

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

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

VOLUME 15 - No.2

Whole No.58

December, 1986

BNAPS LIBRARIAN - Our member Jim Felton has just advised that Society Librarian Don Makinen died on the night of October 8-9, 1986. Jim states - "He had some health problems over the past couple of years, and this year had viral pneumonia. The immediate cause of death was not stated, but was likely some complication from his weakened condition. He was always a ready volunteer, having a smile and good word for everyone." The Society will certainly miss him.

PACIFIC NORTHWEST CHAPTER MEETING - Twelve members of this Study Group were among those who gathered in Kelowna, B.C. on September 20, 1986, for the fall meeting of this Chapter. A number of members of the Calgary Chapter joined us for technical sessions, Bob Lee's fall Postal History auction, and the highlight for us was a dinner with the ladies - with guest speaker former Railway Postal Clerk Robert F. Marriage. Bob regaled us with stories of his R.P.O. service, aided and abetted by heckling and sharp questioning from old C.P.R. hand Alex. Price. As a result of this meeting our Study Group gained two members -

Sam. C. Nickle		J. Douglas Hannan
1208 Belavista Cres.	and	#23 - 1950 Burtch Road
Calgary, Alta. T2V 2B1		Kelowna, B.C. V1Y 4B2

MEMBERSHIP - While on the subject of addresses, you might note the following changes to the address list in the last Newsletter -

Charles D. Blair		George F. Smalley
162 Franklin Road	and	same address, but change
Longmeadow MA 01106		postal code to K7G 1A7

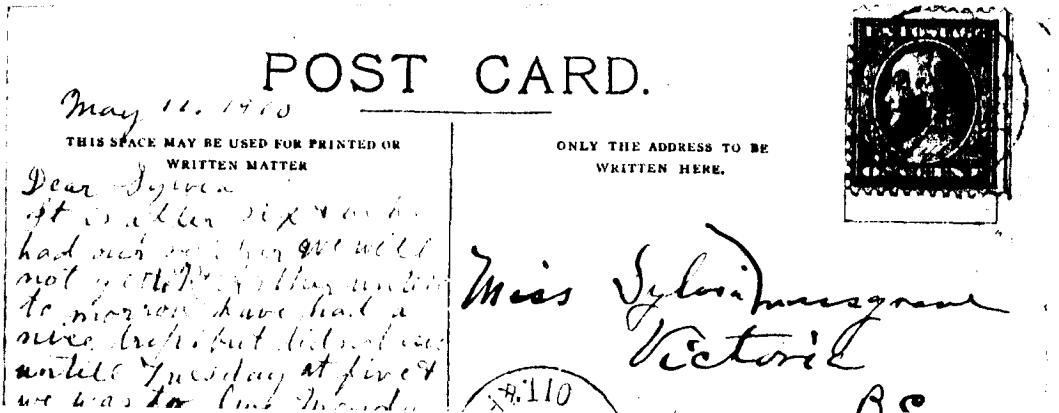
CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN CONVENTION -

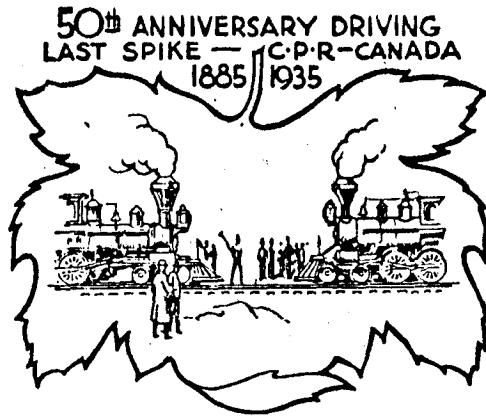
Our Chairman, Lew Ludlow, took his Grand Award winning exhibit of the Provincial R.P.O. markings of Upper and Lower Canada to this Convention in Pitlochry, Scotland, in October. He displayed it there, and spoke to the membership about it. According to our member, Brian Stalker, that Society thought so well of this and other philatelic accomplishments that they conferred the title of "Fellow of the Canadian Philatelic Society" or FCPS, on Lew: a well-deserved honour. At the meeting Brian was elected to the post of Secretary of the CPS of GB - unopposed!

1985 DEFICIT - Several members - among them - Stan Kalabza, Alfred Peatman, Dr. Richard Moulton, and Lew Ludlow made extra contributions with their dues. This has eliminated our deficit, and the balance has been credited to the 1986 operation. Jack Wallace has also refused to accept any remuneration for postage on the "Cliffside" last spike covers. This also helped our financial position. Thanks Jack!

