

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

Volume VII, no.4

August 1979

Coming Convention at Quebec City

The Annual Convention of BNAPS will be held September 13-15 in Quebec City. We will have our Annual Study Group Meeting during the convention and plans are well underway to make this our best meeting ever. Lew Ludlow will fly in from Japan and the following agenda is set:

Agenda - Annual Meeting - Friday, September 14, 10 a.m.

1) Annual Meeting	Lew Ludlow	10 minutes
Membership		
Financial Report		
Election of Officers		
2) New RPO Publications	Lew Ludlow	15 minutes
Handbook		
Specialized Maritimes Books		
3) Emergency Runs	Ferd Belanger	15 minutes
4) Depot Study	Graham Noble	15 minutes
5) Ticket Stamps	Lew Ludlow	15 minutes
6) Plans for the next year	All	<u>20 minutes</u>
		90 minutes

The meeting is set for 10 - 12 Friday morning, so we will have plenty of time. In addition, we are asking everyone who comes to bring up to 3 pages from your collection of special material which might interest everyone. We plan to mount this material in our meeting room, so that everyone can study it and ask questions before and after the meeting. Please get your pages to Jim Lehr prior to this Annual Meeting. Also, give some real thought as to what you think the Study Group should do in the next couple years and what you as a collector plan to do. If you can't make the Annual Meeting drop me a note on what you want and I'll see it is presented at the meeting for discussion.

"I can't find any material anymore"

All of us have made or heard this comment over the last couple years. No question, Canadian material is getting harder and harder to find. But, it is out there, as Dave McKain has demonstrated. The attached picture shows just one lot of 325M stamps Dave has found and gone through. In this way Dave has progressed from nothing to about 1100 different RPO runs in just a couple years. How does he do it? Well, for one thing, he just refuses to be put off with initial dealer comments that they don't have anything. As a result, he has come up with a number of bargain lots (where the dealer had forgotten all about that old box of cheap stamps or has let Dave go through such lots). He also has a grand and understanding wife who doesn't panic when Dave is out stamping and doesn't show up for trade show meetings!

Future Plans For the Newsletter

As you know, with the completion of the Maritime Hammer Analysis, Lew plans to modify his Cowcatcher Column contents. We now hope to set up the Newsletter as the major medium for continuing hammer analysis of the other RPO segments. This will probably

not get started until late this year or early next year because of the need to build up some backlog while pushing full ahead on the Handbook revision. In addition, I'm working on Lew to send other comments, etc. which would fit the Newsletter better than Topics.

I've gotten some nice compliments in the past on the Newsletters, but it will get increasingly difficult to put out interesting issues as we expand to 6 issues/year. This makes it even more important for all of you to keep sending me material. The studies which several of you have sent, which can be published as is, are great. However, I don't mind rewriting when necessary. The real interest in a Newsletter comes from variety and that comes only if I get a steady line of correspondence. One thing is sure, I won't put out 6 issues annually just to put out 6 issues. Your experiences, finds, comments, disagreements, projects, etc. are all of interest - to all of us.

Depot Study

Graham Noble has written up the attached comments on his Depot Study. This gives a feel for the type of research being done by Graham, who will give a full report at the Annual Meeting.

The Discovery Train

This isn't an RPO strike but it sure makes an attractive addition to any railroad collection. Jim Miller sent it and commented that it is written up in the Canadian Stamp News, July 9 issue. See attached cover and letter.

And So On

Elma (my RPO secretary) and I are tied up all July with the production of a Brandywiners show of the The Vagabond King (7 performances to about 14M people - raises considerable money for worthy causes) and then she is in Washington the first week of August on business. I join her that weekend for fun! So, this will probably not get to you till late August or early September but we will do our best. Hope to see many of you in Quebec.

