

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

THE R.P.O. NEWSLETTER

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

VOLUME 13 - No. 5

Whole No.50

September, 1985

Welcome to Calgary. This issue will be distributed to those attending BNAPEX, September 12 to 14, 1985. Those not attending will receive it somewhat later courtesy of Canada Post & USPO.

ADLETS - Some time ago we proposed this for members. Here are a few -

Warren L. Bosch  
Elgin Comm. Coll.  
Elgin, Ill. 60120

Needs - MA-18, 19, 112, 124, 130, 141,  
144, 149, 163, 177, 181, 232, 259, 260  
plus most runs with RF over 400.

Jim Lehr  
2918 Che shire Rd.  
Wilmington DE  
19810

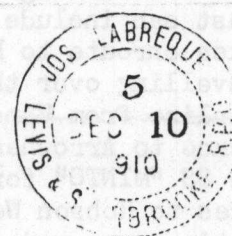
Needs - N-20, 30, 38A, 63a, b, 64, 72, 74,  
75, MA-18, 73, 141, 159, 160, 177, 181,  
206, 232, Q-2, 51, 61, 132A, 152A, 157,  
165E, 165F, 177E, 203B, 235, 238, 238A  
249, 264.

L.F. Gillam  
66 East Bawtry Rd.  
Rotherham, S. Yorks.  
S60 4BU, England

A new book - CANADIAN MAIL BY RAIL  
1836-1867. A limited edition of  
500 copies, hardback, illustrated.  
Price \$15.50 US incl. postage.

QUERIES - Joe Purcell writes - "I am puzzled. In the R.P.O. Catalog there are several groups of "runs" that puzzle me. These include all W-18, W84 and W-137 runs except W-137I, all W-159 and W-180 runs except 180, 180A, 180F, 180J and 180Q. There may be others. In my opinion all these runs are not R.P.O. related, but are Post Office administrative cancels. Can anyone confirm or shoot down my suspicions?"

INTERESTING REPORTS - Check your Annex 3. The type for listing W-65Z wasn't shown. It should be Type 12A. Ted Woodward reports MA-19 with strange Indicia - showing E/AP 14/M. It would appear that the Clerk removed the year date (probably 1911) instead of the direction, and replaced it with an inverted "W". Ron Kitchen reports a partial strike of Q-52Ad on a 1910 postcard from Weedon Station on the Quebec Central Railway. See also "Topics" No. 405, Jan.-Feb. 1985 - where the original report from Bob Chaplin didn't have a fixed year. It's amazing how one report of this kind seems to lead to others giving further information. Gerald Carr also reports a new Intercolonial Railway ticket stamp on a one-cent Queen Victoria Jubilee stamp, dated August 5, 1897. Lew didn't get this one into Annex 3. It is TS-93, Type 3A, the town is OLD LAKE ROAD, and reporter 159. My guess is that it will appear as TS-93e. Gerry's note was mailed at the show of the Suburban Stamp Club, Plymouth, Michigan, and has a special cancel commemorating the centenary of the birth of the automobile. Thanks also to Dr. John McCrea for an interesting cover from mail car No. 36 of the Southern Railway, mailed on their steam special, Train No. 611, of the Alexandria and Charville R.P.O., June 1, 1985. Wish we could arrange some of these in Canada. Pages 2 & 3 following from Ken Ellison -



# CANADIAN PACIFIC RAILWAY COMPANY PACIFIC REGION

Office of the General Passenger Agent

Vancouver, B. C. May 1st, 1951  
File 11-4/51-D

*\$9. car*

## ARROW LAKES SERVICE - SS "MINTO"

The Canadian Pacific Lake Steamship "MINTO" provides service twice a week in each direction on the Arrow Lakes on the following schedule:-

### NORTHBOUND

Read Down

Tue. & Fri.	5.30 AM	Lv. Robson West
Tue. & Fri.	3.30 PM	Ar. Nakusp
Wed. & Sat.	8.00 AM	Lv. Nakusp
Wed. & Sat.	11.45 AM	Ar. Arrowhead