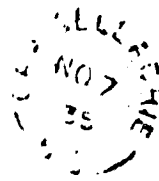
1986 DUES - A few still owe, if the box below is ticked.
\$5 US or \$6 Cdn, cheques payable to W.G. Robinson,
please. Last year's dues are also due.

FROM THE MEMBERSHIP - David Harding reports R.P.O.s on Map Stamps - w-30f, W/SP ?/99, Airmails - w-21,22,80,87, and Special Deliveries - w-15A,68,127. David is off to Arizona until April, but still has some w-161B for trade of equal RF. Maggie Toms reports one Map Stamp with MA-115 dated W/JY 8/99. Dave Mayerovitch reports RPO strikes on airmails as follows - on C6 - MA-53, 210(2), Q-120(4), W77, 87,132,205; on C8 - Q-120(2), W-22,91, on C5 - W-3, on CE1 - Q-120(2), on CE2 - O-354, on CE4 - Q-129,120. He also reports strikes on Special delivery as follows - on E6 - MA-80, Q-84, 177, 203; on E7 - Q-31(4),43(3),116,162, 164(2),173(4),201(3),203,244; on E9 - Q-43(2),201; on E10 - MA-11. Earle Covert sends the copies on the next page showing two variations on the general type of cachet illustrated in the last Newsletter for the 50th Anniversary of the Last Spike at Craigellachie. Brian Stalker has also found an example of the top cachet. All three covers show that they originated at Albany, Oregon, and from the address on Earle's covers, the "Stamp Collector", published for many years by the Van Dahl family, appears to be the source. Earle wrote at the end of September, noting that the weather had been good until then, "but winter will soon be upon us." All the more time for R.P.O.s and Postal Stationery then, Earle. Ross Gray reports his present run count (including hammer varieties with the small letter suffixes) at 1325 - broken down as - N - 63, MA - 150, Q - 232, O - 389, W - 282, RR - 136, RG - 28, TS - 8, S - 1, DD - 34, and E - 2. Virtually all are on cover except a few on piece. None are on facing slip. Most impressive, Ross! I wonder what the lonely steamer marking is? Ross also sends the card pictured below. It shows the City Hall, Detroit, Michigan, with postage paid by a one-cent U.S. Stamp. The stamp is cancelled and tied with O-225, Indicia 97 / AP 3 / 10. Separate from the stamp is a second O-225 with 96 / MY 12 / 10. The card is addressed in ink to Miss Sylvia Musgrave, St. Francis Hotel, Victoria, B.C. The message (in pencil) is dated May 11, 1910. Ross's theory is that "The card was posted on the eastbound train #96 where the clerk declined to cancel the U.S. Stamp. After it was transferred to the westbound train No.97, the clerk decided to cancel the stamp, maybe not noticing it was U.S. - especially since he didn't notice the wrong month in his hammer. Does anyone have a better theory?"





Last Spike Was Driven At
CRAIGELLACHIE
 Near Revelstoke, B. C.
 Nov. 7, 1885



Mrs. A. M. Vauclahl
520 - E. First St.
Albany
*Oregon*¹⁰

Posted At Albany Oregon

Under cover to The POST-

Backstamp
 in black

Cachet in Black

MASTER at CRAIGELLACHIE



Nov. 7, 1885
 Canadian Pacific Railroad Completed
VANCOUVER B. C.
 Western Terminal



Mrs. A. M. Vauclahl
520 - E. First St.
Albany
*Oregon*¹⁰

Posted At Albany Oregon

Under cover to the POST-

Backstamp
 in Black

Cachet in Red

MASTER at Vancouver B.C.

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, No.3, page 6, No.4, page 6, No.5, page 6, and Vol 15 - No.1, page 4. Please note an error pointed out by Dr.A.D.Campbell - Pt.H should be Port Hope, not Port Huron, and the second terminal should be MID(land), not Toronto. Frank and I both goofed on this.

See 0-292A.

