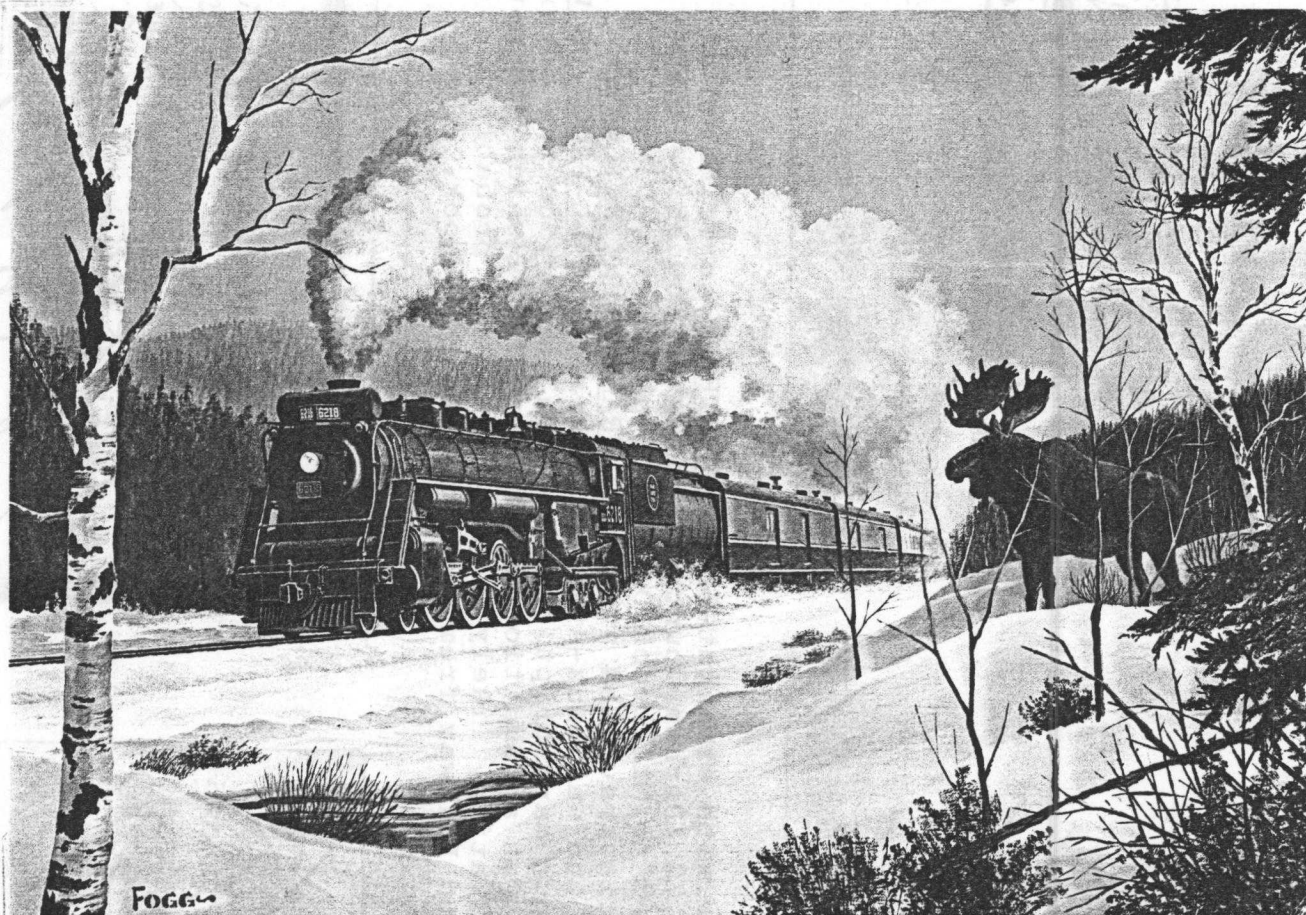


This issue is being prepared for distribution at the March 11, 1989 meeting of the Pacific Northwest Regional Group of BNAPS at Everett, Washington, under the chairmanship of our members Lew Ludlow and Gene Frampton. Quite a few of our members are expected to attend from all over Washington, Oregon & B.C.



