

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

VOLUME 15 - No.3 whole No.59 January, 1987

MEMBERSHIP - Please welcome the following new members to the Study Group -

Alan H. Hewitt
180 Southview Drive
Concord, Ont. L4K 2L3

Joe Smith Thomas Washington
Box 1143 HQ USARJ, DCSRM
Rocky Mountain House, Alta. APO San Francisco, CA
TOM 1TO 96343 - 0054

Joe is a Jubilee specialist, while Thomas' forte is Royal Trains.

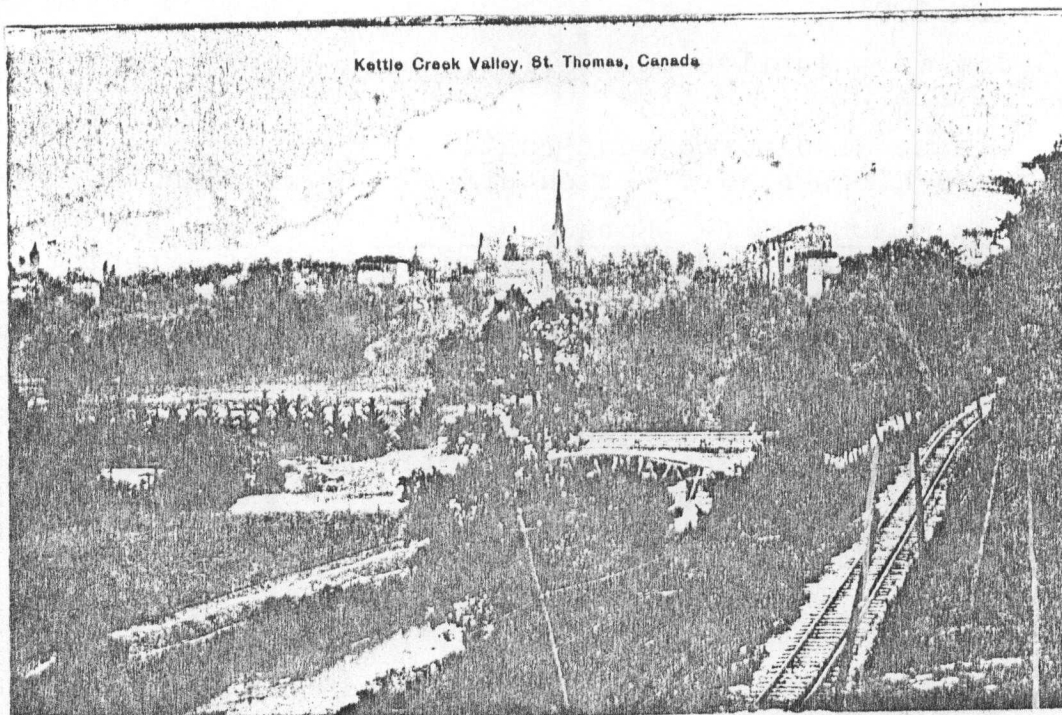
Please also amend your roster for the address of Dr. Edward H. Bowen, Jr. It should read Temi Road, NOT Timi.

FROM THE MEMBERSHIP - Horace Harrison writes again regarding judging - "I have succeeded beyond my wildest expectations! I entered the best part of my AMERIPEX GOLD postal stationery exhibit and got a silver from the BNAPEX judges. Mine was classic proofs and essays, numbers of which I have been asked to donate to the Postal Museum at Ottawa (when it was still functioning). --- As I stated in my previous letter to you, the judges should be selected well in advance and the names published in the prospectus for the exhibition. Then the mug-seekers would be warned off in advance, and serious students would not be disappointed." Alex. Unwin writes that his health is much improved, and he hopes to keep it that way with attention to diet and exercise. He hopes to attend the next Pacific Northwest Chapter meeting in Everett, WA, on March 6th, 1987. Iain Neighbour sends his 1987 and 1988 dues from Kamloops with thanks for the Craigellachie and Cliffside covers. Wayne Curtis attended the CPS of GB show at Pitlochry, Scotland along with Lew Ludlow and Mike Street. R.B. Miess advises that he sees Peter McCarthy from time to time at Phila-Sherbrooke meetings as his work permits. "He is operating crew on CNR, Richmond to Island Pond. I am impressed with his enthusiasm and his originality in RPO album layouts." Peter McCarthy sends copies of two Canadian first flight covers which completed their journey by rail in the U.S.A., and have U.S.RPO markings as proof. These are shown on Page 5. He also sent a few copies of the stickers used for the logo of his stamp column in the CNR employee magazine. These are available to any members as long as they last. Peter also reports O-209 on a C-8, and W-68 on C-6, no dates. Seymour Blomfield also sends his report - on Maps - O-10, 49, 77, 290; on airs - O-76 on C-6, O-105 on C-1, W-196 on C-6. Frank Waite gives us good press in "Topics" and comments on some of my sloppy work in the last issue re "After the Ampersand" - "I think you forgot that PT.H. is the second terminal. I believe that O-395 (TOR. & PT.H.) is the only run with the PT.H. (Port Hope) as the second terminal. O-292A (PT.H. & MID RY) is not relevant as PT.H. is not the second terminal." Thanks Frank.



