

### B. C. Ship Transportation Markings Survey

As promised in the last Newsletter, attached is a summary by Ken Ellison of the work he and others have been doing in looking at a new way to list the B. C. Ship postal runs. There still seems to be no agreement on how to handle these runs, particularly with the large number of new runs reported and the high degree of "philatelic inspiration." Let us know your thoughts on this.

Ken also sent the enclosed strikes of the two hammers of the W-159A Telegraphy Creek and Wrangell/Mail Service/ run. These were proofed by the Postal Museum. Ken indicated 10 reported copies in his survey and would be interested in hearing from anyone who has any information on this run.

### M-85A Survey

So far I have the only recorded copy of M-85A, the MONCTON & QUEBEC/M.C./ W run. This is on a 1¢ Jubilee, E, August 10, 1897, and was made by adding the W to hammer I of M-85. I also have a part strike of hammer I of M-85 on a 3¢ Jubilee, E, August 23, 1897 with what appears to be the end of the W. Since full strikes of M-85 hammer I are known for June and September, 1897, it appears that the W could have been added and removed all during a 1-2 month period. Note that this is also the E direction, which is scarcer than the W strike for hammer I. If everyone with a copy of M-85, hammer I (with the bottom of the strike complete) would drop me a note on the dates and directions of their copies, we possibly could pin down the life of M-85A. Since 45 copies of M-85 were reported, and all known dates for all four hammers are in 1897, we should be able to pinpoint the usage. By the time this Newsletter gets to you, the next issue of Topics (which contains Lew's writeup on M-85) should have arrived.

### R. P. O. Ornaments of British Columbia

Attached is the third article by Fred Belanger on Railway Mail Clerk Steel Dating Stamps, covering R. P. O. ornaments. This is not only another fine study and report by Fred, but also contains impressions of strikes from each hammer discussed. This kind of study is a real help to collectors and we owe Fred a continuing thanks for his efforts.

### "Emergency" Hammers

Some followup information on Fred Belanger's article in the previous issue on "Emergency" Hammers. I have a full strike of Q65D, TIMBRE TEMPORAIRE-/DISTRICT DE MONTREAL, with a 1 after temporaire. Fred had indicated two date stamps were used on June 15, 1957, one with a number 2 and the other with 5. On May 2, 1961 again two hammers were used, one with No. 3 and the other No. 4. My strike is dated 20/X/58, PM. Since 57 copies of Q65D were reported, how about sending me a report on which dates and numbers you have. We could then get some idea of the relative scarcities.

I also recently obtained a full strike of O-337A (TORONTO DISTRICT/ EMERGENCY NO), which wasn't included in Fred's writeup. This strike is AM (not known previously) but the ..NCY NO area is light and the number not distinct. Probably 1. Date is November 22, 1940. Four other copies were reported in the survey. Does anyone have anything to add on this one?

### More Measurement Charts

Attached are measurement charts prepared by Lew for M-66 and M-72.

## R. P. O. s Are Getting Hard to Come By

Here's another indication of how tough it is to come up with R. P. O. strikes. Larry Walker writes that last summer he acquired more than half a million Q.E.R 1954, 1962 and 1967 stamps and has been going through them for R. P. O. s. He has come up with some nice runs (I traded for a M-11K and some others) but it sure takes a lot of time and effort.

Incidentally, Larry, Hugh Aitken, Joe purcell and Bill Robinson have sent me their breakdown of their collections. Lots of growth since we first reported on this over a year ago. How about updating your breakdown.

### New Runs

Just got a copy of a letter from Lew to Doug Birchill (reporter 144) with a lot of new runs he has come up with. I'll list them in the order covered:

