

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

Volume IV No. 2

July 1976

Ashes & Sackcloth Department

Somehow the best of intentions weren't enough to get this issue out in the second quarter as planned. As if that wasn't enough, I must also renege on the last issues statement about finances. With 10 pages and 70 copies of the last issue, the size of the duplicating job is just too big to continue as a freebie on the Du Pont Company. Therefore, we spent \$12.50 to have Du Pont Mail Room run it off. The typing is still handled by my secretary but, with postage up, etc., we spent \$23.78 to put out that issue. Therefore, the time has come to collect another \$3.00 in dues. Please send it in now while you are thinking about it, and send along something for the next Newsletter while you are at it.

Rarity Factor Study

Haven't heard anything from Joe Purcell lately, so I can't add anything new on the status of this. I'm sure Joe will give a full report at the Study Group Meeting at the San Francisco Convention. If you still haven't gotten your report in, you know what you are! Incidentally, I've added another 40 runs in trades since the last Newsletter.

Incidentally, Lew has written to the major British R.P.O. collectors to try and get their counts into our study.

Canadian R.P.O. Postmarks On U.S. Stamps

Jim Miller (#47) sent in an interesting article from the Weekly Philatelic Gossip, 2/15/36, which lists all the known Canadian R.P.O.'s as of 1936 which were in commission on board trains operating into U.S. territory. It also lists U.S. R.P.O. lines which then operated into Canadian territory. A copy is attached. Does anyone know of any other additions to this list? Do any members have any of these? I have a Canadian cover mailed to the U.S. with two different U.S. R.P.O. cancels on back, but I've never seen a stamp so cancelled (either Canadian or U.S.) or a cover mailed in and going to Canada with such cancellations.

New Members and Address Changes

Since the Membership List issues in February we have added two:

#54	L.R. Yow	Box 753, Kamloops, B.C.
#55	Jim Felton	Box 143, Beech Grove, IN 46107

We also have four address changes:

#16	Leon D. May (Gayle)	5443 PASEO, Kansas City, MO 64110
#10	Eldon C. Godfrey	2 Varbow Place, N.W. Calgary, Alta
#17	George F. Samlley	298 John St., Gananoque, Ont. K7G 1A7
#53	Ted L. Kilish	40735 Newporte Dr., Plymouth, Mich. 48170

Incidentally, don't forget to let me know when your address changes.

More On Cancellation Values For Exchange

Had a nice letter from Don Cambridge (#31). After commenting that he had just finished his count for our study, he discussed the problems we all have in valuing strikes for exchange and suggested the following:

Another point that might be worth discussing is a category of strikes. Could they be defined as stamps are in auction catalogues? VF, F, etc? A lovely complete and clear strike on a stamp is obviously much more valuable than a fractional strike that takes agonizing deduction to establish the run, but perhaps some definition is possible, i.e., Cat. A, full and completely legible strike, Cat. B 3/4 of full strike, easily identifiable, Cat. C 1/2 strike, etc.

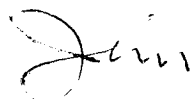
I realize this matter is discussed in Shaw's 1963 Handbook, pages 66-7, but his system does not satisfy me. Perhaps it could be discussed.

I am off to New Zealand on holidays next week, so will find out if they ever had R.P.O.'s down under.

Haven't heard whether he had any success in New Zealand or not.

New Runs, Corrections, Added Information, Etc.

There has been a flood of new runs in the last six months, particularly Railroads and Steamer Routes. Jim Miller (#47) seems to have an inexhaustable supply. Because of this large number, and the fact that Topics has gotten way behind on Lew's column, a list prepared by Lew for eventual publication is attached. Just another plus for your membership.



JIM LEHR

Attachments

ADDENDA TO HISTORY OF CANADIAN RAILWAY MAIL SERVICE

"Schedule of Mail Trains," operates into Fort Frances (Manitoba) where it connects with the (Canadian) Fort Frances & Winnipeg RPO service.

By V. LeYoung Ardiff

(This is an addenda to the article on this subject published in Gossip, February 8, 1936.)

REFERENCE has from time to time been had to the existence of Canadian RPO postmarks on United States stamps, and to United States RPO postmarks on Canadian stamps. These conditions sometimes result when certain railway post offices of one of the two countries operate into the territory of the other.