### SOUTHBOUND

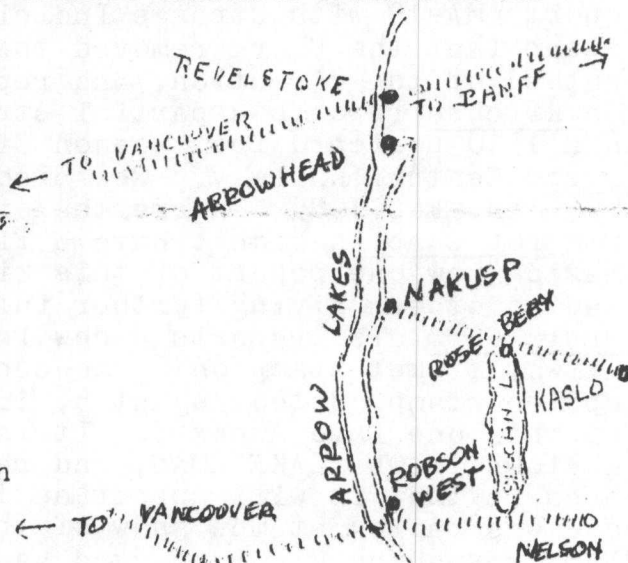
Read Up

Ar. 2.30 PM	Thurs. & Mon.
Lv. 4.00 AM	Thurs. & Mon.
Ar. 5.00 PM	Wed. & Sat.
Lv. 1.05 PM	Wed. & Sat.

On the Southbound trip the S.S. "MINTO" connects with Canadian Pacific Railway Train No. 12 Eastbound at Robson West Mondays and Thursdays. Robson West is approximately 485 miles east of Vancouver on the Kettle Valley route of the Canadian Pacific.

The northern terminus of the SS "MINTO" is Arrowhead which is situated at the end of a branch line - 27 miles south of the town of Revelstoke on the main line of the Canadian Pacific. Revelstoke itself is 379 miles east of Vancouver. Lake Louise is only 146 miles east of Revelstoke and Banff about 180 miles east, thus it is possible to combine a trip on the Arrow Lakes with your journey to or from these beautiful resorts in the Canadian Rockies.

Passengers from the Pacific Coast can include a trip on the Arrow Lakes enroute to Eastern points by travelling over the Canadian Pacific mainline from Vancouver to Revelstoke, thence to Arrowhead and embarking on the SS "MINTO" for the trip down the Lakes to Robson West where connections are made with the Eastbound trains. Passengers from Eastern Canada and the United States travelling Westbound should arrange their stop so as to permit arrival at Robson West on Train No. 11, Mondays and Thursdays.



The steamer fare between Arrowhead and Robson West is \$5.35 plus cost of berth (\$1.25 to \$2.00), or Stateroom (\$3.00 to \$3.25). There are 22 staterooms with two single berths each and 4 staterooms with a double lower berth and a single upper. These latter cabins can accommodate 3 people. Meals are a very reasonable price, breakfast costing 75 cents, lunch and dinner \$1.00 each, and are served to children at reduced prices.



The "MINTO" is one of the rapidly diminishing fleet of paddle wheel steamers which once travelled on many of the rivers and lakes in the United States and Canada. The "MINTO" was placed in service on the Arrow Lakes to provide passenger and freight service for the people of the district. It was not built with a view to accommodating tourists and therefore intending passengers should be cautioned not to expect luxurious accommodation. Cabins on the "MINTO" are steam heated as are the lounges and although accommodation is not spacious, a comfortable trip can be expected.

Weather during the summer is usually ideal - the days are warm and the nights are invariably cool.

The Arrow Lakes are in reality a part of the Columbia River. The river is broad at this part of its course and has the appearance of a long lake hemmed in by mountains. The entire boat trip from Robson West to Arrowhead is one of great interest and there is a panorama of beauty on both sides of the lake which radiates a different hue of green, depending on the location of the sun. There is a natural stone arch bridge between Renata and Deer Park that appears from the distance to be comparable with the best of man made architecture. About 2 miles north of Needles, the Watshan Lake Project is under construction, with the site for the power plant located on the lake shore. At Burton, the Upper and Lower Arrow Lakes are joined. Nakusp is an important point on the Arrow Lakes as it is the terminus of rail lines connecting with Kaslo on Kootenay Lake and Rosebery on Slocan Lake. This is the port where the "MINTO" stops for the night before continuing its journey. Passengers who are Southbound from Arrowhead on Saturdays cannot be accommodated on the "MINTO" on Saturday nights, and reservations in the local hotel should be arranged. Halcyon is the site of the famous hot springs where people come for treatment in the Sulphur Baths.

