

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

VOLUME X, NO. 2

SEPTEMBER 1982

Time is getting short for those of you planning to go to the BNAPS convention at Virginia Beach. My apologies for the long lapse in getting this newsletter out--but here it is. Hope you get your reservations in and socialize with us in October. Will be a great affair.

Response to the call for dues has been great so far--still a few stragglers.

GWR MAP - G. Carr's exhibit map caused quite a stir and we need to put it to bed for good, and we will start with the announcement that Joe Purcell has sent in a complete and contrite capitulation, and I quote, "This old man has to eat 'crow'. I was not aware the Great Western Railway had bought up so many branches. But I do have a problem--my diabetic cook book does not have a recipe for cooking crow. Has anyone?" I don't know about crow, but I have had to eat my hat on occasion. Now to clarify, I stated that the map had come from Gillam's book when it actually had come from Shaw's. Then, stupidly, I enclosed a letter from Gillam on the subject and in my haste put in the wrong Gillam letter. So enclosed is a copy (retyped) of L. Gillam's letter on the subject. Now, I think that subject is pretty well cleared up--I hope.

MORE ON END OF TRACK - L. Gillam--this from the Canadian Post Office, so authentic. I quote: "1st January, 1885. A Post Office and Money Order Office called "End of Track, Rocky Mountains, Canadian Pacific Railway" was established. It was a railway car roughly fitted out for service as a Post Office and Postmaster's home. The car moved westward a few miles from day to day with the progress of track laying. On 7th November 1885 the two sections of the track proceeding westward and coming eastward met and this unique Post Office ceased to be. It was for the convenience of the railway employees and during its ten months' operation its M.O. business was greater than that of most Canadian cities at that time for a like period." See also Topics August 1967 whole number 197: Frank Campbell says here: In researching on this problem I was surprised to find my End-of-Track/B.C. had the same postmaster as Revelstoke at that period. Revelstoke is about 25 miles west of the end of construction where the rails met at Craigellachie in 1885. T.A.W. Gordon is listed as postmaster at End-of-Track and at Revelstoke the same year. You will see in this Topics that Frank also illustrates a GRAND JUNCTION/N.W.T. postmark. This is R-42. He misread a poor R.P.O. at the base and interpreted it wrongly and couldn't understand why he could not find a GRAND JUNCTION in the Post Office Guide!

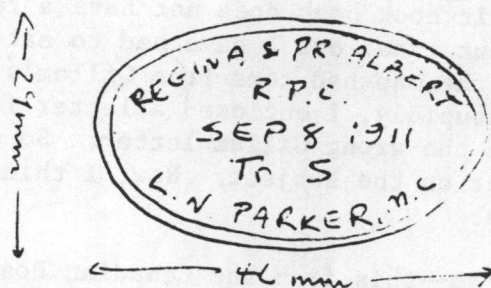
FROM JIM LEHR - A copy of W-1601 - VANCOUVER-PRINCE RUPERT R.P.O./STR."PRINCE GEORGE". While Lew now has a couple of reports on this, Jim, it's a great find. Copy enclosed.

FROM A. PRICE - While on the subject of Steamers, Alex sent this one: "I offer the enclosed photocopy for a "rating" from the 'less than purists.' My uncle was surveying for the Grand Trunk on the Skeena in 1907 and made up a birchbark postcard which he mailed to his sister. The rest of the story is as captioned (on enclosure). I would not object if the mark goes on record, if not already there." Lew, take note--S.S. CALEDONIA.

Ed. From the correspondence I get, the interest in steamers is much higher than I had thought so we will keep at it. The new catalog will have a complete section on

steamers which Lew has prepared in collaboration with W. Topping and others. Topping even spent several days with Lew in Japan helping get this section organized--and now we keep adding new ones. That's what makes this collectible interesting. KEN ELLISON sends along a copy which won't copy properly of VANCOUVER - SKAGWAY R.P.O./ STEAMER "PRINCESS MARY"--they keep coming out of the woodwork. Ken also sends information on my PRINCESS SOPHIA--Built in 1911 in Paisley, Scotland, Oct. 25, 1918--foundered on Vanderbilt Reef in Lynn Canal--Loss of all 343 aboard!