- M-45D HALIFAX, DIGBY & YARMOUTH R.P.O./W.R. LONG, type 17J, train 95, 98, Period 1954-55, R.F.-200 (He has two covers yet of this!)
- O-115A HAM. & TOR. R. WAY, P.O./CONDUCTOR NO: type 6C, DOWN (UP in ink), Period-1895, R. F.-200
- W146AA S.W. & ED./C. CARROLL, type 3C, train 92, Period 1955, R. F.-200
- M-36E HALIFAX & CAMPBELLTON R. P. O./F. H. DICKSON, type 6E, train 99, Period - 1918, R. F.-200
- Q-285B SHERBROOKE-QUEBEC/J.L.R. PAGE, type 12A, train 6, Period-1929, R.F.-200 (This is slightly oval, but not enough to be a Type 3)
- O-91B \*G & G\*/ G. CONNOLLY type 23I, train 640, Period-1955, R. F.-200
- O-292A Pt. H & MID Ry/A. McLatchie mail C. type 22H, Direction S, Period-1897, R. F.-200
- O-383D TORONTO & NORTH BAY R. P. O./TORONTO/W. J. McLAUGHLIN, R.M.C. type 3D, Train 68, Period-1910, R. F.-200
- W-38H FROM ED. & D.C. R. P. O. type 22F, Period 1948, R. F.-150 (rubber stamp)
- W-64I KEL. & SIC. R.P.O./H.A. WORICK type 3C, train 707, Period-unknown, Facing Slip, R.F.-150
- W-87X FROM M.J. & CAL. R.P.O. type 22F, train 4, Period 1930, R.F.-150
- W-127M FROM RIV. & SASK. type 22F, train 30, Period-1930, R. F.-150
- R-165W VIA AEROPLANE/ESTEVAN, SASK. type 3D, Period 1924, R.F.-200

As hard as most of us work to add the established runs to our collections, there must be a special level of Dante's hell for collectors who can add 13 new runs at one time! I'm overwhelmed Doug. Incidentally, Doug also reported the first known copy of N-3A.

### Traveling Post Offices

Bill Robinson sent along a copy of the official post office record showing that Seymour Arm, B.C. Sub Post Office was closed on August 15, 1977 due to the

establishment of Sicamous R.R.#2. (Followup on previous writeups on this by Jim Miller.) Bill also included a drawing of a new strike sent to Lew - HAM AND OWEN SOUND/H.L. ELDER, a two ring type 7B, 1949. I'm beginning to think that all the mail clerks must have decided to get their names down in postal usage before the R.R. post offices were shut down.

Jim Miller sent along the following from George Melvins Post Offices of B. C. "GAMBIER, B.C., Located 32 miles N.E. Nanaimo. This was a traveling postoffice, picking up mail from Island Post Offices in Howe Sound. The B & B and the Marine Express were names of two of the boats used to pick up the mail. Established July 16, 1908, although equipment was not received until July 30, 1908, and it closed May 30, 1924." The strike is a split ring, just like the W-16A Burrard Inlet.

Don't know if either of these will be listed, but they are worth knowing about.

#### Can You Add to this List?

I have the following "interesting" types of R.P.O.'s in my collection, on

- 1) Air mail stamps
- 2) Special delivery stamp
- 3) Revenue war tax stamp
- 4) Perfins
- 5) Perforated OHMS stamps

Can anyone add to this list?

#### Rarity Factor Study

Had a long letter from Lew, which included some background information on questions asked about the Rarity Factor Study. He feels that the data collected from our survey is sufficient and some statistical evaluation has been started. Hopefully, we will be able to get someone to program it for a computer run. In addition, he is going through all the sections to convert the present period data into year dates. You received the Newfoundland listing in the previous Newsletter for verification with your collection and the similar list on the Maritimes will be attached to the next Newsletter. Lew did not mention what response he has had for the Newfoundland list. There is nothing more discouraging than to work your tail off to do something like these conversions and have no response. So!!! sit down now and get the Newfoundland sheet checked with your collection and back to him, if you haven't already done it.

Lew plans an expanded catalogue revision as shown in the following quotation from his letter:

"The new catalogue revision will be much more complete than the last. While I will not have a historical section such as Shaw - this is Gillam's province, he has done a good job, and we leave him with the historical honors - there will be an introduction section which covers all of the technical background, explains the derivation of the new rarity factors, explains the various methods for the identification of hammers, although we will not put in individual data on hammers, and- ----- there will be separate sections on Newfoundland, Maritimes, Quebec, Ontario, Western, Railroads, Steamers, Depots, Stations & Ticket Stamp, Ornaments, all of these at the very least. This next one will be considerably improved over the existing one."

