

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

Volume 28 - No.2

Whole No.145

November, 1999

INDEX TO R.P.O. NEWSLETTERS - After a number of years considering the construction of this index, your scribe has finally prepared an index for Volumes 1 to 27, 1973 to 1999, Issues 1 to 143 inclusive. This work is certainly not perfect, and should have more cross-references, but at least you will now be able to find where a certain catalogue number was discussed, or a hammer analysis was shown. All members will receive a copy as part of their subscription. Those who attended the Annual Meeting received copies there. Any suggestions for improvement will be appreciated.



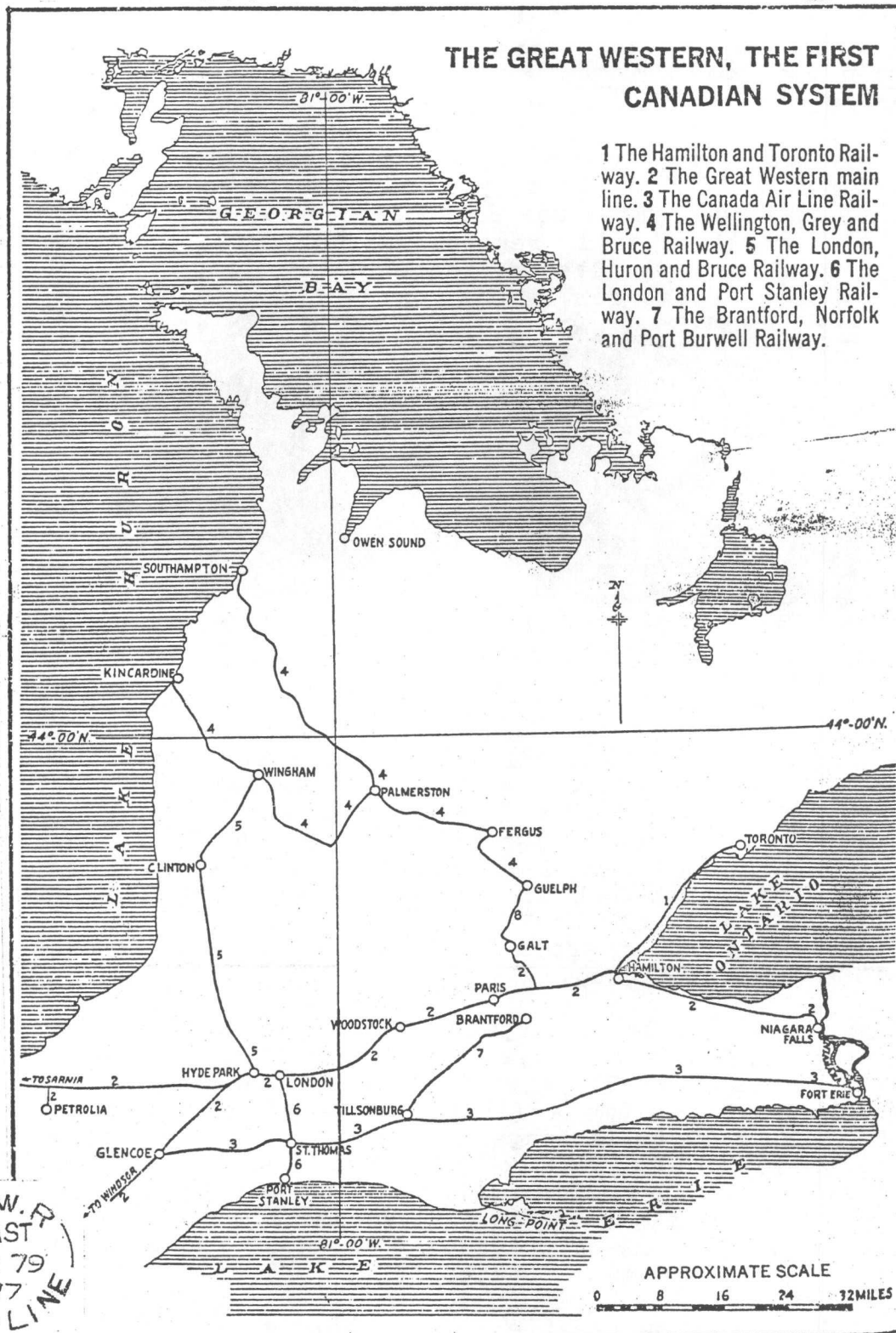
Members Jean-Claude Michaud and Alfred Peatman at the RPSC Convention, Fredericton, New Brunswick, May 28 to 30, 1999