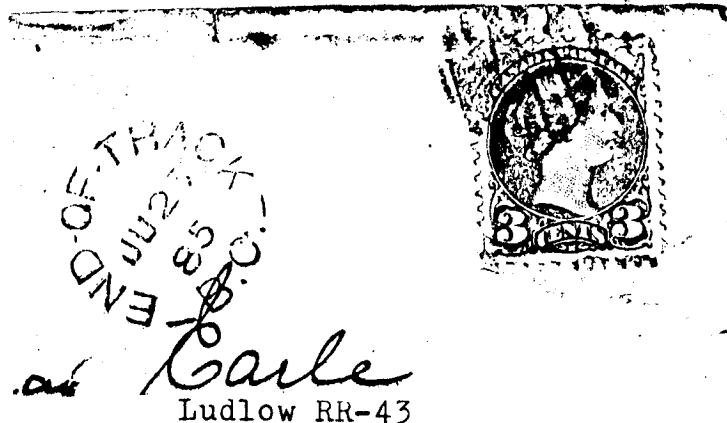
<u>2nd Terminal</u>	<u>Possible 1st Terminals</u>		
TAMWORTH	Napanee	VICT(oria)	Van(couver)
TEESWATER	Orangeville Toronto	VIRDEN	Winnipeg
TERRACE	Prince George	WAINWRIGHT	GTP West of Watrous RIV(ers)
THE PAS	Pikwitonei	WALTHAM	Ottawa
THREE RIVERS	Arthabaska Montreal Quebec	WALKERVILLE	Chatham London Ridgetown
TIGNISH	Charlottetown Summerside	WASHAGO	Toronto
TIMMINS	North Bay	WATERLOO	Galt Montreal
TORONTO	Bell, Pet. Ham(ilton) Kingston London,Hamilton Lon,St.Marys Montreal Mont.,S.Falls Niagara Falls Ottawa Port Hope	WATROUS WEMBLEY WESTPORT WET(askiwin) WELLINGTON (WEL or WELL) WIARTON	Rivers Edmonton Brockville Hard(isty) Victoria Guelph, Palm. London Stratford TOR., Palm.
TOURVILLE	Quebec		
TRENTON	Picton		
TRING	Lake Megantic	WINDSOR	London St.Thomas Tor., Lon.
TRURO	Halifax Sydney		
TWEED	Kingston Nap(anee)	WINGHAM WINNIPEG	London Armstrong Stn. Bdry. B(oundary)L(ine) Emerson Fort Frances Fort William Gretna Kam(sack) Longlac Napinka Pembina Port Arthur St.Vincent Souris
UCLUELET	Alberni		
VALLEY JCT.	Lac Front.		
VANCEBORO	St.John		
VANCOUVER	Agassiz Blaine Calgary Hope Hunt(ington) Rev(elstoke) Ruby Creek		
VEGREVILLE	Calgary, Stet(tler)		

AFTER THE AMPERSAND - Conclusion -

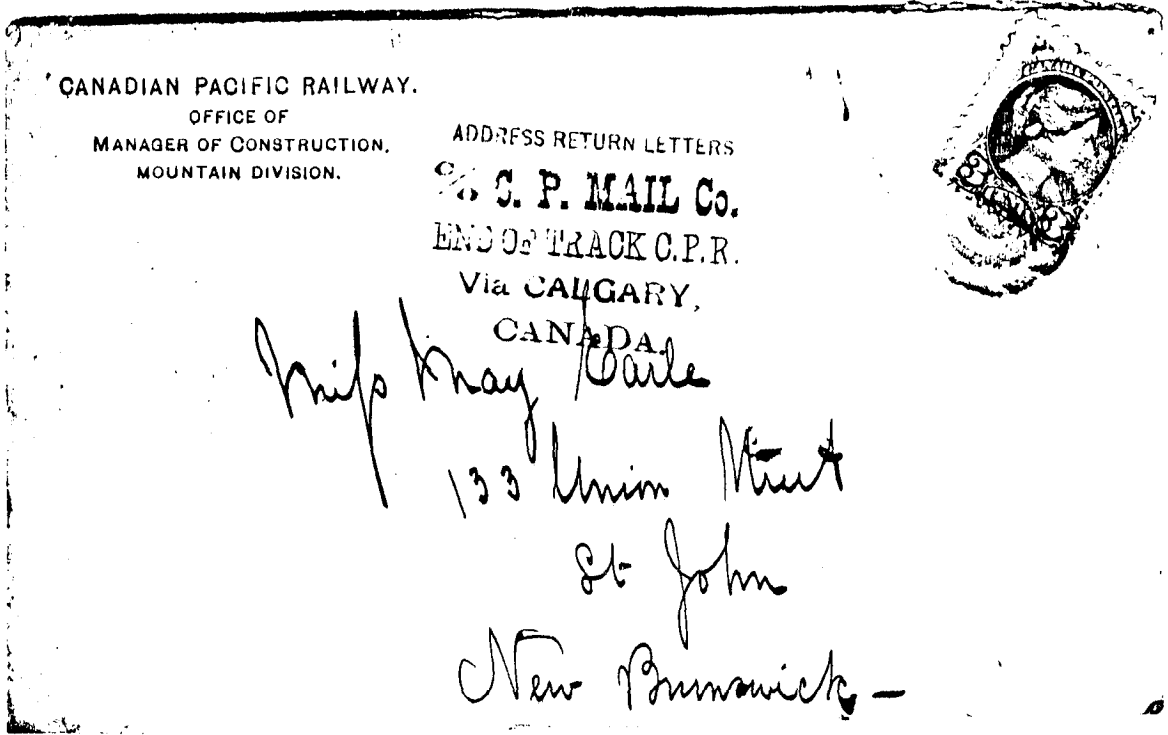
WMP.(Winnipeg)	S.O.(Souris)	RADVILLE	Maryfield
WOLSELEY	Reston	RAT PORTAGE	Winnipeg
WRANGELL	Telegraph Creek	REGINA	Brandon
YARMOUTH	Annapolis		Bran(don), Bul(yea)
	Halifax		Brandon, Bul(yea)
	Halifax, Digby		Broad(view)
YORKTON	Reg(ina)		Souris
	Winnipeg		So(uris)
			Wpg, B(randon)
			Wpg, Souris
Frank says some strange things happened to the alphabet - "R" has now become the last letter -		RENFREW	Kingston
			Sharbot Lake
RIV.A PIERRE	Montreal	REV(elstoke)	Calgary
RIV.DU LOUP	Connors	RICHFIELD	Newport
	Edmunston		
	Levis	RICHMOND	Levis
	Quebec		Montreal
			Quebec
ROUSES POINT	Montreal	RIDGETOWN	Walkerville
RUSSELL	Winnipeg	RIVERS	Winnipeg