The "MINTO" has space for seven automobiles which can be carried from one end of the lake to the other. No vehicle exceeding 6' 4" in height 6' 6" in width and exceeding five tons in weight can be accepted for transportation. Measurements must include couplings, chimneys and radio antennae or other projections. Reservations for cars are necessary.

Intending passengers would do well to bear the following facts in mind when considering a trip on the "MINTO".

Advance reservations are necessary as the trip is very popular during the summer.

Accommodation is not luxurious but is comfortable.

Meals are plain, but the food is good.

The trip represents wonderful travel value as it is inexpensive, scenic and unusual. The Arrow Lakes journey can easily be incorporated into a trip either Eastbound or Westbound.

Further information can be obtained from Canadian Pacific agents or by writing to:-

H.C. JAMES  
General Passenger Agent,  
Canadian Pacific Railway,  
Vancouver, B. C.

LAKE ERIE AND DETROIT RIVER RAILWAY COMPANY

by John C. Hornsby

Incorporated in 1885, under Dominion of Canada statute, as Lake Erie, Essex and Detroit River Railway Company, to construct a railway from Windsor or Sandwich to Kingsville, with branches to Comber, Amherstburgh, Charing Cross and Rondeau. The founding members consisted of Hiram Walker, William Scott, N.A. McHugh, A.L. Hitchcock, G.J. Leggatt and Dr. John Coventry.

1888 - August 1 Construction commenced, Windsor to Leamington.

1888 - December 26 Line opened, Windsor to Ruthven.

1889 - May 24 Line opened to Leamington.

1891 Name changed to Lake Erie and Detroit River Railway Company with permission to extend line to Simcoe.

1892 - December 24 Track extended to Ridgetown.

1893 Amalgamated with company of same name, which had been originally incorporated in 1889, under Province of Ontario charter, as Amherstburg, Lake Shore and Blenheim Railway Company, to build from Amherstburg to Harrow, Kingsville, Leamington, Wheatlev, Township of Harwich and to Windsor and Sandwich. in 1890, again under Province of Ontario statute, name changed to Lake Erie and Detroit River Railway Company. Hiram Walker continued as President.

1894 Negotiated a 20 year lease of the City of London's newly acquired rail line running between London and Port Stanley. Included in the lease was the stock of the Lakeside Navigation Company, with steamship connections with Cleveland, Ohio. The steamer

1897

Entered into agreement with Canada Southern Railway Company to run over portions of their line from St. Thomas to Niagara Falls.

1901 - June 20

Approval granted under Dominion statute to amalgamate with Erie and Huron Railway under name of Lake Erie and Detroit River Railway Company. (Erie and Huron Railway Company incorporated in 1873 to build from Rondeau Harbour (Erieau) on Lake Ontario to Dresden, via Chatham, then on to Sarnia, via Wallaceburg.)

1901 - July

Completed extension from Ridgetown to St. Thomas.

1904 - January 23

With the exception of the London and Port Stanley Railway, properties and trackage rights leased exclusively to Pere Marquette Railroad Company for 21 years.

Note:

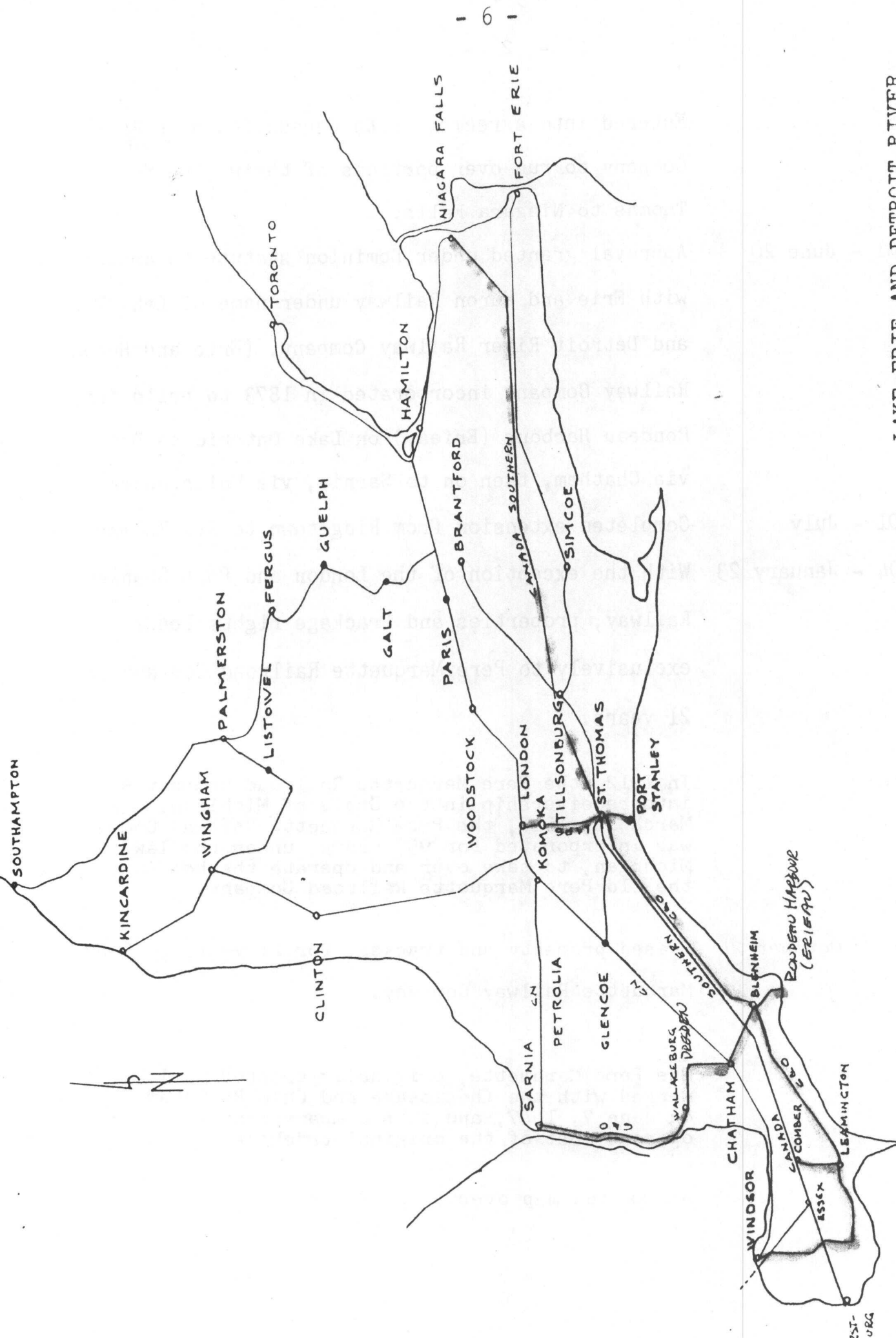
In 1912, the Pere Marquette Railroad Company went into receivership in the State of Michigan. On March 12, 1917, the Pere Marquette Railway Company was incorporated for 999 years, under the laws of Michigan, to take over and operate the holdings of the old Pere Marquette Railroad Company.

1923 - October 24

Leased property and trackage for 21 years to Pere Marquette Railway Company.

The Pere Marquette, originally created in 1899, merged with the Chesapeake and Ohio Railroad Company on June 7, 1947, and this company continues to operate most of the original trackage today.

See sketch map over (Page 6)



LAKE ERIE AND DETROIT RIVER  
RAILWAY COMPANY

CHESAPEAKE AND OHIO  
RAILROAD COMPANY

Scale - 1" = 25 M



INDEX TO HAMMER ANALYSES - MARITIMES RUNS - Again thanks to Jim Felton we have an index to the detailed studies of the Maritimes runs published by Chairman Lew in "Topics" between Issue No.318 (December 1972) and 373 (Sep-Oct 1979), and in Study Group News Letters generally between Volume 5, No.1 (Feb. 1977) and Volume 7, No.3 (June 1979). The numbers following each run show where to locate the details.

