

BNAPEX '86 - You may have noticed a flyer enclosed with the last issue of the Newsletter regarding the raffle to support BNAPEX '86. As you may be aware, the financial responsibility for the annual BNAPS conventions rests solely with the local sponsoring regional groups. BNAPS does not provide any funding whatsoever for this annual event. In the past many sponsoring groups have gone "into the red" hosting the conventions.

The Detroit-windsor Regional Group has initiated a raffle to help raise funds to offset a portion of the \$25,000+ budget for BNAPEX '86. Copies of the flyer have been sent to all Study Groups for inclusion with an upcoming newsletter, so if you belong to more than one study group, you may receive more than one copy. You need not be present to win. Upon receipt of your cheque, the raffle ticket stubs will be mailed to you.

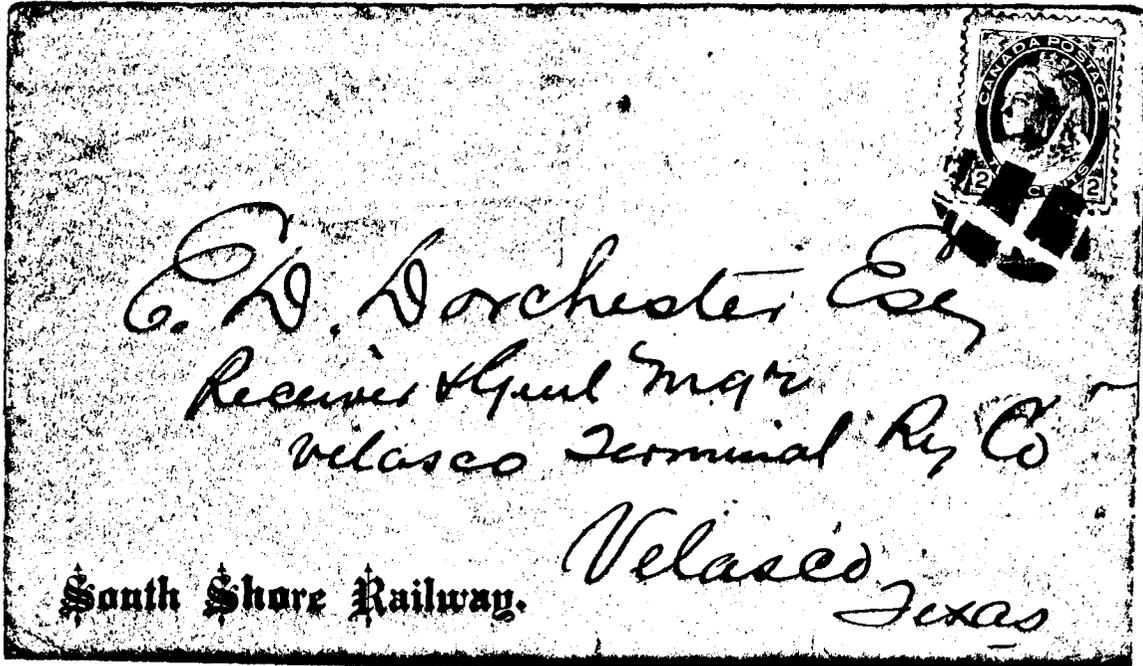
JUDGING OF SPECIALIZED COLLECTIONS - My editorial in the November, 1985, Newsletter has apparently caused considerable comment among the Study Groups, and John Burnett, the Study Group Coordinator has suggested a number of possible courses to consider at BNAPEX '86 -

- Sponsor through BNAPS a 20th Century level of medals. The standards for these would have to be as high as the traditional awards.
- To have an award mean anything, we will have to ensure a level of knowledge at the Judges. If we do that, is there any need for dual awards ?
- As the membership of our society changes, collecting areas of interest change more toward the 20th century or into postal history specialties not traditional, we need to recognize these changes and the resulting exhibits.
- All members are asked for ideas and feedback on what is important in judging our own type of material - eg. what is rare ? what constitutes condition ? what boundaries for a presentation are reasonable ?
- From this feedback, discuss the problem at the Study Group meeting at BNAPEX '86, and present our ideas to all Groups. Then possibly, a small guide book can be prepared for BNAPS on judging BNA specialty material.
- We must raise the level of consciousness of all BNAPS members to the needs of the specialist collector.

