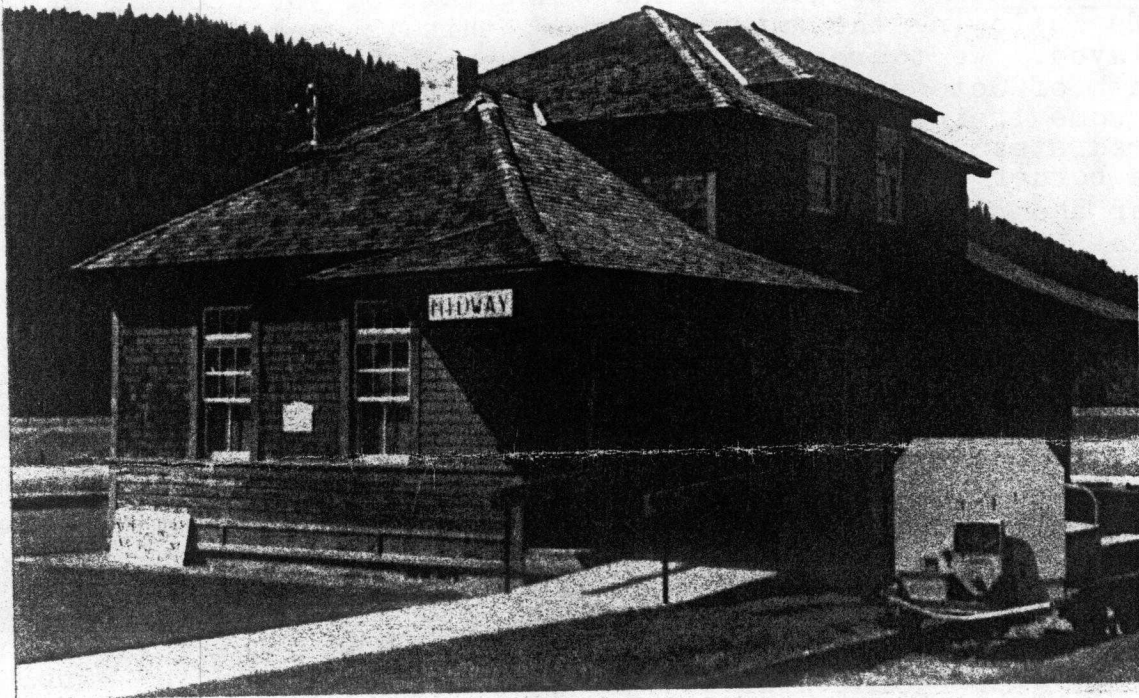


DELAYED MAIL - Because of the wanderings of your Scribe and his wife following the Annual Meeting, this issue has been considerably delayed. We toured Zimbabwe, Botswana and South Africa during the month of October, saw lots of wild animals, and even saw and rode on some trains. The Zimbabwe National Railways still use many coal-fired steam locomotives, and we saw several at Victoria Falls. At the border there, diesel locomotives of the Zambian Railways take over and propel the freight trains - mainly tank cars - across the great arch bridge over the Zambezi gorge and into Zambia. We also toured the Blue Train in Johannesburg Station, but were unable to obtain reservations. They are booked up over a year ahead. Instead, we travelled to Capetown on the regular train - The Trans-Karoo Express. It was a most interesting trip of some 26 hours. For the first fifty miles or so we were pulled by a coal-fired steam locomotive, then by a diesel, and for some distance into Capetown by an electric locomotive - including passage through a new 10km tunnel through one of the mountain passes. The entire line is electrified, with power being generated by coal-burning steam plants. All South African Railways have a three-foot six-inch narrow gauge, and this main line had heavy welded steel rails on concrete ties. It was a pleasant journey with good food economically priced and well served in the air-conditioned dining car. There was also no evidence of racial discrimination on the trains, or on airplanes or any public buses we saw. Black, white and in-between were all using the same transport. We also saw another steam train called the Otenikwa Choo-Choo which still operates a mixed train daily each way from Mossel Bay to Knysna on the Indian Ocean shore of Cape Province. The trains still carry bagged mail, but there was no evidence of sorting on the trains. The long air flights between Vancouver, London and Johannesburg were exhausting, but the experience was well worth it.