Our thanks to Frank Scheer of the Railway Mail Service Library for this very fine Christmas card depicting Canadian National Railways locomotive No.6218 speeding through the woods of northern Ontario. This engine was built by the Montreal Locomotive Works in September, 1942, Serial No.69716, and remained in service on steam excursions until 1973. It always operated in the Central Region, was of the U-2-g class, with 25 $\frac{1}{2}$ "x 30" cylinders, 73" diameter drivers, steam pressure 250 psi, had a rating of 57% and used a Vanderbilt-type UB tender. It is now permanently displayed at Fort Erie, Ontario.

ANNUAL DUES - These have come in well, and there are very few now in arrears. Several members have sent short notes and even news items or articles with their cheques. These include Stan Kalabza who hopes to keep members of his family out of hospital long enough to get in the action of the Study Group. Joe Smith reports O-77 on a 3¢ Jubilee with direction S on OC 18/97 and O-159 T2W, JU 23/97 with the "T" inverted. Ross Grey sent the fine article appearing on the next three pages -

REGISTERED

3927
467 1791

ENFIELD
JUN 28
70
C.W.

Mr H. W. James
Teacher
Millbrook

cut

Y-BROOK
JUN 28
70

Y-BROOK
JUN 28
70

RR-53

↑
#1

COVER #1

A 3c Small Queen cover with straight-line REGISTERED, originated at ENFIELD, C.W. 28 JUNE, 70 (Durham County, Darlington Township, 1866-1914) and was addressed to Millbrook, Ont. (Durham County, Cavan Township, 1846-open) ; it travelled via RR-53 GRAND TRUNK RAILWAY EAST-A NIGHT, JU 28, 70 and was back-stamped on arrival MILL-BROOK, C.W. JU 29, 70. There are four manuscript registration numbers on the cover, suggesting that there was an additional transfer office which did not apply a transit cancellation, likely Port Hope. It was probably carried via the Midland Railway from Port Hope to Millbrook.

#2
↓

↑
#1

#2
↓

55-King W. E. Jan
22/1870
Please send 30¢ to
make 29¢ with
with the grey bank
jobey Coleman

CANADA POST CARD

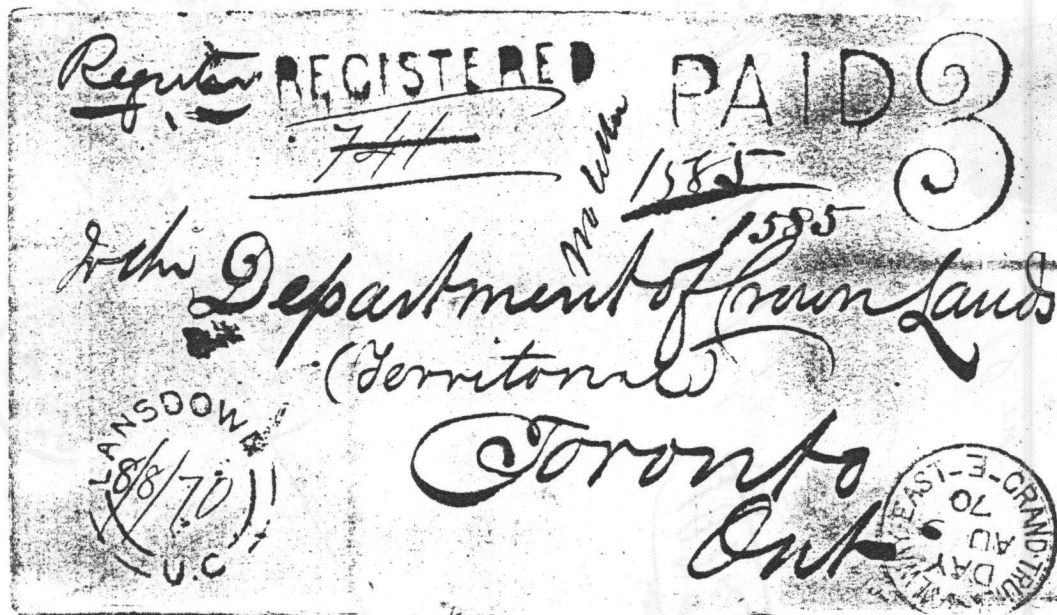
THE ADDRESS ONLY TO BE WRITTEN ON THIS SIDE

To Mr. H. W. James
Teacher
Millbrook
Montreal
C.W.

RR-53

COVER #2

A 1c post card to Montreal from Toronto. The message on the reverse is dated 22/9/71. The front of the card is cancelled twice with RR-53 GRAND TRUNK RAILWAY EAST-B NIGHT, SP 22,71. The back of the card has a MONTREAL, Q AM, SP 23,71 arrival cancellation.



