. R. STATION / HAMILTON, ONT.

London, Ont.

D - 39 D - 17 Gt. WESTERN Rwy. STAT'N / LONDON CAN.
D - 40 D - 18 Gt. WESTn Rwy. STATn. / LONDON, CAN.
D - 41 D - 14 G. T. Ry. Stn. / LONDON CANADA
D - 42 D - 15 Gd. Tk. Ry. STn. / LONDON CANADA
D - 43 D - 14A G. T. RY. STATION / LONDON ONT. / 1
D - 44 D - 16 GRAND TRUNK RY. STN. / LONDON ONT.
D - 45 D - 12 CAN. NAT'L Ry. STATION / LONDON ONT.
D - 46 D - 11 LONDON ONT. / TERMINAL R.P.O.
D - 47 D - 13 CAN. NAT'L. RY. STN. / LONDON ONT.

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Toronto, Ont.

D - 48	D - 37	UNION RWY. STA. / TORONTO
D - 49	D - 38	UNION RWY. STATION / TORONTO CANADA
D - 50	D - 39	UNION ST'N / TORONTO
D - 51	D - 40A	TORONTO CANADA / S. DEPOT

Winnipeg, Man.

D - 52	D - 45	C. P. RY. MAIL ROOM / WINNIPEG
D - 53	D - 45A	UNION TERMINALS / WINNIPEG

Moose Jaw, Sask.

D - 54	D - 30	MOOSE JAW TERMINAL R.P.O.
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Regina, Sask.

D - 55	D - 31C	UNION STATION / REGINA
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Calgary, Alta.

D - 56	D - 2	CALGARY C.P.R. DEPOT/ .
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Edmonton, Alta.

D - 57	D - 3	EDMONTON C.N.R. DEPOT / .
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Medicine Hat, Alta.

D - 58	D - 20	MEDICINE HAT C.P.R. DEPOT
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North Vancouver, B.C.

D - 59	D - 30A	P. G. E. RLY. CO. / PASSENGER / DEPOT / NORTH VANCOUVER, B.C.
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Notes

(numbers used are Shaw-Ludlow #'s)

- D 1 has been relisted as R - 29G
- D - 1A has been delisted. This was a regular post office.
- D - 4A (Allandale, Ont.) Allandale was a suburb of Barrie and the depot here was a very busy one from the early 1870's on when it served as the gateway to the Muskoka Free Land Grants. I have seen the cover that was reported from here. The 'cancel' is the regular passenger ticket stamp and the cover is addressed to a non - P.O. point, yet it appears to be genuine, if very irregular usage. Probably it shouldn't be listed here
- D - 21 has been delisted as it was a regular Man. P.O.
- D - 29A I have omitted this in my listing, surely this must be a baggage stamp of some sort.
- D - 29B This was the sorting office for the Newfoundland Post Office around this period. I am convinced the 'terminal' referred to is a ferry terminal not a rail terminal though both could conceivably be in the same vicinity. An 'iffy' Depot.
- D - 30B This does not belong in this section.
- D - 31 A - B - D - E - F. have been delisted as Terminal A was a regular Station.
- D - 35A This is Union Street, a regular Sub P.O. of St. John
- D - 40 has been delisted. This was the P.O. set up periodically at the Canadian National Exhibition.
- D - 42 has been delisted. This was a regular Ontario P.O.
- The following I think may still be regarded as questionable. Does use on cover make a ticket stamp a legitimate depot? This is the sort of question that needs to be decided before the next edition of the handbook is released. My ??'s are (my #'s)
D - 1, D - 29, D - 30 (If we accept the Kitchener duplex we have to accept Berlin but we are not as yet absolutely sure of either. I have also seen a Hamilton 'S' duplex from this period!)
D - 31, D - 59
- What about the possibility of listing Paris Station (2 hammers) ?
- (I readily acknowledge my debt to Lew Ludlow, H.D. Aitken, Joe

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RAILWAY MAIL CLERK STEEL DATING STAMPS

Last April, during a visit to the Ottawa Postal Museum, Mr. Kraemer let us look through three files, entitled " Railway Mail Clerk steel dating stamps " they were covering the period of 1939 to 1971.