Jim Lehr

PS - Two Pieces of Interest

Dave McKain just sent two very interesting finds: 1) A full strike of Q-264 (ROUSES PT. & ALBANY/R.P.O.) on E-6, the first recorded use of this American R.P.O. on a Canadian stamp (too light to Xerox). The 10/6/37 is also the latest date. This is known used on cover. 2) A U.S. bulk routing slip (June 1936) carrying a packet of letters from Boston to St. Pierre & Miquelon with two U.S. and four Canadian R.P.O.'s, all signed or initialed (Xerox attached). Does this mean the mail was registered or was it the practice to sign for mail bags? Comments?

Jim

PPS - A History of Canadian R.P.O.'s - L. F. Gillam

This classic has been out of print for some years now and at one time we were prepared to Xerox my copy and sell the copies. Lionel Gillam then began investigating a reprint of the book and this has now become fact. Horace Harrison tells me that APS has reprinted 500 copies of the book and it should be out by now (July 1 was the target). According to Horace, the retail price will be \$11.00. In addition, anyone who buys 10 or more copies, cash in advance, can get a 40% discount. If you are interested, check with your local dealer or send a check to

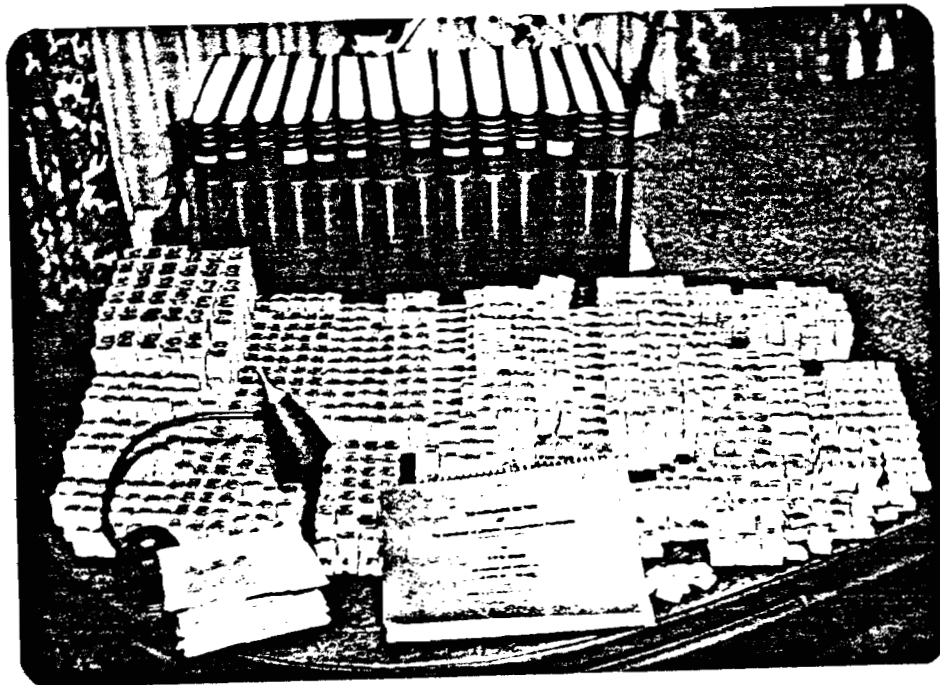
APS

Box 800

State College, PA 16801



"I can remember when only rare stamps cost a fortune."



5

HALIFAX & CAMPBELL R.P.O. JUN 7 1936

HALIFAX & ST. JOHN R.P.O. JUN 14 1936

D

RECEIVED

BANKERS' TRUST CO. OF CANADA R.P.O. JUN 16 1936

MONTREAL R.P.O. JUN 16 1936

SYDNEY & TRURO R.P.O. JUN 17 1936

1

RECEIVED

BOSTON R.P.O. JUN 16 1936

2/0

CLOSED MAILS FOR NEWFOUNDLAND AND ST. PIERRE ET MIQUELON DISPATCHED FROM BOSTON, MASS., ON June 16 1936 At 7 P.M., To be forwarded by Banor & Boston R.P.O., Tr.