I think you will agree that this really sounds great! However, Lew's shift back to Japan, a very heavy travel schedule (weeks at a time), the two to three dozen

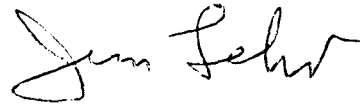
R.P.O. letters he receives weekly, the Cowcatcher Column, etc. means that a job the size of this revision must be stretched out. Thus, we can't expect to see this completed anytime this year. Obviously, the best way we can help is to respond as quickly as possible when our help is requested. In the final analysis, however, the actual assembly and editing is a one-man job and Lou is clearly the only one with sufficient knowledge and ability to do it. Meanwhile, I'll try and give periodic progress reports in the Newsletter.

CAPEX 78

Neither Lew or I will be at CAPEX, so Joe Purcell will represent the Study Group. He will have some special material for the group that gets together there, so look him up if there isn't any specific notice on the R.P.O. Study Group. There will be a general report on all study groups which we will be a part of and a BNAPS Lounge where everyone can get together and check on BNAPS doings. Joe will have some copies of this year's Newsletters for anyone who might be interested in joining our group. Incidentally if anything of particular interest comes up on R.P.O. during your CAPEX visit, send me a note for the next Newsletter. I'll continue to get out an issue every 2 months as long as I have sufficient news.

All for now

Jim Lehr



P.S. Based on the erratic timing of Topics, I decided to add Lew's directions on M-85.

SEPARATION OF THE M-85 HAMMERS

- Step 1. Hammer IV has a diameter of 26mm while the other three hammers measure only  $25\frac{1}{2}$  mm.
- Step 2. Measure the chordal distance between the two base periods of M.C.; Hammer I is clearly  $5\frac{3}{4}$  mm, less than 6mm. The other three hammers are fully 6 mm or over.
- Step 3. Measure the chordal distance from the bottom of the "T" to the bottom of the right leg of the second "N", both of MONCTON. Hammer II is only  $4\frac{3}{4}$  mm, less than 5 mm; the other three hammers are over 5 mm.
- Step 4. Measure the chordal distance from the bottom of the right leg of the "M" to the bottom of the left leg of the second "N", both of MONCTON. Hammer III measures only 10mm, while Hammer IV is a full 11 mm.

A chart of chordal distances of M-85 is available on request.

P.P.S. Here are 4 more examples from Lew's collection.

B.C. Ship Transportation Markings Survey (a summary)

As many of you are aware, especially those attending the R.P.O. Seminars at San Francisco and Edmonton BNAPEX's, under the guidance of Lew Ludlow we have been separating from the Catalog and compiling a new listing for these BC ship runs. It is intended to look this survey over when it is completed to see if a separate section should be provided in the upcoming catalog revision.

So far we have listed 224 Coast runs, 29 Interior runs, and 10 miscellaneous items for a total of 263 different entries.

35% of these runs could be classified as proofed, or official. Of this group 33% are not reported, 17% are listed as having one copy, 17% have five copies or less, and 28% are in the more than five group. Although a few philatelic items are seen from these runs, most appear to be non-philatelic.

Of the 65% assumed to be non-official markings, 58% of these runs have likely been properly used, while 26% seem to have been 'helped along' by collectors. The philatelic nature of this group shows up when 42% of these runs are in the one only reported group, 5 or less = 29%, more than five = 13%, and there were 16% not reported but listed.

A run for the purpose of this survey is based on a marking different from all others; that is different ships using the same type marking are given their own entry in the listing so that we may have a true idea of rarity. For instance, Shaw's W160H, the VANCOUVER & PRINCE RUPERT / R.P.O. / Str. CAMOSUN (Str. PRINCE RUPERT) ( Str. Prince George) breaks down into three separate listings. R165K is another example of multiple ships using the same type and size markings.

A factor in favor of a separate section comes from Joe Purcell's notes re the RPO Survey. New data has been added to these figures and the result shows that there were about 34 reporting on the BC Ship markings. Of these 8 had more than 5 different items. To go further, 5 of these 8 had more than 10 different items. Perhaps the balance of the 'pure' RPO collectors would like to see these ships relegated elsewhere.!

