

THE R.P.O. NEWSLETTER

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

Volume 19 - No.3

Whole No.90

March,1991

Pacific Northwest Regional Group - Spring Meeting - This issue is being prepared for distribution at the regular Spring Meeting of this Group - which will be held in Richmond, B.C. - just south of Vancouver - on March 9,1991. We expect some 35 BNAPSers and their spouses to attend, and the event is being chaired by our Study Group member and B.C.Coast ship cancel specialist Bill Topping.

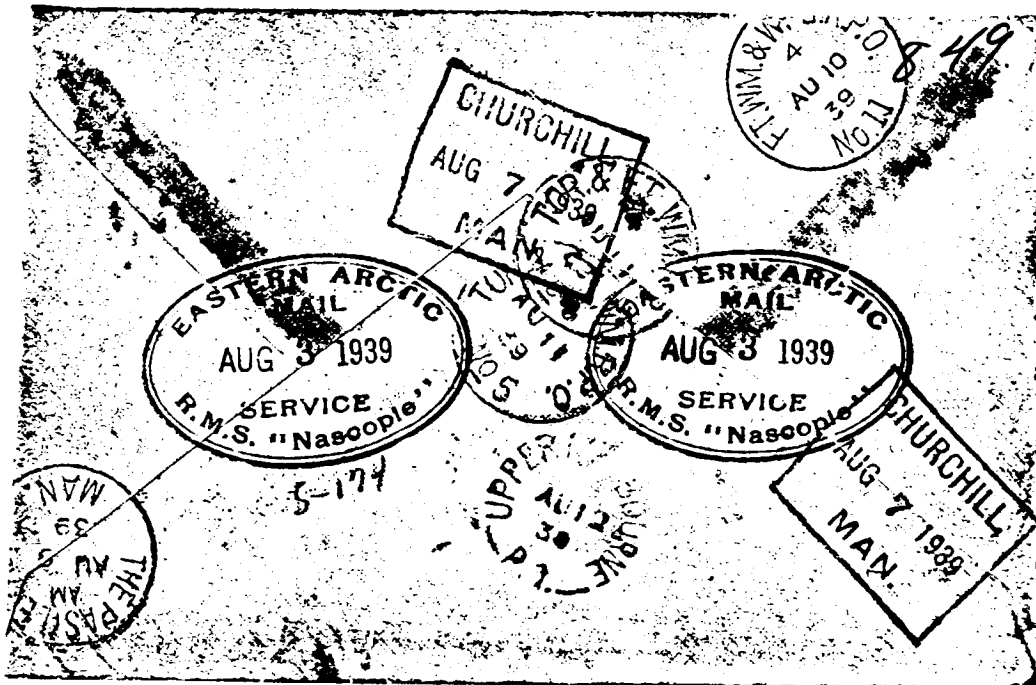
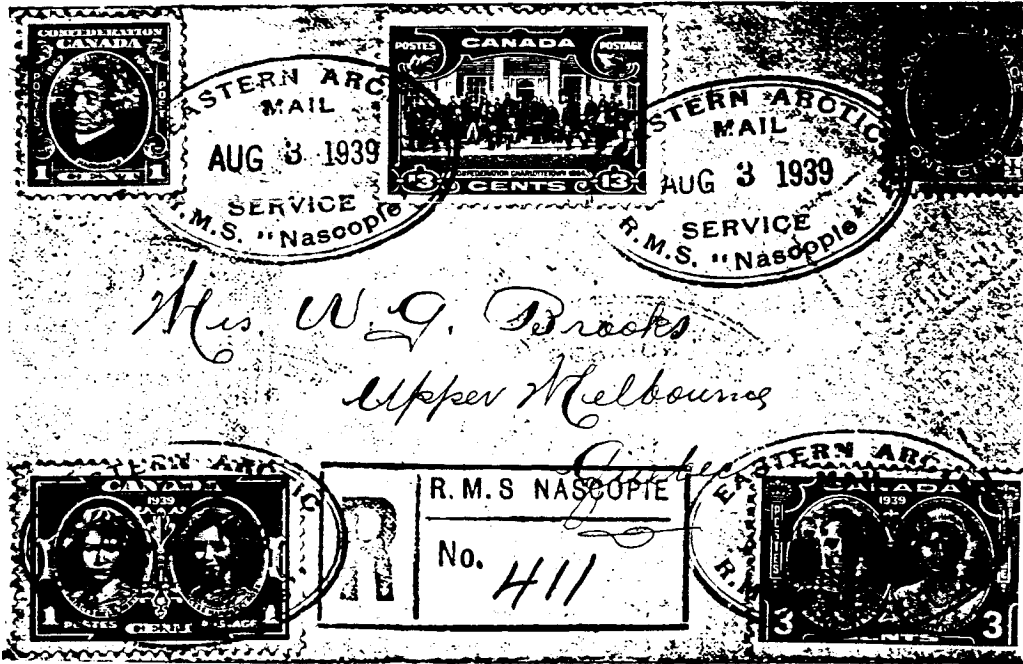
Richmond, Quebec - Station - On Page 5 of the December, 1990, issue - Whole No.88 - we showed a photo and description of the original Richmond station. Peter McCarthy has now supplied the photo of the present station shown below.