FROM WALLY GUTZMAN - Wally sends along a drawing of a new find of his. "It is on face of a cover, which also contains a C.C of WARMAN /SP 8/11/SASK. Back of cover shows a map from Lacombe to east of Winnipeg with all railways marked and the title "Warman - The Hub of Saskatchewan." Warman seems to have been a hub indeed, as the map shows seven lines meeting there! Even the HBR to Ft. Churchill--I wasn't aware of that!



REFERENCE MATERIAL - My friend Frank Waite has threatened me with extinction if I don't publish this reference. Actually, he sent it last fall and I misplaced it as a lot of you know I did with some of your correspondence--now trying to catch up so here goes Frank--"At the RPO meeting in OTTAWA I extolled the value of a book, "A Statutory History of the Steam and Electric Railways of Canada 1836-1937" which with its appendix (containing maps of Canadian railways) was a 1938 product of the "Department of Transport". I obtained mine by advertising through a book store. Large libraries should have it.

As an indication of its worth, I'll use the first five points from Joe Purcell's notes in the September "Newsletter."

1. I agree from the maps in this book, Galt was the station farthest North.
2. Yes and L.H.&B. Ry.Co made a traffic agreement with the Great Western Railway in 1873. The Gr. Western Ry. acquired bonds of the L.H.&B. Ry Co in 1876. The L.H.&B. Ry.Co was amalgated with the Grand Trunk RY. Co. in 1893. Stock of the Gr.Western Ry. Co was acquired by the Grand Trunk Ry. Co in 1884.
3. No direct line. However, the Galt & Guelph Ry to Guelph; The Great Western Ry. to Harrisburg and then the Lynden; the Grand Trunk Ry to Alford; and finally the Great Western Ry. to Brantford. There was a later abandoned, Great Western Try. Line from Harrisburg to Alford at one time.
4. London and Port Stanley Ry. Co probably is still independent. It was leased to City of London for 99 years in 1914. Various other Railway Cos. (including the Great Western) leased running rights.
5. St. Thomas the Glencoe was part of the Canada Air Line Ry (Fort Erie to Glencoe).

This is a little like giving the answers without knowing the questions as I am unable to locate the article to which Joe Purcell was responding. My only point is to illustrate the value of the book I've been promoting."

Ed. Now Frank, am I safe to walk the streets. I don't know whether Frank's points correspond with the other comments--but here you have them.



WHO IS ROWELL OR WHO WAS ROWELL - I'm sure I am not alone in having in my collection numerous philatelic covers of some very tough runs of recent vintage apparently prepared by a Mr. A. I. Rowell, 53 Grey Crescent, Sarnia, Ont. Does anyone have information to forward on this interesting collector. Was he ever a member of the study group? Did he collect RPOs across the board or limit himself to the recent covers? He is not currently a member of BNAPS--was he ever? Who can help out on this one? He must have spent a small fortune on mint stamps and many of the latest dates for recent runs in Ludlow's records are dates from his covers, where he knew when, to the day, the last trip would occur. For example, I am looking at a cover of #9 which he has labeled "Last Trip #9". Was he a railroader as well as RPO collector? I'll bet Purcell can come up with the answer to this one. I will include a copy of one of his covers as an enclosure and if anyone needs any for reference, I have several duplicates I would be willing to trade.

NEW MEMBER A. D. CAMPBELL writes after receiving the March newsletter asking for listing of RPO hammer listings. Unfortunately, I have to say that we are out of listings and all of us are waiting for the new catalog. The listings, such as they are, in the newsletters are two inches thick and even I don't have all of them. He also reports that he has about 700 different runs, and without a catalog, they have not been separated. He also reports that he was lucky enough to find a new clerk's hammer which Lew has tentatively identified as O-407A--one of the Tor. & Sar. runs. Good Show!

FROM ROSS GRAY - Above we were given information on the END OF TRACK/B.C. cancel and Ross sends along two copies of the END OF STEEL G.T.R./B.C. cancel which is rare and hard to find. Now, who can give us some history on this one used between 1912-1914. Copies are shown at enclosure. Note the attractive corner with GRAND TRUNK PACIFIC RAILWAY--Nice exhibit piece.

PROGRESS - Jim Felton writes that he has progressed from his report in the December newsletter of 608 different RPOs to 684 in March. That is some progress and I can assure that Jim will start seeing the going getting rough in this range. Just wait til you try getting to 1,000--crossing that mark is like climbing up Niagara Falls--right, Warren Bosch? I thought I was there twice and each time I would get a letter from Lew announcing he had delisted one or two and I was off again.

