

PIPEX 1988 - Each year the Northwest Federation of Stamp Clubs sponsors PIPEX at some point in the Northwestern United States or Western Canada. It is a World Series of Philately show, recognized by both the A.P.S. and the R.P.S.C. at the National level. This year the show will be held in Eugene, Oregon from May 27 to 29, and this issue of the Newsletter is being produced for distribution there. Vice-President Lew Ludlow and several dedicated volunteers will be manning a B.N.A.P.S. table there, and Jack White (currently the only B.N.A.P.S. member in Oregon) will be mailing this Newsletter to Canadian and U.S. addresses at the Portland, Oregon Zoo ! It appears that the tourist railway at the Zoo operates a legitimate R.P.O., and we will try to obtain their markings on your covers.

Grand Trunk Pacific Locomotive No.111 - B.N.A.P.S. member Trelle Morrow of Prince George, B.C. has sent us this lovely photograph taken at Pacific, B.C., just east of Prince Rupert, about 1916. Note the mail car following the tender.



Engine No.111 was built by the Montreal Locomotive Works in 1909, and was of 4-4-0 configuration. It became C.N.R. No. 385 when the lines amalgamated, and was scrapped in July, 1927. It had 18" x 24" cylinders, operating at 200 psi, and provided 19,000 pounds of tractive effort through 69-inch driving wheels.

Member R.B.Miess sends advice of a book entitled - Railroad Maps of North America - The First Hundred Years. The author is Andrew M.Modelski, of the Geography and Map Division of the Library of Congress, Washington, D.C. The publisher is Bonanza Books of New York. It is available from Edwards Book Shop, Sherbourne & Bloor St. East, Toronto at \$ 29.95. Original price \$75.00.

THE MACHINE SLOGAN POSTMARK STUDY GROUP

Of the British North America Philatelic Society

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CHAIRMAN

Jeffrey Switt  
3962 Belford Av  
Fort Worth, TX 76103

NEWSLETTER EDITOR

Daniel G. Rosenblat  
3612 Wood Duck Circle  
Stockton, CA 95207

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Dear Interested Collector,

To promote the collecting, research and documentation of Canadian Machine Slogan Postmarks, Dan and I have undertaken the responsibility of guiding a study group.

We heartily invite any BNAPS members to join with us in our efforts to dive into this much maligned and underappreciated aspect of Canadian philately.

Dan has graciously volunteered to edit a newsletter which we plan to issue quarterly. I will serve as needed in areas of membership, treasurer, and mail room for distribution of newsletters and collecting information.

If you would like to participate in the group, please complete the following information form, and return to me with the appropriate remittance.

Looking forward to hearing from you!

Jeffrey Switt

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NAME \_\_\_\_\_ PHONE \_\_\_\_\_

MAILING ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE/PROV \_\_\_\_\_ CODE \_\_\_\_\_