R.P.O. STUDY GROUP ANNUAL MEETING - will be held at Dearborn, time and date not yet firm. The judging question will be an important item on the agenda, but many other items will be discussed. If you have any matters of importance to bring up, this is the time and place. Please advise Lew or I well in advance.

Enough business - now back to some fun -

SOUTH SHORE RAILWAY Co. (Quebec) - The cover shown below showed up recently, and through the Public Archives I have found that the Company was incorporated in Quebec under the authority of 58 Victoria Chapter 72, in 1894. It is apparently part of the C.N.R. system now. Anyone care to give a brief history? Apparently railways had financial troubles then too - note the address to a Receiver.



EUROPEAN AND NORTH AMERICAN RAILWAY, ENGINEER'S OFFICE,
SAINT JOHN, NEW BRUNSWICK.

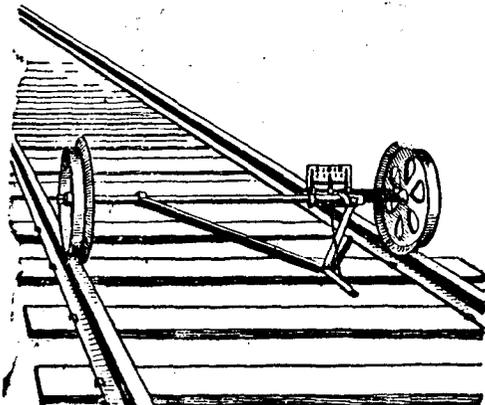
Here are two more interesting corner cards, and a picturesque illustrated cover from the Railroad Track Gauge Co. of St. Hyacinthe, Quebec. These are all valuable collateral material for the R.R.O. collector doing a historical study or preparing an interesting exhibit.

The Railroad Track Gauge Company Limited

ST-HYACINTHE, QUEBEC
CANADA



FOR TIMELY
USE PARC
LA POSTE
ARRIVE A TEMPS UTILISEZ



THE COMMISSIONERS OF
THE TRANSCONTINENTAL RAILWAY

THE BROCKVILLE AND OTTAWA RAILWAY - Our thanks to Study Group member Allan Steinhart for the following extract from the "Brockville Advertiser" of Friday, March 21, 1865 -

Brockville and Ottawa Railway:

TIME TABLE No. 8.

~~CHANGE OF TIME~~

ON AND AFTER

Tuesday, December 6th, 1864,

Trains will run as follows:

THROUGH TRAIN—GOING NORTH.

	No. 1.	No. 2
Leave Brockville ..	7 00 a.m.	8 00 p.m.
G.T. Junction.	7 07 "	3 07 "
*Fairfield ..	7 27 "	3 30 "
*Clarke's ..	7 30 "	3 38 "
Bellamy's ..	7 40 "	3 52 "
*Jelly's ..	6 47 "	4 00 "
*Bell's ..	7 52 "	4 06 "
*Wolford ..	8 00 "	4 16 "
Irish Creek ..	8 16 "	4 36 "
*Story's ..	8 30 "	4 52 "
Smithsfalls ..	8 40 "	5 04 "
*Ferguson's ..	8 57 "	5 20 "
Franktown ..	9 10 "	5 45 "
*Beckwith ..	9 24 "	6 00 "
C. Place ..	9 40 "	6 20 "
Almonte ..	10 00 "	6 44 "
*Snedden's ..	10 18 "	7 04 "
Pakenham ..	10 45 "	7 34 "
Arnprior ..	11 20 "	8 15 "

THROUGH TRAIN — GOING SOUTH.

	No. 1.	No. 2.
Arnprior ..	6 45 a.m.	12 10 p.m.
Pakenham ..	7 20 "	12 45 "
*Snedden's ..	7 50 "	1 12 "
Almonte ..	8 08 "	1 30 "
C. Place ..	8 33 "	1 50 "
*Beckwith ..	8 53 "	2 10 "
Franktown ..	9 10 "	2 21 "
*Ferguson's ..	9 24 "	2 35 "
Smithsfalls ..	9 48 "	2 55 "
*Story's ..	10 00 "	3 05 "
Irish Creek ..	10 16 "	4 17 "
*Wolford ..	10 36 "	3 31 "
*Bell's ..	10 46 "	3 41 "
*Jelly's ..	10 53 "	3 46 "
Bellamy's ..	11 00 "	3 52 "
*Clarke's ..	11 13 "	4 02 "
*Fairfield ..	11 21 "	4 06 "
G.T. Junction	11 31 "	4 25 "
Brockville ..	11 48 "	4 30 "

PERTH BRANCH — GOING NORTH.

