

THE R.P.O. NEWSLETTER

OF THE CANADIAN R.P.O. STUDY GROUP (B.N.A.P.S.)

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Whole No.97

April, 1992

CALGARY REGIONAL GROUP, B.N.A.P.S. - This Newsletter is being prepared for distribution at the Spring, 1992, meeting of the Calgary Regional Group. This is being held April 25, 1992 at the Marlborough Inn, under the Chairmanship of Ed. Harris.

NEW ADDRESS - Our dealer member Don Kaye has moved to P.O.Box 66660, Stoney Creek Postal Outlet, Stoney Creek, ON, L8G 5E6.

NEW MEMBERS - We welcome two new members -

Carl Cammarata
P.O.Box 145
Scotts, MI 49088
U.S.A.

K.G.Richards
829 Huntingwood Drive
Agincourt, ON
M1T 2L8

REPORTS FROM MEMBERS - for W-88 - Dr. Warren L. Bosch reports E/MY 2/28, No.2. Art Brunet reports that his wife died on January 27, 1992, after contracting pneumonia following a slight stroke. Our condolences are extended. Jim Felton reminds us that many type 22 markings are shown in the proof books, and that these as well as bag seals were issued to the various runs at the same time as the normal circular date stamps. There are also many Type 5 markings in the proof books which have never been reported in use. These are all being listed as they are discovered. Remember that microfilm of the proof books is available from our Librarian, Clint Phillips; and that our dealer-member Bob Lee will soon be publishing the R.P.O. book of proofs compiled by Paul Hughes. What did you think of Bob's sale of the first part of Lew Ludlow's holdings on April 4 ? I hope you all obtained some of this lovely material. Lew is about the same, and Mac is still nursing him at home. Ron Battersby reports N-39 holdings as follows - on piece - purple cancel Aug 14, 1896 on No.55 (probably the piece illustrated on Page 471 of Robson-Lowe); purple on No.60 - Aug.14, 1896; black on No.60, Sept.16, 1898. On stamp - purple on No.48 - Aug.17, ??; black on No.60 - Sept.9, 189?; the new one - black on No.55 - Oct.23?, 1896. He reports all markings have bars. Gene Frampton reports some health problems, and sends his dues along with some unused Canadian postage. Thanks Gene! Chairman Jim Lehr reports that he is better, but is looking for a replacement. Ed Maloney sends dues and also some postage. At time of writing this, dues are still outstanding from - Mike Anderman, John Hornsby, Robert Jamieson, Harry Machum, R.B.Miess, Richard Moulton, Michael Reid, Barry Stasewich, Robert Soper, Hedley Stokes, John Edgett, David McKain and Lionel Pereira - a total of 13. Seven paid since my last reminder. We'll give them one more chance before dropping them. There are more letters and reports to acknowledge, but no space for this issue. We'll try to get up to date next time. It's a good way to be, and I'd like to thank all those who have written. The participation in this group is really something!

PRAIRIE GRAIN

Farmers cheer takeover of local rail line from CP Rail

Canadian Press

STETTLER, Alta. — A local company's debut run on a former CP Rail line brings in a new age in rail transportation, say farmers down the line.

Tom Payne, president of Central Western Railway, opened the throttle at 3:30 p.m. last Wednesday for his company's first trip from Stettler to Kirriemuir, 26 kilometres west of the Saskatchewan border.

CWR took control of the line at about 2 p.m., following a 4½-year paper chase involving 410 land titles.

It could have been wrapped up 2½ years sooner, said Payne, if CP Rail had more experience selling track. But in a century of hauling Prairie grain, the Canadian rail giant had never before sold a metre of line to a short-line railway.

Consort-area farmers Doug Fawcett and Roger Buxton said Payne has proven beyond doubt that a small independent rail company can be the cheapest way to run grain from country elevators to main lines.

CWR can operate the short branch lines cheaper than CP Rail because it isn't burdened with the bureaucracy that weighs the larger companies down, said Payne.

The big railways run twice as fast and they're "exceptionally good" at hauling big loads over long distances, he said. But their methods are far too cumbersome for the constant switching and



ON TRACK after a long paper chase with CP Rail, Central Western Railway president and engineer Tom Payne.

RED DEER ADVOCATE

shunting at country elevators where farmers like Fawcett prefer to haul their grain.

Fawcett said he hadn't paid much attention to the trains until late in 1989, when CP Rail abandoned a Saskatchewan section of the line and pulled up 20 kilometres of track.