He provides the following description: "It is supposed to be razed next June. A big era in railroading is coming to an end. The month of November saw the final rails lifted to put an end to the Danville sub-division; what was known as the Quebec and Richmond Railway. Once the station goes, all that will remain will be the tracks between Montreal and Island Pond. It's sad when one stops and thinks of the history of these lines."

Peter takes over the Study Group Centreline column in "Topics" from our member Frank Waite with the March/April, 1991 issue, and we wish him well. We also thank Frank sincerely for the great amount of constructive publicity he has been able to give the Study Groups and their Newsletters over the past few years. Now he'll have more time for his own collecting and can enjoy a well-deserved rest.

R.M.S. Nascope - Registered Marking - Peter McCarthy has also supplied us with photos of a lovely cover with a brand-new registration box from Nascope. We have known of this marking for some time, but it hasn't previously been listed. It will be in Annex X as RG-61, Type 30S, known 1939, RF 500, Reporter 270.



From the Membership - Jim Lehr sends a new address effective March 26, 1991 - Kendal At Longwood, 125, Kennett Square, PA 19348. Jim also sent listings he had acquired over the years of RPO markings on various special stamps owned by various members. These include Air Mails, Special Deliveries, Air-Special Deliveries, and holdings of DD-96 and 98. If anyone is particularly interested in any of these, please let the Editor know and they will be sent to you.

J. Malcolm Smith writes that the listing of second terminals several years ago omits Elk Point (W-48 and 48A) under the heading of Edmonton. Please add this to AFTER THE AMPERSAND on Page 7 of No.52, January, 1986. Thanks for your sharp eye, Malcolm. Under the same heading, "L.B." is shown as "Unknown". Further research has shown this to be "Lloydminster, Bonnyville". Malcolm also sends a copy of O-194 which appears to have a date of January 25, 1957. This is some eight years earlier than the earliest recorded of January 21, 1965, reported by Harry Machum. Does anyone know the proof date of this hammer ?

Jim Karr has found another example of Ornament 168 - which appears to be the fifth copy known. Some years ago, Thurlow Fraser reported two backstamps on a beautiful 1910 cover - one eastbound, and the other west. The West is the only one reported. Your Editor has an early date of January 8, 1909 on a 2-cent Quebec, and a late date of April 13, 1910 on an Edward postcard. Why did this hammer disappear when still in good condition ?