We think it could be usefull for the RPO Study Group members to know the contents of these. So, we decided to include this information in the future RPO Newsletters.

Section I:

To start, we will try to shed some light on RPO's with type 21B.

In the files, there are two mentions of Railway Mail Clerks adding their names to the dating stamps.

- A. L. Edwards and J.M. Edwards
these Railway mail clerks were working in the Ottawa District.

In May 1941, according to the memorandum of the Railway Mail Service all the District Directors of Postal Services had to send to Ottawa the impressions of steel dating stamps used by Railway Mail clerks in their own districts.

In this connection it was observed that Railway Mail Clerks J.M. Edwards in Montreal & North Bay RPO (unknown) and L. Edwards in Ottawa & Pembroke RPO (probably O-247A) have their names attached to the steel date stamps used by them.

Following that observation the chief Superintendent Railway Mail Service asked the District Director of Ottawa on what authority and for what reason these additions have been made to the regularly authorized date stamps.

On June 3, 1941 the District Director of Ottawa sent a letter with the following information:

" The two Railway Mail Clerks who were using devices attached to the steel date stamps, have been interviewed and written statements have been obtained regarding the use of these devices, and it appears that no authority was obtained before the devices were put into use as the reason furnished in both cases for the addition was to the effect that the addition to the regular date stamps speeded up the preparation of stationery only.

The date stamps referred to were used for the cancellation of postage stamps on drop letters by both clerks but this practice was stopped immediately after the communication was received from the Department on this subject, and the clerks understand that under no circumstances are these devices to be used when cancelling drop letters or back-stamping registers."

B. R.W. Handren
this Railway Mail Clerk was working in the St. John, N.B. District.

In July 1948, the District Inspector was advised that the impression of the steel date stamps on a travel permit, was bearing the name of Railway Mail Clerk R.W. Handren this was on the Saint John & Montreal RPO, train No. 40, June 16th 48 (probably M-107A) the name was apparently attached around the outer rim of the stamps.

After being informed by R.W. Handren the District Inspector sent the following information to the Director of Communications:

" The Director is informed that Mr. Handren informs this office that the name plate is detachable and is only used on the steel head of the regular date stamp when making out stock labels and so forth. This plate fits on with a spring.

The Clerk also states that some years ago an order was issued that all railway mail clerks were to provide themselves with a personal stamp which was to be used on all bag labels made up for use on the R.P.C.'s. This clerk at that time had a name plate made of his name, which was approved by the then Inspector of R.M.S. in this district, and has been in use by Mr. Handren for over fifteen (15) years.

The name when attached to the head of the date-stamp is only used in preparing facing slips, blank and printed registered bills and so forth but it is always taken off when used for cancelling postage stamps or back stamping registered articles. "

I hope these fews information will increase our knowledge of RPO's type 21 B.

The above information was assembled by the author through the courtesy of the National Postal Museum of Canada.

F. Bélanger

ガムレン日本株式会社

M-47 HALIFAX & MONCTON / M. C.					
		I	II	III	IV
a	J-X	7 ⁺	7 ³ / ₄	7 ¹ / ₂	8 ⁻
b	F-M	12 ⁻	11	11 ¹ / ₂	12 ¹ / ₂ ⁺
c	X-M	5 ⁻	3 ¹ / ₂	4	4 ³ / ₄
d	N-N	10 ³ / ₄	10 ² / ₄	10 ¹ / ₂	10 ⁺
e	N-T	5 ¹ / ₂	5 ¹ / ₂	5 ¹ / ₂	5 ¹ / ₂
f	X-N	11 ⁻	10	10 ¹ / ₄	11 ¹ / ₄