SLOGAN COLLECTING INTERESTS \_\_\_\_\_

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DO YOU WISH TO EXCHANGE MATERIAL? \_\_\_\_\_ INFORMATION \_\_\_\_\_

DUES ENCLOSED US \$9 \_\_\_\_\_ CAN \$ 12 \_\_\_\_\_

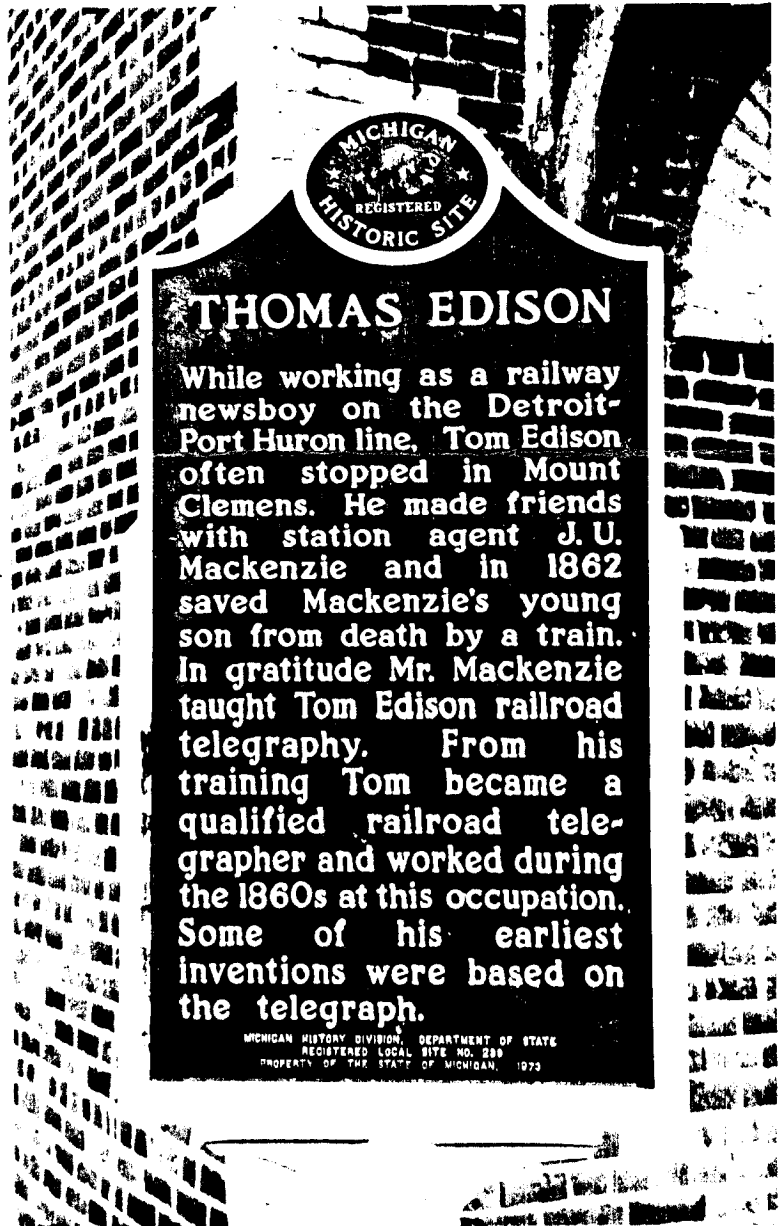


On pages 8 and 9 of the last Newsletter, there was information from Gerry Carr about the former Grand Trunk Rwy. station at Mount Clemens, Michigan.

These pictures come from John Hornsby, who writes -

"My wife and I passed through this area 23 Aug. 1984 on our way home from Pittsburgh. I photographed the station and the historic marker. Unfortunately, we could not gain access to the station as it was not a Sunday. Trains Magazine, April 1980, reported that the municipality of Mount Clemens had purchased the 1859 station from GTW for the purpose of an Edison museum and for once it looks like a successful venture."

My apologies to Frank Waite for mis-spelling the name of his home town - Ann Arbor, Mich. in the October 1987 issue.



From Ross Gray - extracts from a paper-backed book titled - VISIT TO CANADA OF HIS MAJESTY THE KING AND HER MAJESTY THE QUEEN, 1939, ARRANGEMENTS, published by the interdepartmental Committee on the **CHAPTER V** Royal Visit.

**CONDENSED ITINERARY**

Day	Date	Place	Arrival	Departure
Wednesday.....	17 May	Quebec.....	9.30 a.m. E.S.T. (10.30 a.m. D.T.)	
Thursday.....	18 May	Quebec.....		8.30 a.m. E.S.T. (9.30 a.m. D.T.)
		Three Rivers....	10.45 a.m. E.S.T.	11.00 a.m. E.S.T.
		Montreal.....	1.15 p.m. E.S.T. (2.15 p.m. D.T.)	10.00 p.m. E.S.T. (11.00 p.m. D.T.)
Friday.....	19 May	Ottawa.....	10.00 a.m. E.S.T. (11.00 a.m. D.T.)	
Sunday.....	21 May	Ottawa.....		1.30 p.m. E.S.T. (2.30 p.m. D.T.)
		Kingston.....	6.45 p.m. E.S.T. (7.45 p.m. D.T.)	7.20 p.m. E.S.T. (8.20 p.m. D.T.)
Monday.....	22 May	Toronto.....	9.30 a.m. E.S.T. (10.30 a.m. D.T.)	6.00 p.m. E.S.T. (7.00 p.m. D.T.)
Tuesday.....	23 May	Schreiber.....	1.25 p.m. E.S.T.	1.35 p.m. E.S.T.
		Port Arthur.....	5.00 p.m. E.S.T.	
		Motor to Fort William.		
		Fort William....		5.30 p.m. C.S.T.
Wednesday.....	24 May	Winnipeg.....	10.30 a.m. C.S.T.	7.00 p.m. C.S.T.
		Brandon.....	10.10 p.m. C.S.T.	10.30 p.m. C.S.T.
Thursday.....	25 May	Regina.....	12.30 p.m. M.S.T. (1.30 p.m. D.T.)	8.00 p.m. M.S.T. (9.00 p.m. D.T.)
		Moose Jaw.....	9.15 p.m. M.S.T.	9.45 p.m. M.S.T.
Friday.....	26 May	Medicine Hat...	10.10 a.m. M.S.T.	10.25 a.m. M.S.T.
		Calgary.....	3.00 p.m. M.S.T.	5.00 p.m. M.S.T.
		Banff.....	7.30 p.m. M.S.T.	
Saturday.....	27 May	Rest Day.		
Sunday.....	28 May	Banff.....		10.30 a.m. M.S.T.
		Kamloops.....	9.35 p.m. P.S.T.	9.50 p.m. P.S.T.
Monday.....	29 May	Vancouver.....	10.00 a.m. P.S.T.	5.00 p.m. P.S.T.
		To Victoria by Steamship		
		Victoria.....	9.00 p.m. P.S.T.	

