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THE R.P.O. NEWSLETTER
OF THE CANADIAN R.P.O. STUDY GROUP (B.N.A.P.S.)

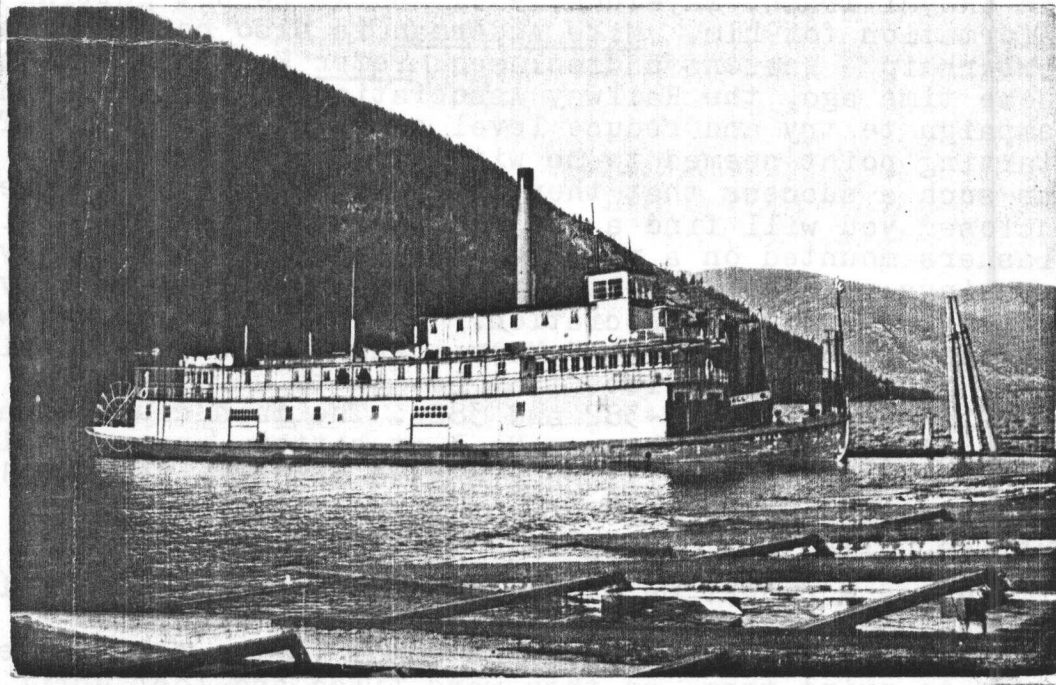
VOLUME 16 - No.4

Whole No.69

March 1988

PACIFIC NORTHWEST REGIONAL GROUP, B.N.A.P.S. - At least twice each year this Group meets somewhere in the Pacific Northwest for technical seminars, social activities and perhaps an auction. This Spring the meeting is at the Park Royal Hotel in West Vancouver, B.C. on March 5, 1988. This Newsletter is being produced for distribution there.

STEAMER "MOYIE" - Arrow Lakes Service, Canadian Pacific -



Extract from "Kelowna Capital News",
Monday, November 9, 1987

A \$150,000 fund-raising campaign is underway to save the S.S. Moyie. After almost 60 years of service on Kootenay Lake, the Moyie was beached at the lakeside town of Kaslo in 1958 to become the only stern-wheeler open to the public as a museum in British Columbia. Now Kaslo's number one tourist attraction, drawing about 10,000 visitors a year, it is in danger of deteriorating beyond repair.

Federal Environment Minister Tom McMillan recently promised \$150,000 for preservation of the Moyie, providing the Kootenay Lake Historical Society,

the custodians of the ship, can raise a matching amount. The preservation program will include major repairs and stabilization of the hull and also a fire protection system to protect the Moyie and its priceless historical collection.

The Society is seeking funds from federal and provincial agencies, foundations, corporations and individuals.

Donations may be sent to the Kootenay Lake Historical Society (Moyie Preservation Fund), Box 537, Kaslo, B.C. V0G 1M0. Tax deductible receipts will be issued.