He and Buxton both worried that losing the Compeer-to-Major section was a warning that the whole line was going to close. Neither wanted to lose the local railroad.

Trucking was a viable method for delivering grain when prices were higher and fuel was cheap, said Fawcett.

But with fuel costs soaring and wheat fetching only about \$2 a bushel, farmers need to ship their grain as efficiently as possible, said

Fawcett, whose fields are only 12 kilometres from the rails. And rail transport is anywhere from 16 to 26 times more fuel-efficient than trucking, said Fawcett.

Charlie Laisnez, a CWR customer from the Big Valley area, said he will save \$75,000 a year by delivering to CWR's southern line instead of trucking his grain to the main line at Three Hills.

In total, CWR's portions of the Coronation and Lacombe line run 208 kilometres from Stettler to Compeer, a hamlet on the Saskatchewan border.

Small-town folks down the line from Stettler said they welcome the new company on their rail line because its officers deal directly with people.

New status for the Coronation & Lacombe line.

.... / 3

From Jean-Pierre Forest; 8 post cards reduced 50% illustrating Sherbrooke postal depots CNR, CPR, GTR and QCR; Source: J. P. Forest, La Compagnie de Chemin de fer Québec Central: Etude des marques postales utilisées à bord des wagons postaux (1879-1971); La Société Philatélique de Québec, Québec, 1991, 196p.

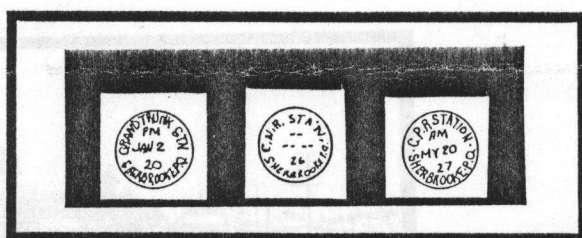


Figure 6.1 Oblitérations de dépôt postal (Source: Pritchard & Andrews)

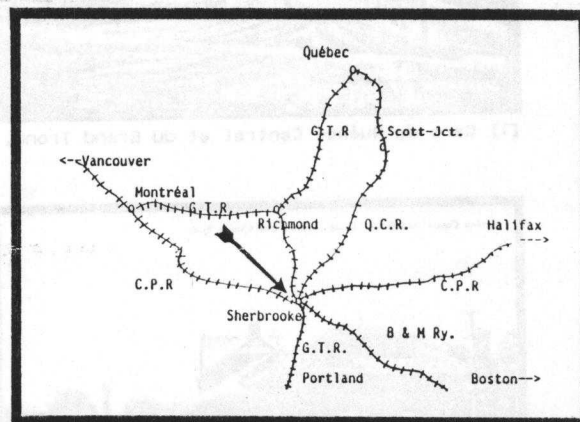
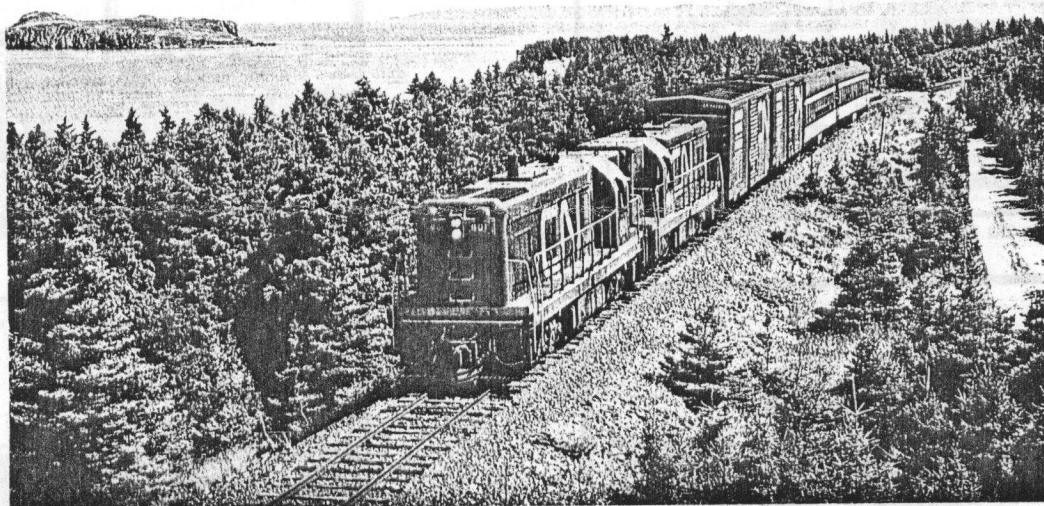
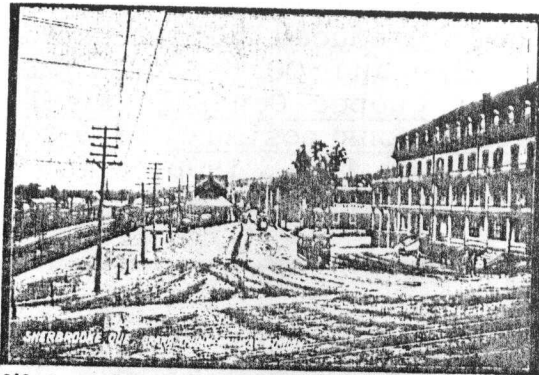