CHAPTER V—Continued  
CONDENSED ITINERARY—Continued

Day	Date	Place	Arrival	Departure
Wednesday .....	31 May	Victoria.....		10.00 a.m. P.S.T.
		To Vancouver by Steamship.		
		Vancouver.....	2.15 p.m. P.S.T.	
		To New Westminster by Motor Car.		
		New Westminster.....		3.40 p.m. P.S.T.
		Chilliwack.....	5.20 p.m. P.S.T.	5.30 p.m. P.S.T.
Thursday.....	1 June	Jasper.....	11.00 a.m. P.S.T.	
		Rest Day.		
Friday.....	2 June	Jasper.....		9.30 a.m. M.S.T.
		Edmonton.....	3.30 p.m. M.S.T.	10.00 p.m. M.S.T.
Saturday.....	3 June	Saskatoon.....	2.00 p.m. M.S.T.	4.00 p.m. M.S.T.
		Melville.....	10.00 p.m. C.S.T.	10.10 p.m. C.S.T.
Sunday.....	4 June	Sioux Lookout..	7.55 p.m. C.S.T.	8.05 p.m. C.S.T.
Monday.....	5 June	Sudbury Junction.....	6.30 p.m. E.S.T.	
		Motor to Sudbury and return.		
		Sudbury Junction.....		7.30 p.m. E.S.T.
Tuesday.....	6 June	Guelph.....	1.35 p.m. E.S.T.	1.45 p.m. E.S.T.
		Kitchener.....	2.15 p.m. E.S.T.	2.25 p.m. E.S.T.
		Stratford.....	3.20 p.m. E.S.T.	3.30 p.m. E.S.T.
		Windsor.....	7.30 p.m. E.S.T.	7.45 p.m. E.S.T.
Wednesday.....	7 June	London.....	10.00 a.m. E.S.T.	11.00 a.m. E.S.T.
		Ingersoll.....	11.30 a.m. E.S.T.	11.40 a.m. E.S.T.
		Woodstock.....	12.00 noon E.S.T.	12.10 p.m. E.S.T.
		Brantford.....	12.50 p.m. E.S.T.	1.05 p.m. E.S.T.
		Hamilton.....	1.45 p.m. E.S.T.	3.10 p.m. E.S.T.
		St. Catharines ..	4.00 p.m. E.S.T.	4.10 p.m. E.S.T.
		To Niagara Falls by Motor Car.		
		Niagara Falls...	6.00 p.m. E.S.T.	9.30 p.m. E.S.T.
			(7.00 p.m. D.T.)	(10.30 p.m. D.T.)
Thursday.....	8 June	In the United States of America.		
Friday.....	9 June	In the United States of America.		

CHAPTER V—Concluded  
CONDENSED ITINERARY—Concluded

Day	Date	Place	Arrival	Departure
Saturday.....	10 June	In the United States of America.		
Sunday.....	11 June	In the United States of America.		
Monday.....	12 June	Delson.....		9.00 a.m. E.S.T.
		Sherbrooke.....	11.50 a.m. E.S.T.	12.30 p.m. E.S.T.
		Levis.....	5.05 p.m. E.S.T.	5.15 p.m. E.S.T.
		Rivière-du-Loup.	8.25 p.m. E.S.T.	8.50 p.m. E.S.T.
Tuesday.....	13 June	Newcastle.....	9.20 a.m. A.S.T.	9.30 a.m. A.S.T.
		By Motor Car.		
		Fredericton.....	12.45 p.m. A.S.T.	2.40 p.m. A.S.T.
		Fairville.....	4.30 p.m. A.S.T.	
		Leave by Motor Car for Saint John.		
		Saint John.....		6.30 p.m. A.S.T.
Wednesday.....	14 June	Moncton.....	9.00 p.m. A.S.T.	9.20 p.m. A.S.T.
		Cape Tormentine.....		10.00 a.m. A.S.T.
		By Destroyer.		
		Charlottetown..	12.30 p.m. A.S.T.	4.30 p.m. A.S.T.
		By Destroyer.		
		Pictou.....	6.45 p.m. A.S.T.	7.00 p.m. A.S.T.
Thursday.....	15 June	By Motor Car.		
		New Glasgow...	8.00 p.m. A.S.T.	8.10 p.m. A.S.T.
		Halifax.....	11.00 a.m. A.S.T. (12.00 noon D.T.)	6.00 p.m. A.S.T. (7.00 p.m. D.T.)

