

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

VOLUME 15 - No.4

Whole No.60

March, 1987

PACIFIC NORTHWEST CHAPTER B.N.A.P.S. MEETING - This issue is being prepared for distribution to members attending the spring meeting of this Chapter at Everett, Washington, March 7, 1987. The meeting is being organized by our Chairman Lew Ludlow, and the theme will be the Edwardian issues of Canada, 1903 to 1911. We expect over twenty members and their ladies, including quite a few R.P.O. specialists to attend. Among the business for discussion is detailed planning for the 1991 BNAPEX which will be sponsored by this Chapter. We hope you will all plan to attend and see the northwest.

FROM THE MEMBERSHIP - Dr. John McCrea writes that he is planning a full study of trans-border R.P.O.s and T.P.O.s starting in the east with the Eastern Arctic runs, and proceeding west to end with such things as the Dawson, Y.T. & Nenana, Alaska R.P.O. John also writes further on the Eastport & Spokane R.P.O. "It was established in the 13th Division of the U.S. Railway mail service on Nov.4, 1907, and discontinued April 24, 1954. However in the early years of the route the R.P.O. service actually only covered the 110 miles south of Bonner's Ferry, Idaho, and the balance of the line was served by closed pouches. By the autumn of 1912 this was changed to have the clerks work the full 142.13 miles of the line from Northport to Spokane, and baggage car service was used for the Kingsgate-Yahk portion in B.C. to effect an exchange with trains of the Medicine Hat & Nelson R.P.O. This pattern of operation lasted until 1928 or early 1929, when the run of the U.S.A. clerks was extended through British Columbia, creating a Kingsgate & Yahk R.P.O. in Canadian R.M.S. schedules of the Calgary District. The through run of the U.S. clerks lasted until April 24, 1954, when the entire service between Yahk and Spokane was downgraded to baggage car service. There never were Canadian cancellations (See illustration)."



The line is designated "Eastport & Spokane" but clerks run thru to Yahk. Therefore no postmark for "Kingsgate - Yahk."



FROM THE MEMBERSHIP (Continued)

John McCrea also sent this ca. 1949 copy of the Seattle to Vancouver R.P.O. schedule. Note the comment at the bottom of the timetable indicating that the mail clerks worked the entire distance - as Blaine & Seattle R.P.O. in the U.S. and Blaine & Vancouver R.P.O. in Canada.

***Blaine & Seattle R. P. O. (I. E. Can. DR)**

Great Northern Ry. Co., 118.94 mm. Rtl. SC-15282-C.
 SR 71135 (pt) Blaine & Bellingham.
 SR 71142 (pt) Sedro Woolley & Mount Vernon.
 SR 71202 Everett & Seattle.
 SR (Canadian) Vancouver & Blaine.
 MVS Trip 20.

DIST. 3

MAILS WORKED

Tr. 357--#Calif., Ida., #Mont., #N. Dak., Wash., #Wyo.
 Tr. 358--#Alta., #B. C., Wash.
 Tr. 361--#Calif., Idaho, Wash., #Wyo.
 Tr. 362--#Alta., #B. C., Wash.

TRAIN 857

TRAIN 858

AMF Seattle	Seattle	Anacortes Wash.	Mt Vernon
AMF Seat, Unit A	Seattle	Blaine & Seat 357	Mt Vernon
Anacortes, Wash.	Mt Vernon	Blaine & Seat 361	Blaine
Blaine & Seat 358	Bellevue	Clear Lake, Wash.	Mt Vernon
Clear Lake, Wash.	Mt Vernon	Concrete, Wash.	Mt Vernon
E. Stanwood, Wn.	Stanwood	Coupeville, Wash.	Mt Vernon
La Conner, Wash.	Mt Vernon	E. Stanwood, Wn.	Stanwood
M Cy & Seat ED 26	Seattle	La Conner, Wn.	Mt Vernon
M Cy & Seat MD 26	Seattle	N. Westmins'r, B.C.	Blaine
Om & Ogden WD 102b	Seattle	Oak Harbor, Wn.	Mt Vernon
via Green River		Rockport, Wash.	Mt Vernon
Portland, Ore.	Seattle	Sedro Woolley, Wn.	Mt Vernon
Portland, Ore. Term	Seattle	Sedro Woolley, Wn.	Blaine
Sedro Woolley, Wn.		Vancouver, B.C.	Blaine
D & D	Mt Vernon	White Rock, B.C.	Blaine
Tacoma, Wash.	Seattle	Will & Seat WD 6	Everett
Will & Seat MD 2	Seattle	Will & Seat WD 6	Seattle
via Spokane			
Yakima, Wash.	Seattle		