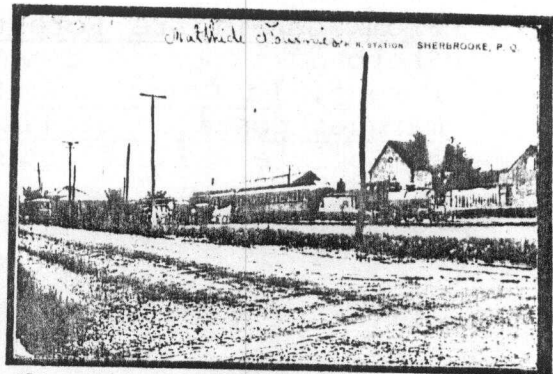
Figure 6.2 Carte des chemins de fer convergeant vers Sherbrooke au début du XXe siècle.



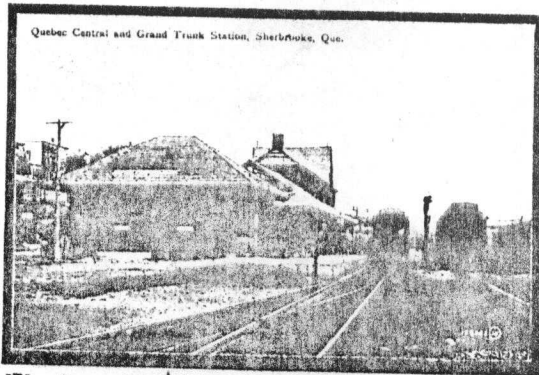
Terra Transport mixed train No. 212 out of Brigus Junction August, 1982, on northbound run to Carbonear. (from Mel Boone, Calgary)



[1] Gare du Québec Central et du Grand Tronc.



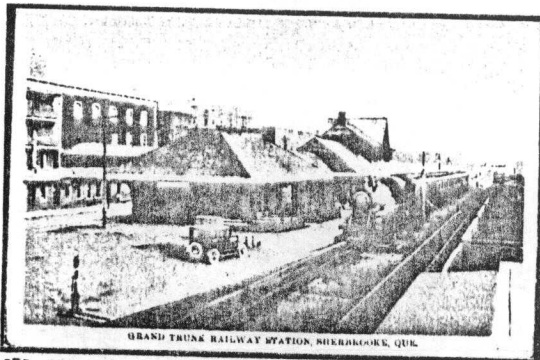
[2] Gare du Canadien Pacifique



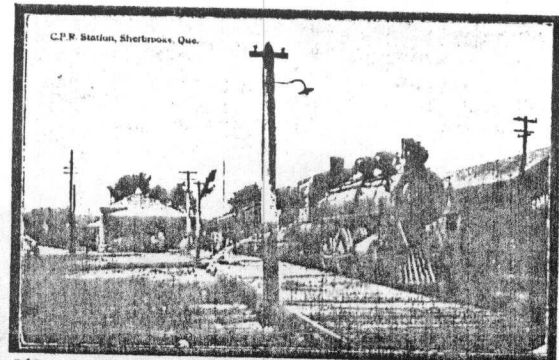
[3] Gare du Québec Central et du Grand Tronc.



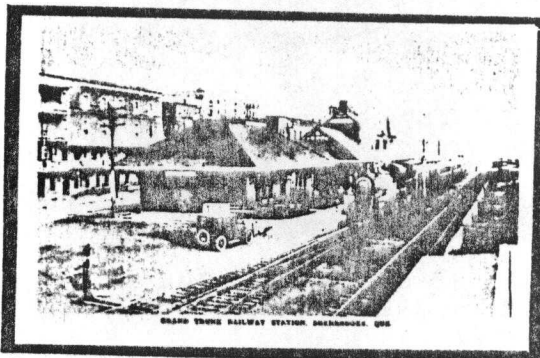
[4] La maison de Sherbrooke près de la gare.



