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THE R.P.O. NEWSLETTER

Page 1598

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

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BNAPLEX 2000 - Schaumburg, Illinois - 31 August to 2 September - is now history. Ten members and five guests attended the annual Study Group meeting from 3:30 to 5:00 PM on Friday, 1 September. The financial statement printed in the last Newsletter was discussed and approved, and new officers were elected, as follows -

Chairman and TOPICS Cowcatcher columnist - Bill Robinson

Newsletter Editor - Ross Gray

Secretary/Treasurer and mailer - Chris Anstead

- these offices to be gradually assumed by about 1 January, 2001. Bill Robinson will arrange with Ross Gray regarding the actual date of change.

It was moved, seconded and passed that Life Membership in the Study Group be granted to Bill Robinson in recognition of the 16 years he has spent as Newsletter Editor, Secretary and Treasurer.

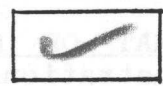
Thanks everyone - publishing issues 46 to 150 so far has been a labour of love, and you members have provided most of the raw material.

The Treasurer collected 2000-2001 dues, and then the Editor provided all members present with a copy of Supplement No. 2 (Annexes 10 to 19) of the 1982 Catalogue, and of Annex 20 which had just been printed. It appears that the new catalogue may not appear until 2001 or 2002, so these publications will help to tide us over.

A round-table discussion of the proposed new R.P.O. Catalogue then ensued. Numerous comments were made regarding grouping of the material, types of cancellations, numbering of listings, and separated or integrated listings of clerk hammers. Some viewpoints were published in the last Newsletter, and more are included in this issue, along with an outline of current proposals.

MEMBERSHIP - Please note a change to Tom Hillman's address - he is now at 1995 Cedar Lane Terrace, Ottawa, ON, K2A 2E5. Charles Purdon's postal code has been changed to V9L 6R5. His address remains the same at 3025 Dogwood Road, Duncan, B.C. Your Editor is getting settled into the new apartment, but tripped and fell 6 September - breaking his right tibia just above the ankle, a cast from knee to toes, crutches and no driving for about six weeks.

ANNUAL DUES - for the Study Group year 2000-2001 are now due and payable - \$ CAD 10 in Canada, \$ USD 9.00 in U.S.A., five Pounds Sterling in UK. Canadian, sterling or USD cheques made out to W.G. Robinson are all acceptable. Please send them soon, so we can have a clean handover to the new Treasurer. Please remember that you will receive your Supplement 2 and Annex 20 only when your dues are paid. A red tick in the box indicates dues owing,



G.T.R.SPECIAL WATCH COVER - We have received several explanations - the clearest and most complete from Lionel Gillam. P.W.Ellis & Co. were a large Toronto Jeweler, who sold watches. Here is the story -

On 19th April, 1891, a disastrous collision took place on the Lake Shore, Michigan Southern Railroad between a fast mail train and an "Accomodation" or "Local" train. Apparently it was a question of bad time keeping with two trains meeting on the same track. As a result of this accident American railways decided that conductors, dispatchers, station agents, engineers, etc. should provide (at their own expense) reliable watches, subject to inspection, periodical adjustment and cleaning by approved watchmakers at railway divisional points. This provided American watchmakers with golden opportunities, and Canadian railways followed suit.

Several bids have been received for the cover. Please send yours in until 31 October. Proceeds will go to the Study Group.

PROPOSED R.P.O. CATALOGUE FORMAT REVIEW - Here is the material circulated at the Annual Meeting -

Page 3 - Sample draft page 10 of the Ontario section,

Pages 4 & 5 - Orientation to the Ontario R.P.O.Draft,

Page 6 - A proposal for new catalogue numbers,

Pages 7 & 8 - A proposal for new listing of cancel types,

Pages 9 & 10- Suggestions from Jim Felton.

Chris Anstead stresses that he hopes at present to focus on the catalogue format of the geographic sections rather than on whether a particular entry should be listed here, elsewhere, or not at all.