6 30	8 00	lv. Vancouver, B.C.	ar	11 59	10 20	10 05	5 40
6 50	8 23	lv N. Westminister, B.C.	ar	11 40	10 01	9 20	5 20
Jun. 10, 1966							
361	357	Space Authorization-SU		358	352	107	360
2 30	7 29	9 09	lv. Blaine, Wash.	ar	11 04	9 19	7 18
2 55	7 57	9 19	Custer, Wash.		10 54		6 50
3 20	7 43	9 26	Ferndale, Wash.		10 48		6 25
3 45	7 55	9 41	Bellingham (G.N.)		10 35	9 53	6 00
- Bellingham, Wn.P.O. -							
7h	5 45	3 15			745	725	86
					2 30	12 45	121
6 30	4 00	10 02	Blanchard, Wash.		10 10		12 00
	4 25	10 07	Bow, Wash.		10 07		11 50
6 45	4 45	10 18	Sedro Woolley, Wn.				11 30
7 00	5 00	8 43	Burlington, Wash.		9 57		11 30
		10 27	Mt. Vernon, Wash.		9 49	8 06	12 50
7 25		10 33	Conway, Wash.		9 36		10 55
7 35		10 40	Stanwood, Wash.				12 00
		10 46	E. Stanwood, Wash.		9 29		11 50
		10 51	Silvana, Wash.		9 23	7 44	10 20
		10 56	Lakewood, Wash.		9 19		10 00
8 15		11 00	Marysville, Wash.		9 12	7 37	9 40
6 00	8 30	6 10	Everett, Wash.		9 00	7 20	11 10
		11 23	Mukilteo, Wash.				12 30
		11 38	Edmonds, Wash.		8 34		6 45
		11 42	Richmond Bch, Wn.				8 00
7 00	9 45	10 25	Seattle (King St.)	lv	8 06	6 25	7 40
9 58	7 30		Seattle Term Anx	lv			2 51
					10 00	8 30	12 30
							6 15

Clerks in all trains run through to Vancouver, B. C.



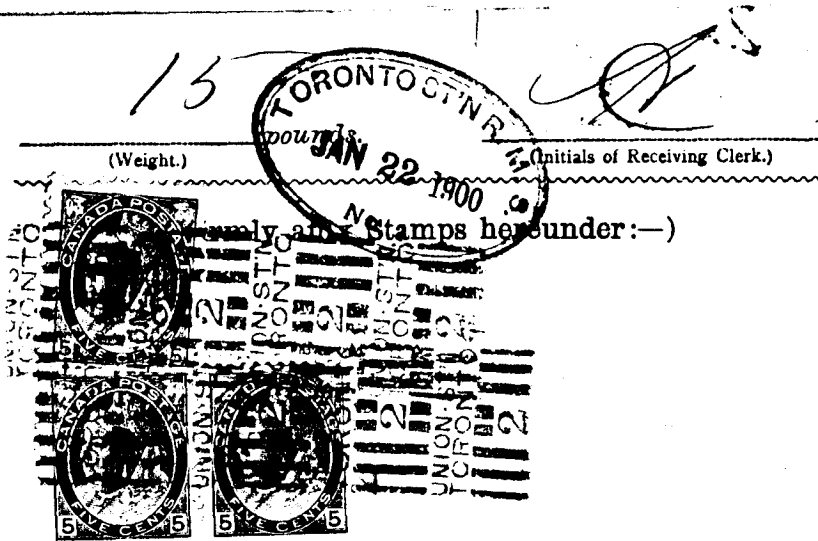
A Russian R.P.O.
 Omsk - Odessa
 also from
John McCrea.