From Post Office at	Addressed to Post Office At	Number of Sacks	
		Letters	Papers
Boston, Mass.,	St. Pierre et Miquelon	1	

Received the above _____ sacks of letters and _____ sacks of papers at _____ M., _____ 193_____.

Kindly sign and Return to Postmaster, Boston, Mass., Foreign Section, by first dispatch.

Miquel
Mail Clerk Receiving

NORTH SYDNEY
JUN 18 1936
N. S.



17 6
 NEW NOUVELLE
 VALUE VALEUR
 Canada



Philatelist, Postal
 History Specialist, and
 Professor of Geography

Mr. Jim Lehr
 2918 Cheshire Road
 Devon,
 Wilmington, Delaware
 USA 19810

covery Train
 loops, B.C.
 y 9, 1979

Well, how's this cover for a philatelic railroad item! The story is written up in the Canadian Stamp News July 9 issue. The addition to the story in the CSN is thus: There is no P.O. on the train, but in an obscure car that serves as an office, they have a P.O. cancelling device--same kind as used by the philatelic counters across Canada. There are no signs nor anything to indicate there is a cancelling service available. There are no postal services, but you can get your pre-stamped covers cancelled, and take them to the local post office to complete the postal trip if you wish.

The girl working in the office will not take any orders for covers, nor will she arrange to have any sent from the other P.O. that the train visits.

BUT--THIS IS A LEGITIMATE P.O. CANCELLATION DEVICE, AND THE CANCELLING IS DONE ON BOARD THE TRAIN--so should it be listed? Well, I suppose not, because no mail is actually carried by the train. However, if ever a section in the catalogue is put together on Royal Train cancels, then this one should be included too. Note that for each town the train visits, the town name is used on the cancelling device.

One further piece of interesting information is that the girl working in the office is keeping count for each day of how many covers are cancelled for each date. I don't suspect many are cancelled, because there is no publicity (other than the article in CSN), and consequently no one would know of the availability of the cancel. It would be very interesting to find out this data.

By the way, if any one else writes in about obtaining copies of this cancel--I would be willing to trade a Kamloops cancel for one spare of their town--the towns are listed in the July 9 CSN. I don't have any extras for sale--I have cancelled enough copies to do some trading however.

Sincerely,

Jim Miller



DEPOT STUDY

New Discoveries and a Few Remaining Questions.

by
Graham Noble

In 1975 shortly after the release of the updated handbook we began an in-depth study of Railway Depot Cancels. The need for such an investigation came from the great number of errors and questionable items that had crept in over the years.

Since that time every entry has been re-examined and a complete hammer analysis undertaken. Also a rational means of re-designing the section along the lines of the main catalogue has been explored and a rough proposal presented in a 1977 Study Group Newsletter.

This work is now virtually complete and this article will detail the few remaining problem areas and some of the new discoveries made over the past year. All the raw data collected by Lew is now in and by Quebec the final work should be completed.

We hope to present the completed hammer annalysis in the Cowcatcher Column starting this fall, all being well.

In the meantime, new reports are still very welcome as are comments on the Depots listed here. While I realize that several members do not collect Depots and others have made their reports directly to Lew, I regret that a number of large holdings remain unreported. I sincerely hope these members will reconsider and allow their holdings to be recorded in the interests of the best possible listing.

At the Quebec meeting I will be happy to field any questions regarding Depots and welcome suggestions and comments on a new format. Members who would like some assistance with Depot identification and/or would like their collection reviewed for the study, please bring your Depot pages along.

My debt is great to those who have helped me over the past four years to bring this study to fruition. Officials with CNR, CPR & VIA Rail did their best with questions that must have seemed rather bizarre; the National Postal Museum handled all requests promptly and the following collectors were generous with their contributions: Bill Robinson, Lawrence Walker, Jim Miller, Gerry Carr, Maggie Toms, Joe Purcell, Hugh Aitken, Fred Seaman, Frank Waite, Dave McKain and J.-G. Dalpe.