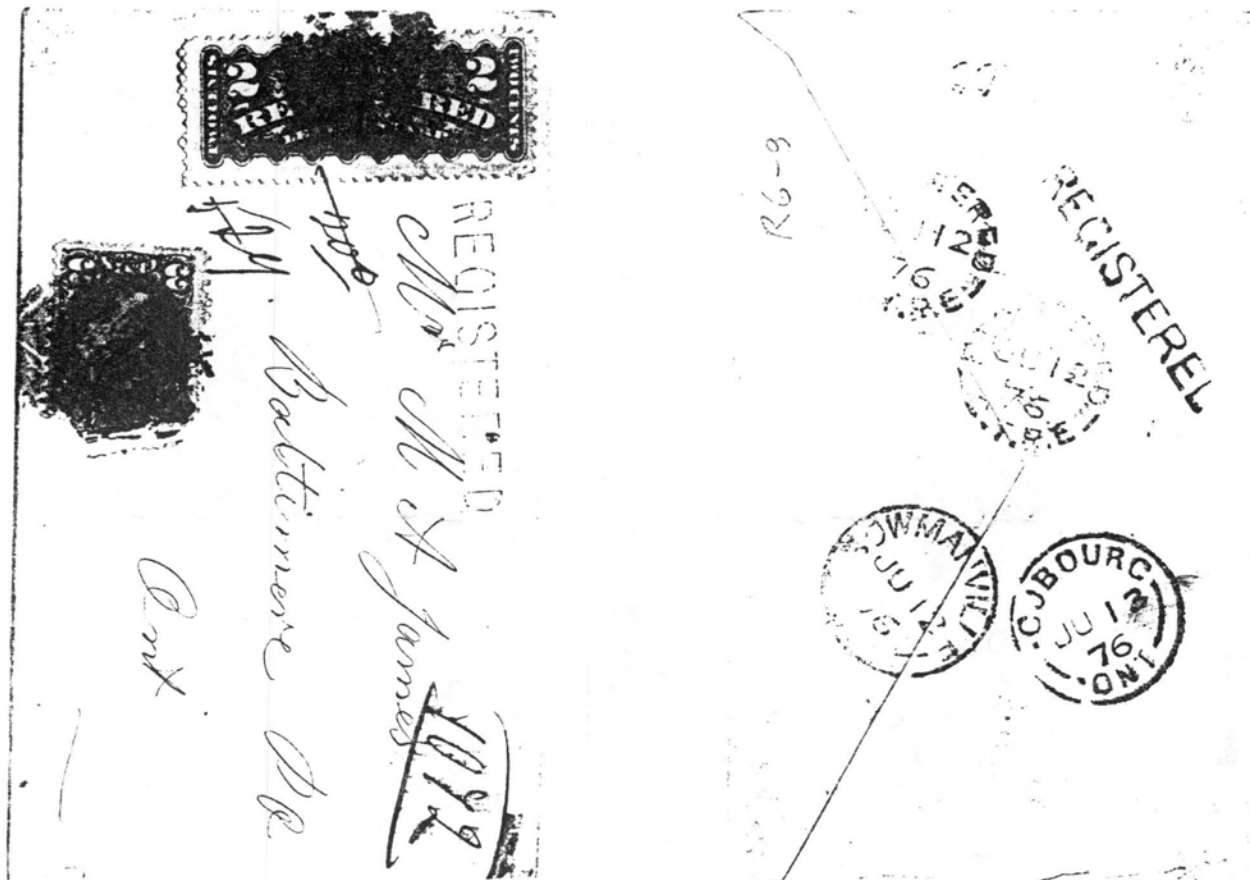
COVER #3 ↑

A stampless cover addressed to Toronto with straight-line REGISTERED originated at LANSDOWNE, U.C. (Leeds County, Lansdowne Township, 1852-open) situated on the Montreal-Toronto Grand Trunk line at mileage 146.5 from Montreal. The front is cancelled with RR-53 GRAND TRUNK RAILWAY EAST-E DAY, AU 9,70. There are no arrival or transit cancellations on the back.

These three covers show that three hammers of RR-53 were used on the Montreal-Toronto Grand Trunk Railway line, not on the Grand Trunk Railway of Canada East (Levis to Riviere du Loup) during 1870-71. Does anyone have examples which indicate that these or other hammers were used on the G.T.R.E.?