Final Dues Call - \$5 US or \$6 CAN, cheques/2
payable to W.G. Robinson, please.

FROM THE MEMBERSHIP (Continued) - Much mail this time. Bob Lee sends a copy of his December, 1986, Private Treaty list of RPOs on cover. Bob is a long-time member of this Study Group (and others) and a strong supporter of BNAPS he well deserves your patronage (and he has some good material too). Several other dealer members who deserve your support are Jean-Claude Michaud, R.F.(Hank) Narbonne, Geoff Walburn, Ted Woodward (Cougar Stamps), and our genial Chairman of the Board of Governors, Allan Steinhart. Ted Woodward found the card shown below, postmarked St. Thomas, Ontario, Sept. 12, 1910 - and with the message - "This is where the traction cars back up the grade."



Palmer Moffat writes that the outline of the history of the Newfoundland Railway published in the last Newsletter induced Tom Hillman of the Public Archives of Canada to send him a copy of the CNR Synoptical History (internal) section on Newfoundland, issued in 1966 and now out of print. According to Palmer, "For those who are interested, this puts a lot of meat on the bare bones I threw out at Dearborn." Tom also expects to deliver a paper on Rural Mail Delivery at Charlottetown next September. Palmer also questioned the listing for TS-192k - which is shown in the catalog as SPANIARD BAY - "Doesn't it have an 'S'?" Yes, Palmer, my strike does have a faint 'S'. Lew please note. Ed Maloney sends copies of the English and French language versions of the notice on the door of all mail cars. Please see Pages 6 and 7 for these examples. This certainly adds to the bilingual content of the Newsletter for our long-suffering French language members! Ed has also sent several examples of facing slips which we hope to show soon.

MONCTON & QUEBEC - The next two pages contain an analysis of MA-174 and 175 by our Chairman, Lew Ludlow -

MA-174
MONCTON & QUEBEC / M.C.

MA-175
MONCTON & QUEBEC / M.C. / W

When we first analyzed these two listings many years ago, as M-85 and M-85A respectively, we reported a total of only four hammers involved in both listings. Well, based on more recent research on a much larger number of examples, we can advise that four hammers was well short of the mark; in point of fact, we have now identified SEVEN hammers for MA-174/MA-175, all different. This is a bit mind-boggling since these listings were only in use for a total of some five months, and it seems excessive largesse for such a short period. Herewith we present our most up-to-date data on all seven hammers, along with a chart of chordal measurements which, when properly used, allows for the separation of these seven hammers:

MA-174
MONCTON & QUEBEC / M.C.
Type 9E, Six Hammers
R.F. - 335

Hammer I

Proofed - Unknown
Earliest - August 13, 1897
Latest - October 12, 1897
Directions - E, W
Occurence - 12.5%

Hammer II

Proofed - Unknown
Earliest - June 21, 1897
Latest - September 26, 1897
Directions - E, W
Occurence - 27.5%
Comments - '79' for '97' on
July 1, 1897

Hammer III

Proofed - Unknown
Earliest - August 14, 1897 - 258
Latest - September 4, 1897 - 151
Directions - E, W
Occurence - 10.0%

Hammer IV

Proofed - Unknown
Earliest - Aug. 17, 1897 - 246
Latest - September 3, 1897
Direction - E only.
Occurence - 10.0%

Hammer V

Proofed - Unknown
Earliest - July 21, 1897
Latest - August 24, 1897 - 246
Directions - E, E2, W2
Occurence - 12.5%
Comments - We have seen one
strike of E2 and three of W2;
all are Hammer V.