In his "Check List of Current and Recent U. S. Railway Postmarks" (Gossip, Vol. XXI, No. 8, P. 261), Mr. Ben L. Cash records a "Ft Fr & Wpg (Canadian RPO on U. S. stamps on a U. S. cover)." In a continuation of his article (Gossip, Vol. XXI, No. 10, P. 346), Mr. Cash lists a "St John & Montreal (Canadian RPO postmark on U. S. cover bearing U. S. stamps. This RPO runs clear across the state of Maine)."

From information in the possession of the present writer, as received from the United States and Canadian Post Office Departments, there follows what is believed to be a fairly complete list of the Canadian RPO's at present in commission on board trains operating into United States territory, together with certain details in regard thereto, for the information of postmark collectors.

Blaine & Vancouver RPO operates on the Great Northern Railway, out of Blaine (in the State of Washington) on the San Francisco-Vancouver line.

Fort France & Winnipeg RPO. This line passes through the Minnesotan towns of Baudette, Pitt, Spooner, Graceton, Williams, Roosevelt, Swift, and Warroad.

Island Pond & Montreal RPO operates from Island Pond (Vermont) to Montreal.

Malone & Montreal RPO operates on the 65-mile line of the New York Central & Hudson River Railway between Malone (New York) and Montreal.

Montreal & Fort Covington RPO. This line functions for 73 miles over the Canadian National Railway between Montreal and Fort Covington in New York.

Newport & Montreal RPO is in commission between Newport (Vermont) and Montreal, over the 108-mile line of the Canadian Pacific.

Niagara Falls & Hamilton RPO operates for 41-miles between Niagara

Falls Suspension Bridge (New York) and Hamilton, Ontario.

North Bay, Sudbury & Sault Ste. Marie RPO. This facility operates between Canadian points and Sault Ste. Marie, Michigan, over the Canadian Pacific line.

Rouse's Point & Montreal RPO functions between Rouse's Point (New York) and Canadian points, over the 47-mile line of the Canadian National.

St. John & Montreal RPO. This line is in commission over a 481-mile stretch of railway operated by the Canadian Pacific. It enters the United States, passing through and making stops at the following places in the State of Maine: Vanceboro, Mallowankeag, Brownville Jet.

Of similar interest to postmark enthusiasts, will be the following list of the United States RPO lines which are at the present time known to operate into Canadian territory.

Alburg & Boston (Alburg & Bos) RPO carries U. S. A. clerks between Boston and Montreal.

Boundary Line & Glenwood (B Line & Glenwood) RPO. According to an official Canadian source, the (Canadian) Boundary Line & Winnipeg RPO connects at Emerson (Manitoba) with U. S. A. clerks on Boundary Line & Glenwood RPO.

Buffalo & Chicago (Buff & Chi) RPO.

Eastport & Spokane (Eastport & Spok) RPO, although operated by the United States Post Office Department, extends to Yahk (British Columbia) with which it exchanges.

Noyes & Barnesville RPO. The "Schedule of Mail Trains" contains the statement that the (Canadian) Emerson & Winnipeg RPO connects at Emerson (Manitoba) with the U. S. A. clerks on the Noyes & Barnesville RPO.

Rouse's Point & Albany (Rouses Pt & Alb) RPO.

St. Albans & Boston (St. Alb & Bos) RPO carries U. S. clerks between Boston & Montreal, on Trains Nos. 307 and 332. U. S. A. clerks in St. Albans & Boston Trains 302 and 325 run between Boston (Massachusetts) and St. Jean, Province of Quebec.

Syracuse & Detroit (Syra & Detroit) RPO. This unit operates over the Michigan Central Railway into Canada, to and from Windsor, Ontario.

Warroad & Duluth RPO, according to information contained in the

R. P. O. and transportation postmarks are alive and kicking, and this specializ field of cancellations grows a little bit more each day. Just when things ha been dormant for a while, new collectors become interested and we develop new information, new runs, corrections to established knowledge and other up-dates to what has been previously presented. We are delighted to pass this on to you, firm in the belief that such new data is self-perpetuating.