Harry Machum writes - "For the last year and a half I have been putting away R.P.O.s on stamp or piece only. Over the last month or so I have been mounting them, and a breakdown follows - N-12, MA-98, Q-104, O-270, W-160, RR-28, S-3, E-15, TS-3. It is not a big amount, but I feel a good start, and I have many pleasant hours putting together what I have - which is what it is all about." Our current Japanese member Rick Parama writes - "I enjoyed your comments on judging. I also noted your comments on the "Irvine Station" cover. I bought the cover, but I knew the description was a bit bunko. The cover fits nicely into my Assiniboia which is now Alberta section of my Alberta town cancel collection.--- One wonders how the Post Office handled such mail addressed to non-PO points. Possibly it was held at say Medicine Hat.--- Maybe the recipient had friendly connections with the R.F.O. Clerks." Joe Smith reports two new MA-174 dates on 3¢ Jubilees - Hammer V - W2, 9 JY/97, and Hammer VI - E, AU 5/97. Seymour Blomfield sends another R.P.O. on C-6 - W-132. Don Wilson sends a mass of information regarding the Newfoundland Railway from C.N.R. Archives. We'll try to publish some soon. Warren Bosch reports 1090 basic runs plus 40 ornaments and offers to keep records by day and month of early and late dates. Lew now records these but publishes only the years. What do you think? Douglas Hannan reports RR-172 on C-6, W-102, Tr.13, Oct.27/44 on C-8, W-77, No.1, Tr.12, MAR 27/47 on C-9, DD-38, AM, Apr.28/47 on C-9. He also has 3 strikes of Q-21 on U.S. stamps - 3, Jan 2/99 on #286; 3, Nov 22/99 on 297B; 4, FE 8/00 on 297B.

NEW REPORTS - The first of these comes from Jim Lehr - a receipt for 15 pounds of newspapers at 1 ¢ per pound - with a lovely roller cancel of DD-96, No.2, and DD-98 in purple dated January 22, 1900. These receipts had apparently been

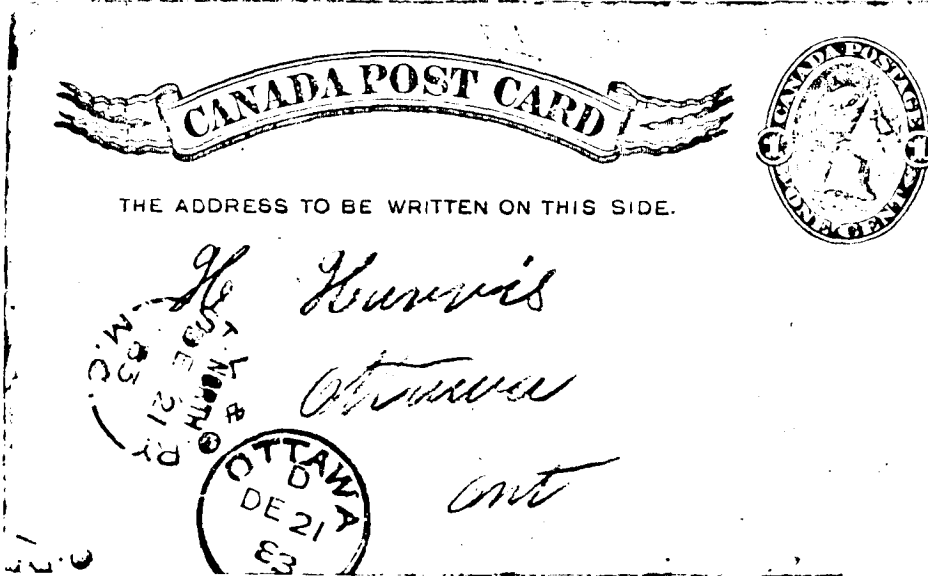
pasted into a book, and Jim says the reverse side has two 8¢ leafs with DD-96, No.1 and DD-98 in red, dated April 5, 1900.

As Jim says in his note, "Quite a piece".



The second is a report from a Study Group member of RR-145, St.L. & O.Ry./M.C. previously known as "Proof Only". This was

sent from Spencerville, Ont. and has Indicia NORTH DE 21 / 83.



The third is a commemorative cachet used on VIA RAIL envelopes during 1986 to commemorate the 150th anniversary

of passenger train travel in Canada. The normal corner card and return address are shown at left, with the cachet shown below.