1989 ANNUAL MEETING - Held on Saturday Afternoon, September 23, with 31 members and guests present - one of our largest gatherings. The 1988-89 report as printed in the last Newsletter was presented and adopted. 1989-90 Study Group dues were set at \$10.00 Cdn. on motion of Messrs. Waite and Bradley. The present Officers were elected for another year, but the Editor advised that he wished to be relieved next year and asked for a volunteer. The matter of a Vice-Chairman was tabled until next year. It was recognized that an index is required for the Newsletter articles, but no action was taken at this time. It was noted that R.P.O. exhibits were entered this year by Messrs. Anderman, Ludlow, McCarthy and Stalker. Exhibits on other subjects were displayed by Messrs. Aitken, Brown, Burega, Covert, Harrison (Grand Award), Johnson and Narbonne. This Study Group is certainly active. The Group encouraged John Aitken to show his Centennial era R.P.O.s, and Dr. John McCrea his cross-border material. Several new members were welcomed, and fine talks were given by our members Dr. Alex. (Sandy) Campbell - as shown on pages 3 to 6 of this issue, and John Aitken on wreck mail from train wrecks. This will be printed in a future issue. Both were very interesting, and well received by the meeting. Whit Bradley showed photographs of the Midway, B.C. Station (now a museum), and of a plaque erected to the memory of Andrew McCulloch, who supervised the building and operation of the Kettle Valley Railway. See inside.

MIDWAY STATION - Terminus of the Nelson & Midway R.P.O.



ANDREW McCULLOCH PLAQUE - at Midway.



Anyone interested in the history of the Kettle Valley Railway should obtain a copy of "McCulloch's Wonder" by Barry Sanford, published by Whitecap Books Ltd., 2229 Jefferson Ave., West Vancouver, B.C. V7V 2A9, 1977, cost \$12.95.

Talk given by Dr.A.D.Campbell at the 1989 Annual Meeting -

Fifty years ago this month I was travelling by train to a village called Grafton, which is located just east of Cobourg.

As we were leaving Cobourg the conductor came to me and said:

"This train doesn't stop at Grafton, we just slow down to throw off the mail."

It was from that very moment that my interest in mail by rail began.

My subject today is not R.P.O.'s or mail by rail, but rather unforeseen occurrences on the railroads. In my case the conductor's statement was certainly unexpected. Fortunately for my peace of mind he came back to say:

"Since some idiot sold you a ticket, we will have to stop."

Had the train not stopped, the possible course of events is described in the "Markham Economist" in 1875:

"Just as the passenger train on the Toronto and Nipissing was clear of the station at Unionville, and running at the rate of 12 miles an hour, an old man suddenly leaped up from his seat, rushed to the platform and bounded off, turning about 40 somersaults before he brought up against the fence. In a short time he appeared at the station, looking all around, and then exclaimed:

"What an old fool! I thought I left my umbrella here and jumped off the car to get it, and now, hang me if I don't remember chucking it under the seat."

In 1838 when the locomotive "Samson" arrived at Pictou wharf it was greeted by one of the greatest Highland parties that Nova Scotia has ever seen.

Since that time it has been the custom that the appearance of the first train was the signal for great jubilation. On November 29, 1881 the rails of the Georgian Bay and Lake Erie Railway were laid into the town of Wiarton.



In keeping with tradition, the citizens were prepared for this event. When the flag-decked locomotive drew up, because, at least in part, of their expectations of what the railway could do for them, the crowd burst into cheers and the band began to play. In some locations a celebration like this called for the firing of cannon. Wiarton did not appear to have cannon, an omission they might shortly regret.