My very special thanks to three gentlemen who made a tremendous effort to ensure the success of the study - Jim Karr, who painstakingly recorded every strike in his exceptional collection then let me examine it in detail in Edmonton and later in Calgary this Spring. Lew Ludlow, whose steady encouragement and regular shipments of mounds of data provided the grist for the mill. And finally to Frank Campbell, a 94 year-old dynamo who battled failing eyesight and a heat wave spending countless hours pouring over proof impressions, culling all Depot proofs and walking over a mile to the library to photocopy them. In the process he uncovered several new hammers. I should add that Frank has just completed a new edition of his Canada Post Offices in which he has pasted in thousands of new illustrations. A truly remarkable feat!

Please send all correspondence regarding Depots to:

Graham J. Noble
Department of History
Queen's University
Kingston, Ontario

D-1ABELLEVILLE STATION, ONT.

There was considerable discussion a few years ago on whether this was a Depot P.O. or a regular P.O. simply ending in Station like hundreds of other offices.

Since that time (1975) new evidence has come to light which indicated the P.O. was in the railway station after all. The following illustrations explain part of the story. In addition to this Gerry Carr has related an interview he had with a GTR fireman who worked for the railroad prior to 1912. The gentleman stated that there had been a P.O. in Belleville Station at that time.

Fig.1 - Registered cover from Delavan, Wisconsin dated JAN 21 1897 to Belleville, Ont. shows Belleville Station split circle used as a transit marking.

Fig.2 - A local cover from Belleville to the 'G.T.R. P.O.', backstamped Belleville Station. This is perhaps the most conclusive evidence.

Fig.3 - Postcard from Kingston addressed to 'G.T.R. Post Office' backstamped Belleville - Belleville Station AU 31 1915 c.d.j.

Fig.4 - Postcard from Chapleau, Ont., to 'Station P.O., Belleville, Ontario' backstamped similar c.d.j. MY 17 1920.

These covers support the existence of a P.O. in the station from 1897 to 1920 but don't really tell us much else. Part of the confusion surrounding Belleville Station stems from the fact that the P.O. was not administered by the Transportation Section but was a regular P.O. and sub P.O. of Belleville.

The P.O. opened on 1 Oct. 1885. It remained in the G.T.R. Station until temporarily closed in 1922. On Feb 1 1923 it re-opened at 227 Station Street (across from the railway station).

D-10KITCHENER 'S' DUPLEX

Attempts to prove this one way or the other have not produced any conclusive evidence and no physical evidence or official documentation has surfaced to indicate that the 'S' means Station. So, we will follow-up Lew's recommendation of 3 years ago that this be de-listed. In a similar category are the Berlin 'S' duplex and Hamilton 'S' duplex hammers from the 1909-15 era.

D-17

This was reported many years ago but has not yet been confirmed. My guess is that this is a sloppy reading of D-18.

D-18

There are 2 known hammers here, one c.d.s. the other an 11 bar duplex. The lettering is identical. More data is needed to fill out usage which is now known as follows:

Hammer I

c.d.s.
Proofed - AU 16 1882
Earliest - DE 4 1882
Latest -
TM PM

Hammer II

11 bar duplex (round grid bars)
Proofed - Unknown
Earliest - JA 26 1885
Latest - MR 22 1893
TM AM, PM

Hammer III

11 bar duplex (squat grid bars)
This hammer has just come to light.

Proofed - OC 12 1888
Earliest -
Latest -
- No known examples -

For a large centre these are very scarce

D-27(-)

WINDSOR STATION

A type 1A rubber handstamp is known used MAY 2 1972.

This was a busy station and I suspect there must be more hammers used between 1958 and 1970's. It is now virtually deserted since the CP Supercontinental - was turned over to VIA Rail last October.