John Edgett has reported several additional copies of interesting B.C.Coast ship markings, and also a philatelic example of a square framed marking HALIFAX & BANGOR / R.P.O. / (Train No.) / (Date). on a postcard with mixed franking addressed to a Railway Mail Clerk in New York. The Train No. is 13 which was the CNR "Gull". It ran as CPR No.3 from Halifax to Saint John, thence as No.13 from Saint John via McAdam Junction and Mattawamkeag on CNR tracks, and on the Maine Central through Bangor to Boston. His date is December 15, 1942. Has anyone else seen this one ? It will be listed as MA-64Z in Annex X.

Speaking of Annexes, Jim Miller checked the recent listings for Annex IX and has pointed out numerous typos. These will be published in the March/April 1991 "Cowcatcher" in "Topics", but here they are for anyone who wants to correct them now -

Q-52Ad - should be Q-52Ae TS-82 - should be TS-83

TS-335 - should be TS-336 S-102 - should be S-102A

S-199 - is the generic listing for this type. It reads

"W.P. & Y.R. / (Steamer)" S-199c reads - "W.P. & Y.R. / STEAMER CASCA"

S-224 - has quotation marks around the name. S-225 doesn't.

W-87L - should be W-87Lb S-130g - both RFs should be 400.

S-135h - should be S-135i.

Sorry about these, but with the large number of entries we were trying to catch up, there wasn't adequate proof-reading. Many thanks for your sharp eyes, Jim.

Frank Scheer sent a copy of an article from the fall 1990 issue of the magazine MANAGER regarding an exhibit of R.P.O. material in the Canadian Postal Museum, Ottawa, from now until Fall. Try to visit.

From the Membership - (Continued) - Maggie Toms has submitted her resignation from the Study Group after many years of membership. She has sold her collection, as has Charles D. Blair, who is also leaving the Group. Failing eyesight doesn't help. Jean-Guy Dalpe has also left the Group for other interests - but even with his resignation he sent a report of a new Emergency hammer recently used in Lyn, Ontario. James Jenkins also reported this new hammer in the same mail. What a coincidence!

Jean-Pierre Forest reports a change to his address, which is now - 4014 des Cedres, CP 5275, Cap Rouge, Quebec, GLY 3M6.

Dick Colberg writes that he and wife Nancy expect to be at BNAPEX in Vancouver this year, and hopes to see us. He has one free fare in hand from his frequent flyer plan, and is working on the second. John Aitken, who edits the bulletin of the Centennial Definitives Study Group, writes that he wishes he could do more to help this Group. If any of you read his publication, you will understand why it takes up a lot of his free time. It's a good one!

Will Collie writes from Merseyside that he expects to visit a philatelic friend in Delta, B.C. at the end of April. I hope he finds time to contact your Editor who lives only some ten miles away. Will says he has never been out of the U.K. in his 71 years of life - Better late than never !

Ed Maloney sends some more of his always interesting schedules, etc. It's amazing what he has accumulated in the way of collateral material over his long career as a Railway Mail Clerk in the eastern U.S.A. and on cross-border runs. He mentions that the Postmaster at Courtenay, B.C., Edward Orr, is a friend who clerked on the Montreal & Toronto and Toronto & Capreol runs. Courtenay is on the east coast of Vancouver Island, a two-hour ferry ride and some 100 miles by road from Vancouver. Perhaps some of us will be able to visit him.

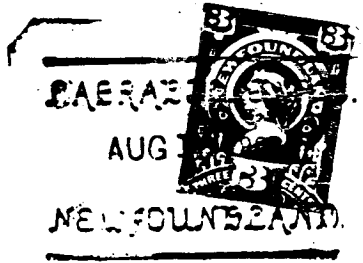
Dr. Alex. Campbell sent some very interesting indicia markings which haven't been seen before. These are - Q-7, dated May 7, 1917, and Q-243, dated April 16, 1916, both with "W" direction. Can anyone explain why these basically north/south runs would show this ?