A quantity of lager beer was presented to the train crew. They loaded it onto the train, and then, within twenty minutes of its arrival, the train departed.

The crowd was stunned. The celebration came to an abrupt halt, the speeches unsaid, the thirsts unquenched.

The people of Wiarton made up for it the next year, when traffic officially commenced. Over 5,000 people arrived on four trains and on a number of boats. Beer was not mentioned in the account, nor, for that matter, cannon.

Another celebration never really got off the ground in December 1895 when the Tillsonburg, Lake Erie & Pacific Railway running between Port Burwell and Tillsonburg was to make its first trip. The train has barely left Port Burwell when the locomotive slid off the tracks and was buried in deep mud.

Accounts of accidents usually occupy a considerable amount of space in histories of the railways. Despite all the safety measures that have been instituted, accidents will continue to be an ongoing problem. Unexpected they may be but mention will be made of only a few, mostly local incidents.

A short distance from here, on March 12, 1857, a Great Western train went off the bridge over the Des Jardins Canal. The death toll was 60, the worst disaster up to that time on a railroad that had been plagued with accidents.

Collisions were frequent contributors to the accident scene. Other trains, pedestrians, and other objects both stationary and moving were participants in these events.

Animals probably sustained more than their share of the damage. It has been said that the early trains travelled only by day, as the lack of fences resulted in the destruction of so much livestock at night.

In an encounter on September 15, 1885, between P.T. Barnum's 6½ ton elephant Jumbo and a freight, Jumbo came off second best. This accident put St. Thomas in the unenviable position of being known only as the site of Jumbo's death.

One would hardly expect to meet an elephant in this country, but one trespasser which is usually disposed to dispute the right of way is the moose. Their hostility was increased with the introduction of diesels whose air horns sounded like their mating call. Changing the tone of the horns resulted in a decrease in moose fatalities.

Collisions, derailments and other disasters I have mentioned just to remind you that these incidents also took place before anyone thought of VIA Rail.

There was an unexpected development for the Buffalo & Lake Huron Railway in 1866. They found themselves involved in a war, or at least in an armed incursion. Their railyards were the first objectives of the Fenians who crossed from Black Creek and landed north of Fort Erie. The reaction of the railway was to make off with all the rolling stock in one long, but slow train. The Fenians set off in pursuit in a handcar, but gave up at Six Mile Creek where they burned the bridge and tore up some track.

Further involvement by this line was in conveying militia by train from Port Colborne to Ridgeway. They assaulted the Fenians there, and when they lost the battle, retreated, in good order, by train.

The Waterloo Chronicle on March 8, 1923, reported an unusual occurrence which took place in the same locality. Their heading was "Man Goes Mad On Train."

Bitten by mad dogs three years ago, Peter Herrisk, former Rochester dog catcher, now a Buffalonian, was suddenly seized by a violent attack of madness while on the train from Niagara Falls to Buffalo on Wednesday, throwing into a panic hundreds of Passengers.

The man, frothing at the mouth, raged through the train, screaming, snapping and clawing at the passengers. Conductor Cooper, alarmed, threw off a message at Black Rock as the train was speeding by the station, then ran into the car, holding a newspaper and jamming it into Herrick's mouth to prevent him from biting anyone. At the station following a twenty minute battle with four station officials, he was taken to hospital where he calmed down and was allowed to go home.

At this point it had been my intention to make some profound remarks about the present state of the railways. As there is little that hasn't been already said, you are spared this and any further remarks as well.

---

L. DER & ESTON R.R.  
TR 81  
SE 23 89  
LEWIS M. LUDLOW  
MAIL CLERK

Dr. Campbell did in fact go on to deliver a hilarious updating of our famous L. DER & EST. controversy of a few years ago - culminating in the revelation of the newly found facing slip shown at left.

Suitable samples were given to all the members present, and additional copies are enclosed for those who were absent.