RPOs on CENTENNIALS - John Aitken reports that Joe Purcell sent him confirmation of N87B, O-383C, Q-32A and clerk Q-171D. As well he has some Emergency P.O.s, Q-64B, O-314G and W-179G. Everyone fill in their chart because I won't redo it for awhile--at least until some time has elapsed and more reports are in.

NEWFOUNDLAND - Attached is a copy of an excellent map of Newf. showing the map of railways and towns along the way. I have never seen this good a representation. Ross Gray dug it up from "Narrow Gauge Railways of Canada" by Omer Lavallee. A quick glance doesn't show several of the towns for which we have ticket stamps reported--specifically, where is Arnolds Cove and Spruce Brook--a couple that I was lucky to be the first reporter. Can anyone help on this? Thanks, Ross!

BNAPS EXHIBITS - Larry Paige started last year and plans to continue giving an award to the best exhibit of a study group member. Obviously this is to encourage more exhibiting. So, let's talk about that for RPOs. Hasn't been much activity with RPOs and certainly that's not because none of you have nice material. I know that almost everyone in the group could put together a nice exhibit and share your material with all of BNAPS--plus it gives me stuff for the newsletters. It is important to the future of the hobby--and our status in BNAPS that we have more exhibits. And there are so many areas in RPOs to narrow in on for an exhibit--why not try. I have done it twice--even though it is quite difficult and demanding the rewards are great. Just seeing "your" material mounted in the frames with people paying attention. It doesn't have to be just classic material to make an

exhibit. The most important criteria is that it tells a story about some aspect of the subject--in other words, there should be some theme around which the material is focused and the pieces lend themselves to illustrating the theme--for example, I did my first one on the railroad post office runs in and out of the city of Quebec when the exhibit was in Quebec. Then I just illustrated the cancels from all the different runs over time that went in and out of that city. There are so many subjects that can be used with RPOs--just use your imagination. I will help anyone that wants to take a crack at it, and I know that Lew, Ross and others would willingly help with their experience. It just takes the guts to get started. Anyone game? We have a great field with lots of diversity and many challenging areas. We just need more exhibiting to show the rest of BNAPS what we are all about.

JERRY CARR sends a strip of 1c Sm Queens with two strikes of R-9 - B. & O. R.R./2/ As usual, this probably won't show that well through the copy processes but it is an awfully nice piece that should be seen to be appreciated.

LAST BUT NOT LEAST - At this writing the new catalog should be almost finished at the printers. Lew Ludlow reports he gave the final copy for printing in early August. It will be available, then, in September and Lew will have copies at the convention at Virginia Beach. Hurray - A long time coming, but I'm sure it will have been worth the wait! Most of the RPO study group meeting and talk at the convention will center around the new catalog.



GRAND TRUNK PACIFIC RAILWAY

FORM  
E. 101



STEELE  
SP15  
13  
A.C.

Miss Laura K. Crook

Champion

New York  
U.S.A.

R-45 END OF STEEL GTP WEST SP 19 13

*Miss Crook's name  
is misspelled in the  
address book to which  
this card was sent.*