Irvine Rosborough reports that he noticed the name of Bill Mitchell as one of the Mail Clerks on the Capreol to Armstrong run, (See O-56D, dating from 1946) and comments - "He lived in Sudbury, Ont. and on his run he had a layover in Armstrong from Saturday night till Monday morning. My father was a car man on the railway. They became acquainted since my father also had Sunday off, and they used to go fishing at Armstrong. I was about eight years old and often went with them, many times portaging to lakes that there were no roads into, and had a great time. Mr. Mitchell originally came from Scotland, and after the war went back for a visit. He was quite disappointed with all the changes due to the war. I was never in a mail car then, as they were off-limits, but did look in from the doorway and was especially impressed with the pick-up arm mounted on the side of the door where they picked up mail on the fly at smaller communities where the train didn't stop."

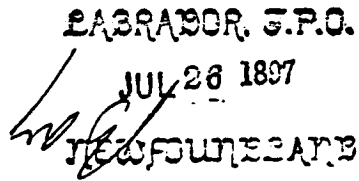
Note from Brian Stalker

N-39 LABRADOR T.P.O. / NEWFOUNDLAND

Newfie T P O buffs might care to re-examine their copies of Ludlow N-39. As can be seen from the copies below, there are at least two hammers of this unusual postmark:-



Type I



Type II

For convenience, they have been labelled Type I and Type II. Distinguishing features are as follows:-

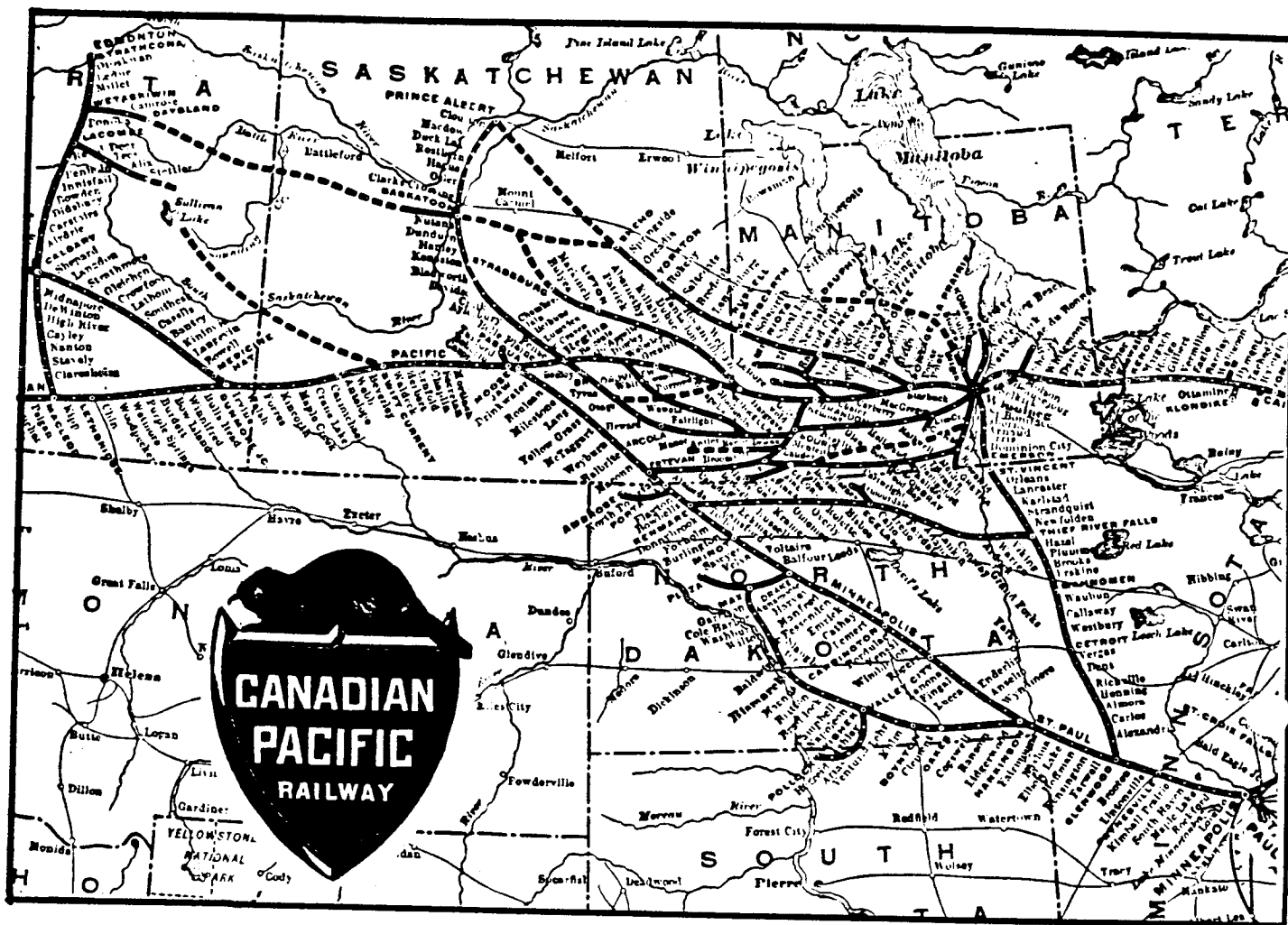
Type I :- as illustrated on page 261 of Ludlow's Catalogue
framing bars above and below the lettering
'N's in NEWFOUNDLAND
this copy is in purple ink and dated Aug 16 1896