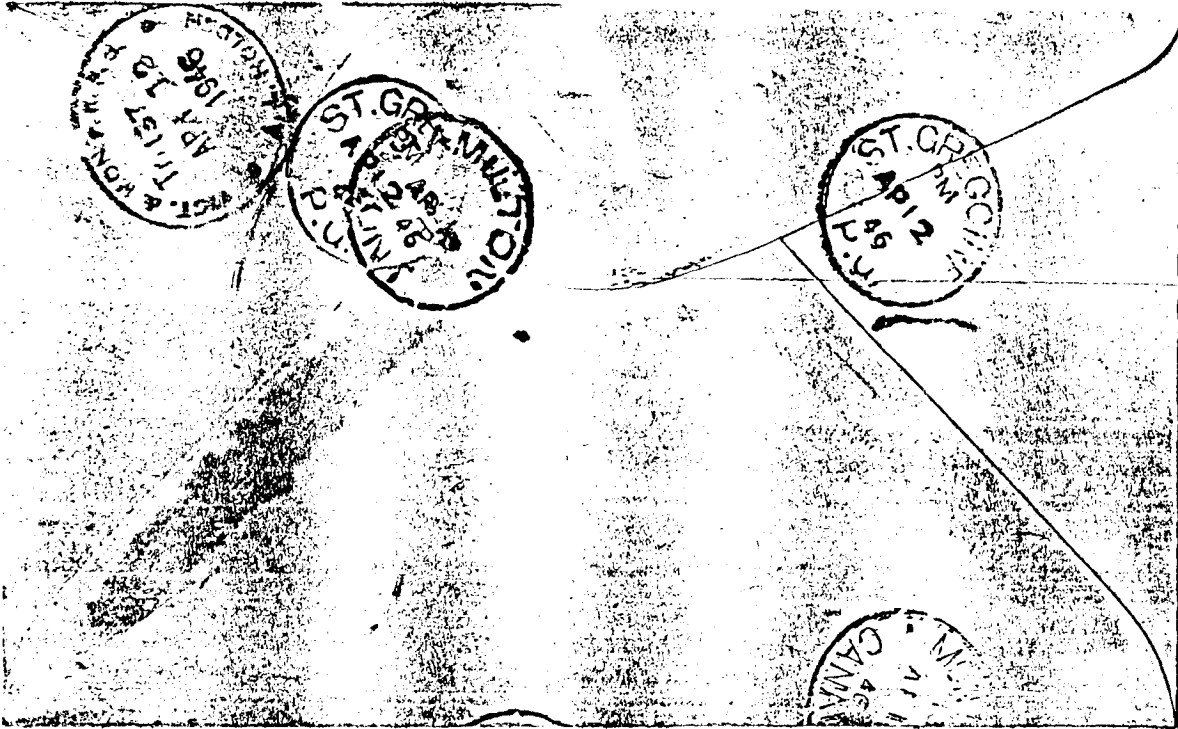


Finances / Finance
C.P. / P.O. Box 1340
Place Bonaventure
Montreal, Quebec H5A 1H1



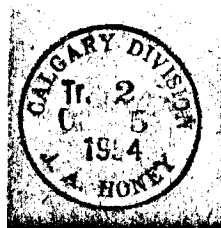
The cachet appears at the lower left corner on large envelopes, and on the back flap of No.8 and 10 sizes.

NEW CLERK REPORTS - Bruce McCallum of Hamilton, Ont. (BNAPS No.4333) reports a new hammer - VICT.& MONT.R.P.O./ · A.L. HOLDEN ·, Type 12A, Tr.137 / APR.12 / 1946. - shown below.



Jim Miller reports the following new strikes or dates -
W-18H - New Clerk W-18J - New Clerk W-18M - Early

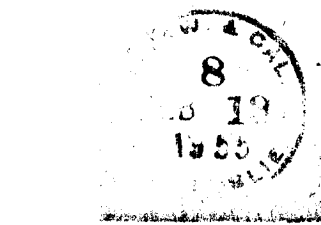
R. REYNOLDS
Tr.7, SEP 20, 1955
W-86Fb - Correction



J. A. HONEY
Tr.2, OC 5, 1954
W-86F -New Clerk



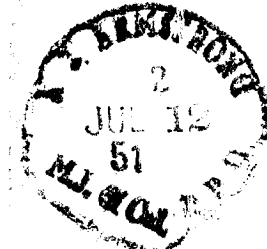
A. P. JENKINS
Tr.8, JUN 4, 1951
W-87G - Late



P. D. LESLIE
Tr.8, FEB 13, 1955



C. G. DUTHIE
Tr.8, JAN 20, 1955



Tr.2, JUL 12, 1951

Grand Trunk Railway

ON AND AFTER MONDAY NEXT, 19th instant, an Accommodation Train for MONTREAL and Intermediate Stations will leave RICHMOND at 5.30 a.m., arriving at MONTREAL at 9.10 a.m.