Ideas from Lionel Gillam and Peter McCarthy were published in the last issue, while Brian Stalker's input and any others received later will be published next time.

We also have some further comments about the Esquimalt & Nanaimo mail car reported by Alex Price, which will be published next time.

AMENDMENT TO ANNEX 20 - those who received copies of this Annex at Schaumburg should amend the clerk initials for new listing MA13A from "JAS." to "J.A.B." Also change this on the list of new clerks on Page 11 of the Annex.

FORMAT OF ISSUE 150 - Sorry we didn't have any space for illustrations this time - just too much important material regarding the new catalogue. That's all for this time, /3

Cat. #	Postmark	Type	Dates of Use.....	Direction / Train No.	RF	Prior #	Co Pi St Ot
	HALIBURTON, ON	From :	LINDSAY, ON				
	HAMILTON, ON	To :	ALLANDALE, ON; COLLINGWOOD, ON; LONDON, ON; KINCARDINE, ON; MEAFORD, ON; NIAGARA FALLS, ON; SOUND, ON; PALMERSTON, ON; PORT DOVER, ON; OWEN ON; SAINT THOMAS, ON; SOUTHAMPTON, ON; TORONTO, ON				
		From :	LONDON, ON; NIAGARA FALLS, ON; PORT DOVER, ON; PORT ROWAN, ON; TORONTO, ON; WELLAND, ON				
O-HAM10	HAMILTON & ALLANDALE / M.C.	C24	1892-1899	N, NORTH, S, SOUTH	180	O-94	□□□□
			& ALLANDALE, ON				
O-HAM15	HAMILTON & COLLINGWOOD R.P.O. / No. #	C24	1905-1912	N, S	280	O-98	□□□□
			& COLLINGWOOD, ON				
O-HAM20	HAM. & LONDON / R.P.O.	C24	(1931) only proof known		-	O-101A	□□□□
			& LONDON, ON				
O-HAM25	HAM. & KINCARD. R.P.O. /	C24	1926-1927	181, 182, 185, 187, 188, 194, 196, 657, 662	355	O-102	□□□□
			& KINCARDINE, ON				
			& MEAFORD, ON				
O-HAM301	HAMILTON & MEAFORD R.P.O. /	C24	1899/04/09-1912/01/04	N, S, 662	140	O-103	□□□□
O-HAM303	HAMILTON & MEAFORD R.P.O. / No. #	C24	1904/10/27-1929/11/09; 1943/06/21-1960/06/14	N, S, 53, 54, 55, 56, 60, 61, 62, 63, 64, 67, 69, 96, 651, 652, 659, 661, 662	90	O-104	□□□□
O-HAM305	HAM. & MEAFORD R.P.O. / No. #	C24	1909/07/08-1922/05/22	S, 53, 56, 60, 61, 62, 63, 661, 662	195	O-106	□□□□
O-HAM307	HAMILTON AND MEAFORD R.P.O. / No. #	C24	1923/02/21-1942/07/20; 1951/08/31-1956/09/29	S, 61, 62, 67, 652, 661, 662	105	O-105	□□□□
O-HAM3091	Hamilton & Meaford R.P.O. / WM. STOKES	OV	1898	South	500*	O-103B	□□□□
O-HAM3092	Ham. & Meaford R.P.O. / F. M. Bell, M.C.	LC	1914/02/16	60	500*	O-106C	□□□□
O-HAM3093	HAM. & MEAFORD / J. H. JOHNSTON	SOV	1932-1933/06/24	62	500	O-106B	□□□□
O-HAM3094	HAMILTON & MEAFORD / T. S. COLEMAN	OV	1937-1946	62	400	O-103A	□□□□
O-HAM3095	HAM. & MEAFORD R.P.O. / J. E. ROLPH, M.C.	LC	1937/09/20	62	500	O-106D	□□□□
O-HAM3096	HAM. & MEAFORD R.P.O. / J. F. AGNEW	OVOV	1950/07/28-1954	61	450	O-106A	□□□□