NEW REPORTERS

- 159 G. C. CARR
- 160 JAMES MILLER
- 161 HANS REICHE
- 162 JEFFREY SWITT

CATALOGUE CORRECTIONS

Run	Correction	Reported By
N-74	Add / before T.P.O.	151
N-86	Remove first & between ST. J. and C.H.	16
N-102	Change to Type 5B	16
M-110A	Change to Type 12A	16
Q-64B	Change to Type 6E, spell GAFFNEY	144
Q-202	After CHIC., add R. P. O.	16
W-127B	Spell MacFIE 127D?	10
W-166B	Spell STR. and Victoria & Vancouver	158
R-29G	Cancel. Add to R-29H; see new R-29G in New Runs	16
R-76B	Change INTERCOLONIAL to INTERNATIONAL	16
R-150F	Cancel. Add to R-150E; see New Runs for new R-150F	16
R-150G	Cancel. Add to R-150E.	16
D-1	Cancel. Relisted as new R-29G	158
D-31, 31A, 31B, 31D, 31E, 31F	Cancel & delist; not railway depot	10, 16, 101, 136, 138 and Regina Post Office

NEW INFORMATION

Run	New Information	Reported By
N-87E	Confirmed used on cover, April 14, 1965	160
Q-165H	Add H. TAYLOR, Tr 5, October 30, no year date	144
Q-167C	Add H. WHITE, Tr. 14, December 3, 1954	144
O-160C	Add J. R. HOLMES, Tr 330, November 8, 1954	144
O-342B	Add J. T. WEIR, Tr 172, December 24, 1954	144
O-357I	Add W. H. MAYBURY, Tr. 18, October 30, NYD	144
O-385J	Add J. B. McARTHUR, Tr. 46, November 3, 1954	144
W-140B	Add H. L. PRITCHARD	160
W-141I	Add W. J. COOKBEY, Tr. 51, February 12, 1944	160
W-160AA	Usage confirmed in 1909	158
W-161B	Add A. L. ROBINSON,	158
W-179O	Add J. TREDDENICK, Tr. 8, December 15, 1954	144
W-195G	Add H. S. BJARNASON, Tr. 2, December 15, 1954	144
R-19A	Add CHARLOTTETOWN, November 23, 1936 Add Q.S.M.V. ABEGWEIT, July 28, 1950	160
R-19B	Add STR. NORTHUMBERLAND, August 28, 1948	160
R-19C	Add S. S. PRINCE ROBERT, June 18, 1937, RF 150	160
R-19H	Add STEAMSHIP PENTOWNA, January 30, 1937	160
R-29B	Add S. S. SICAMOUS, S. S. PRINCESS PATRICIA S. S. PRINCESS OF NANAIMO, S.S. PRINCESS JOAN, S.S. PRINCESS OF ACADIA, S.S. MOTOR PRINCESS, S.S. PRINCESS ADELAIDE, S. S. PRINCESS ELAINE, S.S. PRINCESS KATHLEEN, S.S. PRINCESS HELENE Change Period to 164-432, R.F. to 100	160
R-29F	Add PRINCESS MARGUERITE, July 22, 1950	160
R-29H	Add St. SIMON, Period 77-90, R.F. - 170 Cancel R-29G	16
R-29I	Add S. S. ASSINIBOIA, June 28, 1935 Add S. S. KEEWATIN, October 2, 1935	160
R-29O	Add STR. PRINCESS MAQUINNA,	157
R-56B	Use confirmed on card, May 9, 1884	162
R-75	Add NAUWIGEWAWUK, February 27, 1883	16
R-111B	Add S. S. PRINCE GEORGE, Per. 164-317, RF170	158
R-150E	Add S. S. PRINCESS OF ALBERNI, S.S. PRINCESS MAQUINNA, Period 233-343, R.F. - 150 Cancel R-150F & R-150G; see new R-150F in New Runs	16
R-150H	Add M. S. DEASE LAKE, M. T. PELLY LAKE HBC MACKENZIE RIVER TRANSPORT	160
R-150K	Add S. S. PRINCESS LOUISE, Per. 317-330, R.F. 150	158, 160
R-150L	Add S. S. Empress of Canada, June 30, 1932	160