Type II:- No framing bars
'N's in NEWFOUNDLAND
this copy in light blue ink and dated Jul 26 1897

In order to identify the respective periods of use I would be pleased to receive information regarding either of these hammers, or indeed any other varieties. Any information received will be reported in a further note to The RPO Newsletter. Information, with photocopies if possible, dates, colours, sources, destinations and any other data to:-

Brian Stalker, Glaramara, Upper Bryn Coch, Mold, Clwyd CH7 1PU, United Kingdom.

The Pheasant Hills Branch was built in a west north-westerly direction from Kirkella on the main line to Bulyea and Strassburg and was open to traffic that far by the fall of 1906. The map, from

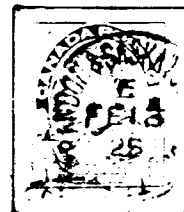


Folder A, October 14, 1906, shows projected extension of the branch to connect with the extension of the Northwestern Branch from Sheho to Saskatoon. The junction of the new lines at Lanigan was effected in a couple of years. A line was also completed from Regina to Bulyea.

The first RPO in Trs. 47 & 48 operated using W-65, KIRKELLA & STRASSBURG R.P.O. / NO as a cancelling device. After the connection was made at Lanigan for service to Saskatoon the Trs became 59 & 60, and a second canceller wording, KIRKELLA & SASKATOON R.P.O. / NO (W-65A), came into use. By 1911 59 & 60 were operated Brandon - Saskatoon, and W-14, BRANDON & SASKATOON R.P.O. / NO appeared in 1914. W-15 worded BRANDON & SASK. R.P.O. / NO was added for a period 1927-31; while W-14 continued in use to 1933. At that time the line was down to secondary status, and W-10, BRAN. & LAN. R.P.O. / No and its mate W-11 with the P.R.O. error appeared at that time. Trs 59 & 60 were operated only as far as Bulyea, and Trs 305 & 306 covered the Bulyea - Lanigan service.



W-65 (above) and W-65A.