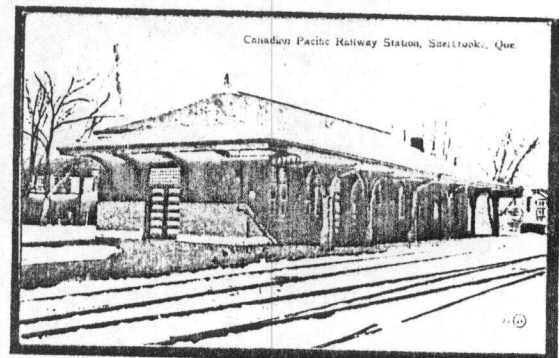
[5] Gare du Québec Central et du Grand-Tronc. (1935)



[6] Gare du Canadien Pacifique vers 1935.



[7] Gare du Québec Central vers 1935. (noir et blanc)



[8] Gare du Canadien Pacifique en automne.

Figure 6.3 Les gares du Québec Central, Grand-Tronc et Canadien pacifique de Sherbrooke à des époques différentes.

ROUSES POINT & MONTREAL R.P.O.

In the March-April, 1982 issue of TOPICS, Lew Ludlow did a study of the various hammers of the listing, Q-264B, with a follow-up in the January-February, 1983 issue. He included Q-264D (Q-264F in the old catalogue) as a hammer in that study, concluding that there were 9 different hammers plus Q-264D, which he labelled as hammer X.

Since Lew's work, I have assembled a good selection of the various listings from this run with the exception of Q-264A, and decided to analyse my material. To accomodate partial strikes, I added two more measurements, "g" and "h". All of the catalogue listings of the run except Q-131A, are included in order to gain some perspective of their use.

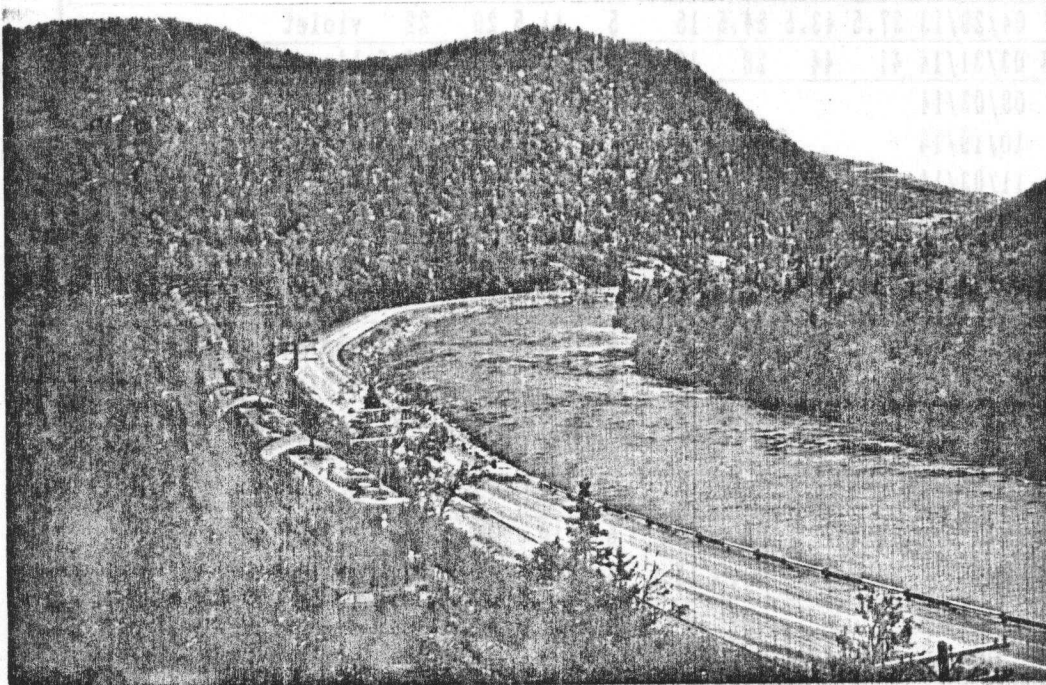
Measuring and charting the items in my collection according to date leads me to conclude that there are at least 13 distinctly different hammers of Q-264B, as well as two hammers of Q-264C. It also appears from this preliminary look, that the various listings and hammers did not wear well, requiring frequent replacement and were used consecutively without overlap.