NEW RUNS

Show #	Route	Type	Train	Period	R.F.	Reported B
N-55F	N. G. RY. / S. S. GLENCOE (PORT aux BASQUES)	1E		1935-7	150	16, 16
N-86B	FROM ST. J. C. H. & C. BK. T.P.O. /	22F		1950	200	16
M-7D	Campbellton - Levis, R.P.O. / F. O. LECLERC	7B	3	268	150	144 (F.S.)
M-17B	Ch'town & M. Hbr. R.P.O. / W. A. ALLEY, Ry.M.C.	22G		249	150	160
M-41B	Hfx. & Camp. / J. F. NOLAN	22H	59	350	150	144 (F.S.)
M-106A	ST. JOHN & MONTREAL / B.M.CALDWELL / ST. JOHN, N.B.,	21E,	WEST 10,	90	200	160
M-133C	TRURO and SYDNEY R.P.O. / EDWIN CROWE	6E	8	231	200	160
Q-17C	GASPE - MATAFEDIA / J. F. Bonneau (signature)	4K	35	(350)	150	144
Q-32B	FROM LA M. & Q. R.P.O.	22F		316	150	160
Q-40B	LEVIS - CAMP / HECTOR LEMIEUX	12A	56	106	200	144, 16
Q-65G	MONTREAL DISTRICT / EMERGENCY No.	15E	PM	533	150	150
Q-149A	MONT. S. FALLS & TORONTO / H. F. CORBETT	12A	35	254	150	160
Q-173B	MON. - TOR. / T. M. MORRISON	12A	5-9	350	150	144 (F.S.)
Q-184I	FATHER POINT / QUE.	4J		90	170	151, 161
Q-202C	QUE. & CHIC. / L. A. Lemieux	22H	164	350	150	144 (F.S.)
O-6A	All. & Pen. R.P.O. / J. F. McGregor, M. C.	17J	53	135	200	144
O-106A	HAM. & MEAFORD R.P.O. / J. F. AGNEW	3D	61	350	150	144 (F.S.)
O-107G	HAM. & OWEN SD. / C. R. O'BRIEN	3C	174	350	150	144 (F.S.)
O-107H	H. & O. S. / L. C. CHAPMAN	12A	173	348	150	144 (F.S.)
O-142A	Lon. & Clint. / NORM. HARE	23A	604	348	150	144 (F.S.)
O-190A	N. B. & FT. WM. / J. S. McCANN	23A	2	(350)	150	144 (F.S.)
O-221A	OTTAWA & FORT WILLIAM / M.C.	12D		106	200	144
O-295D	PT. ROWAN & HAMILTON / R.P.O. / MILLER	21F	238	350	150	144 (F.S.)
O-295E	PORT ROWAN and HAM. R.P.O. / K. N. IVISON	5H	238	(350)	150	144 (F.S.)
O-312D	St. Thos. & Wind. / A. E. Fitzgerald	22H	2	(268)	150	144 (F.S.)
O-272B	Fr. PALM KINC / M. McGaw	22J		176	150	160
O-325D	STRAT. - SARNIA / J. E. JOHNSTON	12A	600	348	150	144 (F.S.)
O-385L	TOR. & N - BAY / W. B. PETTIT	1E	44	(350)	150	144 (F.S.)
O-412B	TOR. STRAT. & GODERICH / F. W. (SUMMIT)	5H	28	350	150	144 (F.S.)
W-9A	BRAN. & EST. R.P.O. / W. A. McKINNON	17J	137	254	150	160
W-11H	BDN. BULYEA / F. C. CASE	6E	E	249	170	160
W-26R	CAL. and Van. R.P.O. / G. R. BURTON, M. C.	3F	1	104	200	112
W-35A	EASTPORT & SPOK. / R.P.O.	17H	1	217	200	160 US RP
W-62O	KAM. & SASK. R.P.O. / G. RILEY	3	10	254	150	160
W-91P	MOOSE JAW DIV / L. SHAW	22H	310	249	150	160
W-91Q	M. JAW & SHAUN R.P.O. / G. E. Hawkins	17J	320	254	150	160

NEW RUNS (continued)