EDITOR'S NOTE:

An item in Lew Ludlow's collection bears out this contention. His item was mailed from Owen Sound, Ont., September 12, 1870, to Quebec City. It has an RR-53 transit marking DAY/SP 14/70, boxed REGISTERED/G.T.R. (RG-7) and a QUEBEC /C.E. arrival marking of AM/SP 16/70. Obviously this cover did not travel on the Grand Trunk Railway east of Quebec.



COVER #4

A 3c Small Queen + 2c RLS registered cover addressed to Baltimore PO, Ont. (Northumberland County, Hamilton Township, 1851-open) with straight-line REGISTERED (40.5mm long). Transit cancellations on the back are BOWMANVILLE, ONT. JU 12, 76 (Durham County, Darlington Township, 1854-open, situated on the Montreal-Toronto Grand Trunk line at mileage 290.8 from Montreal and probably the originating post office), RG-8 REGISTERED /G.T.R.E. JU 12, 76, another straight-line REGISTERED (37 mm long), and COBOURG, ONT. JU 13, 76 (Northumberland County, Hamilton Township, 1822-open, situated on the Montreal-Toronto Grand Trunk line at mileage 264 from Montreal).

This cover shows that RG-8 was used on the Montreal-Toronto Grand Trunk Railway line. Does anyone have a cover which indicates otherwise?

EDITOR'S NOTE:

A cover in my collection was mailed from Wellington, Ont., June 3, 1879, with a 2¢ Registration & 3¢ Small Queen, to Napanee, Ont. It shows backstamps RG-8, JU 3/79, TRENTON/ONT. cds JU3/79, and NAPANEE/ONT. split-circle JU4/79. Obviously the RG-8 was applied on the Montreal-Toronto main line of the G.T.R.

A similar cover in Lew Ludlow's collection was mailed from Cannington, Ont. on June 13, 1879, to Whitby, Ont. It is back-stamped with O-381 on June 13, and RG-8 the same date. Lew questions whether the "E" in RG-8 really means "Express" rather than "East".

From: Alex. Price - Another archives gem -

Post Office Department, Canada,

POST OFFICE INSPECTOR'S OFFICE,

Victoria, B.C., 24 June 1886

Dear Sir, It is expected that from 1 July next, trains will run daily on the Canadian Pacific Railway & mails will be carried by mail clerks on trips both East & West - As regards the service of your office I think it would be advisable for you to exchange mails twice daily with the mail clerks on trips both East & West - I cannot say yet at what hours train will pass "Ashcroft Station", but I will let you know as soon as I am informed - Should you prefer a less frequent service please let me know and I will arrange accordingly

Yours truly
Postmaster, E.H. Fletcher
Ashcroft Station, P.O. Inspector
B.C.

Mr. Fletcher's (or his clerk's) writing is somewhat hard to decypher - so here is the meat - To the Postmaster at Ashcroft Station, B.C. - "It is expected that from 1 July next, trains will run daily on the Canadian Pacific Railway & mails will be carried by mail clerks on trips both east and west. As regards the service of your office I think it would be advisable for you to exchange mails twice daily with the mail clerks on trips both east and west. I cannot say yet at what hours trains will pass Ashcroft Station, but I will let you know as soon as I am informed. Should you prefer a less frequent service please let me know and I will arrange accordingly. Yours truly, E.H. Fletcher, P.O. Inspector"



Winter scene at Glacier House in the Selkirk, 1922. From the permanent collection of the Whyte Museum of the Canadian Rockies.

From: "The Selling of Canada, the C.P.R. and the Beginning of Canadian Tourism" by E.J. Hart, 1983, Page 69 -

Van

Horne had also recruited the man who was to assist McNicoll immeasurably, the flamboyant former newspaperman George Ham, to whom credit must go for founding the first CPR publicity department.

A measure of Ham's ingenuity, which he was to exhibit throughout his career with the CPR, can be gained from his own description of one of his early contacts with the company as a reporter on the first transcontinental train:

The first through train to cross the continent in Canada left Montreal on June 28th, 1886, and reached the western terminus, Port Moody, right on the dot on July 4th... There were only two sleepers attached and they were comfortably filled. The only newspaperman aboard was myself, and I had written up the trip from Montreal to Winnipeg in advance, and sent it by mail — for I had been on the road frequently — only adding the names of the more prominent passengers by wire from Ottawa. When the papers reached us on the north shore of Lake Superior, Mr. Dewe, the superintendent of the postal service in Canada, who was on board, was astonished at the length and accuracy of my report, and wondered how and when I had written it, and as I did not enlighten him, except to say that he had seen me writing on the train, his mystification remained with him until his death.