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M-50		HALIFAX & ST. JOHN / M.C.				
		1 ⁺	1 ⁺	1 ⁺	1 ⁺	1 ⁺
		a	b	c	c	
		I	II	III	IV	V
a.	H-A	1/2	1/4	1/2 ⁺	1	1/2 ⁺
b.	A-X	3/4	1/2 ⁺	1/4	1/2	1/4
c.	T-N	9/4	8 3/4	8 3/4	9 1/2 ⁺	9 ⁺
d.	H-N	1 1/4	4	3 3/4	4	4 ⁺
e.	X-T	8 ⁺	8 1/4	9 ⁺	8 1/2	8
f.	X-T	6 1/2 ⁺	7 ⁺	7 ⁺	7	6 1/4
dia.		24	24 1/4	24 1/4	25	25 1/2

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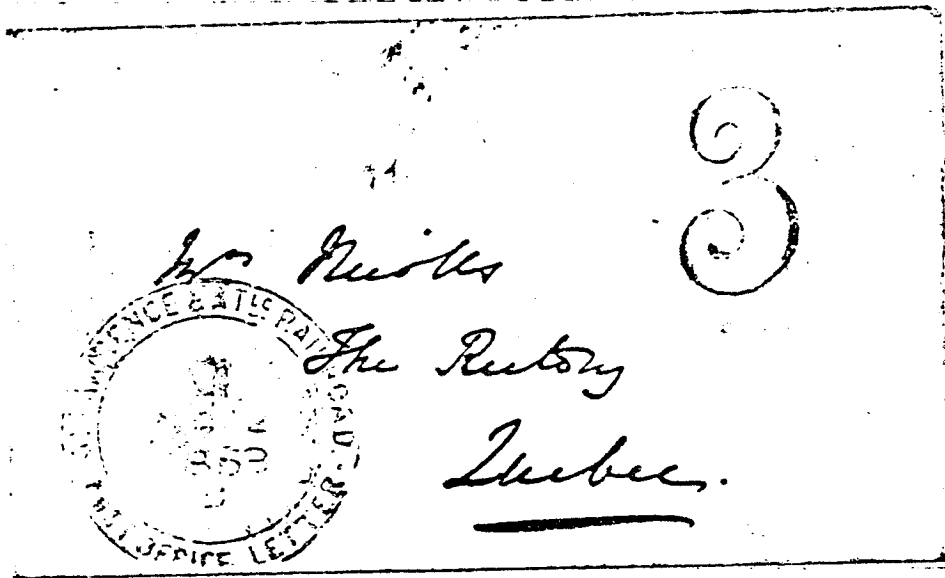
M-52 HALIFAX & ST. JOHN. R. P. O. / DAY OR NIGHT					
HAMMER	BOTTOM	AMPERSAND	N·R	R.P.O.	A-T X-H H-R
I	DAY.	^	no dot	0	9 1/4 10 1/2 4 3/4
II	DAY.	^	no dot	0	9 3/4 11+ 4 1/4
III	DAY.	^	no dot	0	9 1/4 10 1/4 4 1/2
IV	DAY	^	.	0	8 1/2 9 1/2 4 1/2
V	DAY	^	.	0	8 1/2 10 4 1/2
VI	DAY	^	.	0	8 1/4 9 1/2 4
VII	DAY	^	:	0	8 1/4 9 1/2 4 1/4
VIII	DAY	^	.	0	9 10 4 1/2
IX	NIGHT	^	.	0	8 3/4 10 4
X	NIGHT.	^	.	0	9 9 1/2 4 1/4
XI	NIGHT	^	.	0	8 3/4 9 1/2 4 1/4
XII	NIGHT	^	no dot	0	9 1/2 10 1/2 4
XIII	NIGHT	^	no dot	0	9 1/4 10 1/4 4 1/2
XIV	NIGHT.	^	:	0	8 1/2 10 1/4 4 1/4

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CANADIAN RAILWAY CANCELLATIONS

St. Lawrence & Atlantic Railroad

1853



Stampless, paid "3", origin unknown, to Quebec, via

St. LAWRENCE & ATL^{LC} RAILROAD / POST OFFICE LETTER (crown), NO 12, 1853.