THE END

END OF TRACK, B.C. - We have recently discussed the last spike ceremony at Craigellachie, B.C. on November 7, 1885. For about a year previously, a Post Office named End of Track had existed at the Office of the Manager of Construction, Mountain Division, located at Donald, B.C. George Melvin in "The Post Offices of B.C. - 1858-1970" shows the Office opening on October 1, 1884, and closing after January 1, 1886. As the Office at Donald, B.C. opened on April 1, 1886, my guess is that End of Track closed on the same date. Very few examples of markings from this Office are known. Here is a cover dated June 27, 1885, with Ludlow RR-43. Previous to the opening of the Office, the C.P.R. operated a mail company through their office in Calgary. See the example of RR-44. Alex. Price is attempting to research the history of this C.P.R. Mail Co. and would welcome information.

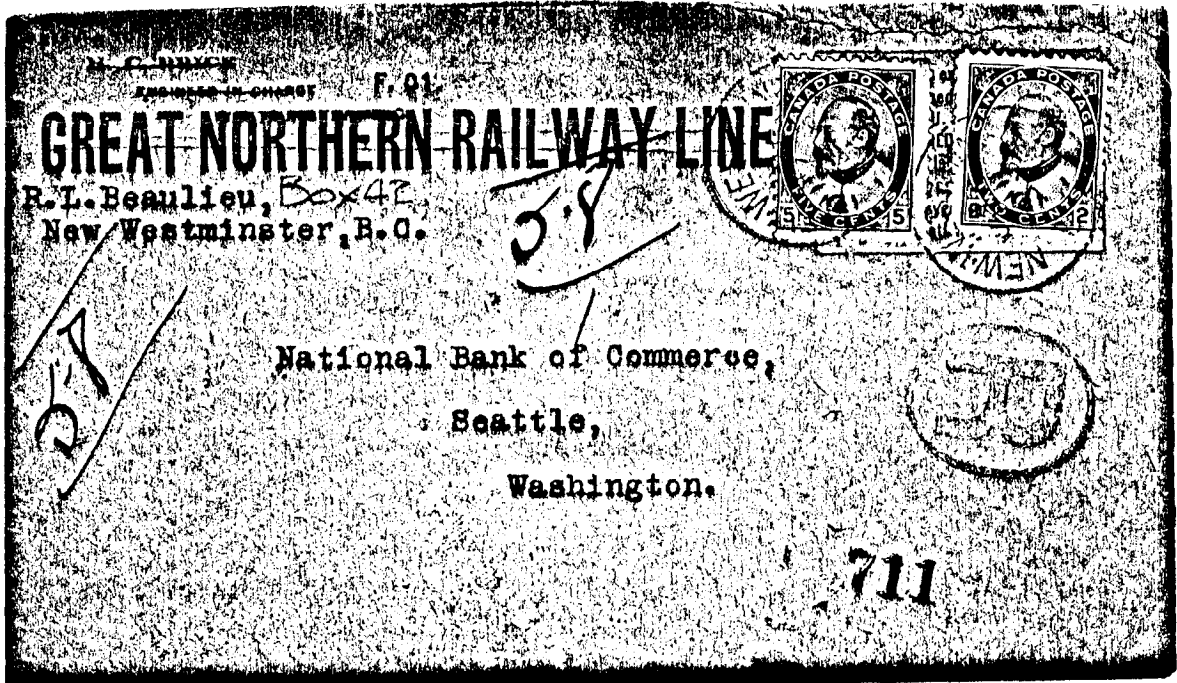


END OF TRACK, B.C. - Continued -



Ludlow RR-44 - Known 1884 to 1885.

GREAT NORTHERN RAILWAY - This Railway, which was started by James J. Hill, a former associate in the early construction of the C.P.R., built many branch lines into southern British Columbia during the early years of the 20th Century. Their rivalry with the C.P.R. is well chronicled in "McCulloch's Road", a history of the Kettle Valley Railway, by Barrie Sanford. One of their branches connected Seattle and Vancouver. The Blaine and Vancouver R.P.O. operated over the route in Canada, and markings W-3, 3A, 3B, and 3C are known. The U.S. Blaine & Seattle R.P.O. operated in the U.S. Markings are known from August, 1908 to 1950. Here is a cover with company corner card, dated July 3, 1910.



Here is a copy of the historical summary given to Study Group meeting attenders at Dearborn by Palmer Moffat -

THE NEWFOUNDLAND RAILWAY

- 16 August 1881 - Work was begun on the ST. JOHN'S to HARBOR GRACE section via WHITBOURNE (HARBOR GRACE JUNCTION) and BROAD COVE
- September 1882 - Trains operated 3 times a week between ST. JOHN'S and HOLYROOD.
1883 - Finished to WHITBOURNE
1884 - Completed to HARBOR GRACE with 6 times a week service. N 81, TS 186