K. V. Ellison



Type No. 2



Both same Type No 1

W-1522

RAILWAY MAIL CLERK STEEL DATING STAMPS

by *Thed Belanger*

R.P.O. ornaments of British Columbia

In this article, we will give all the information available from the files, concerning the R.P.O. ornaments.

First of all, there is a memorandum, dated June 20, 1941, which gives some details concerning the reason for using the symbols and the place of their use. It was sent to the Assistant Deputy Postmaster General and was signed by the Chief Superintendent, Railway Mail Service.

"During the early part of April last it was brought to the attention of the undersigned that a steel date stamp bearing a swastika was being used in the Calgary & Vancouver R.P.O.

In order to obtain complete information a circular was sent to all districts requesting that impressions of all Railway Mail Clerks' date stamps bearing marks, symbols, etc..., other than the name of the R.P.O., date and number, be submitted to the Department.

From the information furnished it has been ascertained that with the exception of a few stamps which have the words day, night, local, express and the letters "M.C." (mail clerk) there are no steel date stamps in use which bear marks, symbols, etc..., except in the Vancouver District.

Attached are impressions of date stamps used in the Calgary & Vancouver and Prince George & Prince Rupert R.P.Os. all of which have different symbols.

In reporting this matter the District Director, Vancouver, states that he has no knowledge nor record as to when these date stamps were issued or the reason for using the symbols, unless it was to identify the stamps as they were circulated from clerk to clerk.

This, however, is only a conjecture on the part of the District Director as there is actually no definite knowledge for the reason either in the District Office or the Department."

N.B. The number appearing on the right side of the impressions refers to the number given by Mr. Shaw in his ornaments descriptions, publication of 1963, pages 70-73. When, there is a name under the impressions, it refers to the name of the mail clerk using the hammer.

Also, we are enclosing the impressions of the hammers mentioned in the memorandum of June 1941 and from the Survey of 1956.

- a) The 1941 material consists of 10 impressions of C. & V. R.P.O./B.C. (W-30), 1 of Cal. & Van. R.P.O./B.C. (W-26B), 3 of P. George & P. Rupert/ R.P.O. (W-111) and 1 of Rob. & A'head R.P.O./B.C.(W-131)

W-30



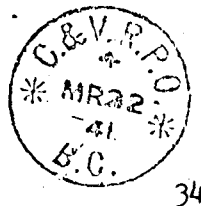
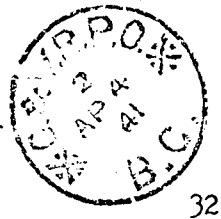
*L.H. Burton*



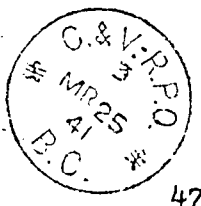
*J.W. Mills*



**WATSON**



*R. & R. Rae*



W-26B

W-131



W-111



b) The Survey of 1956 shows 6 impressions of C. & V. R.P.O. (W-30) and 2 impressions of Cal. & Van. R.P.O. / B.C. (W-26 B)

W-26B

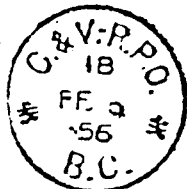


W.J.E. Conway



M.E. Prendergast

W-30



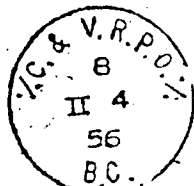
J. Gipson



J.H. Menzies



C.W. Sabourin



A.E. Mathieson



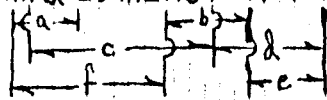
H.H. Heywood



used as spare



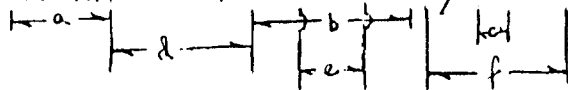
MCADAM & EDMUNSTON R.P.O.