The Group's appreciation was shown to Dr. Campbell in the usual way, but these facing slips will, no doubt, cause chuckles for many a month.

The second excellent presentation at the Annual Meeting was given by member John Aitken, and it should be covered in our next issue.

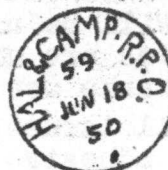


Courtesy of Dr. Frank Scheer -

.....  
 : " T R A N S I T P O S T M A R K " :  
 : The R.P.O. & H.P.O. Magazine. :  
 : Vol. 7, No. 8, AUGUST 1951, Whole # 44. :  
 : 10¢ a copy. Raleigh, Tenn. \$1.00 a year.:  
 :.....

## RAILWAY MAIL SERVICE IN CANADA.

It has been quite a while since we have published any news of the RMS of Canada. Recently one of our readers mentioned that she had a cover from Canada with several R.P.O. postmarks, named four and said there were two others she could not make out. She also asked "How do they do it?" I do not recall that she mentioned it was a registered letter but anyway I requested the loan of the cover, thinking I might be able to tell her the name of the other marks. The cover is very interesting. It appears that most of the clerks enroute backstamped the cover. The cover had printed notation that it contained a Kodak Color Enlargement and had a manuscript marking "Passed for Export E.P." and was addressed to a young lady in Lincoln (2) Nebraska. It also bore the original registration marking and number. The letter was posted in the afternoon of June 17, 1950 and I was able to trace it from the town of origin to port of entry at Chicago. I have a set of books issued by the Railway Mail Service, Post Office Department, Canada dated June 1950 and by referring to these schedules it was easy to see how the letter traveled. There are 3 books, titled "Schedule of Mail Trains and Water Services" East districts embrace Newfoundland, P.E. Island, N.S., N.B., and P.Q. Central districts comprises Ontario (East of Port Arthur). Western districts are Ontario (West of Pt. Arthur), Manitoba, Sask., Alberta, and B.C. Here are the postmarks but not necessarily as they were arranged on the back of the cover.



There was also double circle type Chicago, Ill. Reg. Div. Jun 20 1950 and Lincoln Nebr. Jun 21, Lincoln, Nebr. (Sta. 2) Registered Jun 22 1950. Canada postmarks all in black, USA red. Note VI for June in the Tatamagouche postmark. There were

no killers on any of these backstamps.

I consulted the Schedule for Eastern Districts, finding on page 5 index that Pictou & Oxford Jct. was listed under the Halifax District on page 48. Pictou & Oxford Jct., R.P.O. route 20, Canadian National Railways 78½ miles. Train 334 left Oxford Jct. at 2:05 pm and passed thru Tatamagouche at 3:54 pm. The journey begins. Train 334 arrived Pictou 5:35 pm. Then it is 16 miles to New Glasgow but there is no mail clerk on this train New Glasgow & Pictou, route 22, BC train 366 left Pictou 5:45 pm arrived N. Glasgow 6:35 pm. Here connection was made with Sydney & Truro RPO train 8 which had left Sydney at 8:30 pm and went by New Glasgow at 3:35 am next morning. Page 50 shows this is a CN Ry route 23 and 225 miles but only 43 miles from N. Glasgow to Truro. Tr 8 arrived Truro 5:00 am. Index shows Halifax & Moncton on page 28. Halifax & Moncton RPO 139 miles CN Ry route 22. Train 59 left Halifax 8:15 am passed Truro 9:50 am, arrived Moncton 1:55 pm 125 miles. Page 63 shows Moncton & Campbellton RPO 187 miles CN Ry route 187 miles #42. Train 50 left Moncton 2:15 pm arrived Campbellton 7:15 pm (Atlantic

time). Perhaps these two routes were previously known as Halifax & Campbellton and the old postmark is still used. Campbellton & Levis RPO is under the Quebec district. Page 84 shows this as route 65 CN Ry 303½ miles. Train 59 left Campbellton 6:40 pm (Eastern time) arrived Levis 4:10 am. The cover does not show postmark of Levis & Montreal RPO but this is on page 106. CN Ry route 72 and 161 miles. Train 59 left Levis 4:30 am arrived Montreal 8:45 am. Montreal & Toronto RPO on page 158 is route 206 CN Ry 333 miles. Train 9 left Montreal 9:15 am arrived Toronto 7:45 pm. There is no "T.L. & S. RPO" shown, this evidently being an old postmark Toronto, London & Sarnia.