Smith's Falls	9 50 "	5 60 "
Pike Falls ..	10 10 "	5 25 "
Perth	10 30 "	5 16 "

PERTH BRANCH — GOING SOUTH.

Perth	8 00 a.m.	2 10 a.m.
Pike Falls ..	8 20 "	2 60 "
Smith's Falls	8 40 "	2 50 "

These Trains connect with the Grand Trunk Railway at Brockville, so that passengers leaving Montreal by the morning Express, may be in Arnprior the same evening at 8.15 p.m.; and those leaving Arnprior by the afternoon train at 12.15 p.m., can, by taking the Grand Trunk Express at Brockville, arrive in Montreal the same night.

The Passenger Fares, and Freight Tariff, on this line between Arnprior and Brockville, as follows, viz:—

1st Class Passenger Fare	\$2 10
2nd " " "	1 50
1st Class, goods per 100 lbs.	0 30
2nd " " "	0 25
3rd " " "	0 20
Pork, per barrel, by cartload	0 40
Flour " " "	0 25
Wheat per bushel "	0 08
Salt per bag "	0 20
Rafting stuff, Oars, Boats, &c per car load	15 00

The gauge on this Railway being the same as that of the Grand Trunk, Freight can be brought over the road from all points of Canada without transshipment at Brockville.

R. P. COOKE,
Engineer & Superintendent.
Brockville, Dec. 14th, 1864.

The story of this Railway is well told in Chapter 7 of "Canadian Mail by Rail, 1836-1867" published by Study Group member Lionel Gillam in 1985. It suffered from continuous financial problems. Note that the timetable terminates at Arnprior, some 50 miles west of Ottawa. The following cancels are known from this railway -

O-42 BROCKVILLE & OTTAWA R.W.MAIL CLERK / No. Type 5C
O-43 BROCKVILLE & OTTAWA RAILWAY Type 6
O-44 BROCKVILLE & OTTAWA R.W.MAIL CLERK / No. Type 6D

Periods of use are from 1859 to 1872, all are rare.

TRANSPORTATION DUPLEX CANCELLATIONS - Study Group member Bob Lee is now the Editor of the Duplex Cancellation Study Group, and he has prepared a listing of duplex cancels which are railway related, as follows -

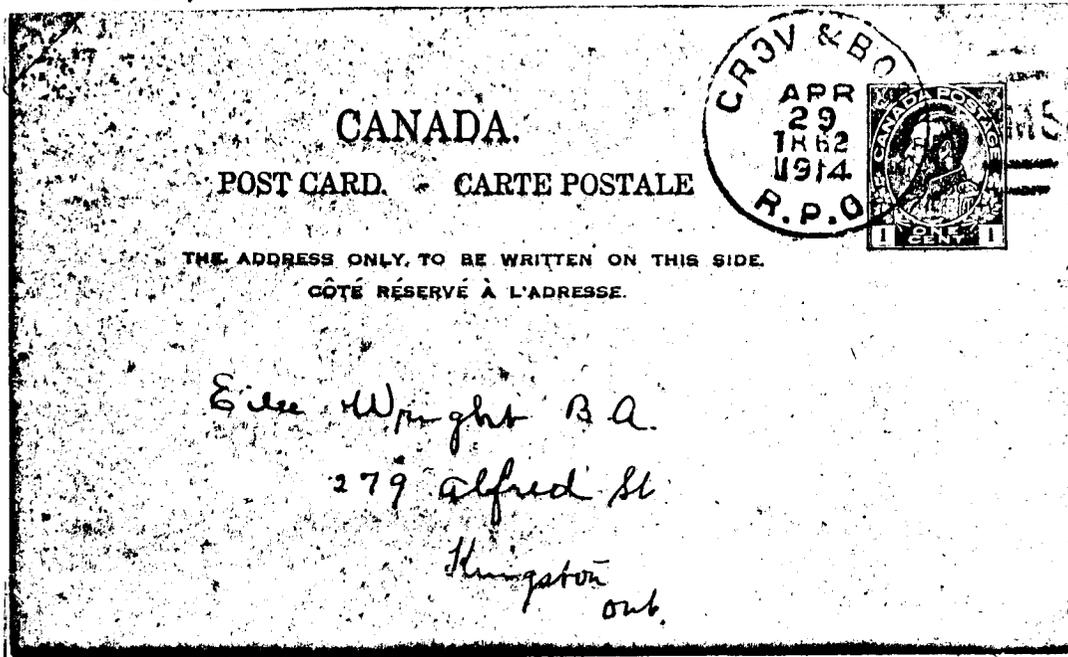
- DD-2 BERLIN / ONT. known 1915 to 1916 "S" in killer
- DD-24 Gt.WESTn.Rwy.STAtn./LONDON,CAN. 1885 to 1893
- RR-71 G.W.RY./EXPRESS known 1884
- ? HAMILTON / ONT. known 1909 to 1912 "S" in killer
- W-59A HUNT.& VAN.R.P.O./B.C. Proof only, March 3, 1913
- DD-22 KITCHENER/ONT. known 1916 to 1935 "S" in killer
- " " (Ham.2) " 1937 to 1962 "
- DD-94 UNION RWY.STA./TORONTO, known 1882 to 1883.