Orientation to the Ontario R.P.O. Draft

THE COLUMNS

Cat #	refer to a separate document for an explanation.
Postmark	Not much to be said here. You may find some funny notes to myself or typographic notations that will ultimately disappear. Some of the "wrapping" between lines will be improved but to do so for this draft is counter-productive.
Type	refer to a separate document for an explanation.
Dates of Use...	<p>This has moved to the left one column from the prior catalogue, reflecting its accrued importance. Whenever possible, month and day are included with the year. Bill Robinson has been tracking these carefully. I anticipate renewed interest in early and late dates, generated by including more precision.</p> <p>All dates are recorded YYYY/MM/DD which avoids confusion between American and Canadian (and British) date conventions.</p> <p>The listings when published will be in sequence by "earliest known usage". In the case of a Postmark with sublistings the date used for sequencing is the earliest of all sublistings. By sequencing the listings this way I hope it will assist postal historians to better follow the evolution of postmarks in a run. Collectors will be able to skip over some listings that are not relevant when classifying new acquisitions.</p>
Direction / Train No.	Train numbers have been moved into the listing. I anticipate many new finds from the increased visibility. The train cross-reference will be included elsewhere to assist in identification of partial strikes and rail research.
RF	Quite controversial but I did enjoy reading Bill Robinson's piece on VALUE vs RARITY in the last newsletter.
Prior #	Imagine the 1982 catalogue with all annexes integrated. The resulting number for a listing is shown in this column. Those wishing to use the prior numbers would be able to locate themselves generally in the catalogue by headings and sub headings and then locate the listing by scanning down this column.. Although not perfect, this acknowledges the many years dedicated to Mr. Ludlow's numbers. If demand warrants, extensive cross-referencing could be provided in a separate document.
Co Pi St Ot	A collector's rudimentary checklist for RPO inventories. A mark in the box would indicate the ownership of the postmark on Cover , on Piece , on Stanp or on Other documents such as facing slips.

AN INSERT - Joe Smith has recently discovered a one-cent QV postcard dated February 2, 1882, from Montreal to Toronto, with receiving carrier's mark 12:30 / FE 3 / 82 in circle. The postmark is a broken circle with "G.T.R.Y." at the top, direction WEST, and a partial bottom starting with "M". The left side arc measures 4mm, so the bottom inscription could be fairly long. Could it be "MAIL LINE"? Known G.T.R. Hammers for this run include - Q-161 and 161A - 1859, RR-55 - 1862, RR-53 - 1870 to 90, Q-165 - 1891 to 1971, and Q-155A - 1902 to 10. Could there be another Type 4 hammer lurking?

The **Reporters** column in the 1982 catalogue has been moved from the primary listing to make room for other features. This data is planned to be included in an appendix, together with listings of the reporters names. It would be nice to consolidate information on who reported what (earliest, later, initial find) but this may not be feasible for the next publication. I anticipate that any reporter requesting a list of their reports will be able to receive a personalized document so they can confirm their finds.

Those who saw the initial documents prepared for the Vernon RPO Study Group meeting may remember the inclusion of a **Railway** column in the tables. This was intended to convey the railway on which the Postmark was used. Although interesting it failed to address the complexity of railway mergers. This information will be part of the map document. There it can assume a more dominant role without complicating the primary listings.

Headings within the document begin the listings for each origin. In trial use of the document I have found this interesting and informative and a helpful in identifying strikes.

BELLEVILLE, ON To: MADOC, ON; PETERBOROUGH, ON;
PETERBOROUGH, ON & TORONTO, ON

The reverse listing provides other interesting information and helps in understanding the rail system.

WALKERVILLE, ON To: LEAMINGTON, ON; RIDGETOWN, ON; SARNIA, ON
From: CHATHAM, ON; LONDON, ON RIDGETOWN, ON

Larger groups have additional headings to assist in locating information and reduce the monotony of the document.