Courtesy of Doug Hannan

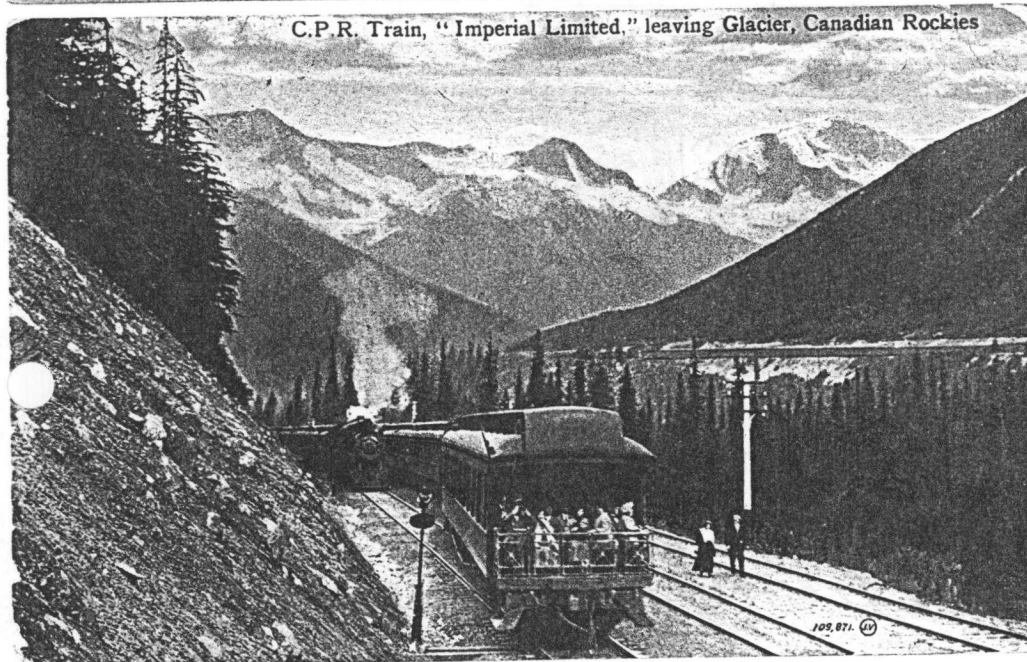
FROM THE MEMBERSHIP - Many members have sent kind notes with their dues this year. Eugene Labiuk had mail problems and ended up sending an extra \$2.00 which he donated to the fund. Ron Kitchen apologized for being late - and sent \$5.00 instead of \$2. Ron also sent several fine photographs taken at CAPEX last June. Thanks, Ron! A note from David Harding advises he is wintering at Mesa, AZ. Why leave Victoria, David? it has been a good winter here. Warren Bosch writes that he is still going through the 100,000 4¢ war issues which he received for Christmas in 1986. Warren and I have just been doing some trading - and my face is still red from mis-identifying a couple of items. Thomas Washington writes that he will be dropping out of the Study Group because he is a one-train man (Royal Train, May-June, 1939) and we're not getting much information for him. Mike Anderman is also not renewing his membership - reasons undisclosed. Peter McCarthy writes - "Some time ago, the Railway Association of Canada began a campaign to try and reduce level crossing accidents. The starting point seemed to be with employees themselves. It was such a success that they extended to safety in general. Enclosed you will find a pin of the St. Andrew's Cross with flashers mounted on a pole which is symbolic of railway crossings. This is the safety incentive used - and given out by the Railway Association. Hope you like it and wear it once in a while, Bill." Many thanks, Peter, I certainly will. Maggie Toms advises that Lew wrote her regarding the differences between O-382 and 382A. The main clue appears to be the 1943-44 date, hammer No.3 at bottom, and a complete absence of bottom serif. Maggie also reports adding Q-188, Hammer 8, and Q-189 (hammer not yet identified) to her Jubilee collection, along with DD-26.

Jim Felton - caught me losing correspondence in the files. He sent his reports of strikes on special stamps to me on October 31, 1986. There wasn't space in the then current issue to print them, so they were filed and lost until Jim recently jogged me. Here they are at last - on Map stamps - MA-161, Hammer 2 - N/MR 11/99, Q-165 (what hammers, Jim?) - NW/MR 20/00, NW/DE 12/99, O-85 - N/JA 13/99, O-94 - NORTH/FE 25/99, O-119 - T1N/MY 25/99, O-269 - S/OC 7/99, O-292 - S/FE 2/99, O-327 - T1S/NO 17/99, DD-96 - no date (roller 1). One F-1 - TS-90b, DEC/25/1888. On Special Deliveries - E-2 - O-390 - 33/FE 25/25, MA-71 - 1/FE 20/25, E-3 - W-144 - 9/JUN 27/34, E-11 - O-19 - 604/JUL 18/53, DD-52 - 21/ 23 AP/48, W-138 - 10/SP 1/42. On Airmails - DD-40 - 9 PM/FE 14/38 on C-3, C-6 - DD-102 - JUL ?/42, 16/JUL 15/43, W-30p - 4/AU 17/41, W-42 - 11/FE 21/40, 190/JUL 24/42, W-77 - 12/SP 10/41, C-7 - W-111c - 196/DE 8/42, C-9 - W-77 - 12/MY 8/48. Am I forgiven, Jim?

Joe Smith - sends a 3¢ Jubilee with a partial strike of O-156 - LONDON & SARNIA / Ry.P.O. Centered and toward the top of the stamp are the initials "L.W." in 4½mm capitals, looks like printed from rubber type. I'll try to illustrate it alongside, but it's very dark. Anyone care to hazard a guess? What is it?