1873 Advertisement
Courtesy of
Ron Kitchen

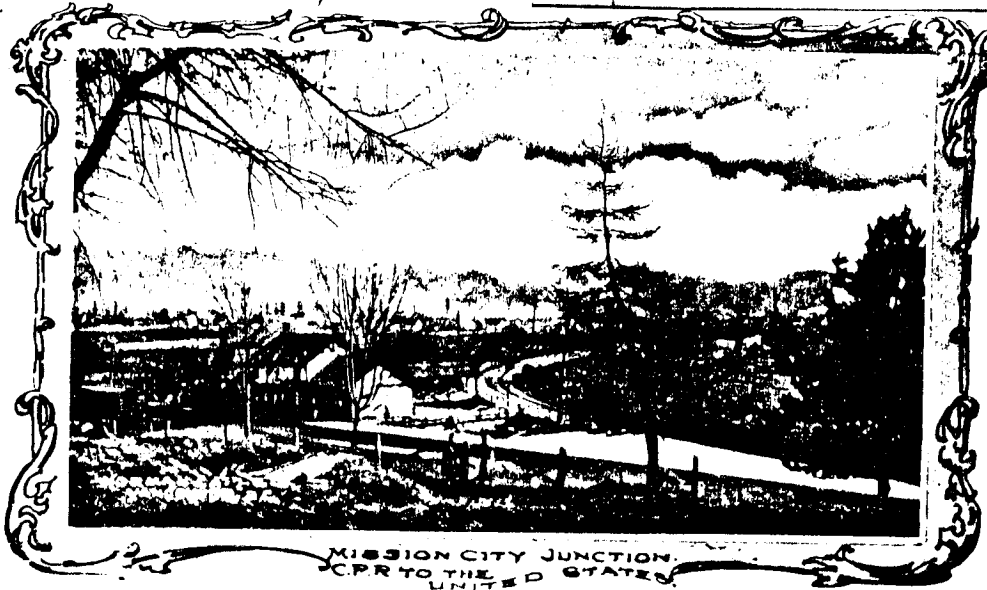
Returning, will leave MONTREAL at 5.15 p.m.

Riv. & Sask.
R.P.O.



ANOTHER NEW CLERK REPORT - Tom Southey sends this one. There is a 1924 listing of this clerk - W-115C, Type 8E. He must have operated on this run for a very long time - as here is a type 12A from 1942. Tom's father was an early BNAPS member and RPO reporter (#48) who was the Postmaster at Young, Sask. for many years. This item came from his papers and bears a Young, Sask. cds of the same date on the back and a cryptic notation re C.O.D. charges in Mr. Southey Senior's handwriting.

Thanks for extending the information into the second generation, Tom.



This card shows the junction of the CPR main line with the Mission & Huntingdon branch which connected with the Northern Pacific Railway to Seattle at Sumas, Wash.

TELEGRAPHY.

YOUNG MEN AND LADIES desiring to qualify for the numerous situations which will soon be offered on the several Telegraph Lines, are invited to attend at the Dominion Telegraph Institute, No. 75 St. James Street. The mode of instruction followed in this Institute has received the approval of the highest authorities in the country, and the best proof we can offer is that all the new situations filled within the last two or three years have been so filled by pupils from this Institute. As to the success of the method followed here, read the following testimony:

"COOKSHIRE, 21st December, 1872.
"To Mr. MORGAN, Proprietor of the Dominion Telegraph Institute:

Sir,—I hereby certify that only eight weeks' study and practice in the DOMINION TELEGRAPH INSTITUTE has enabled me to receive messages at the rate of 23 words a minute, and that I consider the mode of instruction followed as excellent.

"Yours, etc.,
"S. J. OSGOOD."

The regular course is three months; but, as will be seen by the above testimony, intelligent persons can qualify in much less time. Proficient pupils have the advantage of practising on a regular line, and of being placed on a large circuit.

The terms for the course is THIRTY DOLLARS, the use of the instruments included. All the accessories of the school are new and complete.

J. V. MORGAN.



INTERCOLONIAL RAILWAY.