W #	Route	Type	Train	Period	R.F.	Reported E
W-109E	P. A. & N. B. R.P.O. / M. E. A. MAXIMCHUK	6E	75	254	150	160
W-124E	REG. - YORK., R.P.O. / C. P. STANLEY	7B	61	249	150	160
W-125F	RES. & WOL. / L. T. Rees	22H	W	208	170	160
W-149A	Souris & Regina R.P.O. / T. DAVISON	7B	55	254	150	160
W-160AQ	VANCOUVER / DISTRICT / EMERGENCY NO.	1E		500	170	144
W-169D	G. H. E. TODDINGTON / Wey - Assa. R.P.O.	7E	310	249	150	160
W-179R	WPG. DIVISION R.M.S. / C. E. HALBERG	12C	18	350	150	144 (F.S.
W-189A	WINNIPEG & KAM / J. P. CHISHOLM	12C	10	350	150	144 (F.S.
W-203C	C. N. R. WINNIPEG & RIVERS R.P.O. / No.	19D	30	149	200	159
W-209B	WPG - VIRDEN R.P.O. / D. W. WATSON	17O	17	254	150	160
R-19H	C. N. RYS. / M.V.WILLIAM CARSON (GLEN ROBERTSON, ONT.)	1E		268-390	150	160
R-19I	CANADIAN / NATIONAL / STEAMSHIP CO. LTD./ S. S. PRINCE CHARLES	1E		231	150	16
R-19J	C. N. RAILWAYS / S. S. Springdale	23A		411	150	160
R-20C	S. S. SARDONYX / C. P. N. Co., Ltd.	3D		37	200	158
R-29G	CAN. PAC. RY. / SLOCAN CITY, B.C. (formerly D-1)	1J		268	170	23, 158
k 29S	CAN. PAC. S. S. LINE / S. S. PRINCESS VICTORIA (S. S. PRINCESS ROYAL)	1J		191-230	150	160
R-29T	CANADA S. S. LINES / LIMITED / S. S. KINGSTON { S. S. CAYUGA } { S. S. RICHELIEU } { S.S. QUEBEC } { ST. LAWRENCE } { S. S. RAPIDS PRINCE } { S. S. TADOUSSAC }	1E		230	120	160
R-29U	CAN. PAC. RLY. / B.C.C. SERVICE / S.S. PRINCESS PATRICIA	1L		230	150	160
R-29V	CANADIAN PACIFIC RY. / STEAMSHIPS LINE / S. S. MANITOBA	1J		246	150	160
R-29W	C.P.RY. S.S. LINE / B.C.C.S. / S.S. PRINCESS MAQUINNA	1J		246	150	160
R-29X	C. P. S. S. LTD. / Empress of Asia	23A		192	170	160
R-37A	B.C. Coast Service / E. & N. RWY / PURSERS OFFICE / Str. CITY OF NANAIMO	1A		90	200	158
R-48C	GRAND TRUNK RY. / SYSTEM / WOODVILLE, Ont.	1J		90	200	16
R-92E	N..ST. C. & T. NAV. CO. / STR. NORTHUMBERLAND	7B		269	170	160
R-150F	S. S. AMUR (S. S. BALLENA) (S. S. BOWENA) (S. S. CASSAIR) (IROQUOIS)	22		90-104	170	158
R-165Q	S. S. CAMOSUN / Union Steamships / Limited	22D		166	200	158
R-165R	UNION STEAMSHIP CO. B. C. Ltd. / S. S. CHELOHSIN / VANCOUVER, B.C. (S. S. CAMOSUN)	3D		135	170	158

COWCATCHER COLUMN UPDATE

Run	Hammer	New Data	Reported By
M-6A	II (M-6,HVI)	Earliest - April 7, 1919, Train 4	138, 16
M-10	IV	Earliest - December 30, 1919	138
M-10	V	Latest - January 3, 1960	138
M-11	VI	Add Train 632	150
M-12	XXIII	Latest - August 7, 1928; Indicia - Blank	16
M-12D	I (M-7,HII)	Latest - October 8, 1916	138
M-16	I	Earliest - June 20, 1931	151
M-18	II	Latest - July 7, 1958	151
M-22	I	Earliest, 2nd Period - May 24, 1907	151
M-22	II	Latest - July 9, 1928	138
M-25	I	Latest, 1st Period - July 28, 1908	151
M-26	III	Latest - October 28, 1924; E	16
M-26	VII	Earliest, 2nd Period - December 9, 1941	151
M-35	IV	Earliest - January 20, 1930 ; 86	16
M-37A	II	Latest - April 4, 1965; 60	151
M-44C	I	Latest - March 11, 1953	138
M-45	IV	Earliest - July 12, 1929	16
M-45A	I	Latest - January 21, 1949	151
M-54		Latest - March 24, 1914	16
M-59	I	Latest - November 16, 1914	10
M-59	IV	Earliest - April 23, 1903	10
M-60	III	Latest - August 11, 1931	10
M-62		Earliest - June 20, 1938; Train 5	10
M-63	I	Latest - August 11, 1904	10