The next two pages are courtesy of Jim Miller, a Glacier collector. Thanks for sharing them, Jim.



On the train in the Canadian Rockies.
 Aug. 4 - 1918.
 I went up to the ice cave in the edge of this glacier yesterday. It was a fine hike.
 R. M. M.



Mrs. L. E. Snyder,
 Omida,
 South Dakota,
 U. S. A.

GLACIER HOUSE, B.C.

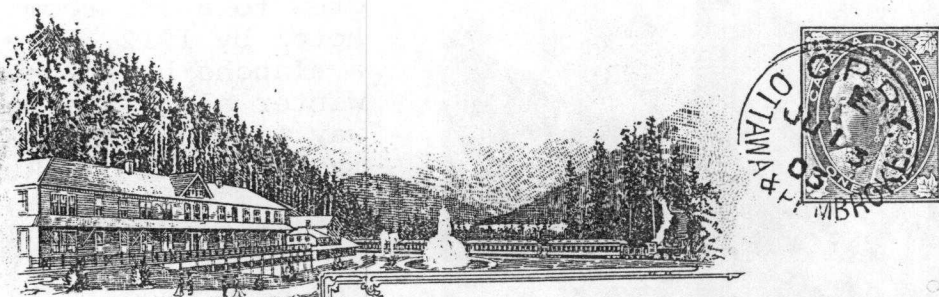
Glacier House, located in the Rogers Pass section of the C.P.R. British Columbia mainline route, was once a tourist spot as popular as Banff and Lake Louise. Spectacular mountain pass scenery combined with easy access to the Illecillewaet Glacier inspired many railway travellers to stop at Glacier House. Originally built as a meal stop-over only, Glacier grew to a 150 room hotel by 1912. The avalanche hazard every winter along the railway line became too much for the C.P.R. to cope with, so an alternate route under Rogers Pass was built and completed in 1916.

The Connaught Tunnel route bypassed Glacier House, and the hotel was closed down a few years later, and was dismantled by the end of the 1920's, bringing to an end a major era of tourism and recreation in B.C.

The Calgary & Vancouver R.P.O. markings can be commonly found on Glacier House viewcards. Glacier also had its own post office, which opened in 1899. When the hotel closed, the P.O. was moved to the new station site at the west portal of the Connaught Tunnel.



The Illecillewaet Glacier was only 2 miles from the station, and was accessible by an easy trail from the hotel.



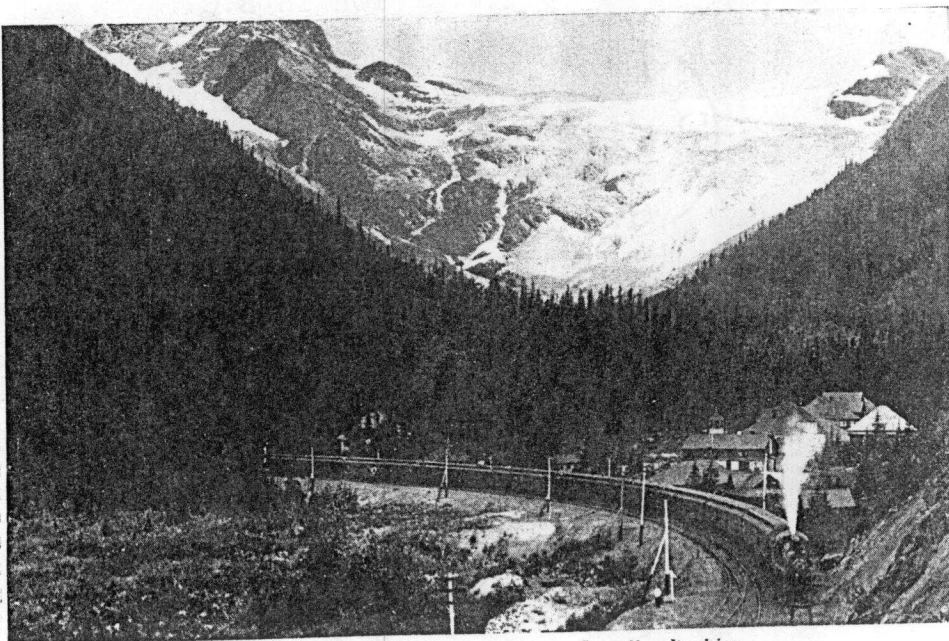
A number of different railway pictorial postal stationery postcards were issued showing Glacier House.

THE SPACE BELOW IS RESERVED FOR ADDRESS ONLY.



CANADIAN PACIFIC RAILWAY CO'S.
HOTEL.