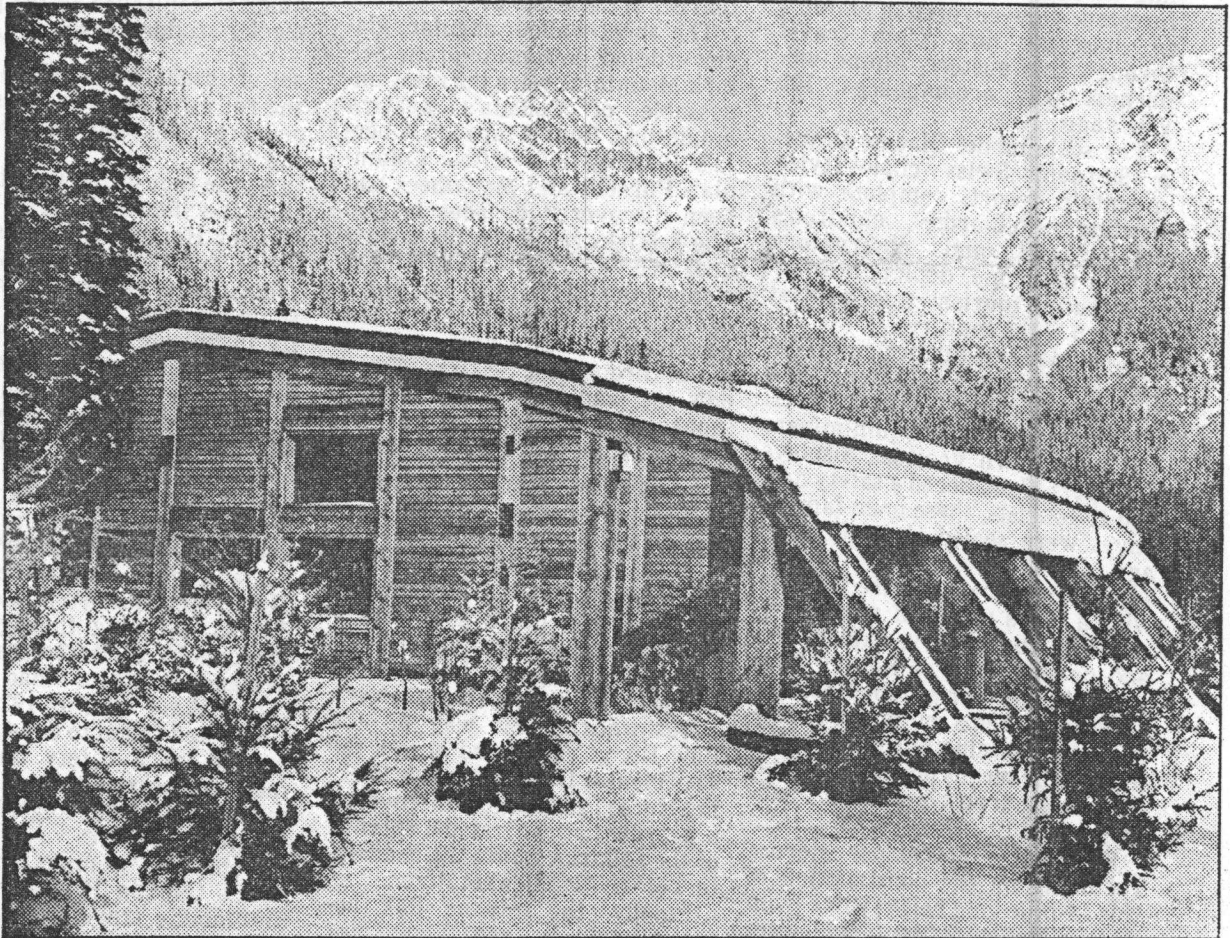
From Dr. Ted Bowen - published in "Modern Maturity", February-March, 1989 issue -

■ If steam trains are your passion, you can't live without the 224-page *Steam Passenger Service Directory*, an annually updated guide that lists most tourist railroads with intermit-

tent or regularly scheduled steam services; also trolley and railway museums in the U.S. and Canada. Included are nearly 200 listings, with black-and-white pictures of the trains, descriptions of the parks or stations where they may be found, admissions, schedules, phone numbers, etc. It's the only comprehensive book of its kind we know. Cost of the 1989 edition (out in May) is \$7 (\$8 for first-class mail) postpaid from Empire State Railway Museum, PO Box 666, Middletown, NY 10940. All abow-waaard!