STEELE

Miss Ruby Vansickle  
Alberton  
Ontario

Miss Ruby Vansickle

Dear Madam

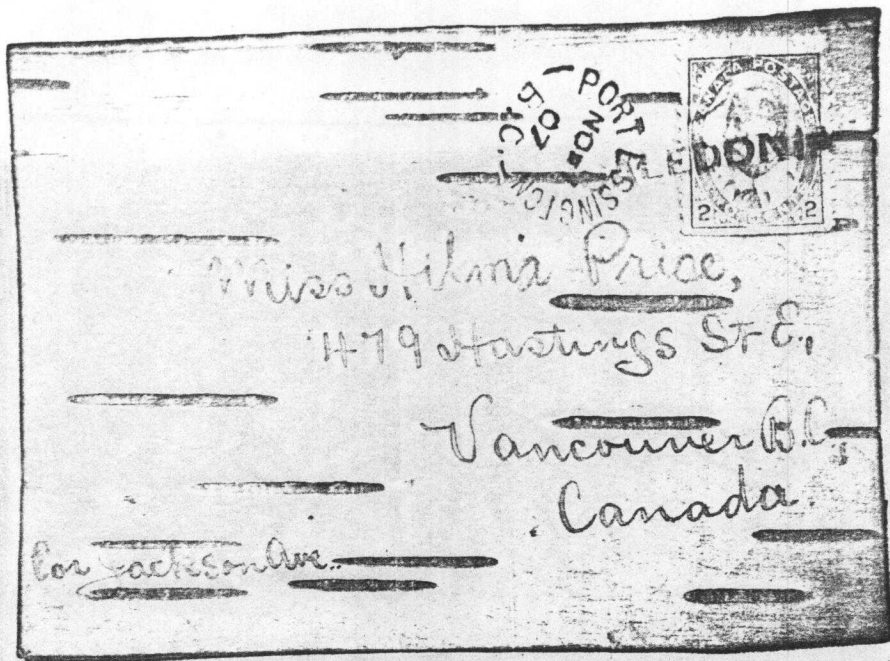
like to thank you for  
the card which you  
sent me. I am sorry  
that I cannot write  
you more often but  
I am sure that you  
will understand me  
and I hope that you  
will be able to  
write to me some  
time.

NOV 12 1913

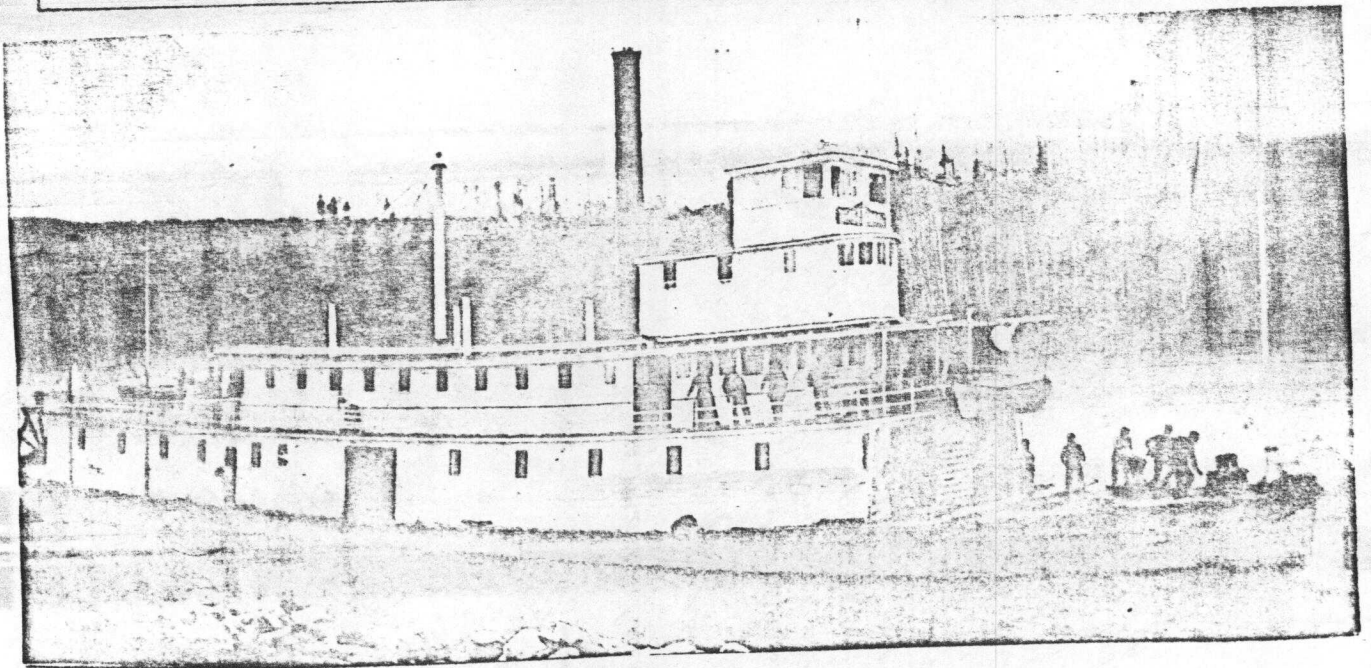
R-45

NO 7, 12

R. Gray



This birchbark was placed on the S.S. Caledonia at Woodcock Prairie, Skeena River, October 22, 1907, and received the ship's mark, and later cancelled in transit at Port Essington Nov 1, 1907. This Caledonia was the second Skeena boat to bear the name, having been built in 1898 for the H.B.C., using the engines from the first Caledonia.