*R. Mathison Esq
Dept Institute on Deaf & Dumb
Billerica
Ont*



The "Imperial Limited" at Glacier—Canadian Rockies

Today, the original site of Glacier House is commemorated by a National Park's carin. Remnants of the foundations, gardens, railroad bed, and stone bridges can be found in the area, and make for fun exploring.

FROM THE NEWSPAPERS - Old and New -

"Vancouver Sun" February 7, 1988
(See my report on Page 2 of No. 66)

Things aren't what they used to be on the trains

Canadian Press

BISHOP'S FALLS, Nfld. — It's midnight on the barrens of central Newfoundland and the island's last passenger train service squeaks, rattles and bangs as it rolls over Canada's most storied narrow-gauge railway.

A howling gale rattles the windows, and the single passenger aboard struggles to get warm.

Two oil stoves are not enough to heat the drafty old coach, with its naked light bulbs, free-swinging bathroom doors, grey-painted walls and broken seats. The coach is tacked on the end of a freight train.

"If they wants to, they could make it nice for passengers," conductor Carl Dillon, a railway man since 1952, says to his sole customer. "But they don't wants to. I don't know why."

Newfoundland's railway is by far the largest among the few in Canada that run on narrow-gauge tracks — the rails are set 107 centimetres apart rather than the 143 cm of the familiar standard gauge.

Most of the crew on the 221-kilometre run from Bishop's Falls in central Newfoundland to Corner Brook on the west coast worked the

line during the days when the province's railway was a busy, busy enterprise.

Back in the 1960s, passengers crossed the entire island in comfortable, elegant coaches.

They dined on moose steaks and salmon, knocked back rum and beer in the club car and played lazy games of cards as the train whistled through isolated logging communities.

Today, a stranger who shows up at the counter at mid-morning to buy a ticket at the little town of Bishop's Falls is greeted with a curious look and maybe a chuckle.

A typewritten notice next to the wicket tells passengers that Terra Transport, a subsidiary of Crown corporation CN Rail, has applied to the Canadian Transport Commission to eliminate the remaining passenger run because it is losing about \$200,000 a year.

Trains used to go through Bishop's Falls every 20 minutes. Now there are two a day, with many empty freight cars.

On the sidings, old abandoned passenger coaches — burnt out, vandalized and painted white — sit like silent ghosts.

The "Vernon News" items are courtesy of Ken Ellison. Without wishing to embarrass Ken, we also print the item below — an advertisement by Ken's Grandfather.

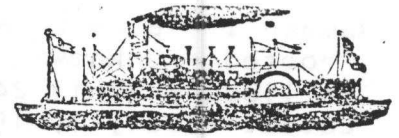
RESIDENCE PROPERTY,

ADJOINING THE TOWNSITE OF VERNON.

A limited number of Lots are now offered for sale on building conditions. The Lots average ¾-acre each, with wide avenue in front and rear; are near depot, church and school, and have an unsurpassed view of the entire valley. The soil is of the best, ploughed and ready for cultivation mostly, with scattered timber and light brush in places. For terms address

PRICE ELLISON - - - - VERNON, B. C.

"VERNON NEWS"
April 27, 1893



ss. "Penticton"

Will carry passengers and freight on Okanagan lake, connecting with trains to and from Vernon three times a week:

BETWEEN VERNON AND PENTICTON—
Leaves Vernon for the Mission and Penticton 2 p.m. Monday and Friday.
Leaves Penticton for the Mission and Vernon 1 p.m. Tuesday and Saturday.
Leave Mission going north, 8 a.m. Monday, and Friday.
Leave Mission going south, 8 a.m. Tuesday, and Saturday.

Will call at Trout Creek and other points when desired. Good sleeping accommodation.

B. & L. LEQUIME, Proprietors.
R. McDOUGALL, Ticket Agent at Vernon.



THE CHEAPEST, SAFEST AND MOST

Direct Route!

TO EASTERN AND WESTERN POINTS.
Courteous and Obliging Employees.
AN EXCELLENT DINING-CAR SERVICE.
Free Colonist Cars on Every Train.

Local Time Card.

TRAINS carrying Passengers, Freight and Express, will run daily as below (Sundays excepted), connecting with main line trains at Sicamous and with boats for the Lower Country at Okanagan station:

GOING SOUTH.	A.M.	GOING NORTH.	P.M.
Sicamous.....	8.05	Okanagan Land'g	3.45
Mara.....	8.41	Vernon.....	4.15
Kenderby.....	9.15	Larkin.....	4.40
Armstrong.....	9.45	Armstrong.....	5.00
Larkin.....	10.05	Kenderby.....	5.30
Vernon.....	10.45	Mara.....	6.00
Okanagan Land'g	11.00	Sicamous.....	6.50

For maps, pamphlets, etc., and full information, write

E. GOULET, Agent S. & O., Vernon.
G. McL. BROWN, Dist. Pass. Agt., Vancouver.

Deer Lodge Hotel

SITUATED 15 MILES SOUTH of VERNON on the road to Okanagan Mission on the bank of Long Lake, noted for the beautiful scenery, fishing and hunting. Boats for guests.