Note that there is a 6 year gap in the known use of hammer "1" which is reported in 1901 and then not until 1907. I suspect that there may be two hammers here but measurement does not confirm that conclusion.

This unique run used only rubber cancelling devices over a 21 year period. It is my hope that the other study-group members will measure or photo-copy the examples in their collections and report them to me in order that we can gain a more complete picture of their use. I am particularly interested in information on Q-264A and speculate that like Q-264C, there is more than one hammer.

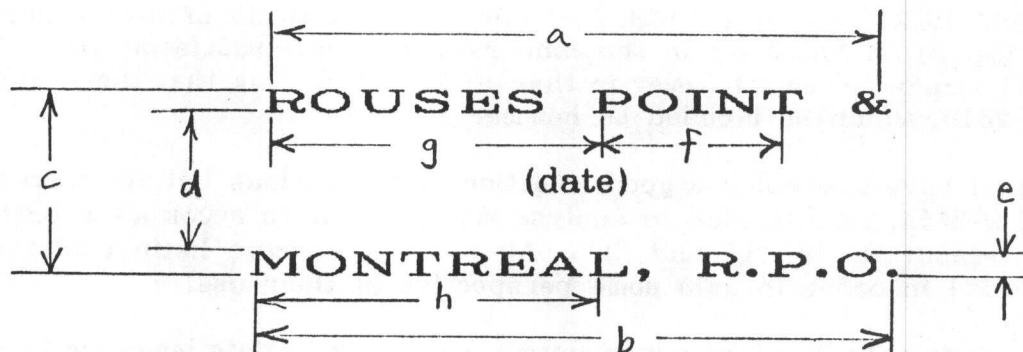
Measurements should be made to the nearest 1/2 mm and if photo-copying, it is helpful to include a clear millimetre scale with the item in order to verify accuracy of the copy.

To date, I am unaware of any use other than on south-bound mail out of Montreal, addressed to the United States, in spite of the fact that the order of terminals in the run suggests the opposite.



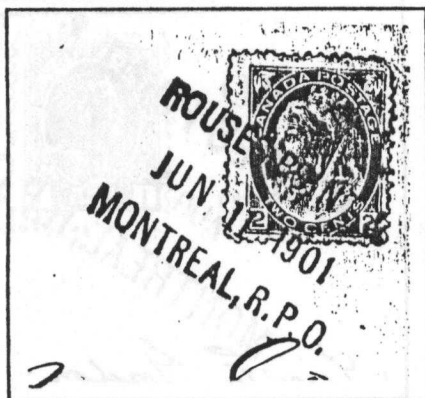
"Newfie Bullet"
in Humber
Valley, east of
Cornerbrook,
October, 1968.

Note Trans-
Canada Highway
which brought
the end of rail
passenger
service in 1969.
(from Mel Boone,
Calgary)



CAT_NO	HAMM	MO_DY_YR	a	b	c	d	e	f	g	h	COLOUR	COMMENT
Q-264B	1	06/11/01	33	35	21	12.5	4	10.5	17	20	violet	1st Period
Q-264B	1	08/05/01	32	35	21	13	4	10+	17-	20	violet	1st Period
Q-264B	1	04/07/09	32	35.5	21	13	4	10?	17	20	violet	2nd Period
Q-264B	1	08/11/09	?	34.5	21	13	4	10-	16.5	20	violet	"
Q-264B	1	09/04/09	32	35	21	13	4	10-	17	20	violet	"
Q-264B	2	09/13/10	33?	35.5	?	11?	5?	?	17	20	black	worn
Q-264B	3	11/21/10	?	?	21	13	4	10	17	21	blue	sharp, new?
Q-264B	3	12/12/10	32.5	?	?	12.5	4+	10	17	20.5	blue	
Q-264D		04/03/11	-	?	24	17	4	10	17	19.5	blue	
Q-264B	4	06/14/11	45	43.5	25	14.5	5	13.5	23	25+	violet	
Q-264B	4	08/08/11	?	?	25	14	5	?	23	25+	violet	
Q-264B	5	09/24/11	?	?	27	16	5	12+	21.5	23.5	violet	date?
Q-264B	6	02/20/12	44	?	25	14.5	5	13.5	23	25	blue	
Q-264B	6	02/27/12	44	43.5	25	15	5	13.5	23	25+	blue	
Q-264B	6	08/09/12	44	44	25	15	5	13.5	23	25	blue	
Q-264B	7	04/29/13	37.5	43.5	24.5	15	5	11.5	20	22	violet	
Q-264B	8	03/31/14	41	44	28	16	6	12	21.5	23.5	blue	
Q-264B		09/03/14									blue	
Q-264B		10/19/14									blue	
Q-264B		11/03/14									blue	
Q-264B	9	08/25/15	38	43	21.5	12	5	11.5	20+	22	violet	
Q-264B	9	01/19/16	38	?	22	12	5	11.5	20.5	22	violet	
Q-264C	1	02/08/17									violet	1st hammer
Q-264B	10	08/02/18	32	36	26+	18	4	9.5	16.5	18.5	violet	
Q-264B	10	10/23/18	32	36	26	18	4	9.5	16.5	18.5	violet	
Q-264B	11	??/??/19	32	36.5	25.5	16	5	9.5	16.5	?	green	date?
Q-264A												Cat 1920-1922
Q-264C	2	03/13/20									purple	2nd hammer
Q-264B	12	??/27/21	32	?	26	17	5	10	16.5	19	violet	roll date
Q-264B	13	08/13/21	32	34+	23.5	15.5	4	9.5	16.5	18	violet	
Q-264F		10/30/22									black	
Q-131												Cat 1927-1936