1873. Summer Arrangement. 1873.

On and after MONDAY, 26th inst., a Passenger and Mail Train will leave Halifax daily, at 7:30 a.m., and be due in St. John at 8:30 p.m. A Passenger and Mail Train will also leave St. John daily, at 8:00 a.m., and be due in Halifax at 8:50 p.m.

Trains will connect
At Painesco with trains to and from Shediac and intermediate stations.
At Truro with trains to and from Picton and intermediate stations.
At Windsor Junction with the trains of the Windsor and Annapolis Railway.
At St. John with the Consolidated European and North American Railway for Bangor, Danville Junction, Montreal, Quebec, Portland, Boston, also with the International Steamers to and from Newport, Portland, and Boston.

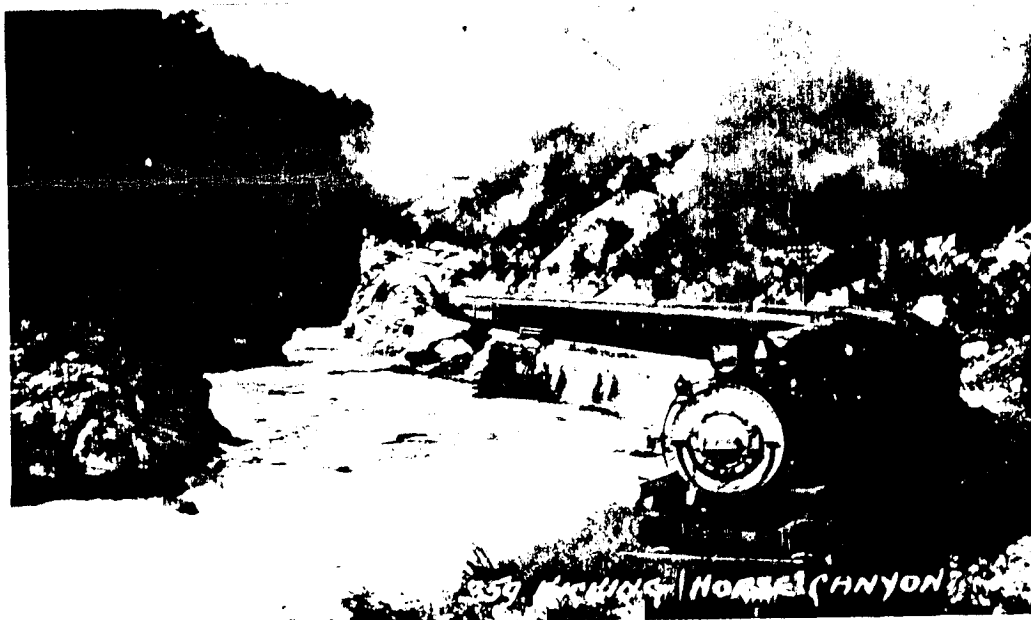
More 1873 information from Ron Kitchen.

CANADIAN PACIFIC RAILWAY CENTENNIAL - In honour of the continuing celebration of this 100th anniversary - leading to the arrival of the first trans-continental passenger train in Vancouver, May 23, 1887 - and to keep Alex. Price and Jack Wallace happy - here are two vintage cards.



Trueman Photo, Vancouver, B. C. 16 Passenger Train near Field, B. C.

Six passenger cars, one baggage and one mail being pulled and pushed up the "Big Hill" by three locomotives. This must be a very early photo as safety switch No.1 is still incomplete, and the Kicking Horse River is still spanned by the original wooden deck truss. This was replaced by a similar steel bridge about 1895.