D-29B & C

NORTH SYDNEY TERM. OFFICE

This 'Terminal' was not a railway Terminal (though it was located near the Ferry Terminal) but a sorting Terminal for mail to Newfoundland - and exclusively for this purpose. There are a multitude of hammers here that go back to the 1920's. I recommended to Lew that we would have to list all the hammers or none at all - not just a couple of Post-Confederation examples.

The use of this office is not consistent with our purposes and if listed at all should be in a Marine Section with such offices as Sault Ship Canal and Tornwall Marine.

A book coming out next year will cover the story of this sorting office and its hammers in detail.

D-37

UNION STA. - TORONTO

Two hammers are known here, one a c.d.s., the other a 13 bar duplex. As with the D-18 hammers the lettering is identical. The data on the duplex usage is faulty as it was not known at the time of the original reports. Please recheck and report again.

Hammer I - (13 bar duplex)

Hammer II

Proofed - JAN 2 1882
Earliest - AU 28 1882
Latest - NO 1 1888
TM AM, PM

- c.d.s.
Proofed - Unknown
Earliest - OC 10 1884
Latest - AU 5 1885
TM AM, PM

These are extraordinarily scarce for the Union Station of a major centre.

D-39

UNION STN - TORONTO

Has anyone seen roller No. 4? Smythies lists this one in his roller catalogue but no examples have been recorded.

PARIS - D.P.O (C.W.)

For years I have been asked whether cancels reading Paris D.P.O. meant Depot Post Office. It would be easy to say yes and many collectors have assumed that this marking was applied at the Paris GTR Station which was an early and busy mail transfer point, not only of mail to the U.S.A. but mail flowing east and west in Southern Ontario

Paris Station post office opened on 1 February 1863 and from that date on nothing has come to light to suggest that office was ever located in the Railway Station.

However, the D.P.O. split circle hammers used from 1858 -1863 may have some validity in the Depot section. The problem of course is that we are dealing with the period of provincial administration and the records are poor to non-existent.

Any further information would be most welcome. Until then I think it must remain delisted but I am always interested in seeing examples of Paris D.P.O. usage.

SHEDIAC RAILWAY STATION. N.B.

Also known as - Railway Station - Shediac and Shediac Terminus

A few months ago quite by accident I found this listing in Frank Campbell's book with the dates 1858-1859.

I have never seen nor heard of any examples of this but Frank is a careful reporter and he says he got this from the New Brunswick Legislative Journals. Again we are dealing with the period of Provincial Administration and definitive answers are few. I have been unable to get hold of a copy of the N.B. Journal from this period here at Queen's but I will keep searching.

However, I trust Campbell's judgment to such an extent that I recommended to Lew that we include Shediac Railway Station in our listing. This should be with the proviso that the office may not have opened.

Since 1972 when I began assembling data on Ontario's ca. 6,500 post offices I checked Campbell's book regularly against the official records. I have found his listings so accurate that over the past seven years I have only been able to send him about 20 corrections! And most of these were spellings - not dates.