From the "Toronto Star", November 30, 1988 -

Rogers Pass Centre



SLANTED ROOF on visitor centre duplicates snowsheds that shielded trains from avalanches

Guidepost

The Rogers Pass Information Centre is 345 kilometres (215 miles) west of Calgary and 724 kilometres (450 miles) east of Vancouver; 1.3 kilometres east of the summit of Rogers Pass. The centre is open in the winter; Monday through Friday, from 9 a.m. to 4 p.m. For more information write to Mount Revelstoke and Glacier National Parks, P.O. Box 350, Revelstoke, B.C. V0E 2S0 (attention: superintendent). Or, phone (604) 837-5155.

By Anita Latner
Special to The Star

ROGERS PASS, B.C. — For the average tourist, who doesn't climb mountains, the Rogers Pass Information Centre offers a view of what was once Canada's second biggest tourist attraction: train travel through the Selkirk Mountains and an alpine vacation at Glacier House.

Open year round (admission is free), the centre is one of three roadside stops along the Trans Canada Highway, which winds its way through Glacier National Park — a 70-mile stretch of high-altitude road between the small mining towns of Golden and Revelstoke, B.C.

Outside, the centre is designed to duplicate the wooden snowsheds once used to shield travelling trains from ubiquitous avalanches. The roof slants down over the walkway leading into the centre and is held up by huge, square wooded beams, enabling visitors to visualize how these frail-looking snowsheds draping mountain cliff-sides, shielded travellers.

Side attraction

Inside, it resembles more of a Christmas toyland than a museum. The centre uses scale model trains chugging over and tunneling through scale model spruce-forested, snow-covered mountains to illustrate how train travel through this austere, alpine wilderness was accomplished 100 years ago.

The scale model Glacier House, a 90-room Swiss chalet-styled mountain resort, complete with bowling, billiards, children's campground and observatory with a telescope, depicts how sophisticated tourism was here at the turn of the century.

A popular side attraction to Glacier House was a trip down into the underground Nakimu Caves. The centre's mannequin-miners climbing down grottoes displays this sport. Considered a safety hazard to tourists, these once-famous caves were sealed shut 10 years ago.

A 60-seat movie theatre, stocked with a day's worth of movies reenacting the history, exploration and development of Rogers Pass through the formidable Selkirk Mountains, helps the centre to recreate the building of what was the most treacherous portion of Canada's first transcontinental railway.

Front-page newspaper stories, reporting on the construction of this 14-mile long railway line from Beaver Valley to the Illecillewaet River, hang on the centre's natural wood walls. These clippings are a testament to the men who risked their lives to build the missing link tying Canada together in a confederation.

Through its scale model displays, tourists can see how the once-monopolistic Canadian Pacific Railway marketed Canada as a vast country of jarring, jagged

mountains — an image still perceived by foreign visitors. So successful was the C.P.R. in developing Canada's west as a mountain retreat, that for three decades its Glacier House was the centre of mountain climbing in North America.

"This is where mountaineering as a sport began," explained one local employee. "And now we've forgotten all about it."

Rogers Pass Centre reminds tourists of those days.

The sheer-walled, angular, glacier-riddled, avalanche-prone Selkirk Mountains were the most impassable of Canada's western mountains. Routes through Alberta's Rockies and British Columbia's Purcells and Monashees had been discovered decades before. The Selkirks remained the unconquerable mountain range that stopped the C.P.R. from building a railway line between Calgary and Vancouver. Until a pass could be found through the Selkirks, Canada's east and west would remain separate.

Explorers steered clear of these southeastern British Columbia mountains because of the area's harsh climate.

In 1881, the C.P.R. seduced surveyor Major Albert Bowman Rogers to search out a pass with a \$5,000 purse (which he never bothered to collect) and immortality — it would be named Rogers Pass.

Bushwacking his way up the Bow River Valley and across the Continental Divide through Kicking Horse Pass, Rogers discovered a narrow pathway at the summit of the Selkirks, above the headwaters of the Illecillewaet River.

Finally, the missing link between Calgary and Vancouver would be forged, and Canada would be tied together as a nation by a transcontinental railway line.