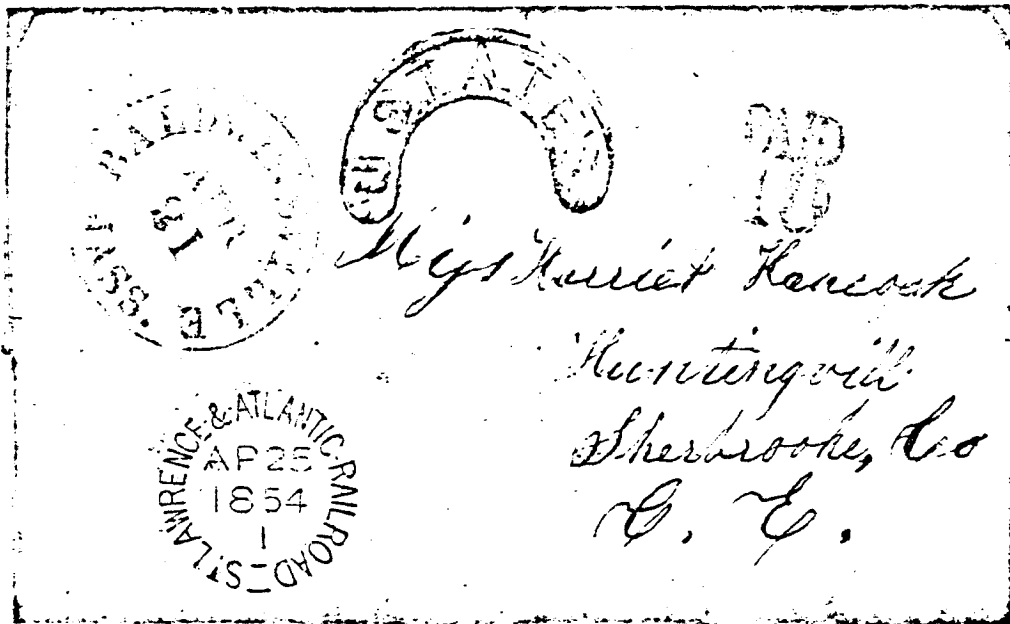
Transit MONTREAL, L.C., NO 12, 1853 and receiving QUEBEC, L.C., NOV 13, 1853 (in red)
First known of all Canadian Railway Cancellations, this hammer was only ordered August 12, 1853

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CANADIAN RAILWAY CANCELLATIONS

St. Lawrence & Atlantic Railroad

1854



Stampless, blue PAID 10, from BALDWINVILLE, MASS., APR 21, to Huntingville, C.E., via

St. LAWRENCE - & - ATLANTIC - RAILROAD

AP 25, 1854, 1

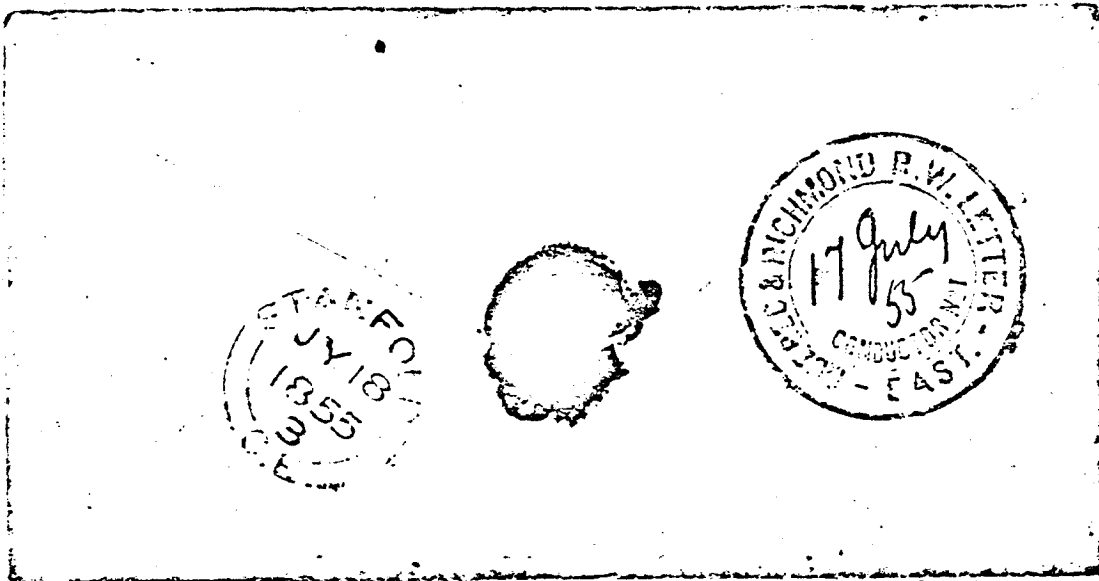
Arched U. STATES in black on this cross-border cover is typical of strike used in Buffalo, N.Y.