- 1888 - Branch line completed to PLACENTIA JUNCTION and PLACENTIA. N 71,72,74
- 1890 - Government contracted with Robert G. Reid to build a railway from PLACENTIA JUNCTION to HALLS BAY, but in
1892 - the Government decided to run a railway from the Exploits River by the most direct route to Grand Lake, then down the Humber River to Bay of Islands and on to PORT AUX BASQUES.
1898 - The track from PLACENTIA JUNCTION to PORT AUX BASQUES was completed and the first train ran on 29 June 1898 - the 546 miles from ST. JOHN'S to P.A.B. - in 27½ hours. The trackage from WHITBOURNE to P.A.B. was known as the Newfoundland Northern and Western Railway. (N.N.&W.). N 57, N 100.
- 1898 - The spur from NOTRE DAME JUNCTION to LEWISPORTE (BURNT BAY) was completed.
- 1898 - The route from ST. JOHN'S to HARBOR GRACE was modified to leave the "main line" at BRIGUS JUNCTION (instead of WHITBOURNE) and run through BRIGUS and CLARKE'S BEACH, rejoining the older route at TILTON but with an extension from HARBOR GRACE to CARBONEAR.
- 1901 - Government sold its interest in Railway to Reid Newfoundland Company Limited. TS 249, 250
- 1911 - Branch line from SHOAL HARBOR to BONAVISTA was completed in November. N 9 (Hammer I, ?; Hammer II, o.k.) N 10, N 10A, 11, 12, 13.
- 1913 - An extension of the HARBOR GRACE/CARBONEAR branch to BAY DE VERDE and GRATES COVE was opened. N 6,7. Service on this extension was phased out about 1934. Now abandoned.
- 1914 - A branch line from ST. JOHN'S to TREPASSEY was opened. N 29 and later N 120. It was closed in 1930-31. Now abandoned.
- 1915 - A branch line from WHITBOURNE to HEART'S CONTENT was completed on July 15. N 38. It was phased out after 1938.
- 1923 - On 1 July, Government bought the railway system from the Reid Newfoundland Company Limited and it became known as the Newfoundland Railway. TS 180

1931 - On 15 December the Railway Department took over from the Post and Telegraph Department both the post and telegraph offices at a number of the smaller places along the Newfoundland Railway line. The railway agents at these places were authorized to serve as both postmaster and telegraph operator. TS 182 - 194, except TS 186.