Buried alive

Roaring mountain streams, forest fires, rains that turned mud to quagmire and creeks to torrents plagued work crews as they crawled up the slopes of these rugged mountains.

But this was nothing compared to winter's avalanche assaults.

The annual 10-metre (382-inch) snowfall turned the Selkirks into a launching pad for snowslides. Trees snapped like matchsticks as the snow sped down 1,335-metre vertical drops at velocities up to 325 kilometres an hour. Men were buried alive, dozens at a time. One avalanche alone buried 62 men.

The C.P.R. persisted.

Ironically, the mountains that battled work crews all winter were tremendous assets throughout the summer. The C.P.R. was quick to capitalize on the ice-blue, glacier-studded scenery. Another

set of tracks were built alongside the railways 31 snowsheds so passengers could enjoy the breathtaking view.

At the foot of the Great Glacier (now Illecillewaet), the C.P.R. built Glacier House, which was host to 4,000 guests each summer. Famous for its rustic charm, wholesome food and mountain hospitality (a hillside tea house laced its brew with opium), Glacier House was a luxurious base camp for adventurers and mountaineers who, with the help of C.P.R.-imported Swiss guides, explored the Selkirk's peaks and glaciers.

But winter's "White Death" eventually forced the C.P.R. to reroute Rogers Pass underground. The eight-kilometre Connaught Tunnel, piercing through Mount Macdonald, sheltered trains from avalanches. Nature had won the "Snow Wars" and by 1929 Glacier House had fallen to decay and was burned as a safety hazard. Its foundations remain today, three miles west of the Rogers Pass Information Centre.

With the completion of the Trans Canada Highway in 1962, automobile travel replaced train travel; an era had ceased.

Today though, as a century ago, summer ushers tourists through Rogers Pass — 25 to 40 busloads daily, along with a steady flow of motorists and campers.

While the harder hike up and camp in the Selkirks, most travelers stop for lunch at Glacier Park Lodge (the only lodge in the park), then walk next door to spend an hour or two viewing the history of these mountains scaled down to a digestable size in the Rogers Pass Information Centre.

Cornwall Bridge Gateway

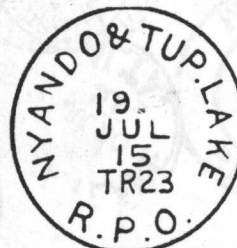
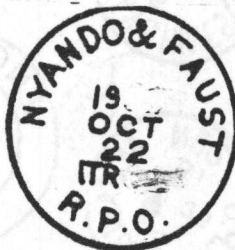
About 1900 two new firms were established in order to increase the Vanderbilt lines and provide more traffic for the central corporation, the New York Central & Hudson River Railroad. The New York and Ottawa built from Ottawa to the St. Lawrence and the Ottawa and New York built from Tupper Lake Junction on the Adirondack Division to the St. Lawrence. The two portions were connected by the Cornwall Bridge, a structure plagued by a serious accident during construction and an approach landslide at the end where it crossed the Seaway Canal. Two trains on a daily except Sunday basis each way were running by 1904. Odd-numbered trains ran south, and even numbered trains north.

Trains 20 and 23 carried a postal car with a 15 foot compartment and 21 and 22 carried only closed sack mail. The R.P.O. was named Cornwall and Ottawa north of Cornwall. By the late 1930s the Canadian Section was running a 30 foot postal compartment with the trains renumbered 61 and 62. In constant service on the US side became a casualty of the depression.

Prior to 1923 and after 1924 cross-border mails were carried between closed sack service between Cornwall and Nyando, N.Y. For the seven month period between July 1, 1923 and April 1, 1924 the US R.P.O. was officially named Cornwall & Faust. Apart from the short period of service the Cornwall & Faust R.P.O. was unique, with a rail service bearing the name of a foreign point in the official designation. The closed sack service was called Canadian Boundary Line and Nyando. No cancel for the Cornwall & Faust R.P.O. has been reported, and perhaps none was issued.

The name of the U.S. R.P.O. handstamps that could have been used provisionally for Cornwall & Faust R.P.O. are Nyando & Tupper Lake (in service Oct. 15, 1904 to April 18, 1922) and Nyando & Faust (in service April 18, 1922 to July 1, 1923 and again after April 1, 1924). Collectors should be on the lookout for Nyando & Tupper Lake and Nyando & Faust dated between July 1, 1923 and April 1, 1924 as well as any reading Cornwall & Faust.