This Hotel has just been built, in connection with the stage carrying H. M. mails, passengers and express, running between Vernon, Benvenuto, Okanagan Mission and Kelowna three times per week each way.

Leaves Vernon for Kelowna, Mondays, Wednesdays and Fridays.

Leaves Kelowna for Vernon, Tuesdays, Thursdays and Saturdays.

FRANK BOUVETTE, Proprietor.

5001 - 102 Lane N.E., Kirkland, Washington 98033, U.S.A.

RR-5 B. & L. H. R. / -
Six Hammers

HAMMER ANALYSIS

Hammer I - B. & L. H. R. / -
Proofed - Unknown
Earliest - April 24, 1860 - 151
Latest - July 1, 1862
Direction - EAST, WEST [3:3]
Comments - Angular Ampersand;
Punctuation same as H-II

Hammer II - B. & L. H. R. / -
Proofed - Unknown
Earliest - March 13, 1861
Latest - November 17, 1862 - 151
Direction - So far, EAST only [2]
Comments - Angular Ampersand;
Punctuation same as H-I

An angular ampersand must be Hammer I or II, both of which have base periods after all letters except 'R', although these base periods are not always visible depending on the quality of the strike. To separate Hammers I and II by chordal measurement is difficult but possible if one is very accurate. Measure the chord from the lower left corner of the 'L' to the bottom of the right leg of the 'R'; a distance of 10½mm, or a fraction over is Hammer II, while a chord of 11mm, or a shade under, is Hammer I. If they are visible, measure the distance between the base periods after 'L' and 'H'; 4½mm is Hammer I while 5mm, or a touch under, is Hammer II.

Hammer III - B & L. H. R. / -
Proofed - Unknown
Earliest - July 22, 1864
Latest - April 22, 1872
Direction - EAST, WEST [6:2]
Comments - Rounded ampersand;
punctuation same as H-IV & V

Hammer IV - B & L. H. R. / -
Proofed - Unknown
Earliest - February 16, 1869 -151
Latest - April 15, 1884
Direction - EAST, WEST [5:8]
Comments - Round ampersand, flat top; punctuation same as H-III & V

Hammer V - B & L. H. R. / -
Proofed - Unknown
Earliest - February 18, 1873
Latest - To be advised
Direction - So far, WEST only [1]
Comments - rounded ampersand;
punctuation same as H-III & IV

Hammer VI - B & L H R. / -
Proofed - Unknown
Earliest - July 30, 1866
Latest - June 25, 1869
Direction - EAST, WEST [2:1]
Comments - Rounded ampersand;
punctuation is unique.

Hammers III, IV, V and VI all have rounded ampersands; however, H-IV, at least after 1869, has a flattened top and is self identifying. For Hammer VI, with a base period only after the 'R', on a clear strike such punctuation identifies Hammer VI. Observe the 'B' closely. If the lower loop of the 'B' extends laterally beyond the upper loop, then the hammer is either H-III or H-IV; if the upper and lower loops have equal lateral extension, then the hammer is H-V or H-VI.

For additional confirmation, measure the distance from the lower left corner of the 'L' to the bottom of the left leg of the 'H'. If this chord is less than 4½mm, the strike is Hammer III; the remaining three hammers are over 4½mm. Measure from the lower left corner of the 'L' to the bottom of the left leg of the 'R'. A distance of 8½mm confirms H-VI since H-IV & V are over 8½mm. Measure the base periods between the 'H' and 'R'. A chord of 4½mm is Hammer IV; Hammer V is only 4½mm.

More from Lew Ludlow -

Doug Murray sent Jim^{Lehr} a copy of one of the extra proof sheets, not in one of the books, for confirmation of a P.E.I. split ring cancel. Jim noted on the same sheet a proof strike that I had not listed, specifically a mis-spelling of O-34.

I immediately went to my copies of the proof strikes and, sure enough, there it was but my copy was so poor I missed the error. We have now listed this up for Jim as follows:

O-34A BRIDGEBURY & GODERICH - R.P.O. / ., Type 17, T2E, (1911), no R.F., Only Proof Known, Reporter 137.

After advising Jim, I immediately went to my O-34 strikes to check them out; looked at over 200 strikes, mostly Admirals, but they were all 'G', not 'Y'.

It is probable that this error never got into circulation, but our Study Group members might enjoy searching for it.