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CANADIAN RAILWAY CANCELLATIONS

Quebec & Richmond Railway

1855



Stampless 3d in circle, ST. HYANCINTHE, C.E., JY 17, 1855 to St. Norbert d'Arthabaska, via
QUEBEC & RICHMOND R. W. LETTER / EAST / CONDUCTOR N° 1. 17 July 55 (in script)

Backstamped transit mark - STANFOLD, C.E. - JY 18, 1855

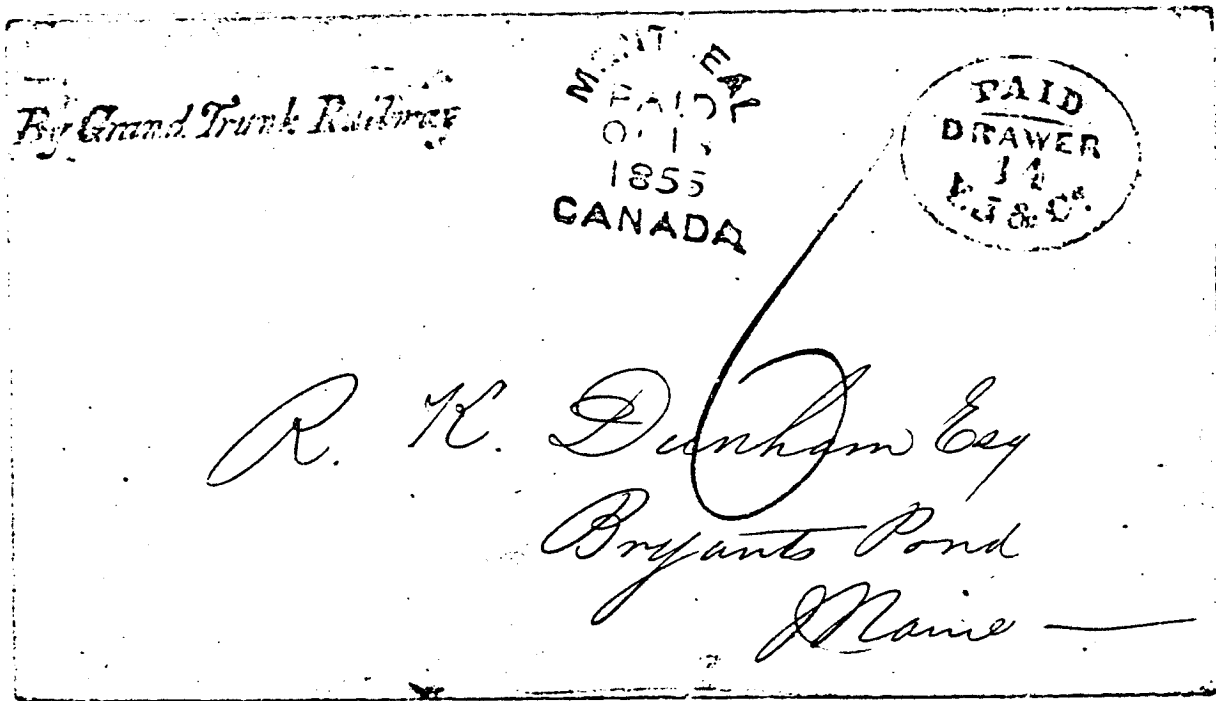
Reported by Meekel's (1892) as an 1849 stamp, this cancellation now is first known in 1855.