Nine American R.P.O.s have also been reported used in Canada or with Canadian postage. These are all the usual large diameter hammers with "R.M.S." in the bars.

Catalog numbers of these are as follows -

Q- 131,133,264; O-294G; W-6A,34,35,133D,154B; and the run shown below which has just been reported -

GROV & BOS / R.P.O.



Train 62, April 29, 1914
(First reported example, March, 1986)

Note: This U.S.R.P.O. - Groveton, New Hampshire, and Boston, Mass. is an extension of the Island Pond & Montreal run into the United States.



CRAIGELLACHIE, November 7, 1985 - Study Group members received special covers commemorating the centenary of the C.P.R. last spike . Here is the story of the covers as told by Study Group member Jack Wallace -

"Alex Price started it about a year ago when he persistently asked the Post Office for a special cancel, and the opening of the Craigellachie P.O. (closed 1970) on November 7, 1985.

"Our adventure started November 5 when Bev. and I left Victoria to meet Alex. and Renee Price at the Fort Yale Motel. Yale was the head of navigation on the Fraser River, and the point where Andrew Underdonk started his railway building contract with the Government of Canada. His job was to construct the Pacific Railway east to join with the line being built west from Winnipeg.

"On November 6 we drove east to Revelstoke. At Craigellachie the site was being prepared, and the Salmon Arm, B.C. Postmaster with help from Ottawa was preparing the trailer which became the Post Office for a day. At Revelstoke we met Kay and Ed. Harris who had driven from Calgary, and later that day a VIA RAIL special arrived with special guests.

"The invited guests, including Alex. Price had a 6 AM breakfast and boarded a five-car special train at the Revelstoke Station drawn by ex-CPR steam locomotive 1201 (on loan from the National Museum of Transportation, Ottawa) for Craigellachie. The last car on the train had been at the 1885 ceremony, and was on loan from the Calgary Heritage Village. Along the 28-mile route there were many cars and buses leapfrogging each other to obtain photographs of the train. Ed Harris kindly drove Kay, Renee Price and the Wallaces without accident.

"On arrival we lined up at the Post Office to purchase the new train stamps. Then, while Ed took pictures, Bev. Kay, Renee and I licked stamps for addressed envelopes. The Postmaster kindly took these and the R.P.O. Newsletters for cancellation, so we didn't have to line up again to mail them.

"Then at 0922 Lord Strathcona drove a commemorative spike - just as his Grandfather had done a century before - and the guests re-boarded the special train for return to Calgary. With the V.I.P.s out of the way, we were able to inspect the last spike, the locomotive and old passenger cars. More photos were taken as the train travelled to Revelstoke, arriving about 1 PM."

Our special thanks to members Alex., Jack and Ed. for their work on this project, and to Jack for the story.