Hammer VI

Proofed - Unknown
Earliest - Aug. 7, 1897 - 246
Latest - October 7, 1897
Directions - E, W
Occurence - 15.0%

MA-175
MONCTON & QUEBEC / M.C. / W
Type 21D, One Hammer
R.F. - 500*

Proofed - Unknown (a seventh hammer of MA-174)
Earliest - July 30, 1897 - 151
Latest - August 18, 1897
Direction - E only

Comments - Based on the crudity of the external letter, we assume that the 'W' was soldered to the outside of the ring after the hammer was delivered. It always occurs in a fixed position below the 'M.C.'; this being true, then originally seven hammers existed for MA-174 since this one differs markedly from the first six

All preceding earliest/latest dates are from the writer's collection, except where a reporter's number follows a specific date.)

SEPARATION OF MA-174/MA-175 HAMMERS

Identification of these hammers is not easy; as seen on the accompanying chordal chart, many measurements for any given chord are the same or close to the same. Accordingly, separation is made most definitively where differences are gross - in excess of $\frac{1}{4}$ mm. For example, Chord [g.] for Hammer VII (MA-175) is at least a $\frac{1}{4}$ mm shorter than any of the other six hammers. Such a measurement is definitive for this hammer. It is pleasing to report that through this mechanism we were able to identify a previously unrecognized strike of MA-175 for Bill Robinson; the fragmentary upper right corner of the 'W' exactly matched a more complete example when overlaid on a full strike of MA-175. Since the date of this second strike was the same for another he had, Bill's 'cup runneth over' with two strikes of MA-175 on August 14, 1897.

Partial strikes, with only one side visible, are difficult to pinpoint; however, with this new chart, we were able to identify 40 out of 42 strikes analyzed in this re-evaluation. We hope this is now complete, but would not be surprised if another hammer is found; why seven and not eight? We would appreciate very much hearing from anyone who can provide new information, particularly in opening up the date spread of the individual hammers. Although used for only five months, there certainly were plenty of examples during the period. This may be a great area for Jubilee specialists; one of the same, Joe Smith, let us examine 17 examples of these listings.

MA-174 & MA-175

MONCTON & QUEBEC / M. C.							
	I	II	III	IV	V	VI	VII
a. M-M	$3\frac{1}{2}$	3	$3\frac{3}{4}$	$3\frac{1}{2}$	3	3	3^+
b. M-N	$5\frac{1}{2}$	$5\frac{1}{4}$	$5\frac{1}{4}$	$5\frac{1}{4}$	5	$5\frac{1}{2}$	5
c. M-T	$7\frac{1}{4}$	$7\frac{1}{2}^+$	8	$7\frac{1}{2}$	$7\frac{1}{2}^+$	8	8
d. M-N	10	$10\frac{1}{2}$	$10\frac{3}{4}$	10^+	10^+	$10\frac{3}{4}$	$10\frac{3}{4}$
e. N-E	9^+	$9\frac{1}{2}^+$	$8\frac{3}{4}$	$9\frac{1}{4}$	$9\frac{1}{2}^+$	9	$9\frac{3}{4}$
f. M-C	$6\frac{1}{4}$	$5\frac{3}{4}$	6	$6\frac{1}{4}$	$5\frac{1}{2}^+$	$6\frac{1}{4}$	6
g. E-C	9	$8\frac{3}{4}$	$8\frac{1}{2}^+$	9^+	$8\frac{3}{4}$	$8\frac{1}{2}^+$	8^+
Hammers	I	II	III	IV	V	VI	VII



U.S. RPOs on Canadian
First Flight Covers
from Peter McCarthy

MINISTÈRE DES POSTES DU CANADA
SERVICE AMBULANT

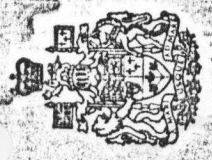
AVIS

Ce wagon-poste est réservé exclusivement aux dépêches et aux personnes spécialement désignées pour en prendre soin.

C'est un wagon privé, interdit à toute personne non autorisée.

Aucune infraction ne sera tolérée.