The Proof Strike

"VERNON NEWS"
October 20, 1892

Bouvette's Express

Leaves Vernon 8 a.m. Wednesdays & Saturdays.
Leaves the Mission 8 a.m. Mondays & Thursdays
Parties wishing to inspect land for sale or to take up pre-emptions, furnished with rigs and (if desired) personally conducted to any part of the Mission valley.
FRANK BOUVETTE, Propr.

Increased postal facilities for the Lower country have been granted by the Post Office Department at last—at long last. During his visit here early in August Mr. Mara saw the condition of affairs for himself, and presented very strongly to the Department the necessity of better service. He was assured by the Department that the matter would be attended to at once, and expressed his surprise while here last week that nothing had yet been done. Since his return to Kamloops the News has received from Mr. Mara the following intimation:

KAMLOOPS, October 16th, 1892.
DEAR SIRS,—In a letter from Mr. Fletcher of the 13th Inst. he states: "I have just received a telegram from the Department authorizing the increased service in the Okanagan country south of Vernon." I have no doubt it will be all right now.

Yours very truly,
J. A. MARA.

The increased service referred to is a tri-weekly mail from Vernon to Osoyoos, and fortnightly from Osoyoos to Kettle river, Boundary creek and Rock creek. The mail to Keremeos will go fortnightly from Penticton. This is certainly a great improvement on the former service, but still two weeks is a long time to wait between mails.

THE FAR SIDE



Runaway trains

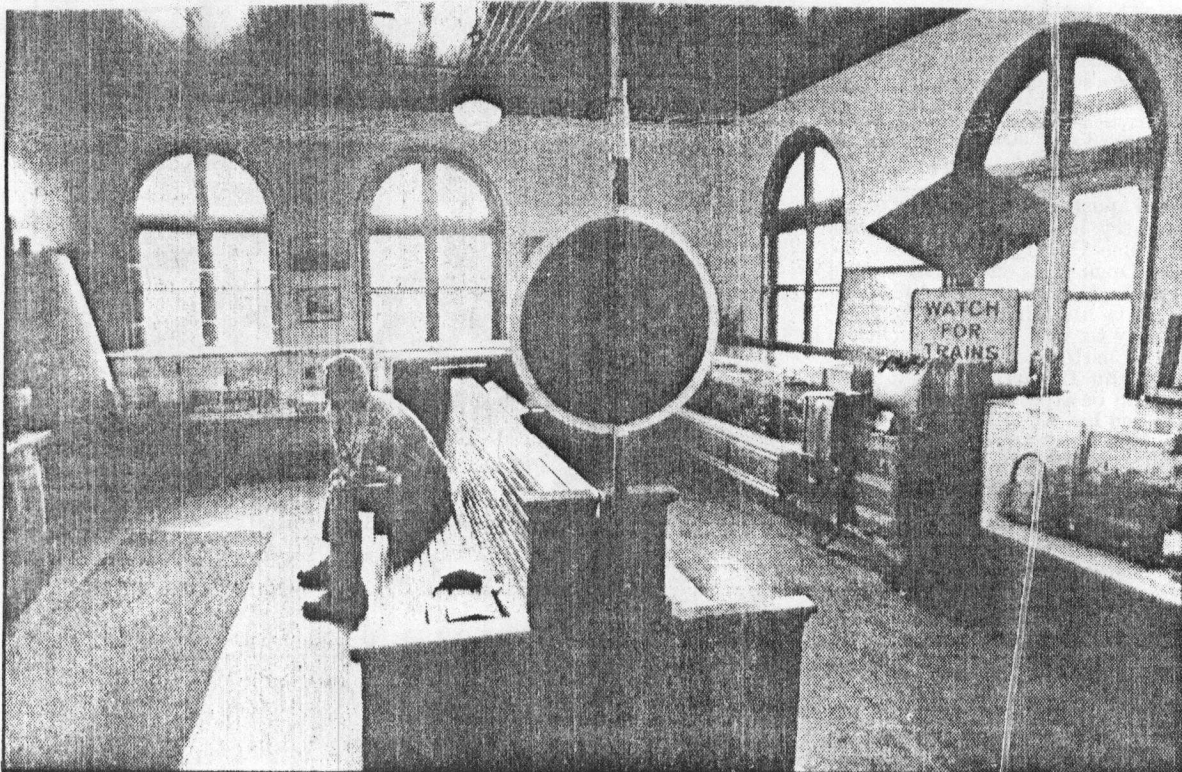
You have all seen the milk carton advertising for missing children ----