ROUSES POINT & MONTREAL R.P.O.

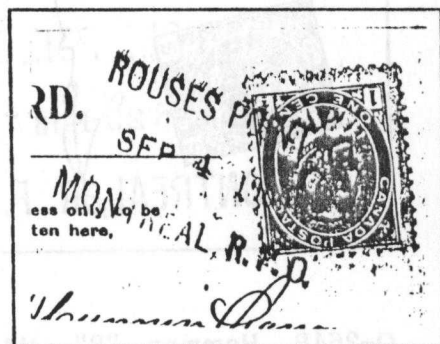


Q-264B, Hammer "1", JUN 11, 1901, in violet on a cover with a Montreal corner card, addressed to New London, Connecticut where a receiving backstamp, dated JUN 12, 01 was applied.

This is currently the earliest reported date for this listing and hammer.

Q-264B, Hammer "1", SEP 4, 1909, in violet on a Montreal view card addressed to Lansdowne, Pennsylvania.

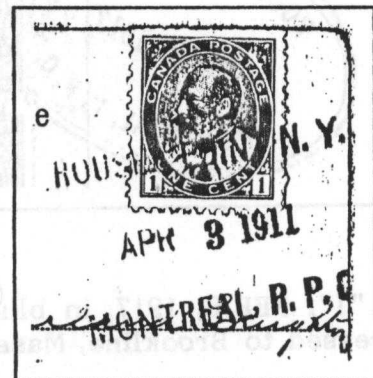
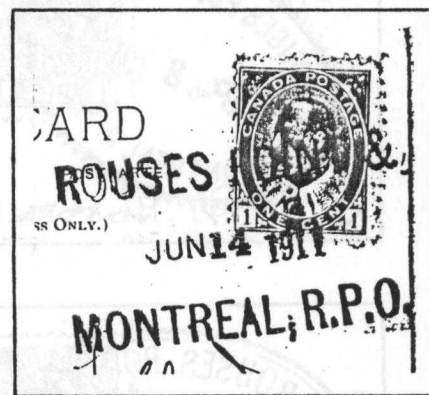
There are no other postmarks on the card.



Q-264B, Hammer "3", NOV 21, 1910, in blue on a cover with a Montreal hotel corner card, addressed to Winchendon, Mass., where a November 22, 1910 backstamp was applied upon receipt.

Q-264B, Hammer "4", JUN 14, 1911, in violet on a Montreal view card addressed to Madilla, N.Y.

There are no other postmarks on the card.



Q-264D, APR 3, 1911, in blue on a greeting card addressed to Massina, N.Y.

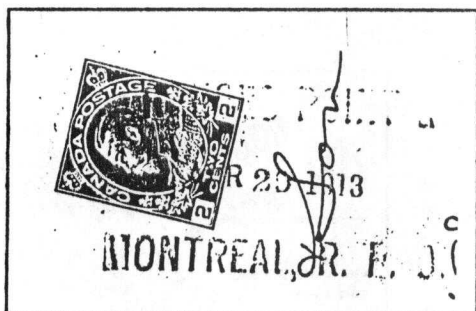
There are no other postmarks present.