1949 - Entire system taken over by Canadian National Railways, 1 April. N 13, N 82, N 83, N 89, etc.

1967--69 - In the late 1960's passenger service from ST. JOHN'S to P.A.B. was replaced by a bus system. The mails were then moved by highway.

- Notes:
1. The branch line from MILLERTOWN JUNCTION to MILLERTOWN was built in 1901.
 2. The private line from BUCHANS JUNCTION to BUCHANS was built in 1928.
 3. What trackage was called the Newfoundland and Western, N.&W.? N59,60. Notre Dame Junction to Port-aux-Basques ?

Palmer Moffat
August 1986

GRAND TRUNK RAILWAY COMPANY OF CANADA.

This Company will not be responsible for any Goods mis-sent, unless they are consigned to a Station of their Railway. Rates, Weights and Quantities entered on Receipt or Shipping Notes are not binding on the Company, and will not be acknowledged. All goods going to or from the United States will be subject to Customs' charges, &c.

Septer Date, *24 June 1888*

RECEIVED from *James J. Stokes*
the undermentioned Property, in apparent good order, addressed to
James J. Stokes

to be sent by the said Company, subject to the terms and conditions stated above, and upon the other side, and agreed to by the shipping note delivered to the Company at the time of giving this receipt therefor.

No. OF PACKAGES AND SPECIES OF GOODS.	MARKS.	WEIGHT, LBS.	PAID ON.
<i>2</i>	<i>Scars Lumber</i>		
	<i>N^o 3626</i>		
	<i>5886</i>		

Jean Pierre Forest advises he has a few Grand Trunk Railway freight advices like this one available for trade for similar items or RPOs of the Quebec Central Rwy. or Intercolonial Rwy.

Hedley Stokes writes "I saw in a previous Newsletter a report from someone re a new direction not in the catalogue. I'd had it for some years, also others. I didn't know such items were of much import, since obviously if E is recorded, W should exist." Hedley also has some new lists which I'd like to see to find out if we should publish them here.

Train buffs ride the rails for relaxation

By CAROL CHADWICK
Free Press Special Writer

ABOARD THE 611 — In rural backyards, people lined up with porch chairs — and often the family dog — to wait for it to go by. At every crossing, cars were stopped and people stood smiling and waving.

With its plume of black smoke and majestic whisks of white steam, the mighty 611, one of the last of the great coal-burning steam engines, was roaring toward Ft. Wayne, Ind. Michigan's Bluewater Chapter of the National Railway Historical Society had leased the brawny Norfolk and Western 5,000-horsepower locomotive for the trip.