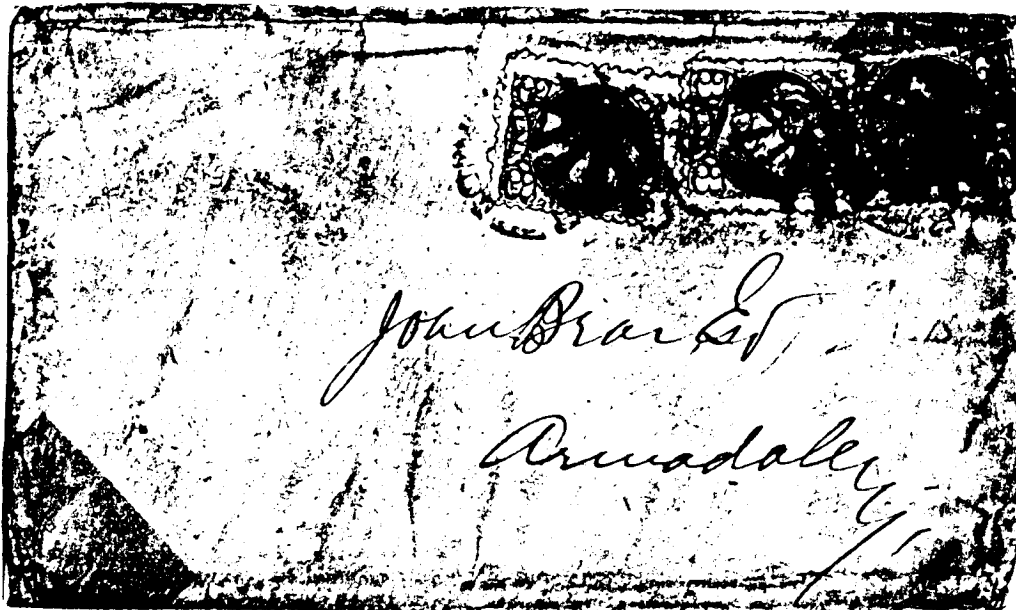
Byron Harmon took this photo of CPR locomotives No. 5788 and No.572 pulling eight passenger cars and an open observation car up the steep grade through the Kicking Horse River canyon between Golden and Leancoil in the 1920s.

CORK CANCEL - from the

Collection of Gerry Carr.



Railway Post Offices
 Great Western Railway
 Route: None shown
 Direction: East



Type 4B.

G.W.R. "East" AU 12 76 "Accomdⁿ"
 "Accomodation" = Local Train
 Accomodation abbreviated to "Accomdⁿ"
 Also hit with a "Cork" cancel
 over the light R.P.O. cancel

INSTRUCTIONS

(1) Mail must not be carried in baggage cars, as a charge against the Department, when space is available in the postal car.

(2) Mail carried in line baggage cars is paid for on bag count basis according to the units shown at the bottom of this page. Mail carried in extra storage cars is paid for on bag count basis or at full car rate. 74 bags is the equivalent of three linear feet, both sides of car, except for a 45' unit. By special arrangement, a 45' unit is considered to contain between 741 to 1,000 bags inclusive.

(3) Railway Mail Clerks will note on their transfer bills all overflow mail and extra storage cars turned over to connecting clerks.

(4) Mail contained in more than one line baggage car or extra storage car, and paid on bag count, should be totalled together and paid as single unit; e.g., if 200 bags are contained in one line baggage car or extra storage car and 170 bags are carried in another car, payment will be made for 370 bags.

(5) This report to be sent daily, enclosed with your returns, to the District Director of Postal Service. If no overflow mail is carried in train, send NIL report.

INSTRUCTIONS

1. Il n'est pas permis de transporter des dépêches dans les wagons à bagages, à titre onéreux pour le Ministère, quand il y a de la place de disponible dans le wagon-poste.

2. Le transport dans les wagons à bagages réguliers se paye selon le nombre de sacs et conformément au tableau des unités figurant au bas de la page. Le transport dans les wagons d'emmagasinage supplémentaires se paye selon le nombre de sacs ou selon le prix d'un wagon entier. 74 sacs équivalent à trois pieds de longueur des deux côtés du wagon, excepté dans le cas d'une unité de 45 pieds. Cette dernière unité, par suite d'un accord spécial, est censée comprendre 741 à 1,000 sacs inclusivement.

3. Le commis ambulant doit indiquer sur sa feuille de transbordement tout surplus de dépêches et tout wagon d'emmagasinage supplémentaire dont il remet la charge au commis correspondant.