Le sous-ministre des Postes



POST OFFICE DEPARTMENT, CANADA
RAILWAY MAIL SERVICE

NOTICE

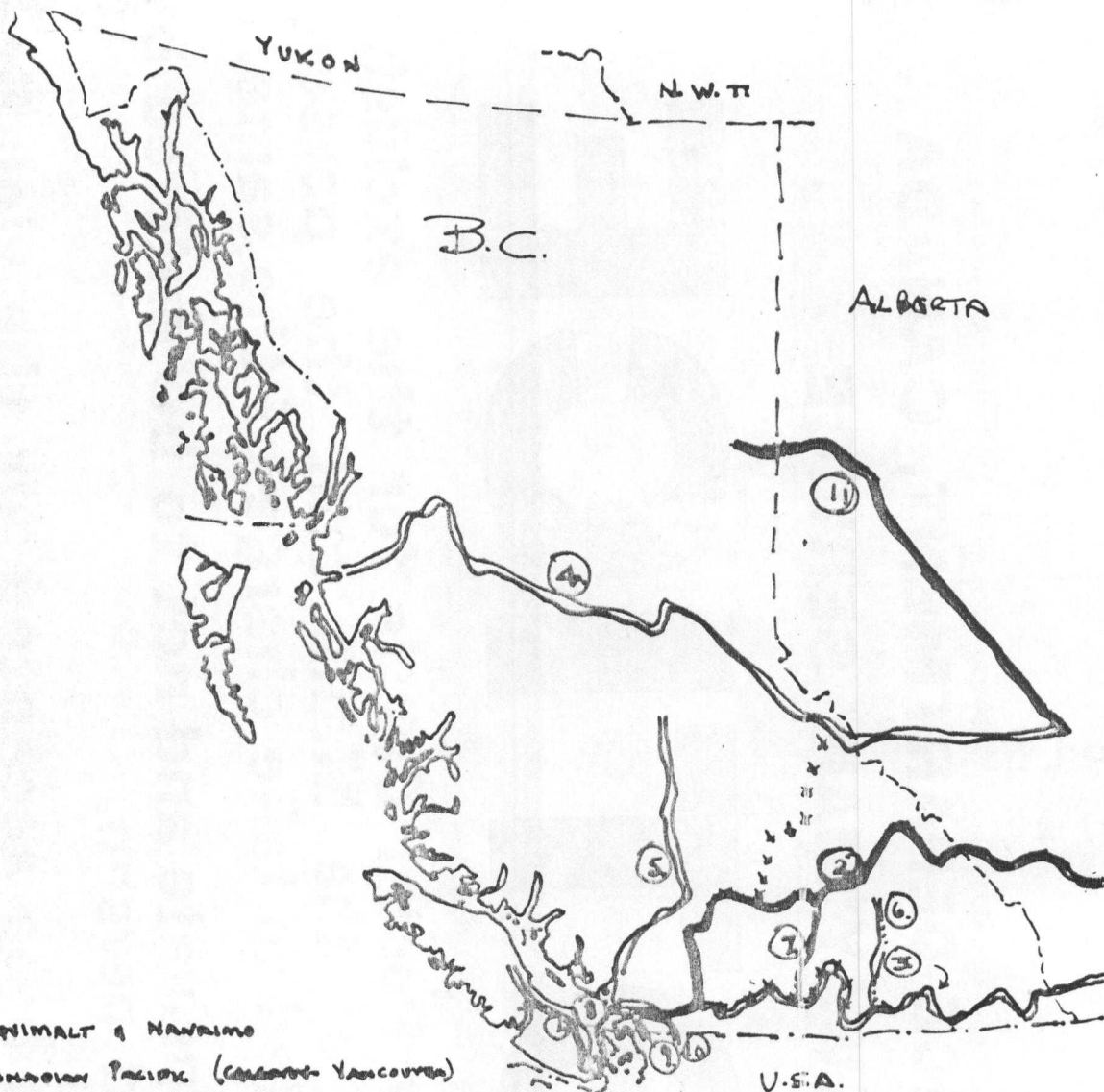
This Railway Postal Car is for the exclusive accommodation of the Mails and the persons specially appointed to take charge of the same.

It is strictly private and not to be entered by any unauthorized person.

No excuse will be accepted for the violation of this order.

Deputy Postmaster General

RAILWAY ROUTES IN BRITISH COLUMBIA WITH R.P.O. STRIKES.