	I	II	III	IV	
N.R.	.	No	No	.	Dot between N and R
a	4 1/2	4 1/2	5 1/2	4 3/4	M-E
b	6	6	6	6 1/2	N-N
c	12	11 1/2	12	11 1/2	M-T
d	7	6 1/2	6	7 1/2	T-P
e	4 3/4	4 1/4	3 3/4	4 1/2	N-R
f	10 1/2	10+	11	10 1/4	M-N

M-66

INVERNESS & PT. TUPPER / R.P.O.

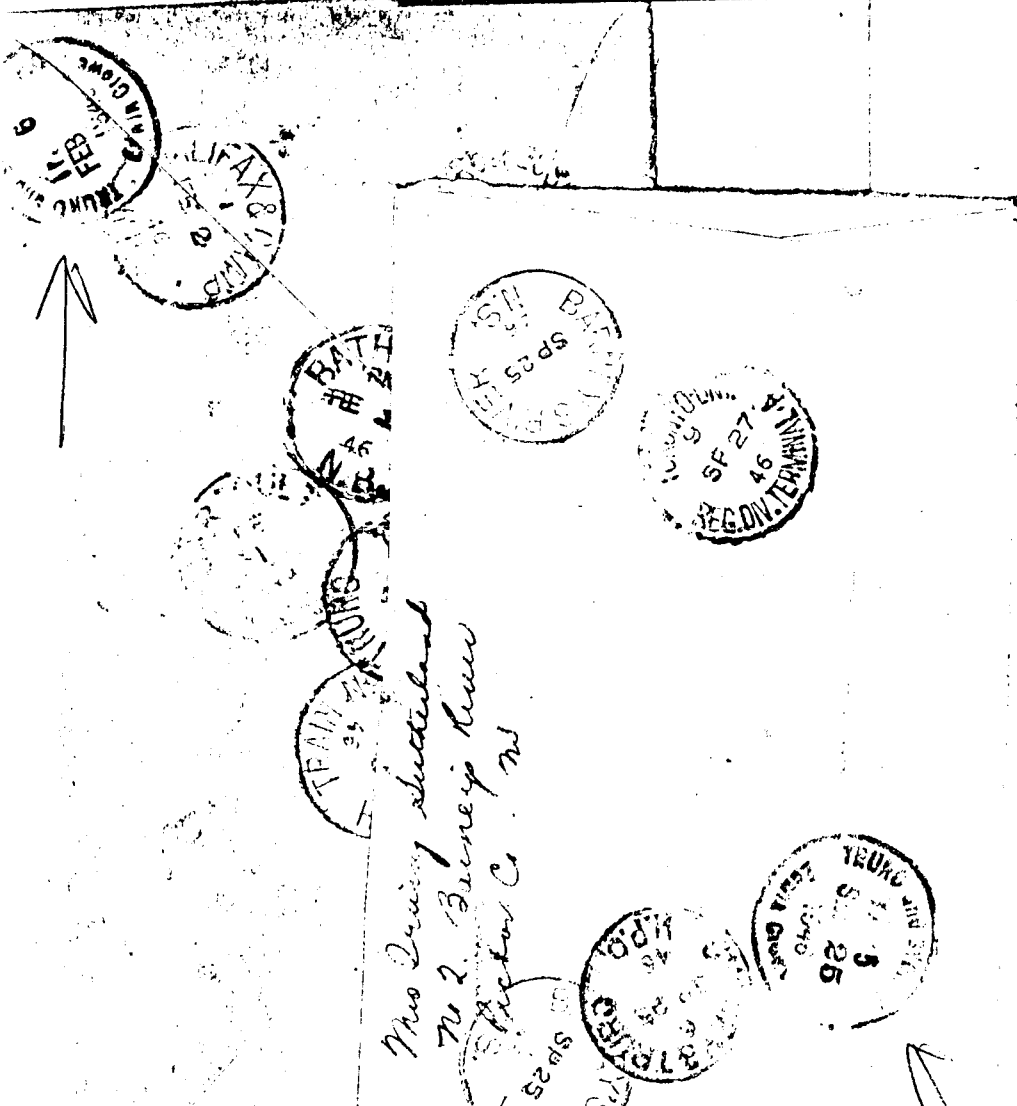
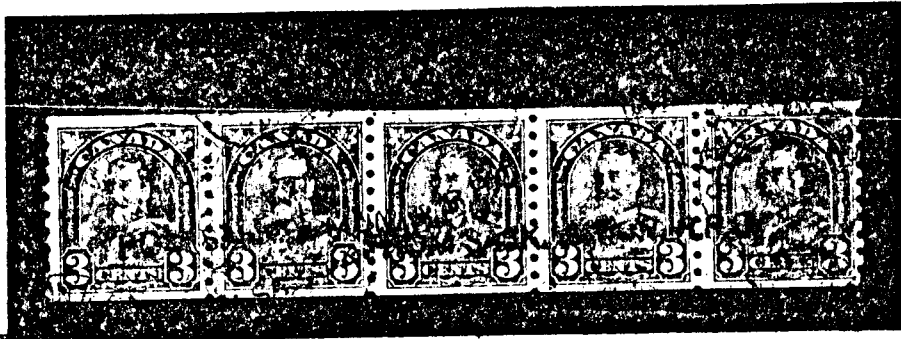