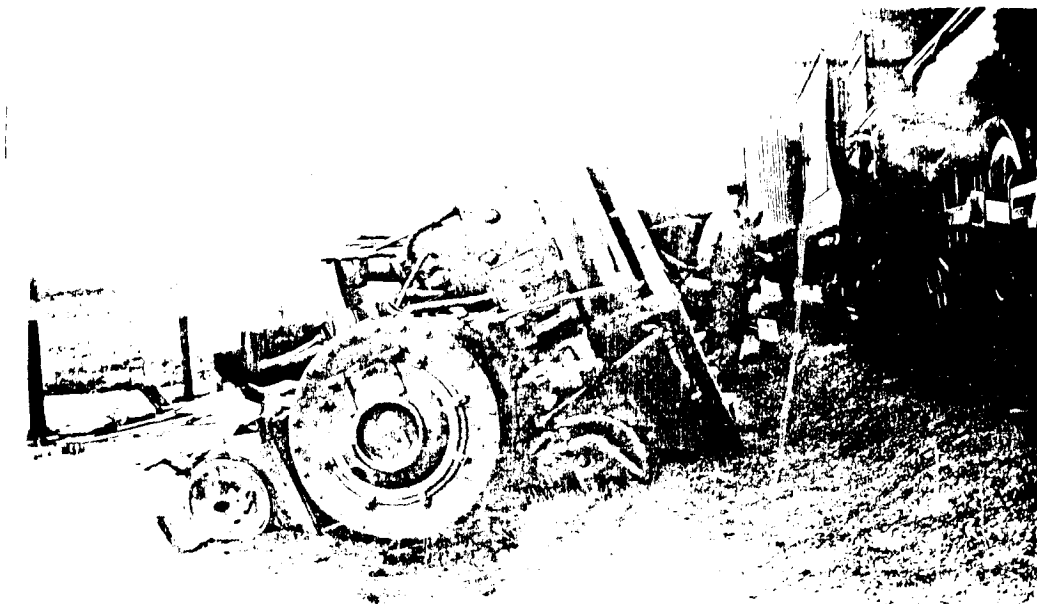
4. Si plus d'un wagon à bagages ou plus d'un wagon d'emmagasinage supplémentaire est utilisé et payé selon le nombre de sacs, il faut faire le total et faire le paiement comme s'il s'agissait d'une seule unité. S'il y a, par exemple, 200 sacs dans un wagon à bagages régulier ou dans un wagon d'emmagasinage supplémentaire et 170 sacs dans un autre wagon, le calcul du paiement se fonde sur 370 sacs.

5. Le présent rapport doit être dressé tous les jours et être expédié, avec les autres rapports, au Directeur de district des Services postaux. S'il n'y a pas de surplus transporté par le train, il faut envoyer un rapport marqué NÉANT.

<u>BAGS - SACS</u>	<u>UNIT - UNITÉ</u>
74	3'
148	6'
222	9'
296	12'
370	15'
444	18'
518	21'
592	24'
666	27'
740	30'
1000	45'
1480	60'

This is the reverse of Form 27. Ed has sent examples of several other forms which we will illustrate soon. He has also sent some material from the Transit Postmark Collectors Magazine of the Mobile Post Office Society for us.

BNAPEX 1987 - Charlottetown, P.E.I., September 17-19 -
Chairing this year's show is our charter member and past-President Jim Lehr. If at all possible, let's support Jim by having some R.P.O. exhibits at the show. There must be some good Maritimes material out there just crying to be exposed to the daylight. Your editor may try to put something together - but his energy is somewhat absorbed these days condensing his controversial ten-frame exhibit of the CPR R.P.O.s in British Columbia to six frames for showing at CAPEX, Toronto, in June. More Fun!



Just to keep you in the Island mood, here is a photograph of P.E.I.R.R. Locomotive No. 25 derailed on New Year's morning, 1913. This 3'6" narrow-gauge locomotive was built by the Kingston Locomotive Works in 1901. It had 4-4-0 wheel configuration, 15"x20" cylinders, 54" drivers, and steam pressure of 150psi. It developed 11,000 pounds tractive force, and apparently recovered from this mishap as it was retired from service in July of 1923.

The construction of the Prince Edward Island Railway is a fascinating story of political shenanigans, patronage and downright stupidity. Major G.R. Stevens, the historian of the Canadian National Railways states - "With the sea at every man's door, there was no particular need for it, nor was there the traffic to justify it. Its original estimates were ludicrously low, and they were inflated inordinately by the greed of local politicians. In the ensuing forty-four years before its absorption into Canadian National Railways, it never managed to break even; it cost \$1.44 to earn every dollar of revenue. It provided a classical illustration of an addlepatented venture."

Once again, I would like to thank all the Study Group members for their participation. It makes the Editor's job much easier. Au Revoir until next time.

Bill