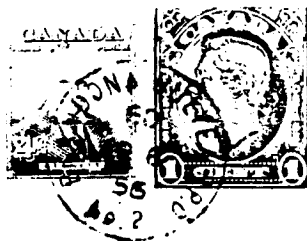
W-14

During the 1930's the Brandon-Lanigan service was triweekly, but on the days that it did not run in a particular direction it was supplemented between Bulyea and Lanigan by the service of the Regina & Lanigan service. The last trips of Brandon & Lanigan Trs. 305 & 306 were on Sept. 25, 1938, and Regina & Lanigan service was increased to six times a week to retain the same level of service. About the end of 1945 the pattern of service was again changed and Trs. 59 & 60 were routed into Regina under the name shown in W-7D, BRAN. BUL. & REG. R.P.O. / No. There are four clerk's stamps known for the new routing, W-7E, W-7F, W-7G and W-7H. The last trips for Trs. 59 & 60 between Bulyea and Regina were Sept. 24, 1955. The hammer for the shortened service was BRANDON & BULYEA R.P.O. / No., W-7A. This hammer was only in use for a short time, as RPO service between Brandon & Bulyea was discontinued on June 3, 1956.



It should be mentioned that there was a short distance west of Kirkella where alternative trackage was available, and for the short distance on one route train numbers 159 & 160 were used by the CPR. These numbers have not been reported philatelically, although RMS Schedules include these numbers.

Some years ago it was reported that the routes served with the W-14 and W-15 hammers were over the Canadian Northern via Regina. This deduction appears to have been reached from the Shaw listing W-13, C.N.R. BRANDON & SASKATOON M.C. / . that is now listed as unconfirmed in the Ludlow Catalog. The added period of use dates and schedules over the period of operation of C.P. trains over the Pheasant Hills Branch strongly suggest that the assignment made from less extensive and positive data was erroneous.



From the "Union-Standard", Thornbury, Ontario, October 25, 1888.

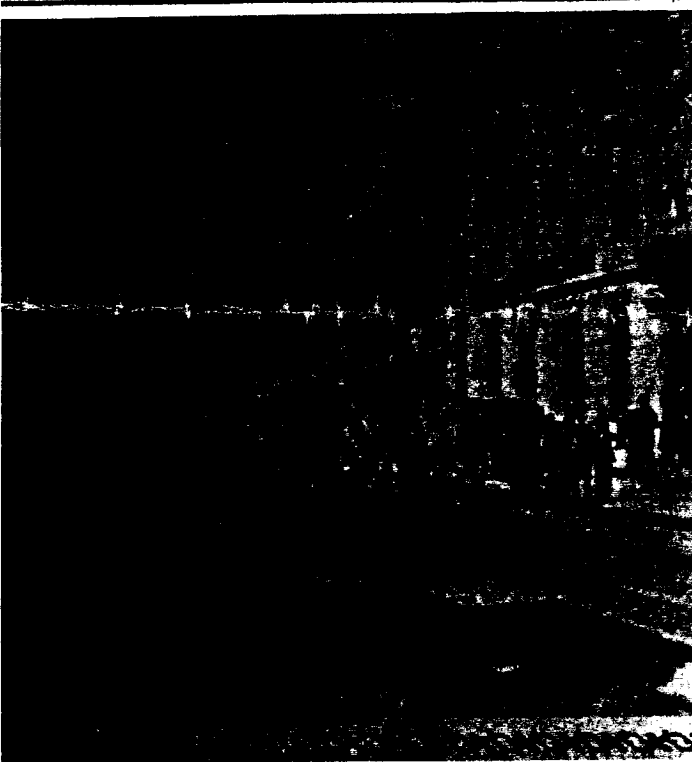
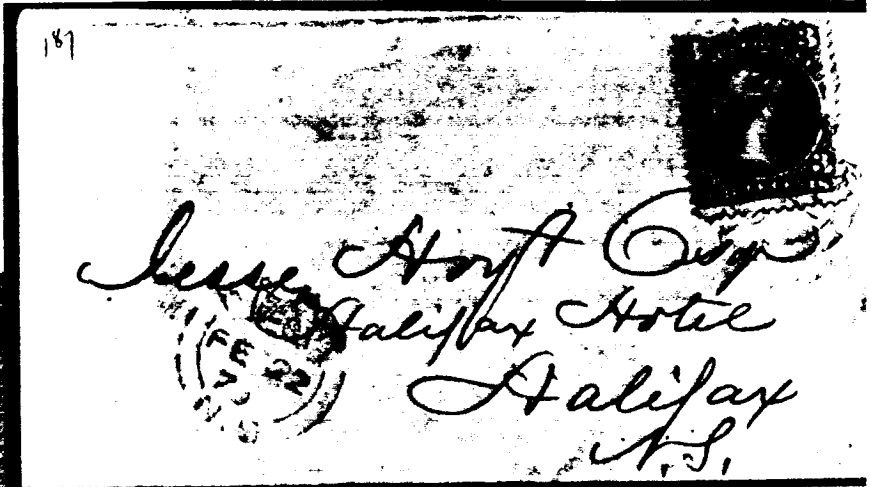
Courtesy of Ken Ellison