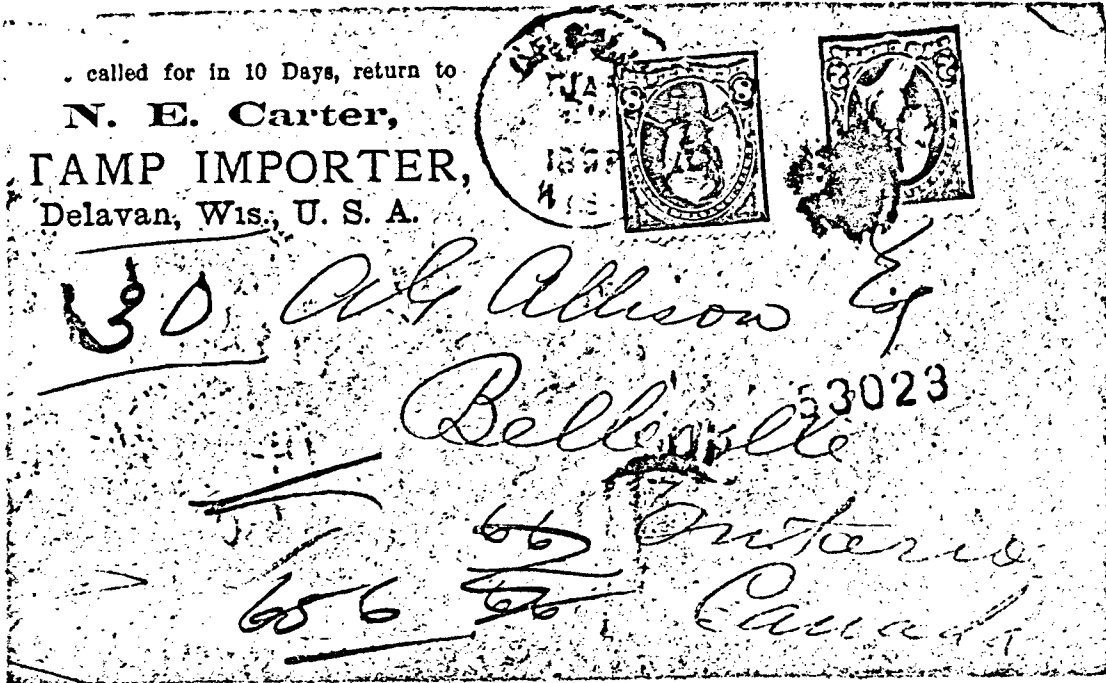
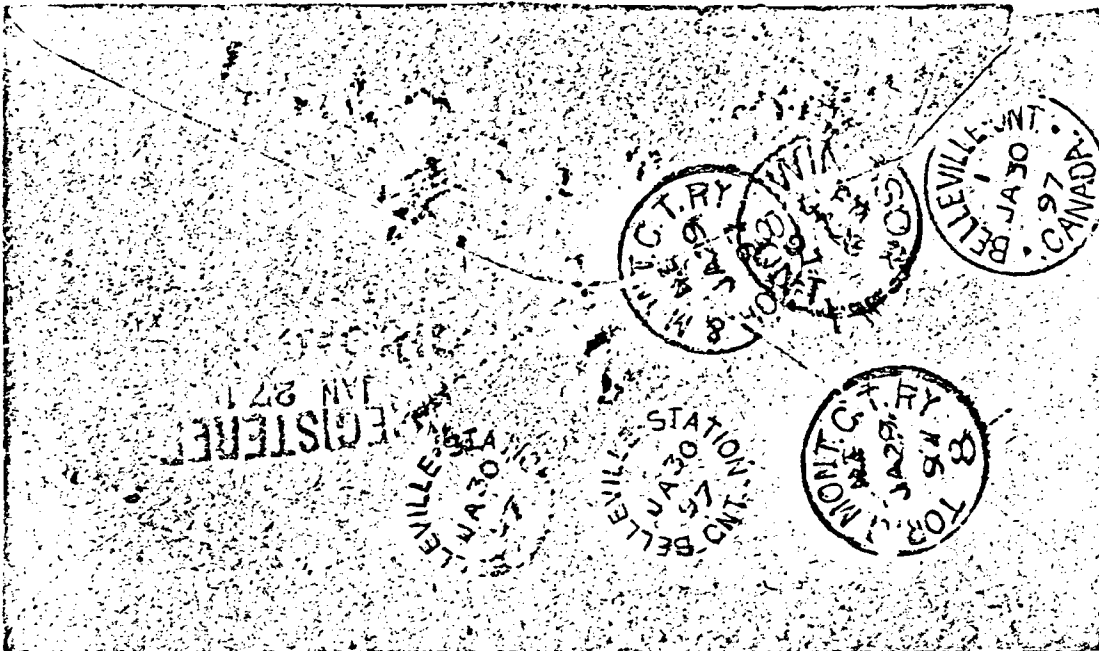
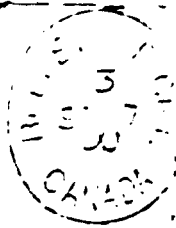


FIG 1.