The listings are shown by volume and issue number, and page of that issue; as well as by a cumulative page number. Please note that this is Page 1548 according to that system. Most issues for the past 15 years (since Volume 13, No.1, whole No. 46, February, 1985) have had ten pages - but beware of Volume 16, No.5, whole No. 70, May, 1988, which had 8 pages; Volume 22, No.7, whole No.113, September, 1994, which had 11 pages; and Volume 25, No.5, whole No. 130, July, 1997 which had 32 pages. Following No.72, please add pages 812, 813, and 813A to F - which contain the notes for John McCrea's presentation on cross-border mail sorting which was given at the 1988 Annual Meeting.

Volumes 1 to 12 have varying numbers of pages, and varying numbers of issues in a given year. Volume 1 (Issue 1) had 3 pages, Volume 2 (Issues 2 and 3) pages 4 to 14, Volume 3 (Issues 4 to 8) - pages 15 to 37, Volume 4 (Issues 9 to 12) - pages 38 to 61, Volume 5 (Issues 12 to 14, pages 62 to 114, Volume 6 (Issues 15 to 18) - pages 115 to 172, Volume 7 (Issues 19 to 24) - pages 173 to 262, Volume 8 (Issues 25 to 30) - pages 279 to 365, Volume 9 (Issues 31 to 35) - pages 366 to 436, Volume 10 (Issues 36 to 39) - pages 437 to 478, Volume 11 (Issues 40 to 44) - pages 479 to 531, and Volume 12 (Issue 45) - pages 532 to 541.

1999-2000 dues are now payable if this box is ticked. \$ 10 ☐
in Canada, \$ 9 US or 5 pounds sterling in US or UK.... /2

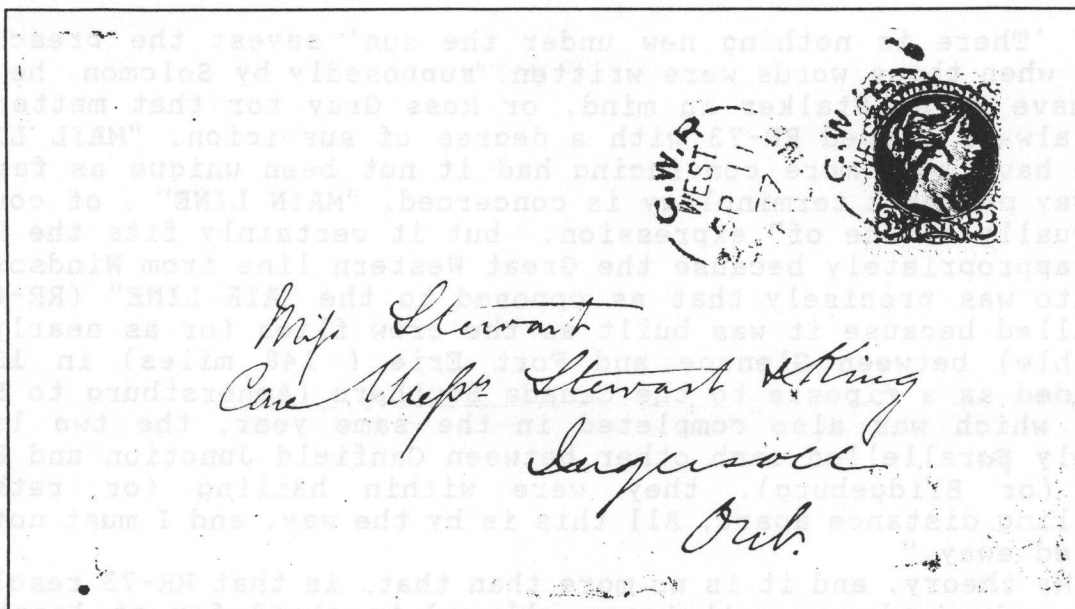
MAP OF THE GREAT WESTERN RAILWAY SYSTEM, SOUTH-WEST ONTARIO



G.W.R./MAIN LINE - RR-73A, First Report, March 19, 1877.