Northern and North Western Railway.

Through tickets to all points East West and Manitoba. For tickets rates etc., apply to

ROBERT CROSSLAND,
Agent N. & N. W. Rys., Thornbury,
ROBERT QUINN, General Passenger Agent.

More Maritimes items from John Keenlyside



- Feb 22, 1870, RR79
Halifax & Pictou Rly.
"west" is less common
than "east" as more
Hoyt covers have sur-
vived addressed to him
as General Agent of
Acadia Mines (east)

THE

"HALIFAX HOTEL"

HALIFAX, N. S.

THIS FIRST-CLASS HOTEL,

THE LARGEST IN THE PROVINCE,

IS CENTRALLY LOCATED, BEING WITHIN
A FEW MINUTES WALK OF ALL PUBLIC BUILDINGS.

The Rooms are large and airy, and all lighted with Gas. The Furniture being of the best quality, each Room being supplied with the most modern **SPRING BED.**

HOT AND COLD BATHS,

AND EVERY CONVENIENCE OF A FIRST-CLASS HOTEL.

Suites of Rooms can be furnished for Families.

The HOTEL COACH will be in attendance on the arrival of all Trains and Passenger Steamboats. HORSE CARS PASS THE HOTEL EVERY TEN MINUTES DURING THE DAY.

HENRY HESSLEIN,
PROPRIETOR.

1870 photo and advert from a book prepared by photographer Joseph Rogers for "hotel proprietors and steamship captains, to be to be on their parlour and saloon tables"

HOTEL ARRIVALS.

HALIFAX HOTEL, Feb 18. — J H Baker, Sambro; D Hawken, Wolfville; E W Smith, Montreal; L Carvell, St John, N B; F M Paton; H J. Ston; J Scott, Montreal; Hon E P F Arichat; D McDonald, Antigonish; Macdonald, Inverness; John McDonald, treal; Jesse Hoyt, and lady, Acadia Mines; A Kirk, Glenelg, St Mareys.

No 543

THE WESTERN UNION TELEGRAPH CO.

WILL TRANSMIT FREIGHT MESSAGES

Jesse Hoyt Esq

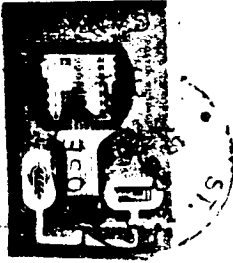
all points in Nova Scotia, New Brunswick, New England, New York and International lines until March 1st, 1870, unless otherwise ordered, subject to conditions which apply.

H. W. Upm... President.

Western Union pass issued to Hoyt in 1869. He was a director of Nova Scotia Electric Telegraph acquired by WU system in mid '60s.

Halifax Citizen confirms Mr. & Mrs, Hoyt's arrival at Halifax Hotel on Feb 18, 1870.

A photo-copy of the only reported example of RG-70 - from Don Wilson.