Note the relative positions of the "R" of Rouses and "M" of Montreal which would aid in differentiating partial strikes of Q-264D from Q-264B.

ROUSES POINT & MONTREAL R.P.O.

Q-264B, Hammer "6", AUG 9, 1912, in blue on a Montreal view card addressed to New Hampshire.

There are no other postmarks on the card.

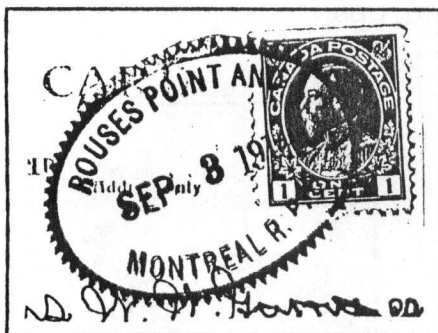


Q-264B, Hammer "7", APR 29, 1913, in violet on a cover with a Montreal advertising cover addressed to Syracuse, N.Y.

There is no receiving backstamp or other postmarks present.

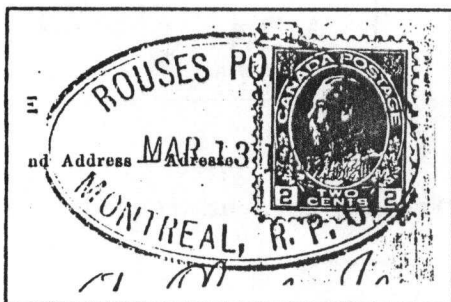
Q-264B, Hammer "8", MAR 31, 1914, in blue, on a Montreal advertising cover addressed to Worcester, Mass.

There are no additional postmarks.



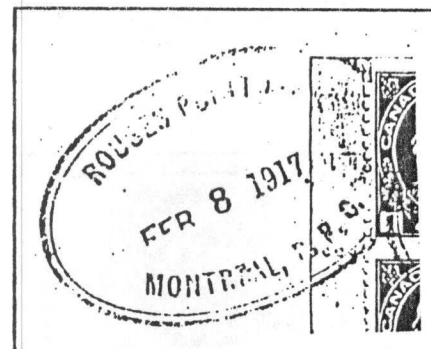
Q-264E, SEP 3, 1914, in blue, on a Montreal view card addressed to New Jersey.

There are no other postmarks.



Q-264C, Hammer "2", MAR 13, 1920, in purple on a Montreal view card addressed to Pennsylvania.

Letters are 3.5mm high and spaced 1mm from the inside of the frame.



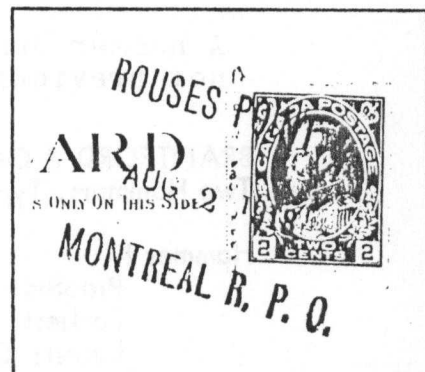
Q-264C, Hammer "1", FEB 8, 1917, in blue on a cover addressed to Brookline, Mass.

Letters are 3mm high and spaced 2.5mm from the inside of the frame.

ROUSES POINT & MONTREAL R.P.O.

Q-264B, Hammer "10", AUG 2, 1918, in violet , the only postmark on a St. Lawrence River view card addressed to Woodmere, N.Y.

Note that there is no comma after Montreal on this hammer.



Q-264B, Hammer "12", ?? 27, 1921, in violet on a Montreal viewcard addressed to New Rochelle, N.Y.