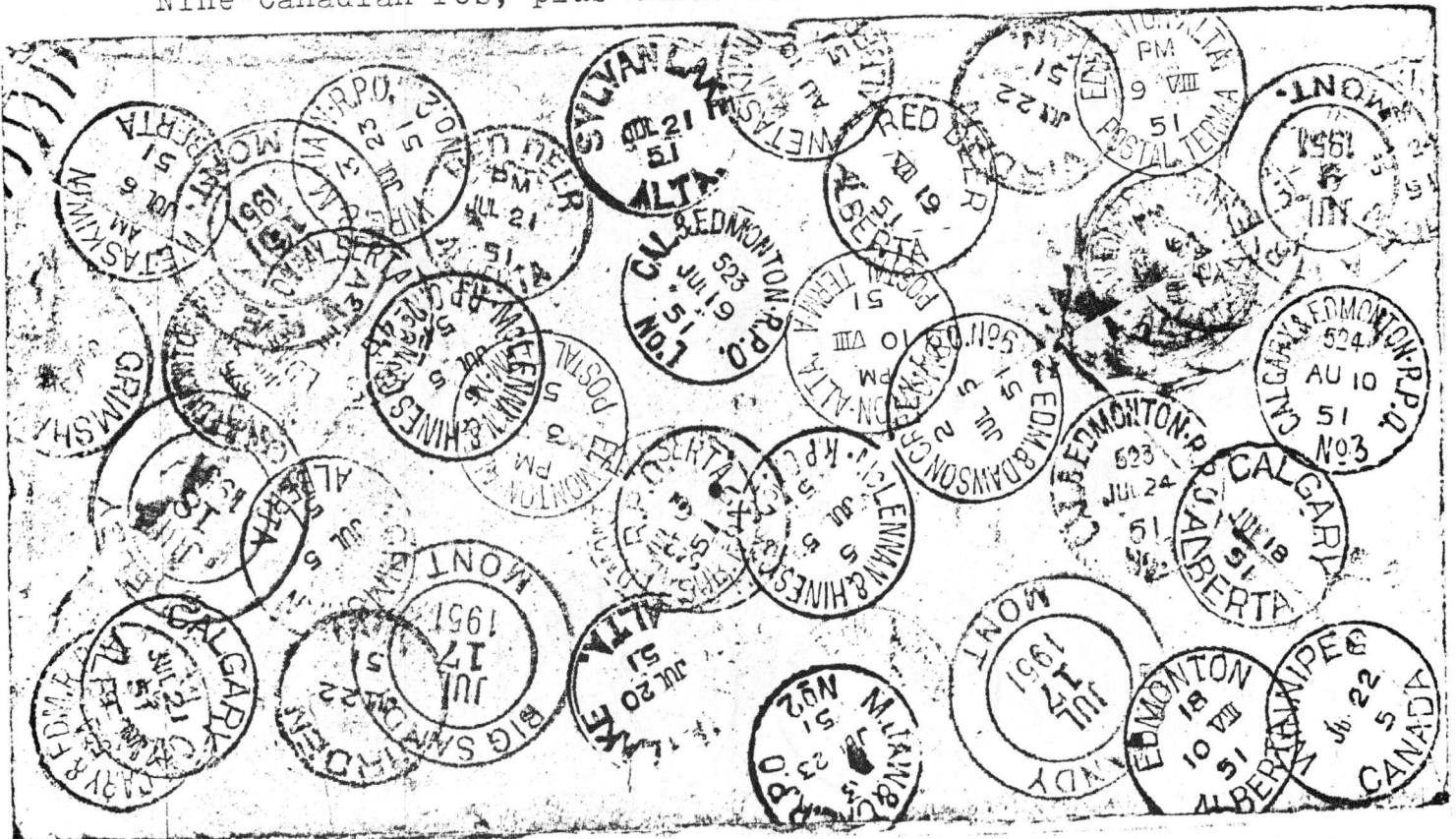
Thanks to Dr. Frank Scheer for his work in locating U.S. Second Division General Orders related to the Cornwall & Faust R.P.O.



A much travelled registered cover - courtesy of BNAPS member Cecil Coutts, Abbotsford, B.C. (From David M. Lambert colln.)



Eight RPOs - W-20, Train 524, W-22, Train 524, W-24, Train 523, W-37, Train 2, W-72, Train 6, W-72, Train 5, W-87, Train 3, W-196.
Nine Canadian POs, plus three US.



That's all for this time.

Bill

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