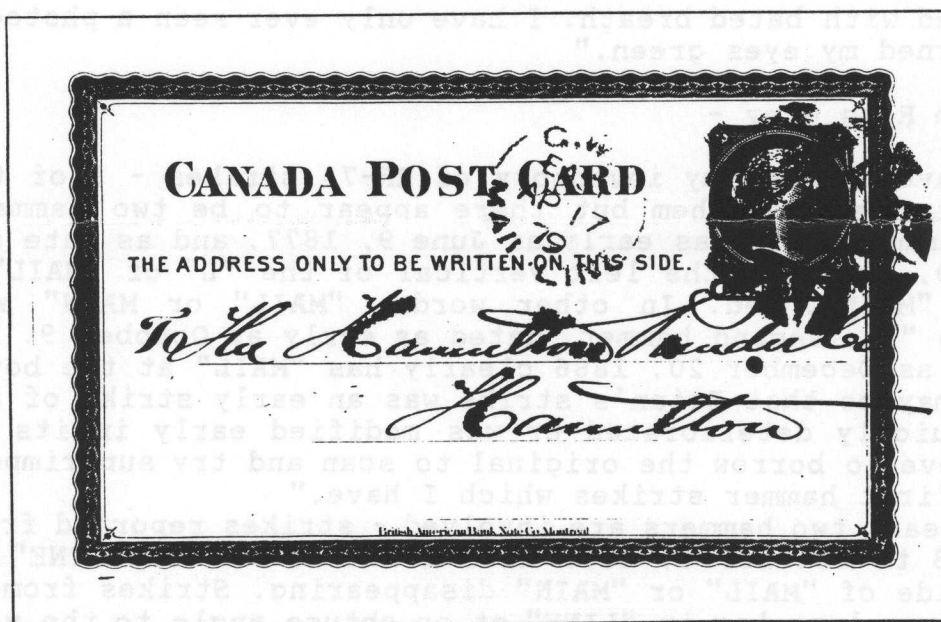
GREAT WESTERN RAILWAY

In 1873, a cancellation including the term, "MAIL LINE" came into use and is known as late as 1886, with either EAST or WEST direction indication. The unusual term, MAIL LINE, may have been an error for MAIN LINE, intended to differentiate this postmark from those on the AIR LINE branch.



RR-73 G. W. R / MAIL - LINE WEST, SP 11, 77

The date of the INGERSOLL receiving backstamp is illegible.



RR-73 G. W. R / MAIL - LINE EAST, AP 17, 79

Probably, the large fancy star "cork" obliterator was also applied by the railway mail clerk. The postcard was posted aboard the train at London, arriving at HAMILTON, ONT., AP 17, 79.

Feed back re: RR-73A - From Lionel Gillam -

" 'There is nothing new under the sun' sayest the preacher. Well, when those words were written, supposedly by Solomon, he did not have Brian Stalker in mind, or Ross Gray for that matter. I have always viewed RR-73 with a degree of suspicion. "MAIL LINE" would have been more convincing had it not been unique as far as railway postmark terminology is concerned. "MAIN LINE", of course is equally a "one of" expression, but it certainly fits the bill more appropriately because the Great Western line from Windsor to Toronto was precisely that as opposed to the "AIR LINE" (RR-69), so-called because it was built as the crow flies (or as nearly as possible) between Glencoe and Fort Erie (148 miles) in 1873. Intended as a riposte to the Canada Southern (Amherstburg to Fort Erie) which was also completed in the same year, the two lines closely paralleled each other between Canfield Junction and Fort Erie (or Bridgeburg), they were within hailing (or rather) whistling distance apart. All this is by the way, and I must not be carried away."

"My theory, and it is no more than that, is that RR-73 resulted from a clerical error that was allowed to stand for at least 13 years (1873 to 1886), and that this hammer was supplemented in or about 1877 by RR-73A. The Stalker example seems to be a good clear strike, and unlike its later companion has yet to receive some "hammer". Both are clearly Berri's products. The wear that RR-73 shows in the latter years of its life, and Brian's sole, wonderful discovery, suggests that only one hammer of each was made."

"After all, there were at least eight hammers apparently available of RR-65 in contemporaneous use, not to mention RR-66, 67, 68, 70 and 71. RR-64 is in a class of its own, and must be mentioned with bated breath. I have only ever seen a photocopy and that turned my eyes green."

and from Ross Gray -

"I have checked my inventory of RR-73 strikes - 9 of them. I have not measured them but there appear to be two hammers. The first hammer, dated as early as June 9, 1877, and as late as April 17, 1879, has only the left vertical of the "L" of "MAIL" or the "N" of "MAIN". (ed. In other words, "MAIL" or "MAIN" shows as "MAII".) "The second hammer, dated as early as October 9, 1877 and as late as December 20, 1886 clearly has "MAIL" at the bottom."