So it was necessary to consult the book Central Districts. Toronto & London RPO is shown but it only has train 21 and 632 while the cover showed the train number as 15, so we look again. Page 75 has Toronto & Hamilton RPO (District 7 Toronto) route 220 CN Ry 39½ miles. Train 15 left Toronto 10:00 pm arrived Hamilton 10:55 pm. Next is Hamilton & Windsor on page 106 but this train only goes as far as London on this route. Hamilton & Windsor RPO route 253 CN Ry 190½ miles, 80½ from Hamilton to London. Train 15 left Hamilton 10:58 pm arrived London 12:47 am. These are District 8 London. The final Canada train is London & Sarnia RPO. Page 122 shows it as route 258 CN Ry 59 miles. Train 15 left London 12:52 am arrived Sarnia 1:54 am. Sarnia is just across the border from Port Huron, Mich., train 15 continues to Chicago as Port Huron & Chicago RPO. It left Sarnia 2:04 am arrived Pt. Huron 2:16 left 2:30 arrived Chicago 8:00 AM. It would be necessary to look in RMS schedules of the U.S.A., for the best route to Lincoln but the U S clerks did not backstamp so we can only trace it as it should have been dispatched.

Of course the Schedule Books show all other RPO and other trains, boats and trucks that handle mails in Canada, also how and when connection is made. The books contain 225, 190, and 252 pages of information and time. It is impossible to show all this data in "Transit Postmark" but we have prepared a check-list of the current Railway Post Office routes of Canada which we hope will be a help to you in identifying Canada RPO covers. Obsolete routes are not shown, tho their postmarks may still be used. Some postmarks use abbreviations or initials of offices.

On Sept. 24th, Canada will issue a set of stamps commemorating the Centenary of their first adhesive stamps. Theme is progress in Transportation. 4¢ showing trains, 5¢ boats, 7¢ airplane over stagecoach. The 15¢ will reproduce original 3 pence "beaver" stamp. I will like to hear of use of these transportation stamps on appropriate railroad RPO or boat TPO routes with early or first day use.

MAIL TRAIN SCHEDULES

Would you like to secure a set of the OFFICIAL SCHEDULES of mail trains as used by the U. S. Railway Postal Clerks that distribute the mail on the trains? A complete set of 15 R. M. S. Division books may be obtained by you for only one dollar to cover expense of postage, packing, etc.

Each book shows time of departure and arrival at termini of every mail train together with time at all junction points where connections are made enroute, together with all necessary information about each Railway Post Office, mileage etc.

These schedules have been accumulated over a period of years and have been assembled into sets for distribution. Only a limited number of complete sets are available. \$1.00.

GIDEON G. RYDER, Box 1245, BOSTON 4, MASS., U.S.A.



# CANADIAN PACIFIC

## THE WORLD'S GREATEST HIGHWAY.

RAILWAY MILEAGE  
OWNED, LEASED, AND  
CONTROLLED BY C.P.R.

1886  
4,631 MILES

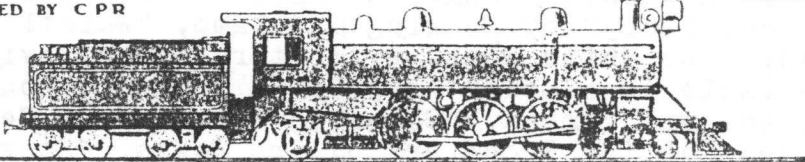
1896  
7,231 MILES

1906  
12,064 MILES

1916  
18,234 MILES

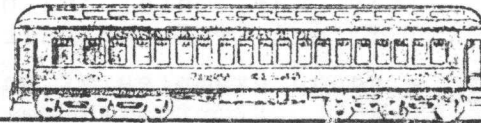
LOCOMOTIVES  
OWNED BY C.P.R.