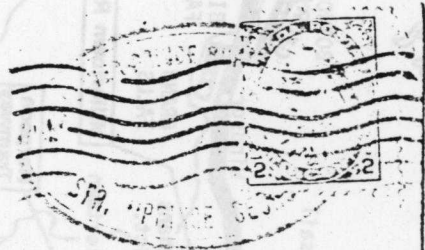
H.B.C. S.S. Caledonia



CIFIC COAST CONSTRUCTION CO.  
LIMITED  
O. DRAWER 1587 VICTORIA, B. C.

W-160 I

From J. Lehr



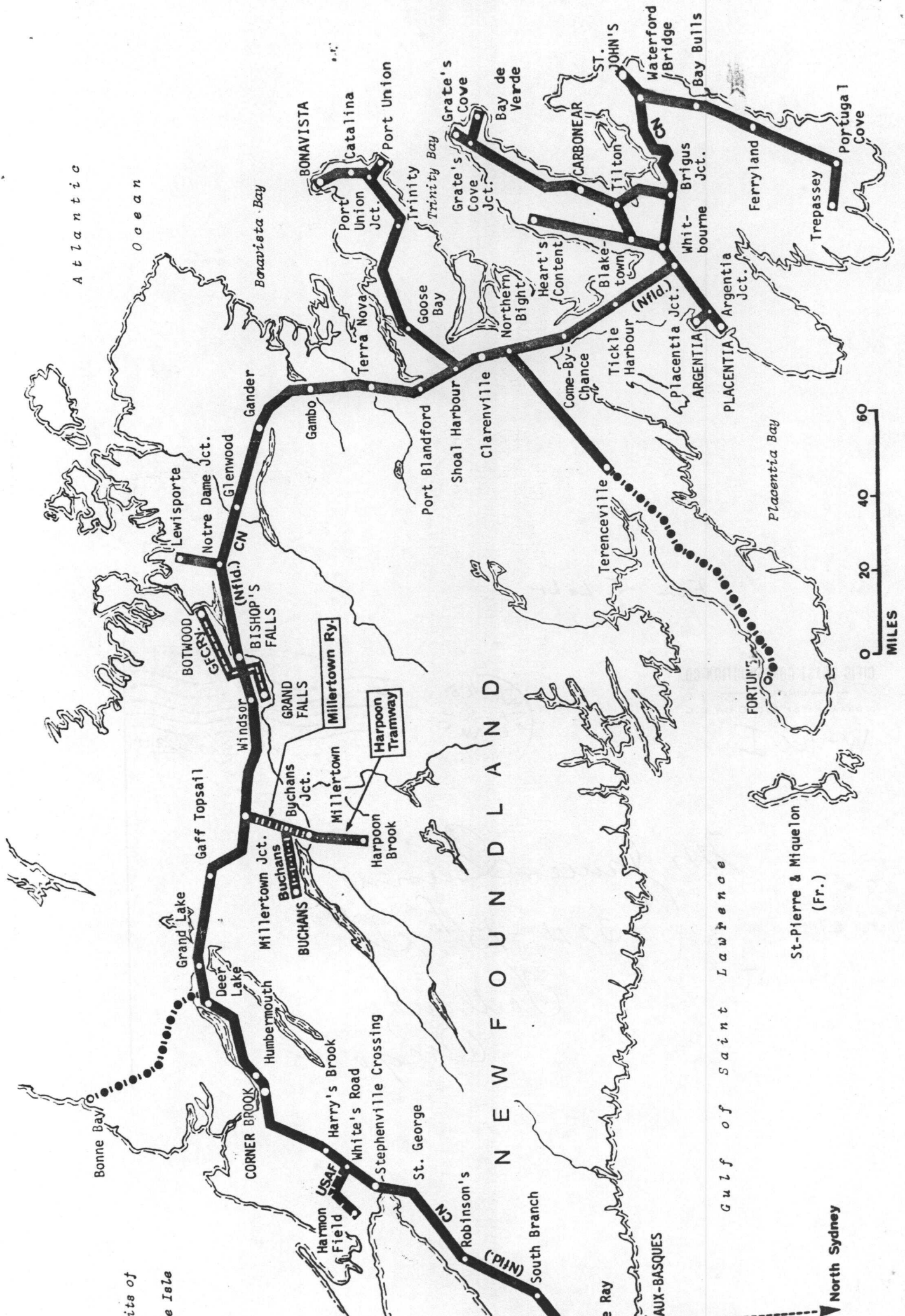
Aug 21, 1911

Mr James Quinn

note George, not  
Rupert

324 - 13<sup>th</sup> St

Portland  
Oregon



FROM "NARROW GAUGE RAILWAYS OF CANADA" BY OMC LAVALLÉE



NEW BRUNSWICK RAILWAY

McADAM & EDMUNSTON R.P.O. / .