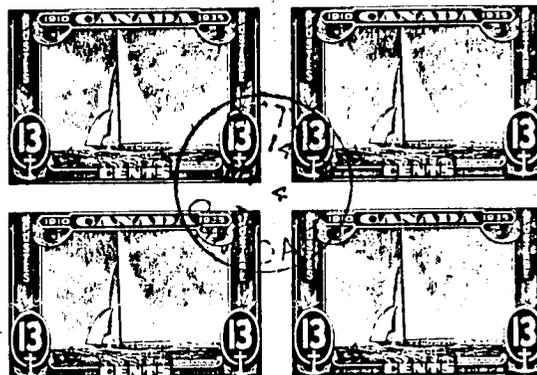
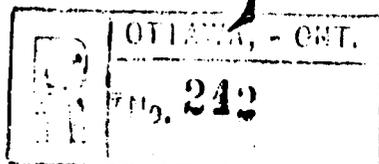
FIRST TRANSCONTINENTAL PASSENGER TRAIN - Member Jim Felton writes to enquire whether there will be any Postal commemoration of this train - which left Montreal on June 28 and arrived in Port Moody, B.C. July 4, 1886 ? Maybe we have started something which should continue.

AFTER THE AMPERSAND - A continuation of Frank Waite's listing for finding first terminals when only the second can be read. Previous sections appeared in Volume 14 - No. 1 - Page 10, No.2 - Page 7, and No.3 - Page 6.

<u>2nd Terminal</u>	<u>Possible 1st Terminals</u>		
MERRITTON	Port Colborne	MONTREAL	Sher.Rich. Smiths Falls
MIDDLETON	Bridgewater Lunenburg		Toronto Vict(oriaville)
MIDLAND	All(andale) O. Blackwater Jct. Port Hope Toronto		Waterloo Perth
MIDWAY	Nelson	NAPINKA	Winnipeg
McADAM JCT.	St. John	NATASHQUAN	Quebec
MONCTON	Charlottetown Halifax St.John Sackville Truro	NELSON	Medicine Hat
		NEW GLASGOW	Truro
		N(ew)LISKEARD	N(orth) Bay
		NIAGARA FALLS	London Toronto
MONTEBELLO	Ottawa	NIP(issing)	York Toronto
MONT JOLI	Matane	NOM(iningue)	Montreal
MONT LAURIER	Montreal	NORANDA	Quebec
MOOSE JAW	Est(evan) Mary(field) North Portal Winnipeg	NORTH BATT(leford)	Kam(sack) Pr(ince) Albert Regina
MUN(dare)	Sask(atoon)	NORTH BAY	Gravenhurst Montreal Ottawa Toronto Wash(ago)
MURRAY HARBOUR	Charlottetown	N(ew)W(estminster)	C(oquitlam)
MONTREAL	Coaticook Herv(ey) Jct. Island Pond Levis Malone Mansonville Newport Nicolet Nicolet, Sorel Pierreville Quebec Que.Drum(mondville) Que.Garn(eau) Jct. Rich(mond) Riv(iere) a Pierre Rouses Point St.Albans St.Armand Sherbrooke	O(kanagan) L(dg) Pen(ticton)	
		ORILLIA	Blackwater Jct. Toronto
		OUTLOOK	M(oose) Jaw
		OTTAWA	Brockville Calumet Cornwall Montreal Mont.Calumet Mont.Coteau Montreal, Rigaud Pembroke Prescott Toronto

(to be continued)

AN INTERESTING FIRST DAY COVER - Most F.D.C.s are very lacking in interest, so it was unusual to receive from our Sales Manager, Bob Jamieson, a copy of a letter he had received from our member Dr. John McCrea regarding a 1935 cover of the 13-cent royal yacht stamp, issued on May 4, 1935. I hope John won't mind some quotes, as his study is so interesting -



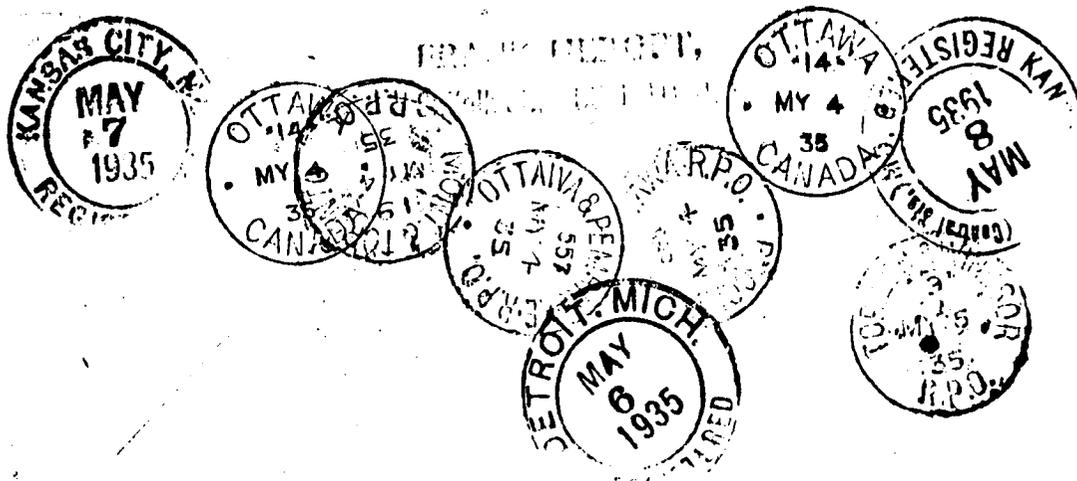
Frederick Y Parker
210 West 8th Street
Kansas City, Mo.