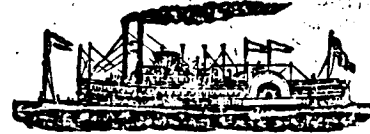


RG-70



Collingwood & Georgian Bay LINE

In connection with the Grand Trunk Railway



- Str. "PACIFIC"—Capt. P. M. Campbell.
- Str. "ATLANTIC"—Capt. R. D. Foote.
- Str. "BALTIC"—Capt. W. Tate Robertson.
- Str. "NORTHERN BELLE"—Capt. W. J. Bassett.

The fine new steamers "Pacific", "Baltic" & "Atlantic" will run as follows, until further notice, (weather permitting):

Leaving Collingwood at 1 p. m., Meaford at 3 p. m., Owen Sound at 8 p. m. and Warton at 11:45 p. m. every Tuesday, Thursday, Saturday for Killarney, Manitowaning, Little Current, Kagawong, Gore Bay, Spanish River, Serpent River, Algoma Mills, Blind River, Tnessalon, Bruce Mines, Hilton, St. Joseph's Island, Garden River and

SAULT STE. MARIE

The Saturday Steamer only will call at Cockburn Island and Meldrum Bay.

PARRY SOUND.

The "NORTHERN BELLE" will leave Collingwood for Parry Sound, Hyng Inlet and French River every Monday and Thursday at 1 p. m., connecting at French River with the Steamer "REMORA" for Alpena, Mich. and returning to Collingwood on Wednesday and Saturday evenings, connecting with the Sault Ste. Marie Steamers.

For information as to freight rates and fares apply to any Agent of the Grand Trunk Railway, the purser on board the Steamers or to

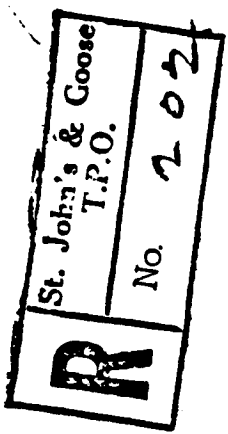
The Great Northern Transit Company,
COLLINGWOOD

THOS. LONG, CHAS. CAMERON,
Sec. Treas. 1 a. agr.

Another interesting ad submitted by Ken Ellison from the October 25, 1988 issue of the Thornbury, Ont. "Union-Standard".

Handwritten notes:
- 1 x M. Winter Ed.
Lt. John's
N? F. G. D.

From
Mrs. Bert Enail
Mary's An.
Cabined on





REMEMBER WHEN?: Grand Trunk Pacific 4-4-0 No. 300 and crew pause for the photographer at Rivers, Manitoba, likely around 1910.

The GTP commenced construction of a line from Winnipeg, Manitoba, to Prince Rupert, British Columbia, in 1905. H1 Class No. 300 was acquired by the fledgling railroad from the Grand Trunk Railway in June 1907, having been built by the GTR in 1899 as their number 582 (construction no. 1310) and renumbered 454 in 1904.

The GTP was placed under receivership in March 1919, and was entrusted to Canadian National Railways management in July 1920. The GTP was formerly absorbed into the CN system in 1923. No. 300 had been renumbered 50 on the GTP, and became CN No. 324. She remained on CN's roster until November 1938. (Collection of Lea Gault)

A fine shot of a Grand Trunk Pacific train submitted by Gerry Carr. Note the combination baggage and mail car behind the tender.

ANNUAL DUES: We hate to bring up this subject again, but it's how we pay for the Newsletter. If you haven't paid your \$10 Cdn or \$9 US, this will be the last issue you receive. Please make cheques payable to W.G.Robinson. According to my records, the following members have not yet paid - Barry, Cairis, Covert, Drapeau, Fraser, Grimm, Hannan, Kertcher, Kitchen, Michaud, Moulton, Mowat, Nickle, Price, Reid, Stasewich, Stokes, Topping, Wilson, Ayshford, Jones, Parama, Bowen, McCrea, Pereira, and Walton. Please hasten your payment so we can remain solvent.

That's all for this time,

Bill