M-72 1903-1909

HAMMER I



Major rim break on right side of "O" of Edmunston. Dot between "N" and "R".

HAMMER II



No dot between "N" and "R". No significant rim breaks.

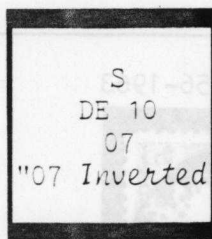
RARE

HAMMER III



Major rim break over "ON" of Edmunston.

HAMMER IV



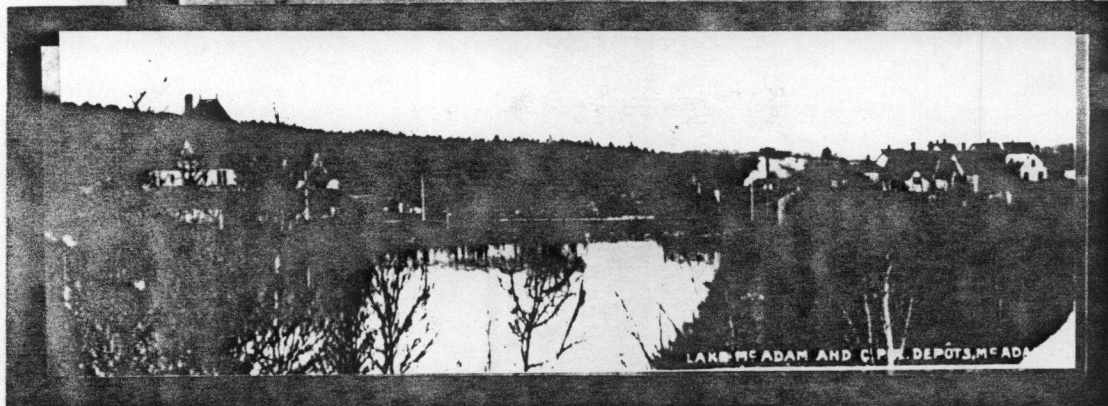
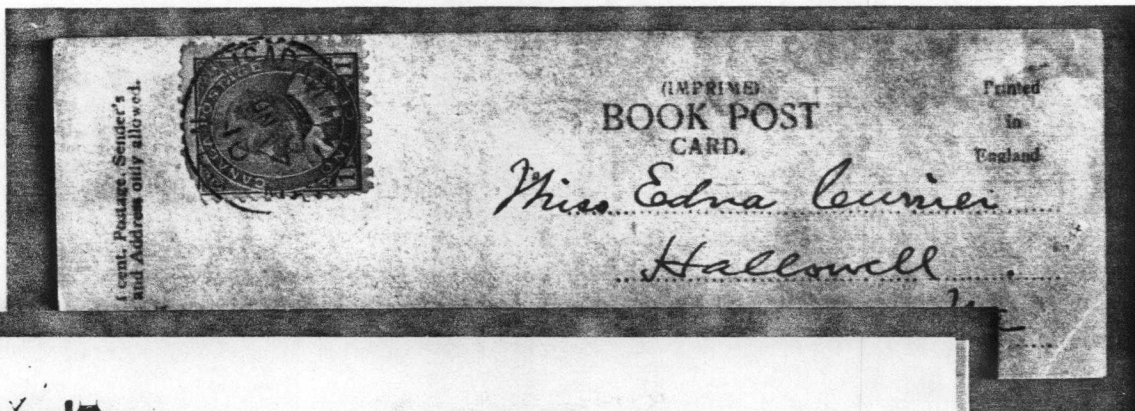
No significant breaks in this Hammer. Dot between "N" and "R".