" One of the items I purchased was a cover with what you had described as interesting backstamps. As a first day cover with a block of four of the 13¢ Jubilee, it certainly started life as a philatelic item, but as a registered cover it would up as a nice postal history item. However I would not have purchased unless I had done some checking on it, as the backstamps at first sight made it look like a missent item, (rare for a register?) But why in the world should a cover show both Brockville and Ottawa and Ottawa and Pembroke backstamps in getting from Ottawa to the U. S. entry point of Detroit? My 1937 RMS schedules and Official Railway Guide for 1944, plus an earlier 1923 RMS and 1916 guide very crudely bracket the cover, and when viewed in conjunction with the operation of the CN-CP passenger train pooling arrangement in the Montreal-Toronto and Ottawa-Toronto services that was in effect starting about 1935 give a plausible explanation of the question.

Receipt of cover at Ottawa main office 2 pm, Sat. May 4, 1935, sent via

Ottawa & Pembroke RPO Tr. 557, leaving Ottawa at 3.30 pm and arriving at Carleton Place, 31.6 mi., at 4.35 pm transfer to Brockville and Carleton Place RPO Tr. 565, leaving at 4.45 pm and arriving at Brockville, 44.6 mi., at 6.20 pm. (Brockville & Ottawa hammer 0-45 in use on shortened, newly named RPO)

AN INTERESTING FIRST DAY COVER (Continued)



waiting until 11.59 pm at Brockville for Montreal and Toronto RPO Tr. 19, leaving Montreal at 9.00 pm and scheduled to arrive in Toronto 6.20 am Sunday May 5, mile 125.62 to 333.84

held at Toronto for the first available westbound RPO train operating on Sunday, the Toronto, London & Windsor Train 9 that left at 11.45 pm and ran both the Toronto & Hamilton and Hamilton and Windsor 'official' RPO's using hammer 0-356. 39.29 miles T&H and 229.55 miles ~~total~~. Scheduled to arrive Windsor 7.10 am Monday May 6.

Transfer Windsor-Windsor Boundary and Canadian Boundary Line & Detroit C.P. (US abb. for Closed pouch) to Brush St. Station, Detroit, 0.82 mi US mileage, probably a car ferry operation as the Contract was held by Canadian National, schedules don't say so.

Arrival at Brush St. scheduled 7.55 am (Eastern Time)

By rail, the forwardhandling would have been by Buffalo & Chicago W.D. RPO train leaving the Michigan Central Station at 7.35 am Central Time, (8.35 Eastern) via Train 41 and arriving at Chicago, Central Station, at 4.35 pm. Train 41 bagged for both Chicago Air Mail Field and Chicago Fort Madison and Kansas City RPO Tr. 5, leaving Chicago Dearborn Station at about 8.15 pm and arriving about 7 am at Kansas City Union Station, which would be May 7 as the first Kansas City backstamp indicates. That post office was at the Union Station, similarly situated to Toronto Terminal A and Toronto Union. Why should it have taken a day to go about one mile to downtown Kansas City? Travelling by Air, ^{by air} could have done it, but it strikes me that I have heard that heard that the U. S. Post Office would not carry registered mail by air until about 1947. And Trans Canada Airlines did not open services until later.