CHRONIC collection



NOT CALLED FOR



Opened by 14 K. 210
~~W. J. ...~~
 East-Baltimore St.
 ...
 ...

FRONT

← NOTE.

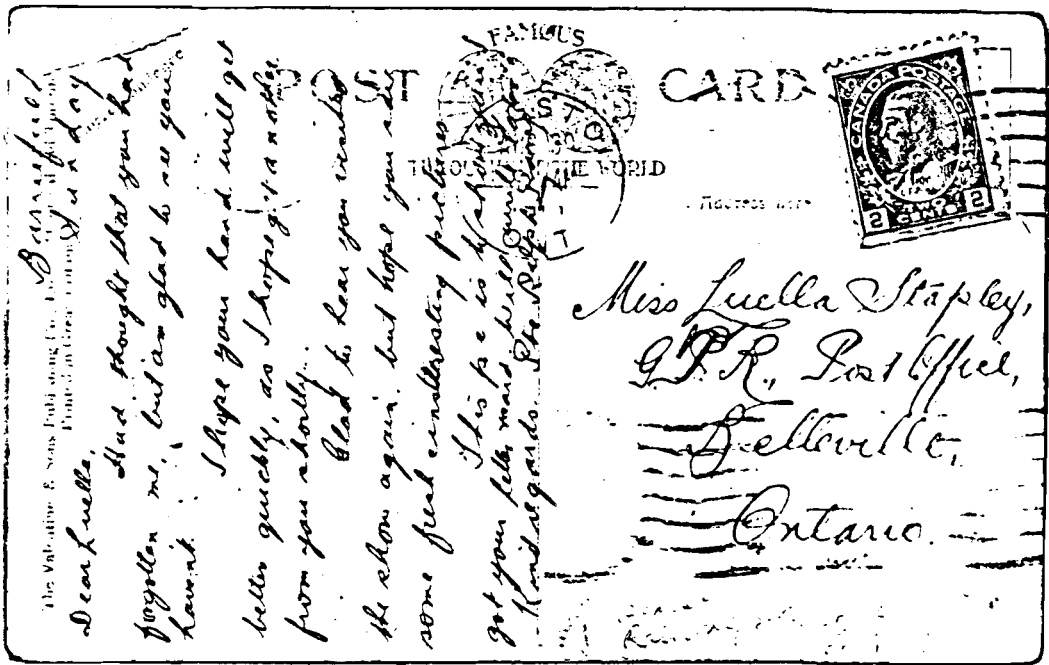
319 2

(Kau collection)

D-1A.