- ① ESQUIMALT & NANAIMO
- ② CANADIAN PACIFIC (CANADIAN - VANCOUVER)
- ③ CANADIAN PACIFIC (MUSKIE HAT - VANCOUVER)
- ④ GRAND TRUNK PACIFIC (MONTREAL - FALCON RIVER)
- ⑤ RGE (SQUAMISH & QUEBEC)
- ⑥ ROSSON - ARROWHEAD (C.P.R. BOAT)
- ⑦ SKANOWE - PORTFECTON (C.P.R. BOAT & TANK)
- ⑧ VANCOUVER & VICTORIA (C.P.R. BOAT)
- ⑨ GREAT NORTHERN (VANCOUVER - BLAIR)
- ⑩ NORTHERN PACIFIC (HUNTINGTON - VANCOUVER)
- ⑪ EDMONTON - DAWSON CREEK.

Map to accompany paper
given to RPO Study Group
Seminar, Dearborn, Mich.
August, 1986, by Jack
Wallace.

25/8/86

J.M.W.

x x x x x - Apparently no R.P.O. clerks on this section (Barnes-men?)

..../9

25/8/86 J.M.W.

R.P.O's in BRITISH COLUMBIA - Notes for paper given to
RPO Study Group Seminar,
Dearborn, Michigan
August, 1986, by Jack
Wallace.

1. ESQUIMALT & NANAIMO R.WY.

VICTORIA, ESQUIMALT, NANAIMO, WELLINGTON (PORT ALBERT) COURTENAY

2. CANADIAN PACIFIC.

CALGARY, VANCOUVER

3 MEDICINE HAT, CRANBROOK, NELSON, MIDWAY — HOPE, RUBY CREEK,
ACROSSIE, VANCOUVER.

4 GRAND TRUNK PACIFIC - CANADIAN NATIONAL

EDMONTON, JASPER, PRINCE GEORGE, SMITHERS, TERRACE, PRINCE RUPERT

5 PACIFIC GREAT EASTERN — SQUAMISH, QUAGNEL

6 C.P.R. ARROW LAKES — ROBSON, ARROWHEAD

7. C.P.R. OKANAGAN — SICAMOUS, OKANAGAN LANDING, PENTICTON

8 C.P.R. - VANCOUVER & VICTORIA

9. GREAT NORTHERN — VANCOUVER, BLAINE (EVERETT, SEATTLE)

10. NORTHERN PACIFIC — HUNTINGDON, MISSION CITY, VANCOUVER
(OVER C.P.R. TRACK ?)

11. NORTHERN ALBERTA R.WY - EDMONTON, DAWSON CREEK

XX CANADIAN NORTHERN R.WY - apparently had no R.P.O., but may have
carried mail bags (in baggage cars ?)

xxx Apparently no clerk Midway to Hope, but mail car on trains.

ESQUIMALT & NANAIMO RAILWAY

SPECIAL TIME TABLE—In effect 24.01 Tuesday, May 30th, 1939, to 24.01 Wednesday, May 31st, 1939. Superseding schedules shown on Victoria Subdivision in Time Table No. 41 for above period only. (See Special Instructions on Page No. 1.)

Sample Timetable to accompany paper given to RPO Study Group, Dearborn, Mich.
August, 1986, by Jack Wallace. Well done, Jack! That's all for this time.

Bill.