MA-1	318	MA-56	337	MA-108	350	MA-168	362
2	318	57	337	109	352,5:2	169	361
3	319	58	337	110	352	170	362,6:3
4	319	59	337	111	352	171	362,6:3
5	319	60	338	112	353	172	362
6	320	61	338	113	353,366	173	362,6:3
7-10	-	62	338	114	-	174	364,6:2-3
11	322-3	62Z	-	115	352,5:2	175	364
12	324	63	338	116	353	176	364
13-15	-	64	338	116A	-	177	364
16	324	64A	-	117	353,5:2	178	364
17	324	65	339,354	118	355	179	364,366
18	-	66	-	119	355	180	364
19	324,343, 354	66A	-	120	2:2	181	364
20	-	67	-	121-3	-	182	364
21	320	67A	-	124	355	183	365,6:3
22a	345	68	338	125	355	184	365
22c	-	69	338-9	126	355	185	365
23	326-7,332	70	-	127	355	186	365
24a	333	71	343-4	129	356	187	365
c	-	72	344	130	357	188	365
25	-	73	344	131	356,361	189	365
26	321	74	344	132	356	190	-
27	333	75	344	132A	-	191	365
28	322	76	-	133	357	192	370
29	321	77a	366	134	357	193	365
30	322	78	-	135	357	194	365
31	324	79	344	136	357	195	365
32	322	80	346,8	137	357	196	365,6:3
33-5	-	81	349	138	359,5:1,	197	365,6:3
36	334	81L	-		6:3	198	365
37	334	82	345	139-49A	-	199	365
38	335	83-6	-	150	360,5:1	200	365
39	334	87	349	151	360,5:1	201	365
40	-	88-90	-	152	360,5:1,	202	365
41	334	91	349		6:2	203	365
42	334	92	349	153	360	204	367
43	2:2	93	349	154	360	205	367
44	334	94	-	155	360	206	367
45	334	95	349	156	360	207	367
46	334	96	349	157	360,6:2	208	368
47	335	97-8	-	158	360	209	368
48	335	99	366	159	360	210	367
49	335	100	-	160	360	211	368
50	335	101	350	161	361,6:3	212-6	-
51	335	102-3	-	162	362	217	368
52	335	104	366	163	361	218	367
53	336	105	350	164	362	219-20	-
54	336	106	350	165	361,6:3	221	368
55	-	107c	364	166	360	222-32	-
		107h	352	167	362,6:3	233	370

INDEX TO HAMMER ANALYSES - MARITIMES RUNS - Concluded -

MA-234	370	MA-241	371,7:1	MA-249	372,7:2	MA-257	373,7:3
234A	-	242	-	250	372,7:2	257A	-
235	370	243	371,7:1	251	372,7:3	258	-
236	370	244	371,7:1	252	372,7:2	259	373,7:5
237	370	245	371,7:1	253	372,7:2	260	373,7:5
238	370	246	371,7:2	254	372,7:3	260A	-
239	-	247	371,7:2	255	372,7:3	261	-
240	371,7:1	248	372,7:2	256	373,7:3	262	373,7:5
						263	373,7:5

SECRETARY-TREASURER's REPORT 1985 - Period Sep.1,1984 -Aug.31,1985

<u>INCOME:</u>	1985 Dues and foreign exchange	\$ 369.08
	1986 Dues in advance	<u>18.00</u>
	TOTAL	\$ 387.08
<u>EXPENSES:</u>	Vol.13,No.1 - printing,postage,etc.	42.47
	2 - "	83.05
	3 - "	81.41
	4 - "	91.40
	5 - printing & est.post.	<u>75.00</u>
	TOTAL	\$ 373.33
	BALANCE	\$ 13.75

- NOTES:
1. Most of Issue No.1 was provided by Lew Ludlow, so printing costs include only one sheet,both sides.
  2. postage for Issue No. 4 reflects postage increase effective June 24, 1985.
  3. Postage costs for Issue No. 5 estimated only, as some copies are being distributed at BNAPEX.
  4. All accounts are in Canadian Dollars.
  5. It is recommended that dues for 1985-86 be set at the same level as 1984-5 ( \$5 Us or \$6 Canadian) which should cover cost of 4 to 5 issues of Bulletin.
  6. Present Membership - U.S.A. - 25  
Overseas 3  
Canada 49  
TOTAL 77

MEMBERSHIP: One of the measurements of the success of any organizations is the ability to retain members. It may be of interest to note that twelve of the original 28 charter members of this Study Group, formed in September, 1973, at Calgary, are still active - as follows -

No.2	Lewis M.Ludlow	13.	Kenneth v.Ellison
3	James C.Lehr	17.	George F.Smalley
5	H.Alex.Price	18.	Joseph L.Purcell
6	Jack M.Wallace	20.	William G.Robinson
7	James S.Karr	26.	Graham Noble
9	Gordon M.Hill	27.	Horace W.Harrison

- of the remainder, nine have died, and seven have resigned over the years.