	I	II	III	IV	
Side Dots	Yes	Yes	Yes	No	
Diameter	23	24	24	24	
a	8	8 1/4	7 3/4	9+	N-N
b	10	9 1/2	10 1/2	9 1/2	T-R
c	3 3/4	3 3/4	4 1/2	4+	R-P
d	10 1/2	10+	10 1/4	9 3/4	N-T
e	5	4 1/4	5	4 1/2	T-P
f	4 1/4	4 3/4	5	4 1/4	R-O

Examples of new funds from  
Jim Miller



J. Millar Allen, Esq.,  
36 Antrim Road,  
LISBURN,  
Northern Ireland.



*Miss Daisy Sutcliffe  
No 2, Boney Lane  
Preston Co. Md*

FROM SEN. & COCH. R. P. O.

*Coahoma, Miss.*

FIREPROOF BUILDING

WITH RUNNING WATER

ALL ROOMS

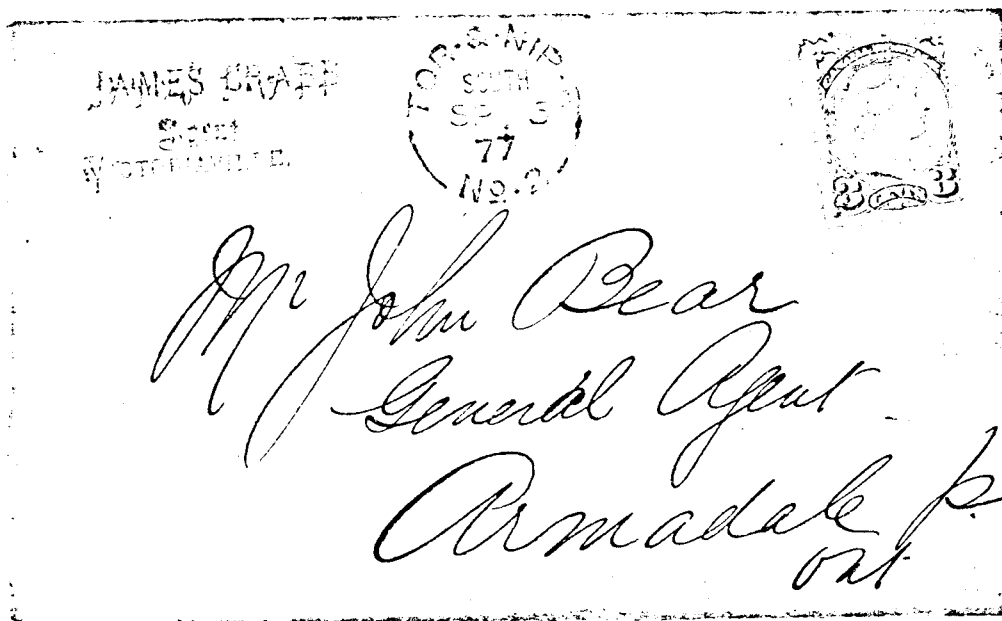
*Alwert Hotel*



CANADIAN RAILWAY CANCELLATIONS

Toronto & Nipissing Railway

1877