One other thing is clear from comparing Ludlow or Shaw with the schedules of the RMS, the official names of the RPO routes ^{TO CANADA} and the names used in the hammers provided frequently did not correspond. Footnotes in the Schedules also show this, such as a reference to TH&L 17 in the transfer lists. Officially TH&L 17 ran Baggage car service in the Toronto & Hamilton RPO and RPO service in the London to Hamilton section of the Hamilton & Windsor RPO

Thought you might be interested." Sincerely, John K. ^{RCUS 1935}

MEMBERS' COMMENTS -

Member and BNAPS Secretary Dr. Earle Covert writes that he appreciates "After the Ampersand" as it helps to sort out a few cancels. Earle and Audrey really get around - I ran into them at the Edmonton Stamp Club Show, March 21 to 23, where Earle obtained a gold medal and the Reserve Grand award for his Canadian Aerograms.

Ted Woodward writes that "Classics and rarity are fine, but I contend aren't necessary for an excellent exhibit." Ted also sends a spare copy of the Order of Railway Conductors card pictured on Page 6 of the March, 1985, Newsletter. This is available to the member sending the best reason he needs it.

Dr. Ted Bowen asks me to state the dues amounts again. At present they are \$ 5.00 U.S. or \$ 6.00 Canadian for a year commencing and ending at the BNAPS convention. This may appear to favor the Canadian members because of the current exchange rate - but remember that domestic postage rates are considerably lower. Ted also expects to visit Vancouver this summer for EXPO and our Centennial celebration. Make sure you look us up, Ted!

Frank Waite writes - "In the matter of judging, at present the situation is ridiculous. I'm tired of money items winning all the golds. I feel that philatelic knowledge and research should carry more weight than the value of the exhibit. How often I have heard a judge tell an exhibitor that he needed more showpiece items - and only because of his ignorance that the exhibit contained showpiece items in the field exhibited." Frank also asks about PIPEX '86, which is a National Level show recognized by both APS and RPSA. It will be held June 13 to 15 in Victoria, B.C. at the Garth Homer Centre. A BNAPS regional group meeting and lunch will be held, and several BNAPS study groups should also participate.

Colin Campbell enquires about the indicia on O-419 - TRENT & COE HILL / M.C. It is listed with direction markings E, N, & S. In the illustration which he sends, dated December 9, 1895, the "S" is definitely reversed. I have also found this on strikes dated from July 1, 1897 to January 25, 1899, so it appears to be quite general. To print like this, the slug must have been incorrectly made - as a proper "S" can't be reversed. Comments ?



Jim Lehr has been checking his R.P.O. strikes on Map stamps for Whit Bradley. He reports that he has over 3400 items in his collection, including over 800 covers, but that he has only six strikes on Maps - O-166, 341, 349, 369, Q-277, and W-174. He has none in the Maritimes or Railroads sections. Whit would appreciate any reports. Jim also reports Special delivery stamps with O-201, 349, and W-77; and airmails on O-203, 349, W-77, 87, 111c, 111f, W-131, 201. Reports would be appreciated.

NEW MEMBERS

The following have joined the Study Group since the last listing (Volume 14, No.1) -

Trevor E. Gartland	%Airwork Ltd., Box 18929, Salalah, Oman
Peter J. McCarthy	188 Cleevemont, Box 688, Richmond, Que. JOB 2H0
Thomas W. Southey	34456 Ascott Ave., Abbotsford, B.C. V2S 4V5

Trevor has been referred to us by Lionel Gilliam, and we hope he is able to find some good R.P.O. material in Oman.

Peter is a C.N.R. trainman who writes a stamp column for the C.N.R. employee magazine. We first got in touch through an article he wrote there on R.P.O.s which was referred to us by John Hornsby.

Tom comes by his interest honestly, as his father was an early BNAPS member who collected RPOs before the Study Group was formed.

We welcome them all, and hope they enjoy membership.

SPECIAL DELIVERY COVER - "Topics" Editor, Mike Street, sends an example of a special delivery letter mailed on the Regina & Gronlid R.P.O., Train 328, August 15, 1951, addressed to Regina. It was received that day, backstamped with a duplex cancel at 18 O'clock, and stamped "Fee claimed at Regina". We have seen many similar markings in the U.S.A., but can't recall seeing many from Canada.



Regina & Gronlid R.P.O.
W 114

*J. L. Neate
Estates Branch
Revenue Building
Regina Sask.*



SEE CLAIMED
AT REGINA

W.G. Robinson
5830 Cartier St.
Vancouver, B.C.
V6M 3A7

FUTURE ISSUES

Newfoundland TPOs, more Timetables, and Annex 4.