NORTHBOUND TRAINS Inferior Direction					Miles from Victoria	Telegraph Stations	VICTORIA SUBDIVISION		Telegraph Cella	SOUTHBOUND TRAINS Superior Direction					
FIRST CLASS										FIRST CLASS					THIRD CLASS
109 Pg'r May 30	107 Pg'r May 30	105 Pg'r May 30	103 Pg'r May 30	1 Pg'r May 30			2 Pg'r May 30	104 Pg'r May 30		106 Pg'r May 30	108 Pg'r May 30	110 Pg'r May 30	24 Freight May 30		
18.00	17.30	16.40	16.20	10.25	0	DN	VICTORIA	ZK	C	17.00	11.20	10.35	11.00	12.20	9.00
18.03	17.33	16.43	16.23	10.28	0.8		RUSSELL'S	ZW		16.56	11.08	10.28	10.48	12.08	
18.10	17.50	16.50	16.30	10.35	3.7		ESQUIMALT	ZY		16.50	10.55	10.15	10.35	11.55	
				10.37	6.1		PALMER	Z		16.45					
18.19	17.49	16.59	16.39	10.45	7.9		LANGFORD	Z		16.39	10.45	10.5	10.25	11.45	
18.26	17.56	17.06	16.46	10.51	10.7		GOLDSTREAM	W		16.32	10.38	9.8	10.18	11.38	
18.34	18.04	17.14	16.54	10.59	13.7		NIAGARA			16.22	10.30	9.0	10.10	11.30	
				11.09	17.0		SILVENE			16.11					
18.50	18.20	17.30	17.10	11.15	20.0		MALAHAT	ZWY		16.05	10.15	9.5	9.55	11.15	7.30
				11.19	21.0		FITZGERALD	Z		16.01					
				11.23	24.0		WILBY			15.53					
				11.25	26.0		CLIFFSIDE	Z		15.54					
19.02	18.32	17.42	17.22	11.27	26.2		STRATHCONA LODGE			15.51	10.01	9.8	9.41	11.00	
19.07	18.37	17.47	17.27	11.32	27.8	D	SHAWNIGAN	ZWY	NG	15.48	9.58	9.8	9.38	10.57	6.40
19.16	18.46	17.56	17.36	11.41	31.2		COBBLE HILL	Z		15.40	9.51	8.8	9.31	10.50	
19.23	18.53	18.03	17.43	11.48	34.1		HILLBANK	Z		15.33	9.45	8.7	9.25	10.44	
19.28	18.58	18.08	17.48	11.52	35.6		COWICHAN	Z		15.30	9.42	8.1	9.22	10.41	
19.34	19.04	18.14	17.54	11.58	38.1		KOKSILAH			15.24	9.38	8.16	9.18	10.37	
19.40	19.10	18.20	18.00	12.05	39.7	DN	DUNCAN	ZKW	RC	15.20	9.35	8.10	9.15	10.34	6.00
				12.10	41.4	D	HAYWARD	ZY	S	15.15					5.20
				12.12	42.6		SOMENOS	Z		15.12					
				12.16	44.4		STRATFORDS CROSSING	Z		15.08					
				12.19	46.2		MT. SICKER			15.04					
19.57	19.27		18.17	12.22	46.8		WEST HOLME	Z		15.02	9.24		9.04	10.23	
				12.24	47.5	D	OSBORNE BAY	ZWY	RN	15.00					5.05
							Junction Osborne Bay Subdivision								
20.09	19.39		18.29	12.34	51.2	D	CHEMAINUS	ZW	CH	14.51	9.15		8.45	10.14	4.50
				12.43	51.6		SALT AIR			14.41					
				12.46	50.0		BLANEY'S	Z		14.38					
20.20	19.50		18.40	12.54	58.4	DN	LADYSMITH	ZKW	A	14.34	9.00		8.30	10.00	4.30
				13.02	61.6		BRENTON			14.26					
				13.09	64.7		CASSIDY	Z		14.19					
					66.3		FIDDICK'S	ZY							3.45
				13.15	67.2		SOUTH WELLINGTON	Z		14.12	8.43			9.42	3.40
				13.20	69.2		STARK'S			14.08					
					70.0		STOCKETT	Z							
				13.30	73.5	D	NANAIMO	ZW	N	14.00	8.30			9.30	3.20
				13.45	75.0		NORTHFIELD			13.45	8.15				
				13.52	76.0		WELLINGTON	ZYKW	W	13.33	8.00			9.17	3.00
				14.15	84.4		JAYEM	ZW		13.18					
				14.21	86.8		NANOOSE	Z		13.12				9.00	
				14.28	89.7		BRYN			13.06					
				14.33	92.0		CRAIG			13.01					
				14.40	95.2	D	PARKSVILLE	ZYKW	J	12.55				8.45	
				14.50			Junction Port Alberni Subdivision			12.45					
				15.03	101.8	D	QUALICUM BEACH		Q	12.32					
				15.08	106.0		DASHWOOD			12.26					
				15.19	110.2		DUNSMUIR			12.14					
				15.27	114.5		BOWSER	W		12.06					
				15.39	121.0		MUD BAY			11.53					
				15.47	124.7		FANNY BAY			11.46					
				15.49	126.1		BUCKLEY BAY			11.44					
				15.58	130.3		UNION BAY			11.35					
				16.11	136.0		ROYSTON	W		11.23					
				16.20	139.7	D	COURTENAY	YK	NY	11.15					
May 30	May 30	May 30	May 30	May 30						May 30	May 30	May 30	May 30	May 30	May 30

*No Passing Track