In addition to the hammer differences noted above, there are numerous minor spacing differences in the lettering, which can, with careful measurement, identify each hammer. Note spelling error for EDMUNSTON, used in all four hammers used throughout the period.

NEW BRUNSWICK RAILWAY

McADAM Rwy. STN. / N.B.

D-19 1905-1919



JUN 7  
10

An unusual piece with the depot cancel and the picture of the depot on reverse side!

SAINT JOHN & ED'STON R.P.O. / .

M-102 1933-1955



152  
JUN 25  
36



152  
NO 20  
36

SAINT JOHN & EDS. R.P.O. / .

M-102A 1956-1963



154  
17 V  
56  
Earliest Recorded



124  
15 VIII  
58



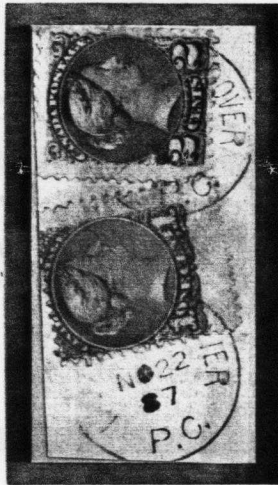
124  
19 IV  
61  
CPR Perfin



NEW BRUNSWICK RAILWAY

McADAM & ANDOVER / P.C.

M-71 1887-1889



S  
NO 22  
87  
Earliest Recorded

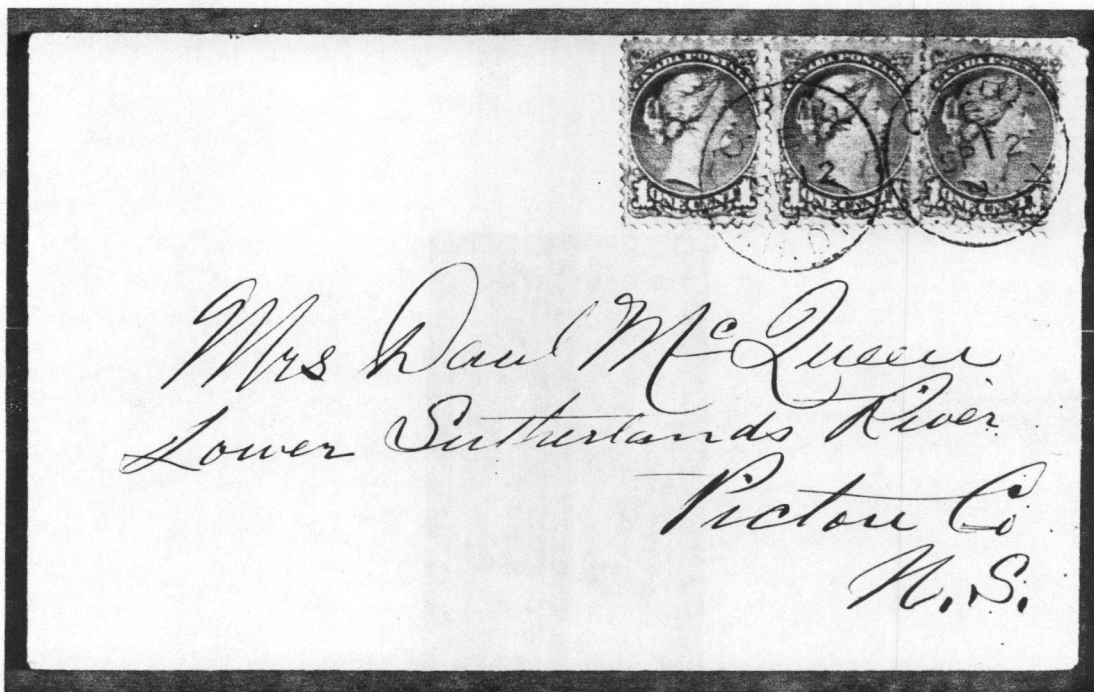


*This is a particularly prized and rare piece,  
with only three other copies recorded.*

NEW BRUNSWICK RAILWAY

C.P.Ry. / N.B. DIV.

R-29 1891-1894



E  
SP 12  
94



W  
JY 20  
6



W  
JY 20  
6



W  
SP 14  
9