"It may be that Brian's strike was an early strike of a hammer which quickly deteriorated or was modified early in its life. I would love to borrow the original to scan and try superimposing it on the first hammer strikes which I have."

At least two hammers are involved - strikes reported from April 15, 1873 to October 6, 1879 have a normal "L" in "LINE" and the right side of "MAIL" or "MAIN" disappearing. Strikes from 1884 to 1886 show a long bar in "LINE" at an obtuse angle to the vertical.

No strikes have been reported between October 6, 1879 and June 9, 1884. Did RR-67 and 69 with 6 hammers proofed April 6, 1879 supersede RR-73 during this period? That's all for now.

Reports of RR-73 - G.W.R. / MAIL LINE -

1873	April 15	271	
	November 7	95	
1875	January 1	151	Legible normal "L"
	January 19	95	
	August 9	151	Legible "L", 2.5mm LINE "L"
1876	February 22	142	(Reported by 95)
	April 2	140	
	June 16	140	
	August 21	258	
	September 5	258	
1877	June 9	142	* *- MAII . for MAIL
	August 7	142	*
	September 11	142	*
	October 6	142	Through Cloth, Illegible "L"
	October 9	142	Through Cloth, Legible "L"
1878	February 12	151	Illegible "L"
	April 5	95	
	June 10	140	
	June 13	151	Legible "L", 3.0mm LINE "L"
	November 22	95	
	December 3	151	*, 2.5mm LINE "L"
1879	January 8	151	Illegible "L"
	January 10	95	
	March 19	140	*, 2.5mm LINE "L"
	April 10	142	Note: No strikes reported
	April 17	142	April 1879 to June 1884 ???
1884	June 9	142, 151	(no year) 3.0 mm bar LINE "L"
	June 19	151	(no year) 3.0mm bar on LINE "L"
	October 11	151	(8- Year) 3.0mm bar on LINE "L"
	December 11	142	(8- Year)
1885	June 11	151	(8- year) Illegible bar on "L"
	August 11	151	(8- Year) 3.5mm bar on LINE "L"
1886	February 25	151	(8- Year) 3.5mm bar on LINE "L"
	June 10	151	(86 year) 3.5mm bar on LINE "L"
	October 7	151	(86 year) 3.0mm bar on LINE "L"
	November 11	270	(8- year)
	December 20	142	
	December 22	146	

There are at least two hammers - the early 1873 to 1879 with a normal "L" in "LINE", and a disappearing horizontal bar of the "L" in "MAIL"; and a later 1880s hammer with a very long horizontal bar in "LINE" at least 3.0mm, and up to 3.5mm with heavy strikes.

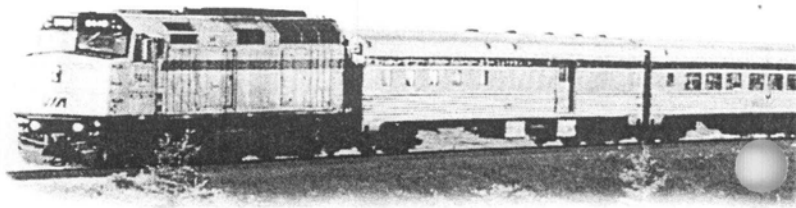
Report of RR-73A - G.W.R. MAIN LINE -

1877 March 19 248

This is the only report of "MAIN" - leading to the suspicion that it was actually MAII as reported by 142 from June 9 to September 11, 1877. Please check this out very carefully for evidence of any added markings to make an "N" out of an "I" with a space following.

Page 1500

From Wayne Curtis -



VIA RAIL'S SILVER TRAINS COME TO SOUTHWESTERN ONTARIO

The silver trains bring a new, more comfortable world of train travel to Southwestern Ontario.

Here is what to look for:

- modern comfortable seating
- newly designed seat tray and arm rest
- comfort zone temperature control
- a smooth, quiet ride at 145km (90mph)
- more spacious overhead luggage compartments

Why rebuild old cars instead of buying new?

- the stainless steel cars are in excellent structural condition
- the brand new interiors give our customers all the benefits of new cars
- the cost of rebuilding was less than the cost of buying new cars

Don't take our word for it - take your next trip on the silver train.