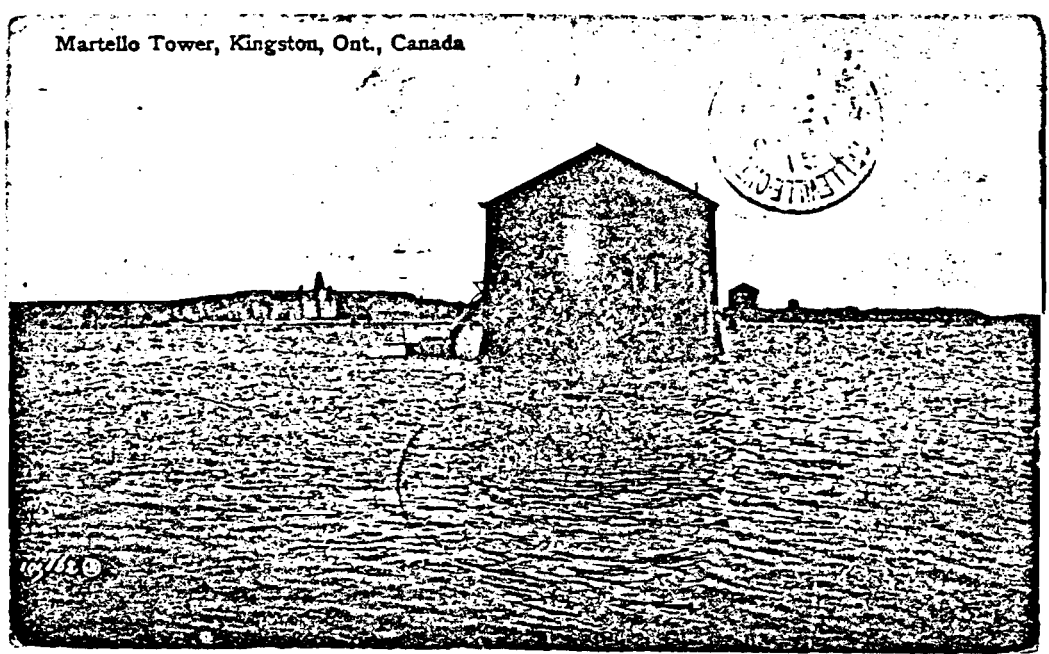


BACK.



7193

Nonny collection



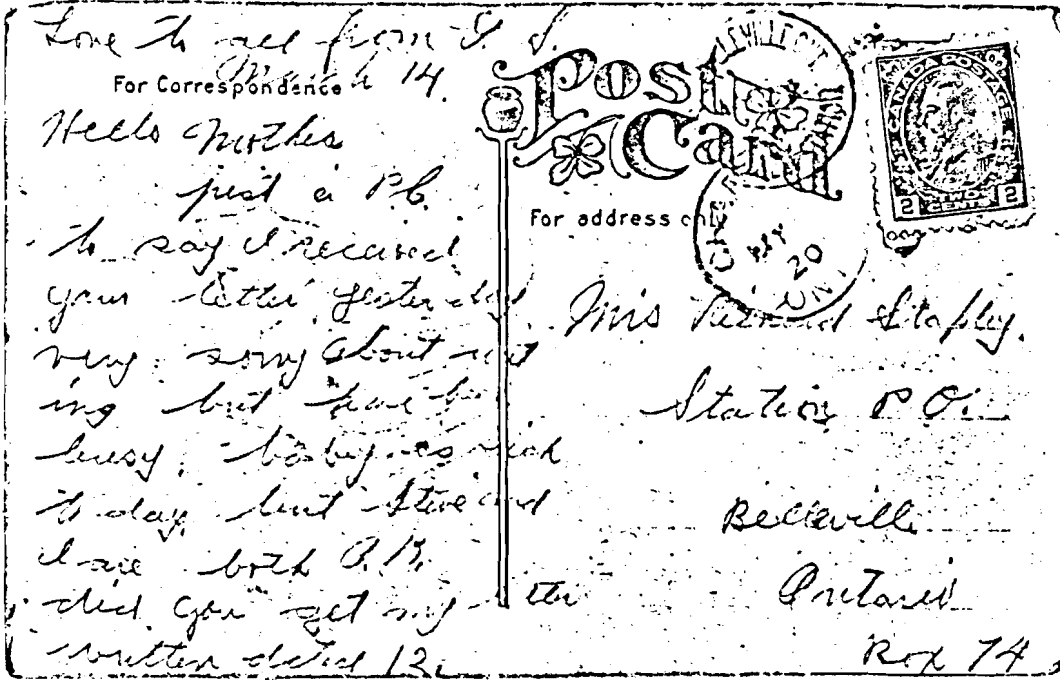


Fig 4

(Noble collection)