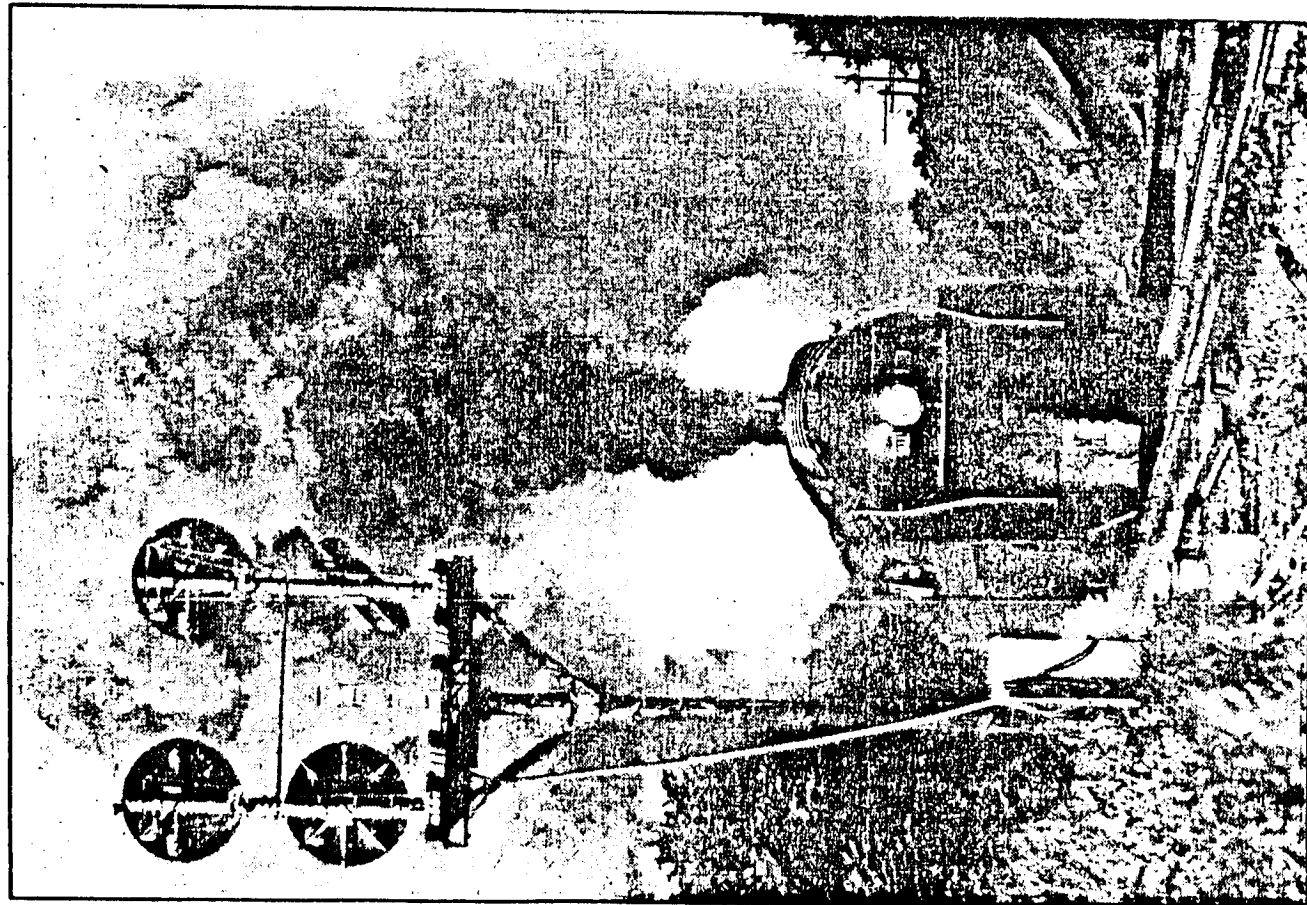
To an over-scheduled, time-obsessed ordinary civilian, it might seem crazy to spend 12 hours traveling more than 275 miles to a small Midwestern town, then immediately turning around and heading home.

But to the train buffs on board, including the first-timers, it was pure relaxation, with a heavy dose of nostalgia. The trip, made last month, recalled times when the journey was part of the vacation, allowing people to unwind before reaching their destinations. One traveler said he never slept as well as he had as a child on the train trip to and from Chicago, hypnotized by the clickety-clack of wheels on tracks.

THE EXCURSION was planned and managed by about 50 volunteer members of the Bluewater Chapter. The group has 500 members, from all walks of life; often, entire families participate. The one thing they have in common, according to Bob Thatcher, a Ferndale resident and club treasurer, "is that they are all people who love transportation, things that move."

This trip had a few delays and snafus, but nobody complained. The train left promptly at 8 a.m. from Allen Park, traveled to Milan and stopped in Montpelier, Ohio, for about an hour before reaching Ft. Wayne.

Without stopping, it turned around and headed back, pausing again at



Norfolk and Western's mighty 611, one of the last coal-burning steam engines, traveled from Allen Park to Ft. Wayne, Ind., and back, carrying a group from the Bluewater Chapter of the National Railroad Historical Society.

Montpelier for refueling and refilling the water tanks.

Running the engine takes a five-man crew. The first tender carries 35 tons of coal at capacity and 20,000 gallons of water; the second carries 14,000 gallons.

Many passengers got off in Montpelier to take in a historic-home tour, activities at the county fairgrounds and city park, and shops and restaurants in town. After another brief stop in Milan, the 611 was back in Allen Park around 8:15 p.m.

THE CHAPTER had leased a beautifully preserved dining car for the trip. Crisp white tablecloths, silver, china and attentive waitresses made breakfast on the way and supper on the return enjoyable. The relaxed atmosphere allowed travelers to get to know one another.

Meals were cooked from scratch on a charcoal-fueled cast iron stove in the Pullman kitchen car, which weighed 85 tons. Cook John Knecht of Port Huron was to serve about 125 people that day. His recipe for beef bourguignon came from the Union Pacific Cookbook, which said that "stock pots are provided to all dining cars... and no excuse will be accepted for the failure to provide soups of good body and above criticism."