..... & **LORNEVILLE, ON**
..... & **MEAFORD, ON**
..... & **MIDLAND, ON**
..... & **MONTREAL, QC**

ANOTHER INSERT - Questions and comments from Bill Topping regarding the draft layout - 1. Suggest the "From" names eg. Haliburton on page 10 be in a clearly different font or type face from the "To" listings eg. Hamilton. These are the much more important ones. 2. To improve visibility and clarity, move "_____ & ALLANDALE", etc. to the left so "_____" is below "HAMILTON" and "ALLANDALE" is in the clear area to the left of the "Type" column. 3. Where a series of runs carries over to the next page, eg. Page 11, show a heading "HAMILTON, ON (Continued)". It takes an extra line, but is worth it. 4. Can proof dates be shown somehow for the earliest hammer of a run, if known? This will give an early date to aim for. 5. What happens if a seriously earlier date of use is found (eg. 5 years)? This could upset the chronological order of runs, and is perhaps an argument against chronological listing. 6. Some clerk hammers and straight lines have no year dates. We should make a serious guess about these dates to ensure chronology. 7. Clerk hammers of the same type should be listed alphabetically (eg. O-TOR16945) but suggest a decimal suffix rather than alphabetical - eg ANTHONY could be O-TOR1694505, BARRINGER 1694510, BOWLAND 1694515, etc. We could possibly run out of single letters if there are ever 27 or more clerk names of such a hammer type and run.

Cat.

A Proposal for Discussion

Renumbering of the Geographic Sections

No pain - no gain. Renumbering the entries is unfortunate because cross reference to existing documentation and collector's notes and electronic databases suffer. However, what we have now has been proven inadequate in accommodating the new findings of the last 20 years. There are additional finds waiting for inclusion in whatever number system is used.

What's in a number? I have tried to optimize the sequence of the catalogue tables for the user of the catalogue. The catalogue number must be in the same.

The Cat. # is to be treated as a library catalogue number. Thus O-HAM36 will fall between O-HAM3 and O-HAM4. This system is familiar to users of libraries and allows for extensive expansion in any area without the problems that we see at present.

Each **origin** run has been given a code. Often the first three letters are used but codes may have to be adjusted to keep them the identical sorting sequence as the alphabetic spelling of the origin. Letters O and I are avoided at the end of the code so they are not confused with numbers. HAM is the choice for Hamilton. Collectors can easily recognize those listings emanating from their favourite origins.

Next will follow the **run** number. Thus O-HAM30 will prefix all runs HAMILTON & MEAFORD. The run number is a one or two digit number. Single digit runs keep Cat # shorter for many cities while two digits are required for busier rail hubs such as Hamilton. The numbers are chosen so that there is room for new discoveries. Next will be the sequence number assigned to the listing - again one or two digits according to complexity and allowing for insertions along the way. ALL CLERK NUMBERS CONTAIN A NINE. This allows them to be sorted after all regular listings.

Finally, the sublistings currently used are retained in much the same manner as now used.

To illustrate the most complex (and lengthy) consider O-TOR52978a. This Cat # is for a run emanating from Toronto; run 52 (TORONTO & NORTH BAY); a clerk hamper (digit 9) and number 78 of many such listings and finally sublisting a.

The length is on first appearance detracts from this system but in practice the frequently observed strikes are manageable. When a collector mounts a collection of TORONTO & NORTH BAY CLERK cancellations the page would be identified as O-TOR529 and the individual mountings would be 78a and so forth.

Such a system will accommodate new finds without problems. In the case when consensus dictates reorganization TORONTO & NORTH BAY clerks could be reorganized without impact to the regular TORONTO & NORTH BAY listings or other listings.

In closing, I have tried to make the catalogue graphically inviting so there is less reliance on the Cat # than before. Collectors will be able to locate information first by context before even looking too closely at the number.