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CANADIAN RAILWAY CANCELLATIONS

Grand Trunk Railway

1855



Cross-border stampless "charge" letter, from Montreal to Bryants Pond, Maine.

Handstruck MONTREAL, CANADA, PAID, OCT 18, 1855, and script "6" prepaid postage.

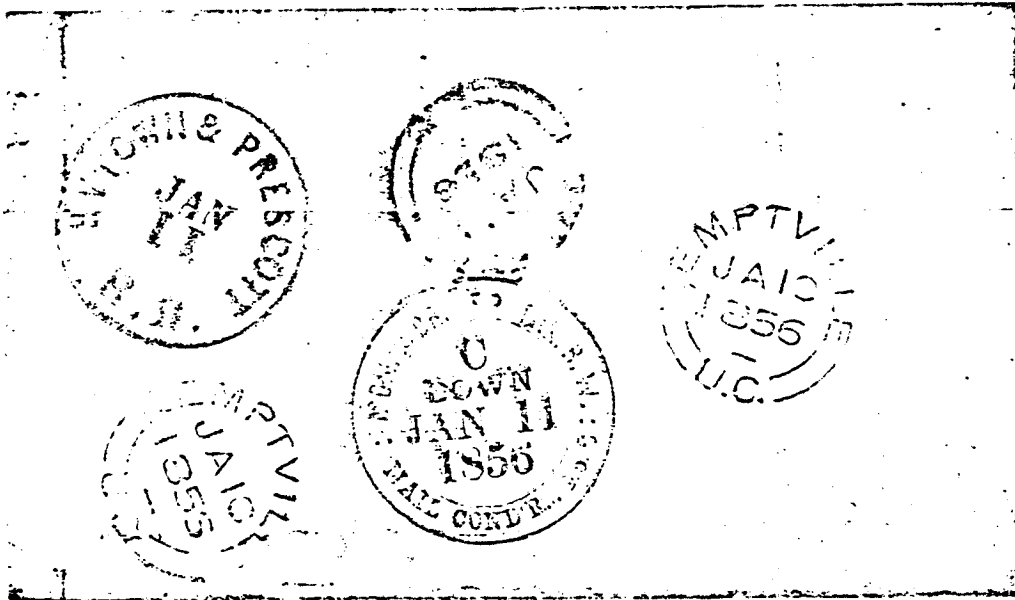
Often mistaken for a railway cancellation, the straight line "By Grand Trunk Railway" and oval PAID / DRAWER / 14 / V. J. & CO., in red, were struck by sender, Young, Janes & Co. a large commercial house that settled their accounts with the Post Office on a quarterly basis.

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CANADIAN RAILWAY CANCELLATIONS

Bytown & Prescott Railway

1856



Stampless, registered prepaid 3d rate, BURRITTS RAPIDS, JA 9, 1856, to Montreal, via