DUES: The original dues were set at \$ 3.00 per year in 1973. At that time first class postage cost 8¢ - now 34¢ & 39¢ !



MEMBERSHIP - R.P.O.STUDY GROUP B.N.A.P.S.

August 31,1985

CANADA

AITKEN	John D.	Box 1730,Stn."A"	London,Ont.	N6A 5H9
BIRCHILL	Douglas	40 Rollingwood Dr	Willowdale	M2H 2M5
BRADLEY	Walter L.	122 Sherwood Ave	Kitchener	N2B 1K1
BUREGA	Paul	Box 15765,Stn F	Ottawa,Ont	K2C 3S7
CAMPBELL	A.D.	165 Queen St.N	Kitchener	N2H 2H8
COVERT	Dr.Earl L.	Box 1070	Hay River NWT	X0E 0R0
CURTIS	Wayne R.	Box 74,Stn.A	Toronto	M5W 1A2
DALPE	Jean-Guy	684 Le Laboureur	Boucherville	J4B 3S2
EGGETT	Peter	207 Lafferty Ave	Windsor,Ont	N9J 1K2
ELLISON	Kenneth V.	RR#1	Oyama,B.C.	VOH 1W0
ERNST	Robert C.	347 Yonge St.	Barrie, Ont.	L4N 4C9
FOREST	Jean-Pierre	4014 des Cedres	Cap Rouge,Que	GOA 1K0
GAGNON	Robert E.	B.P.284	Ste.Therese,Q	J7E 4J4
GRAY	Ross D.	Box 174	Lindsay,Ont	K9V 4S1
GREIG	William	1064 Royal York	Toronto	M8X 2G7
GRIMM	Paul H.	Box 157	Berwick,N.S.	BOP 1EO
HARDING	David E.P.	#101-1595 Bay St.	Victoria,BC	V8R 2B5
HILL	Gordon M.	320-1001 13 Ave.SW	Calgary	T2R 0L7
HORNSBY	John	56 Highland Pk.Bd	Thornhill,O.	L3T 1B3
JOHNSON	Jonathan C.	Box 6118,Stn.D	Calgary,AB	T2B 2T7
KARR	James S.	536 49th Ave.SW	Calgary, AB	T2S 1G5
KERTCHER	Melville C.	604-155 Navy St.	Oakville,ON	L6J 2Z7
KITCHEN	Ronald	1387 Pearl St.	Ottawa, ON	K1T 1C6
LABIUK	Eugene M.	Box 1193,Stn B	Mississauga	L4Y 3W5
LEE	Robert A.	Box 937	Vernon, B.C.	V1T 6M8
MACHUM	Harry	200 Anderson Dr	Lively, ON	POM 2EO
MICHAUD	Jean-Claude	Box 5176	Armdale,NS	B3L 4M7
MILLER	James E.	Box 90	Knutsford,BC	VOE 2AO
MOULTON	Dr.Richard	216 Armit Ave.	Fort Frances	P9A 2G9
NARBONNE	R.F.(Hank)	216 Mailey Drive	Carleton Pl.	K7C 3X9
NEIGHBOUR	Iain	659 Cowan St.	Kamloops,BC	V2C 3G3
NOBLE	Graham J.	Box 80	Kingston,ON	K7L 4V6
PEATMAN	Alfred N.	22 Second St.	St.John,NB	E2H 1M1
PRICE	H.Alex.	1907 W.61 Ave.	Vancouver,BC	V6P 2C6
PURCELL	Joseph L.	6 Richardson Dr.	Kingston,ON	K7M 1S6
RICHARDS	William S.	272 Gladmer Park	Saskatoon,SK	S7J 2X3
ROBINSON	William G.	5830 Cartier St.	Vancouver,BC	V6M 3A7
SMALLEY	George F.	298 John St.	Gananoque,ON	KOH 1R0
SMITH	Carleton	261 Thorner Dr.	Hamilton,ON	L8V 2M6
SOPER	Robert B.	Box 2311	Halifax,NS	B3J 3C8
STEINHART	Allan L.	1910-45 Dunfield	Toronto,ON	M4S 2H3
STOKES	Albert Hedley	396 Main St.	Toronto, ON	M4C 4X8
STREET	H.Michael	Box 7230	Ancaster,ON	L9G 3N6
TOMS	Mrs.Margaret	321 Crawford St.	Orillia,ON	L3V 2M6
TOPPING	William E.	7430 Angus Drive	Vancouver,BC	V6P 5K2
WALKER	Lawrence S.	8844 Notre Dame E	Montreal,PQ	H1L 3M4
WALLACE	Jack M.	802-670 Dallas	Victoria,BC	V8V 1B7
WELLBURN	Gerald E.	705 - 225 Belleville	Victoria	V8V 4T9
WILSON	J.Donald	11 Elm Place	St.Johns NF	AlB 2S4