A special Post Office has been established in the baggage car on the pilot train which precedes the Royal Train, and is known as the "Royal Train Post Office".

All mail to and from Their Majesties and the Royal Party and to and from other authorized officials and persons on the Royal Train will be handled through the Royal Train Post Office with Major G. W. Ross, V.D., in charge. In addition to the letter slots in the screen of the Royal Train Post Office, a letter box will be installed in the office on the Royal Train. Mail will be collected from this box at designated times, particulars of which will be posted on the letter box.

### Radio

Radio facilities have been provided in each of the lounges on the Royal Train.

### Telephones

Inter-car communication by telephone has been installed on the Royal Train. In addition, when the Train ties up in large cities connection will be made with the municipal telephone service. Telephone directories for all major cities visited will be found in the Office.

### Time Zones

Owing to the great breadth of the Dominion, the difference in solar time in various parts of the country is adjusted by the creation of Standard Time Zones, which differ by one hour, the time observed in each zone being an exact number of hours slow from Greenwich.

En route to the West the Royal Train will be in the following time zones:—

EASTERN STANDARD TIME (5 hours slow)

Quebec to Fort William, Ont. (Quebec is in this zone but is not a boundary point).

CENTRAL STANDARD TIME (6 hours slow)

Fort William to Broadview, Sask.

MOUNTAIN STANDARD TIME (7 hours slow)

Broadview to Field, B.C.

PACIFIC STANDARD TIME (8 hours slow)

Field to Pacific Coast.

En route to the East the Royal Train will be in the following time zones:—

PACIFIC STANDARD TIME

Pacific Coast to Jasper, Alta.

MOUNTAIN STANDARD TIME

Jasper to Watrous, Sask.

CENTRAL STANDARD TIME

Watrous to Armstrong, Ont.

EASTERN STANDARD TIME

Armstrong to Campbellton, N.B.

ATLANTIC STANDARD TIME (4 hours slow)

Campbellton to Atlantic Coast.

The attendants in the cars will adjust the clocks on board the Royal Train when this is necessary.

### Daylight Saving Time

Daylight Saving Time in Canada is a matter for local regulation and is adopted by many cities and towns during the summer months. The Railways are on Standard Time.

Many thanks for this information, Ross. It seems difficult to obtain authentic and official data on such trips.

NEW MEMBER - We are pleased to welcome Roland B. Seymour, 9950 South Richeon Ave., Downey, CA 90240, to the Group. Roland's interests are in the R.P.O. useage of Small Queens, and R.P.O.s in general.

Thanks to Allan Steinhart for providing copies of an October 15, 1905 Timetable of the Intercolonial Railway and the P.E.I. Railway, and one dated October 29, 1916 of the Canadian Government Railways. These are invaluable when trying to trace old runs and train numbers. Members who have problems in this area are asked to enquire. We have quite a few of these aids now.

Similarly, Don Wilson has sent copies of the Newfoundland Railway Shippers' Freight Guide dated July, 1935, listing all the regulations, Railway Stations and Steamship Points; and the C.N.R. October 27, 1963, Timetable for the Newfoundland area. We will try to publish some extracts soon. Don also advises that "S.C." in N-96 stands for "SHOE COVE"; and that old-time mail clerks have told him that "N & W" means "North & West" and refers to trains going from Port aux Basques to St. John's. "N N & W" similarly means "North, North & West" and was used on trains going from St. John's to Port aux Basques.

Gerry Carr has sent a few listings which he has on Map stamps - W-94, No.1 FE 13/99, East; W-150, No.1, MY ?/99, East; No.2 JY 1/99 East; Q-197 third state W JU 27/99.

John McCrea has sent an article from "Linn's" dated March 28, 1988, about U.S. Highway Post Office Bus No.1 making a run on April 15, 1988. This bus is the largest artifact in the Smithsonian Institution, and will travel its original route from Harrisonburg, Va. to Washington, D.C. John later sent the cover illustrated below.

J. M. McCREA  
P. O. BOX 172  
MONROEVILLE, PA 15146



*Mr. Wm. B. Robinson  
5830 Carter*

*Vancouver V6M 3A7  
B.C. CANADA*

Your executive have also been seeking out some talent for the annual meeting at Virginia Beach in September, and John McCrea has agreed to share with us his research on the cross-border R.P.O. runs between Canada and the U.S.A.

That's all for this time. We're making this issue a bit smaller to make sure the weight doesn't exceed the first increment in the U.S.A. we'll have another issue soon.

W.C. Robinson  
5830 Carter  
Vancouver, B.C.  
V6M 3A7