3¢ Small Queen, domestic rate to Armadale P. O., Ontario, via

TOR · & · NIP - R / No. 2

SOUTH, SP 25, 77

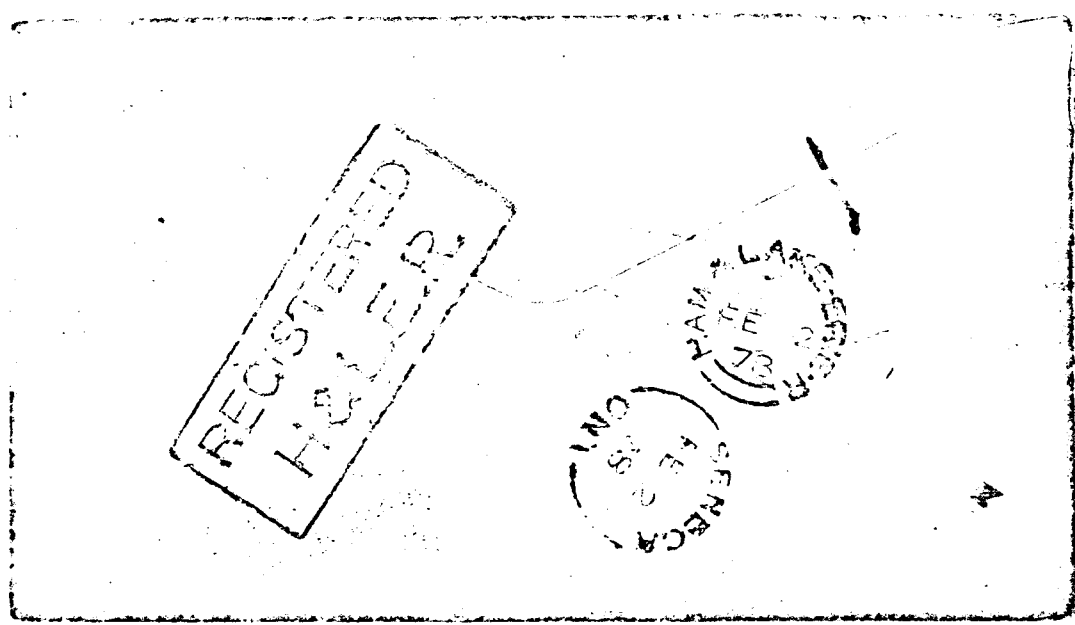
Backstamp transit mark - UNIONVILLE, ONT - SP 25, 77

The source of this cover is a mystery. The only known Victoriaville is in Quebec on the Quebec & Richmond Railway; in 1877 it was called Arthabaska Station. The railway above ran north out of Toronto to Lake Nipissing and what is now North Bay.

CANADIAN RAILWAY CANCELLATIONS

Hamilton & Lake Erie Railway

1878



REGISTERED, 3¢ Small Queen + 2¢ Registration, CHEAPSIDE, ONT., FE 2, 78, to Caledonia, via

HAM. & LAKE ERIE - R FE 2, 78  
REGISTERED / H. & L. E. R.