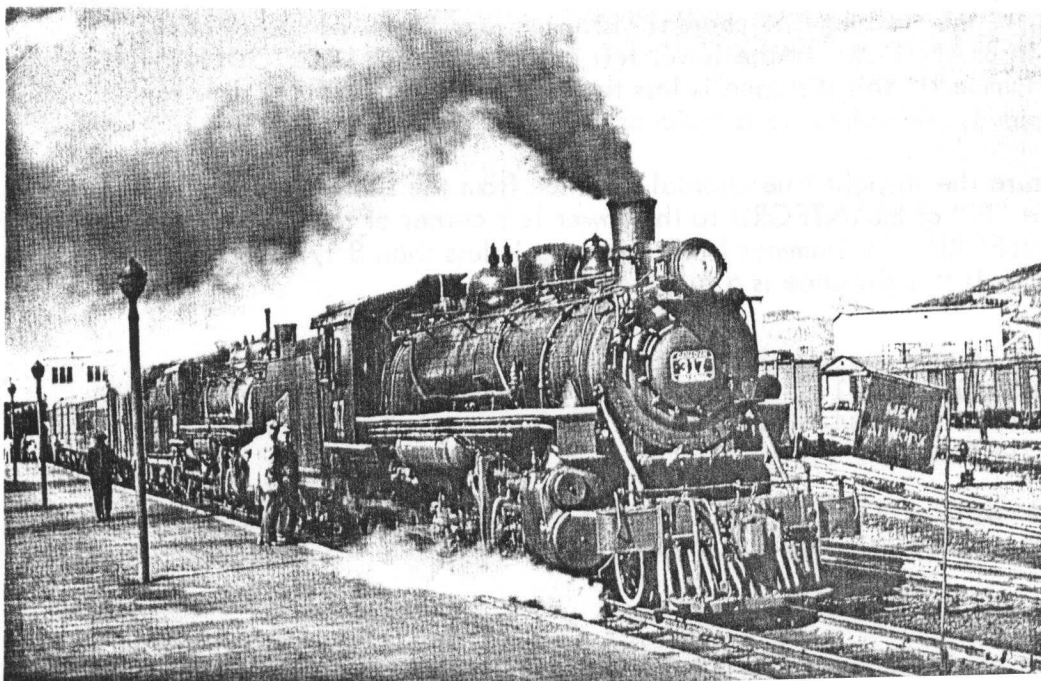
Like hammer "10", there is no comma after Montreal.

There are two partial numerals showing for the day of the month revealing that this hammer had a roller date.

Q-264F, OCT 30, 1922, in black on a Montreal view card addressed to New Jersey.



NOTE: Since receiving this manuscript from Mr. Gray, Mr. Raymond Currier of Corvallis, Oregon, has reported an early date of Q-264C. This is September 29, 1916.



CNR Train #1
leaving St. John's
June 20, 1956 with
Pacifics # 317 &
310.

(Thanks to Mel
Boone of Calgary)

A hammer Analysis of O-29 found among Lew's papers and not previously published.

BRANTFORD & GODERICH · Ry.P.O. / .
Two Hammers, Type 20A

Hammer I

Proofed: Unknown
Earliest: February 6, 1899
Latest: September 17, 1904
Indicia: (E) - common; W - scarce
Usage: Continuous throughout five year period, almost six years.
R.F.: 150 (55%)
Comments: Somewhat overrated at this rarity factor, this run is more common than originally thought. A top bar on the "F" of BRANTFORD that is the same or shorter than the lower bar usually confirms Hammer I. A normal "E" in GODERICH and a normal "B" in BRANTFORD are indicative of Hammer I.

Hammer II

Proofed: Unknown
Earliest: February 20, 1899
Latest: July 7, 1906
Indicia: E - common; W - very scarce
Usage: Almost continuous for period
R.F.: (45%)
Comments: These two hammers were obviously used simultaneously through 1904. We have no strikes in 1905 and then several in 1906. A missing middle bar, or one that is very short or a vestige, confirms Hammer II; this occurs on the "E" of GODERICH. If the top bar of the "F" of BRANTFORD is noticeably longer than the lower bar, this is almost confirmatory on Hammer II. If there is a material break in the base of the "B" in BRANTFORD, the strike is probably Hammer II

DIFFERENTIATION OF O-29 HAMMERS

1. Measure the straight line chordal distance from the lower corner of the "D" in BRANTFORD to the lower left corner of the "E" in GODERICH. For Hammer II, this distance is less than 9 mm, just over 8 1/2 mm; for Hammer I, this distance is 9 mm or over.
2. Measure the straight line chordal distance from the bottom of the left leg of the "N" of BRANTFORD to the lower left corner of the "D", also of BRANTFORD. For Hammer I this distance is less than 8 1/2 mm, while for Hammer II this distance is a full 9 mm.

NEW MEMBER - Welcome to Michel Gagné, 72 de Montbrun, Boucherville, QC, J4B 4T9. His special areas of interest - Quebec R.P.O.s and Railway Stations.

That's all the space for this time. Keep the items coming - especially any ideas or manuscripts for Issue No. 100.

All the best,

Bill

W.G. Robinson
5830 Cartier St.
Vancouver, B.C.