Courtesy: Jim Felton

"VERNON NEWS" again thanks
to Ken Ellison

A recent letter from Jerry Carr - with enclosed article -

Thought you might be interested in reading about a Railway Station here in Michigan. It does have some connection with Canada being that it is or was part of the Grand Trunk Railway of Canada. The Station was built in the 1850s and was used right up until the end of the Passenger trains in Michigan. The station is in very good shape and where work was required to repair it was expertly done. I was into it late last fall when the Art Train was there and it was so crowded I could not take any pictures. I did buy a postcard of an early train in the station but it is too light to reproduce by Xerox. Next time I am out there I will pick up another and send it to you. This station was very busy during the war years as Selfridge Field of the US Air Force base was also in Mt. Clemens. So the station was busy with men going into Detroit on liberty, 3 day passes or a week end pass. My father had lots of them when he was running on the Doodle Bug which ran from Detroit to Port Huron and back to Detroit, running from Detroit at 2:30 or 3 PM, and back at 9:30 PM. There are several stations in the area that have been made into Museums. In South Lyon it has been moved to a city park and is a city run museum. It was also a Grand Trunk Station with a very distinctive design. On the Pere Marquette line, now the C & O, the station in Howell, Michigan has been converted into a Museum. The old GTR Station from Smiths Creek, Michigan is in Greenfield Village Museum.



PATRICIA BECK/Detroit Free Press

Vern Gomez of Roseville, an engineer, brakeman and conductor with the Michigan Transit Museum, sits in the Mt. Clemens Depot Museum

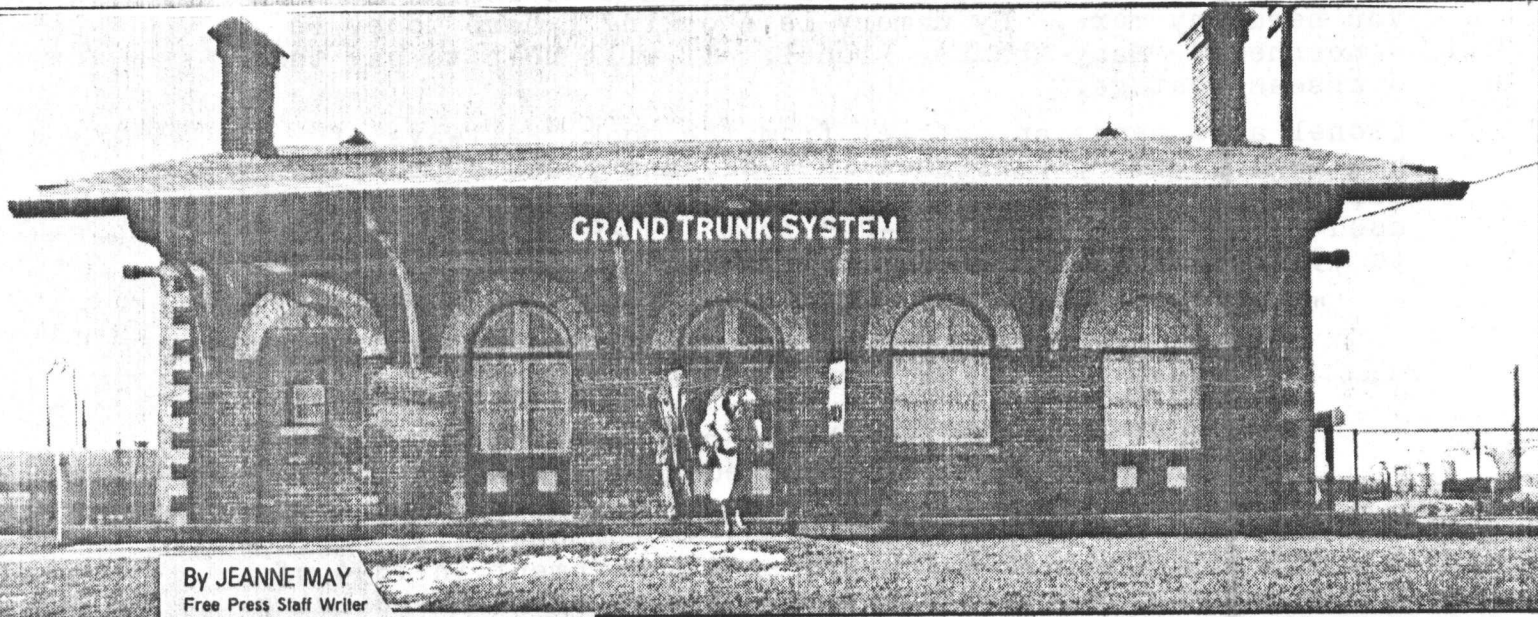
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Detroit Free Press

Section A, Page 3

SECOND FRONT PAGE

Monday, January 4, 1988 •



By JEANNE MAY

Free Press Staff Writer

Karl Joost of Mt. Clemens has an incurable heart disease: He's in love with railroading.

As he stood in the waiting room of the Michigan Transit Museum's restored Mt. Clemens train depot Sunday, the 17-year-old museum member talked about his passion.

"This is the original floor and ceiling," he said. "A member spent two years on his back scraping the ceiling and refinishing it. We try to keep the 1859 appearance.