I would anticipate review of this system by a cataloguer and a data analyst prior to finalization.

The following postmark types will be found in the catalogue.

August 14, 2000

CIRCULAR FRAMES

- C24 a circular steel hammer with diameter measuring approximately 22 to 24 mm. This is the most commonly seen postmark type.
- C28 a circular steel hammer with diameter approximately 28 mm . Other diameter measurements may be used to more accurately describe these postmark types.
- C*C the text is enclosed by a double circular frame line. The outer frame is wavy, fluted or otherwise decorative.
- C24# a circular steel hammer with 24 mm diameter enclosing text and ornaments. These are most commonly found on the Calgary & Vancouver postmarks.
- C30# as C24# but with a diameter of approximately 30 mm
- C24R a circular rubber stamp with a diameter of about 24 mm. These are most often seen with clerk names s part of the text. The postmark is likely to be violet or red.
- C24R* as C24R with the outer frame line decorated
- C24R+ as C24 but with an appendage added outside the circle
- CC a circular postmark with a double circle enclosing the text
- CC+ as CC but with an appendage added outside the double circle
- CTC two concentric circles with text between
- CTC+ as CTC but with an appendage added outside the outer circle
- CCTC a double frame line outer circle and a single frame line inner circle with the text between the two
- LC a large circular single frame line encloses the text. The diameter is approximately 30 mm or larger
- LC* as LC but the frame line is decorative

The BROKEN CIRCLE group. This could have been called SPLIT RING as these two terms are interchangeable.

- BC1 a single circle broken around the circumference by text
- BC1# a single broken circle with the arcs ornamentally decorated with crosses or circles
- BC2 two concentric circles broken by text
- BC0 a circle made up entirely of text without any arcs
- BC? broken circle of type BC0 BC1 or BC2. The editor would appreciate information regarding these postmarks so they can be more accurately described in a future edition.
- DUP a duplex cancellation

RECTANGULAR FRAMES

- BOX** a single rectangular frame line enclosing text. The shape may be square, or rectangular (horizontal or vertical)
- BOX2** Two rectangular frame lines (of any shape) enclosing text
- BOX*** a box with a decorated frame line (wavy, fluted or ornamental)
- RBOX** a horizontal box with R at the left. Used for registered mail.

OVAL FRAMES

- OV** the outer frame line is oval
- OV*** the outer frame line is oval and decorative
- OVOV** an oval postmark with a two rings enclosing the text
- SOV** a small oval postmark enclosed by a single frame line

STRAIGHT-LINE POSTMARKS

- SL1** a straight-line cancellation with a single line of text
- SL2** a straight-line cancellation with two lines of text
- SL3** a straight-line cancellation with three lines of text
- SL4** a straight-line cancellation with four lines of text
- SL(2+)** a straight-line cancellation with two or more lines of text
- SL(3+)** a straight-line cancellation with two or more lines of text
- SL(4+)** a straight-line cancellation with two or more lines of text
- The editor would appreciate information on the above straight-line postmarks so they can be more precisely identified in a future edition.

OTHER POSTMRKS

- PREC** a large circular ring about 32mm in diameter with a lined interior. This is commonly known as the **PRECURSOR** to the squared circle postmarks
- SQC** squared circle postmark
- SQC+** a squared circle postmark with an addition soldered to the bottom of the hammer
- ROLL** a roller cancellation
- SLOG** a slogan cancellation applied by a machine

If a particular type is not common it will be illustrated in the section where the postmark is listed. These are prefixed with X for EXTRA or EXCEPTIONAL. For example, XQ01 is the first exceptional postmark type in the Quebec section.

I. Rights to the Ludlow Catalogue should be secured in the name of BNAPS on behalf of the RPO Study Group. This proprietary relationship includes the right to determine the form of any resulting revision or new edition, and so forth.