When the engine stopped for refueling, crowds gathered, taking pictures. Cole Helfrick drove from Chicago to Montpelier just to meet the train.

But it's not just a love of the engine's brute force that unites Bluewater Chapter members.

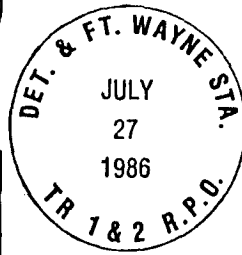
"Lots of blood, sweat and tears went into the railroad," said one member, "and we want to be a part of that history."

For information contact the Bluewater Michigan Chapter at 399-7963 anytime or 264-4418 anytime. Upcoming: day trips to Marshall Sept. 6 and 7; an Amtrak excursion to Chicago and St. Louis, home of the Wabash Cannonball; an Oct. 4 outing from Ann Arbor to Toledo aboard a historic train.

This article and the two covers on the next page were sent by Jerry Carr. Jerry attended Dearborn briefly, but was taking it easy with a bad knee - now better.

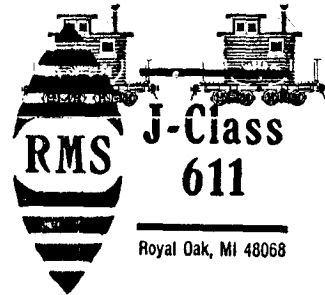


BLUEWATER MICHIGAN CHAPTER, NRHS
MAIL PICK-UP RE-ENACTMENT
NORFOLK & WESTERN RAILWAY
MONTPELIER, OHIO
JULY 26 - 27, 1986

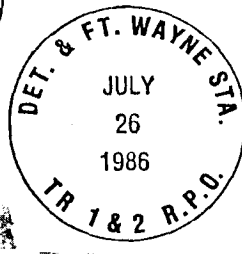


RR Caboose 1890s
USA 11c
Bulk Rate

RR Caboose 1890s
USA 11c
Bulk Rate

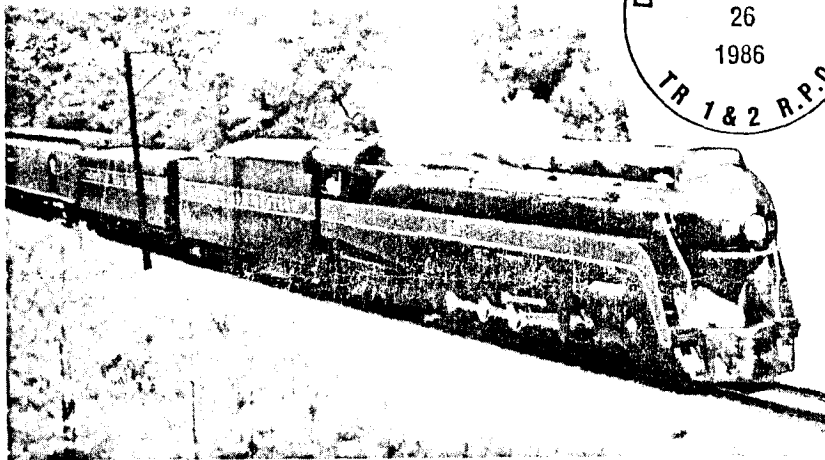
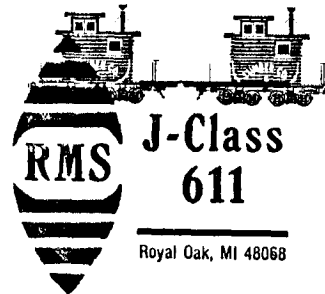


BLUEWATER MICHIGAN CHAPTER, NRHS
MAIL PICK-UP RE-ENACTMENT
NORFOLK & WESTERN RAILWAY
MONTPELIER, OHIO
JULY 26 - 27, 1986



RR Caboose 1890s
USA 11c
Bulk Rate

RR Caboose 1890s
USA 11c
Bulk Rate



Many thanks, Jerry, these are handsome covers and should give us some ideas for such events as the 100th Anniversary of the first through train into Vancouver in 1987. Any takers ?

NEXT ISSUE - Considerable material is on hand from Dr. Warren Bosch, Dr. John McCrea, Ed. Maloney, and also Jack Wallace's presentation at Dearborn. There are also a few notes from other members, and if Jerry Carr will send me copies of his RPO cork cancels, we'll try to run them. Peter McCarthy has also sent a feature article, with photographs, about the Island Pond & Montreal run which may require a separate issue. I'm glad we have such problems.