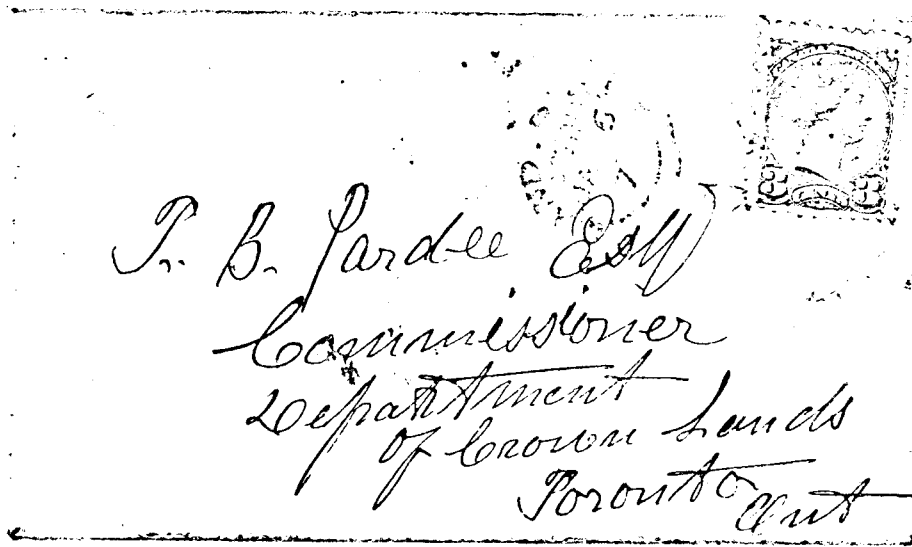
Transit mark - SENECA, ONT. - FE 2, 78: one day transit

Two rare strikes used 3 years after merger of this railway into Hamilton & North Western in 1875

CANADIAN RAILWAY CANCELLATIONS

London & Port Stanley Railway

1879



Domestic cover with 3¢ Small Queen, origin unknown, to Toronto, Ont., via

L. AND P. S. R.R.

SOUTH, JA 6, 7(9)

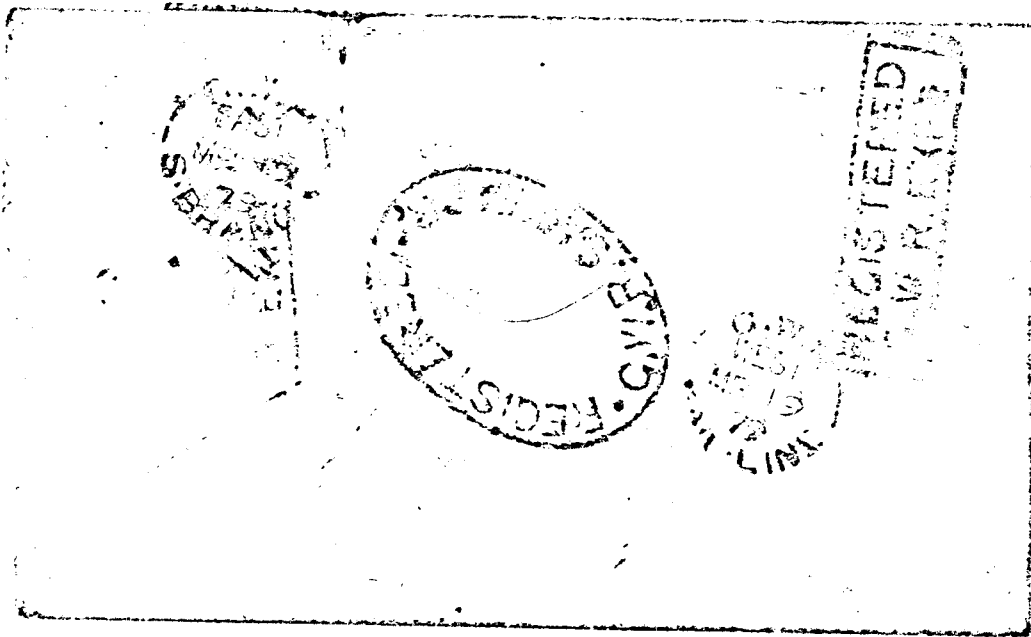
Backstamp receiving mark - TORONTO, ONT. - AM, JA 7, 79

This independent railway survives today, leased to the City of London for 99 years, until 2013

## CANADIAN RAILWAY CANCELLATIONS

Great Western Railway

1879



From PETROLIA, ONT., MR 19, 79, 2¢ Registration + 3¢ Small Queen, to Wardsville, Ont., via

G. W. R. / S. BRANCH	EAST, MR 19, 79
REGISTERED / G. W. R. SARNIA BR.	
G. W. R. / MAIL LINE	WEST, MR 19, 79
REGISTERED / G. W. R. EXP.	

Four different G. W. R. RPOs used in the very short distance between Petrolia and Wardsville

R-57, R-129, R-61A and R-128A