ENGLAND

DE LACY-SPENCER	Rev.Roger	Univ.College N Wales Bangor,Gwynedd
		1 Menai Ave. LL57 2HH
GILLAM	Lionel F.	66 E.Bawtry Road Rotherham,S.Yorks

August 31, 1985

JAPAN

PARAMA Rick 302 Sonoda Yamate House  
11 Suwa Cho, Naka-ku  
Yokohama 231, Japan

U.S.A.

BLAIR	Charles D.	402 E.Circle Dr	N.Muskegan, MI	49445
BLOMFIELD	R.Seymour	5107 Cayuga Dr.	Knoxville, TN	37914
BOSCH	Dr.Warren R.	Elgin Comm.Coll.	Elgin, IL	60120
BOUBELIK	Charles F.	Box 1737	Boulder, CO	80306
BOWEN	Dr.Edward H.	14 Timi Road	Holliston, MS	01746
BRASSLER	Norman		Buck Hill Falls, PA	18323
BURNETT	John T.	757 Parkwood	Sydney, OH	45365
CARR	Gerald C.	12599 Coach Lane	South Lyon, MI	48178
COLBERG	Richard	126 Crosswick Lane	Lancaster, PA	17601
DINGENTHAL	Harry F.	Box 472777	Garland, TX	75047
FELTON	James	Box 56371	Little Rock, AR	72215
GOBEN	James	304 W.Lincoln St.	Bloomington, IL	61701
HARRISON	Horace W.	122 Charlesbrooke	Baltimore, MD	21212
JENKINS	James R.	Rt.1	Billings, Mont.	65610
KALABZA	Stanley	2310 So.61st Ave	Cicero, IL	60650
LEHR	James C.	2918 Cheshire Rd	Wilmington, DE	19810
LUDLOW	Lewis M.	5001 - 102 Lane NE	Kirkland, WA	98033
MCCREA	Dr.John M.	Box 172	Monroeville, PA	15146
MAKINEN	Don	Rt.2, Box 38	Freeport, TX	77541
MOFFAT	G.Palmer	4542 E.Camino de Oro	Tucson, AZ	85718
POORE	Rev.Elwood S.	302 S.Denton	Gainesville, TX	76240
STILLIONS	Clarence A.	5031 Eskridge Tce	Washington DC	20016
UNWIN	Alexander M.	Box 1686	Bellevue, WA	98009
WAITE	Frank	110 E.McMillan	Newberry, MI	49869
WOODWARD	Ted	Box 2022	San Bernardino, CA	92406
McKAIN	David L.	5 Meadowcrest	Parkersburg, WV	

GREMLINS - Please make another change to your Annex 3. The earliest date for MA-38 should be 10/19/22, NOT 6/12/18.

USEFUL BOOKS - In the adlets on Page 1 you will note the forthcoming publication of a new book on early railway mail in Canada by our C.P.S.of G.B. contact member, Lionel Gillam. A review will appear in "Topics" and this News Letter as soon as a copy is received.

Several years ago a large paper-back entitled "Railway Mileposts British Columbia - Volume 1 - The CPR Main-line route from the Rockies to the Pacific" appeared. It is still available in Canadian book stores for about \$ 11.95.

Now a companion Volume 2 covering the Southern routes from the Crowsnest to the Coquihalla has been written by the same author - Roger G.Burrows. This includes both the Great Northern and Kettle Valley (CPR) routes, and costs \$ 14.95. Both volumes are strongly recommended for all students of B.C. R.P.O.s.

-30- That's all for this year. Hope you have enjoyed the News Letters, and that you will let me have your comments.

*Bill*