VIA SERVICE IN SOUTHWESTERN ONTARIO

Windsor-Toronto	5 daily frequencies	3 1/2 hour travel time
London-Toronto	8 daily frequencies	2 hour travel time
Niagara Falls-Toronto	2 daily frequencies	2 hour travel time

ECONOMY CLASS

VIA's economy class provides a level of comfort you would expect to find only at first class prices. From the walkabout freedom only the train can provide, to the big, comfortable seats, this is a truly affordable way to travel in style. And, when combined with off-peak fares, discounts for youths and seniors can add savings of up to 50% off the regular economy fares. Ask about our group fares.

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VIA 1 is the perfect environment for a business meeting on the go. Ask about our convention fares. VIA 1 pampering includes hot meals with aperitifs and wine. VIA 1 travellers also enjoy the convenience of special Panorama lounges in Toronto, Montréal and Ottawa, pre-boarding privileges and amenities such as a credit card phone on board.

HISTORY OF THE SILVER CARS

The silver cars were originally built by the Budd Corporation and purchased by VIA from locations across North America. The interiors were stripped in Halifax at VIA's maintenance centre. The cars were then sent to Montréal to AMF, a CN subsidiary, where Stone Safety Inc., Coach & Car Inc. and Polatec Inc. worked with AMF to build the modern interiors.

By mid 1996, 26 coaches and seven VIA 1 cars will have replaced the 1950's steam heated blue and yellow cars. Total cost of the refurbishment is \$58 million, financed entirely from productivity savings at VIA. The silver cars provide passengers with better

service at a lower operating cost. At the same time, service has improved and no train routes were cut.

These new stainless steel cars symbolize the new VIA - delivering ever better service at lower cost. In 1995 alone, VIA's costs went down **\$41 million**. In the last three years we have reduced subsidies from the government by 25%.

For more information, call VIA Rail™, your local travel agent or check us out on the Internet: <http://www.viarail.ca>



TAKE A LOOK AT THE TRAIN TODAY

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R.P.O STUDY GROUP

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Note: ** - Paid for 1998-99 & 1999-2000
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John Watson	Lyngarth, Huddersfield Road		
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Howard T. Moulton	204 Richards Ave.	Portsmouth, NH	03801-5264

TOTALS

Canada	55	Regular	6	Ex-Officio
U.S.A.	20		2	
Overseas	11		0	
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Totals	86		8	

July 1999

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Warren L. Bosch	Elgin Comm. College	Elgin, IL	60120
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Ted Woodward	Box 2022	San Bernardino, CA	92406

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(BNA 'TOPICS' Editor)			

July 1999

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RPO STUDY GROUP - REPORT FOR YEAR 1998-99

August 31, 1999

INCOME - 1998-99 Dues	872.77
1999-2000 Dues in Advance (Note 3)	70.00
Donations (Note 2)	26.50
BNAPS Stipend 1998-99 (Note 9)	
- New Member	Nil
- Officers mailing	Nil
- Sale of RPO Catalogues	12.00
- 50 Supplement 1	50.00

TOTAL	\$ 1031.27
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EXPENSES - Vol.27, No.1 - No.138 - Printing, Postage	\$ 146.34
No.2 - No.139 -	179.32
No.3 - No.140 -	166.28
No.4 - No.141 -	162.61
No.5 - No.142 -	132.24
No.6 - No.143 -	142.81
Miscellaneous postage, copying, etc.	46.61

TOTAL	\$ 976.21
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EXCESS OF INCOME OVER EXPENSES	\$ 55.06
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Balance from 1997-98	558.28
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Total on hand, August 31, 1999	\$ 613.34
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- NOTES: 1. All accounts in Canadian Funds.
 2. Donations from Carr, Gartland, Harrison, Kalabza, Parama, Stalker, Walton, Woodward.
 3. 1999-2000 dues in advance paid by - Ellison, Harrison, Kalabza, MacKenzie, Manuel, Walburn.
 4. Dropped for Non-Payment of 1998-99 Dues - Nil
 5. Resigned - Link.
 6. Deceased - Brunet, Collie.
 7. New Members - Nolan.
 8. Life Members - Lionel Gillam, Jim Lehr.
 9. BNAPS STIPEND - not yet received for new member, Editor, "TOPICS", BNAPS President, BNAPS Library, BNAPS Study Group Coordinator, BNAPS Study Group Columnist.

Free Copies are also sent to the National Archives of Canada and the Philatelic Library of the National Postal Museum of Canada.



W.G. Robinson
Secretary-Treasurer