II. Format -- the horizontal orientation, on durable paper, and wire binding has provided a Catalogue that has help up physically under my nearly 20 years usage and been useful when comparing to albums side by side without interference.

III. The organization of the Catalogue -- the Ludlow definitions and boundaries of sections are adequate and practical. While some may be interested in subsets of current sections, like a particular province out of MA or W, what is the overall benefit and are there other alternatives? There are some possible additions like the Discovery Train, MPO 316/317 (are those the right numbers?), some RR-related special pictorials we might want to consider.

IV. Renumbering is a fact we must face as we approach and exceed existing limits, though some sections have experienced little change and do not yet need to be renumbered. The Q-, O-, and W-sections have seen tremendous expansion over the past twenty years and we can only expect this growth will continue. Perhaps the newly renumbered sections can become QU-, ON-, and WE-?

At the same time we have the opportunity to transfer or to delete certain runs based on greater present knowledge.

The general alphabetical order should be maintained, with adjustments here and there for out of order runs, but absolute alpha order is not anticipated because of the many abbreviation varieties.

If it exists, the run with the route fully spelled out should come before the variations. All runs with the same spelling variation of the run should be placed together.

All runs which used steel canceling devices should be given interger run numbers, with the type variations becoming alpha-suffix runs based on the integer run. Having 26 additional varieties for each spelling of a route should give us enough built-in room for expansion that renumbering on massive scale will be far off in the future. Continue using small letter suffix for clerk, steamer, or town name varieties of same general type as we have been, using a letter related to the name. There is at least one instance with more than 26 different names -- but much the exception considering the thousands of runs without this situation.

A separate table showing Old Run Number - New Run Number changes should be available, ideally as part of the new Catalogue. Show Former Numbers as part of listing like the current Catalogue.

V. The TYPE portion of the Catalogue is vital to using the work so an effort should be made to use the best possible illustrations of the types -- as well as the Ornaments in that section. There are several instances in Ludlow where the individual quality could be improved.

VI. There are several "tools" that may be considered for adding to the Catalogue to increase its usefulness. Coming to mind immediately is the 'after the ampersand' listing published in our Anthology.

To satisfy those who are interested in smaller geographic areas than our Maritimes and Western Sections, lists can be made of the runs associated with each these provinces.

Similarly, a list of waterway routes not included with the Steamers could be made. These runs could also be flagged in the section listings. While the idea to create a new Waterway section combining Steamers with waterway routes might seem appropriate, one must consider the loss in usability versus the gain. How many waterway runs are there?

There are no doubt other useful additions that can be developed.

VII. No matter how thorough the effort to be "complete" there will be new postmarks discovered, and thus we will be seeing Annexes for some time to come. While it is up to the person keeping the Catalogue records, and thus a matter of personal choice, how this updating process occurs, I have a suggestion.

Numbers would not be assigned to new runs as they come in but rather at one point in the year (or when it is time for the next Annex -- I'm proposing we continue the yearly schedule) when all new cancels can be considered together as new numbers are assigned. This may avoid some renumbering that's occurred between initial reported and subsequent Annex listings. Perhaps there should be a regular cut-off date, say May 1st, from which the next Annex would be prepared, by June 1st.

Personally I think the check and double check method has been worth the extra effort by eliminating typos and misreads, though we have extraordinary and perhaps unique circumstances in this case, but we might consider some approach involving "second" or "third" opinions.

VIII. Releasing a subset of the Catalogue without clerk and other non-standard markings ought to be considered. While these markings are definitely part of the overall study of Canadian RPOs, most individual clerks markings are quite scarce (if not unique) and few collectors will ever have them. Because of the vast number of different clerk's markings they obscure the markings collectors are much more likely to encounter.

If a "short" version is published, I suggest that an Introduction explain there are many more markings known than appear in that publication and that if the user finds any postmarks not contained in it, he get in touch with the study group, etc. Places in the listings where known markings have been skipped should indicate that fact.