BYTOWN & PRESCOTT / R. R.	JAN 11, (1856)
MON. & BR. GRD. TRK. R.W. / MAIL COND'R.	C, DOWN, JAN 11, 1856

Backstamped KEMPTVILLE, U.C., JA 10, 1856 and MONTREAL, U.C., JA 12, 1856

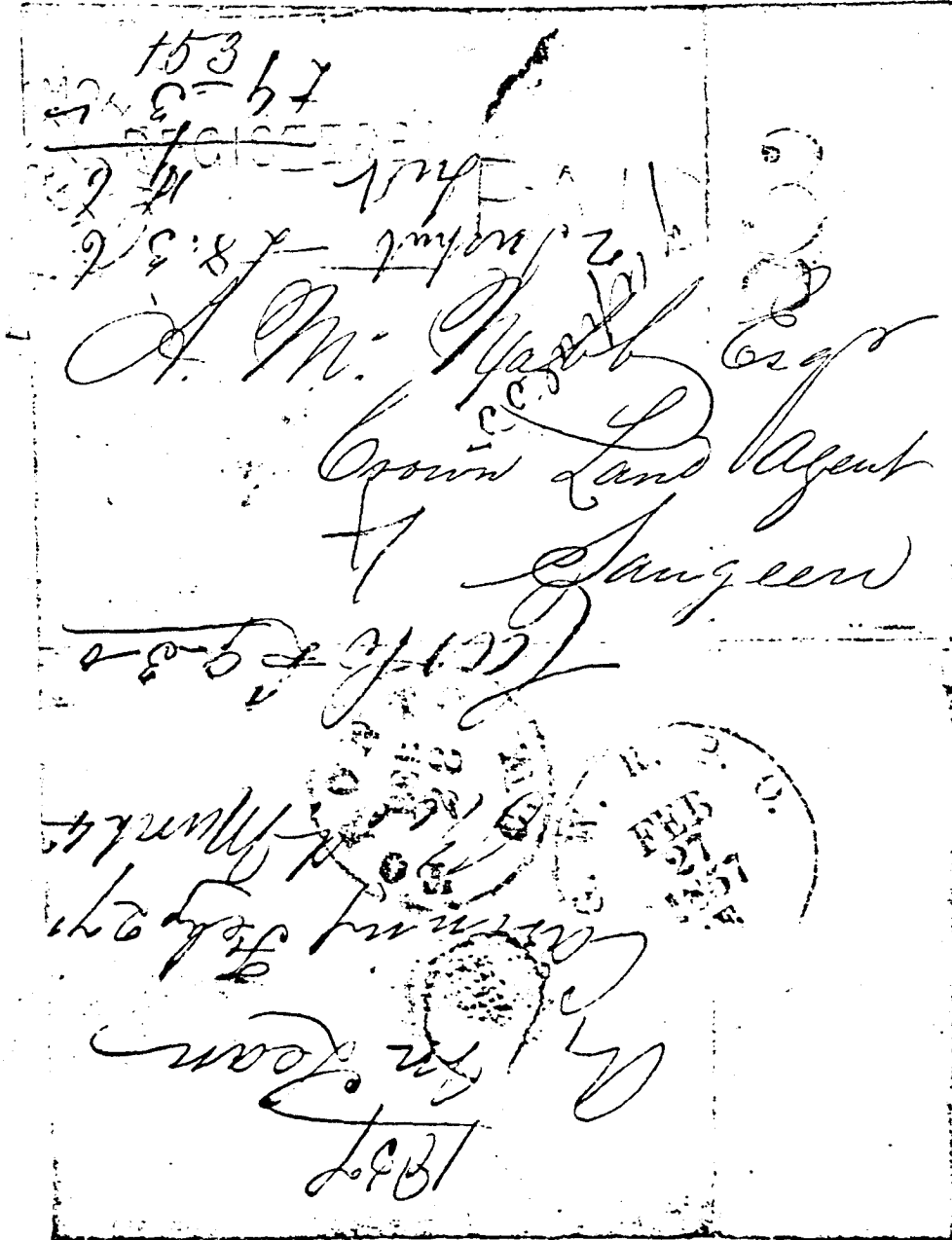
Bytown is now Ottawa; Montreal and Brockville are prominent modern cities .

These were the first two railway cancellations to be used on these respective railroads.

CANADIAN RAILWAY CANCELLATIONS

Great Western Railway

1857



Stampless, PAID 3 and REGISTERED in red, from Canning, U.C., to Saugeen, U.C., via

G. W. R. P. O.

FEB 27, 1857, E

Transits - PARIS, U.C., FE 28, 1857; TORONTO, C.W., FE 28, (1857); OWEN SOUND, C.W., MR 3, 1857; receiving - SAUGEEN, U.C., MR 4, 1857

Previously unconfirmed, this cover authenticates the existence of this specific railway cancel