"This clock is from the old Birmingham station. This 'yard limit' sign came from Nine Mile. . . . That picture is a train stopped for lunch. We say they're 'at beans.'"

Joost went into the ticket agent's office and pointed at a trackside bay window.

"This," he said, beaming, "is where Thomas Edison sat."

When Edison was a teenager, he pulled the station agent's child from the path of a runaway box car. In appreciation, the agent taught Edison telegraphy, Joost said. Some of Edison's earliest inventions involved the telegraph.

In a storage room near the agent's office, Joost pulled a box filled with wires from a shelf.

"The best thing in here is this," he said, "an authentic Edison telegraph battery. . . . It powered the telegrapher's key."

THE DEPOT MUSEUM is at 200 Grand, just off Cass and three-quarters of a mile west of Gratiot in downtown Mt. Clemens. It is open from 2 to 4 p.m., every Sunday, and admission is free.

If you're lucky, Joost will be there to give his guided tour. He knows so

The exterior of the Mt. Clemens Depot Museum.

PATRICIA BECK/Detroit Free Press



PATRICIA BECK/Detroit Free Press

Karl Joost, 17, of Mt. Clemens stands in the waiting room of the Michigan Transit Museum's restored Mt. Clemens depot as he tells of his passion for railroading.

much about railroading that even the older museum members ask him questions.

In May, the museum will start trolley-train rides. Two restored cars from Chicago's El (now the trolley) and a diesel locomotive (the train), will run from downtown Mt. Clemens to Selfridge Air National Guard Base. The rides start in late May and will run

through late September.

Joost and museum members are looking for new members to share the work of restoration and to learn to run the trains.

All aboard!

You can hear about the museum in a taped message by calling 463-1863 anytime.

..../10

Lionel Gillam writes - " You may recall that The Sheriff made me an honorary member of the R.P.O.Group when it was first formed. However honoured I may feel, I also think that it's about time I paid a bit toward your funds. Enclosed is a small cheque for \$20. You will have to remind me when you need any more. My memory is shocking (where money is concerned)" Many thanks, Lionel. It will help to pay that overseas postage.

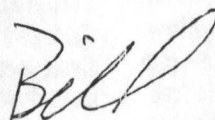
Lionel also sends an extract from the book "Railways of Southern Quebec", published in 1982, and poses a problem for the Group - regarding the Sorel & Sutton R.P.O., which used Q-296 from 1880-83, Q-298 from 1890-95, and Q-297, 1895 to 1912.

"In the spring of 1891 the South Eastern Railway bridge over the Yamaska River between Sorel and St.Guillaume was destroyed by ice, and service between Sorel and Drummondville was interrupted. After the Montreal & Atlantic Rwy.(a C.P.R.subsidiary) appeared on the scene in the summer of 1891 it showed no inclination to re-establish services on this line, and in 1893 abandoned the section from St.Guillaume to Drummondville. Despite the blandishment by the Federal Government in 1894 of a subsidy to cover one third of the cost of rebuilding the Yamaska bridge up to a maximum of \$ 50,000, the Montreal & Atlantic decided not to reopen the Sorel to St.Guillaume section. After being dormant for eight years, the ten miles of track between Sorel and the Yamaska River were sold in 1899 to the South Shore Railway (Sorel to Longueuil) for \$ 25,000."

The dates on the postmarks suggest that the bridge WAS repaired at some time between 1891 and 1895. The line between Sorel and Drummondville was abandoned in 1912, and R.P.O.services were restricted to Drummondville & Sutton - of which R.P.O. 1912 is the earliest known date. The 1905 CPR Timetable shown in the November, 1986, Newsletter shows no connection between Sorel & St.Guillaume that makes sense. The time of leaving Sorel (Quebec Southern Rwy.) is given as 3:45 PM, and 2:20 PM is given as the time for the CPR leaving St. Guillaume. The map shows a continuous line from Sorel to Drummondville. If the line between Sorel and the Yamaska River was dormant for eight years, how did the Sorel & Sutton RPO operate ? Maybe the P.O.Dept. used the original hammers while the mail was carried by courier from Sorel to St. Guillaume and thence by RPO to Sutton. Alternatively, the mail could have been carried from St.Guillaume via the Lake Champlain & St.Lawrence Junction Rwy. to Farnham, and thence eastward to Sutton (by-passing Drummondville). Somehow I doubt this. Truly we have a mystery here. Have any members any comments or further information ?

The Caboose - Even though these have been almost retired from active railway service, most members understand what they were, and can figure out that this is the end of another packed Newsletter. Many thanks to all who have contributed. We'll try to have another issue out by May and then a sixth for the Virginia Beach Annual Meeting.

All the best to everyone,



W.G. Robinson
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