1886	1896
372	584
1906	1916
1,109	2,255



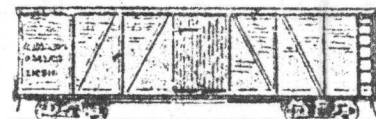
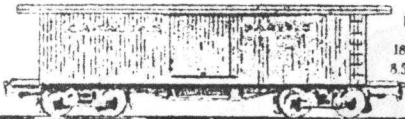
PASSENGER CARS

1886	1896	1906	1916
378	709	1,207	2,781



FREIGHT & CATTLE CARS

1886	1896	1906	1916
8,502	16,015	38,555	95,395



PASSENGERS CARRIED PER ANNUM IN

1886  
18,093,319

1896  
30,298,887

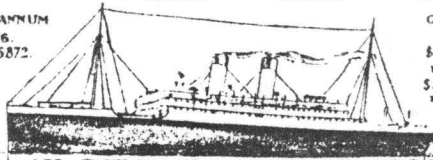
1906  
77,533,323

1916  
138,833,978

TONS OF FREIGHT CARRIED PER ANNUM

1886	1896	1906	1916
2,016,190	4,442,205	13,933,794	29,276,872

CANADIAN PACIFIC COAST AND  
LAKE STEAMERS GO.



GROSS RECEIPTS PER ANNUM

1886	1896	1906	1916
\$10,081,808	\$20,648,397	\$61,669,258	\$129,482,885

NET RECEIPTS PER ANNUM

1886	1896	1906	1916
\$3,703,446	\$8,107,581	\$22,973,313	\$40,225,920

RATIO OF WORKING EXPENSES

62.26%	60.80%	62.75%	61.96%
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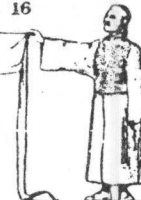
CANADIAN PACIFIC STEAMERS ON THE ATLANTIC & PACIFIC OCEANS 16



CANADIAN PACIFIC STEAMERS & TRAINS CONNECT LIVERPOOL WITH  
HONG-KONG A DISTANCE OF 11,860 MILES ALL THE WAY UNDER ONE SYSTEM.

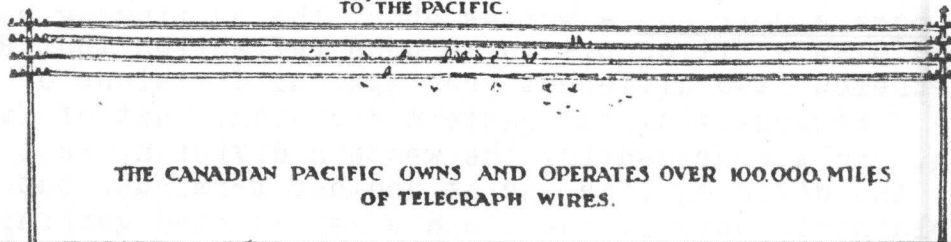
CANADIAN PACIFIC ANGUS SHOPS MONTREAL  
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IN THE WORLD.



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HOTELS FROM THE ATLANTIC  
TO THE PACIFIC.



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ship markings on Canadian mail, and asks members to help him establish a list of reference materials and a set of photocopies of ship markings not listed in the catalogue. In return, he would be happy to send a copy of the list and photocopies to those who are interested. In addition, if members know of any references to the transport of mail by ship (without ship markings) - such as in the early development of this country - he would appreciate hearing of these as well. Any information should be sent to - 964 Canaveral Cres.SW, Calgary, Alta. T2W 1N5. Your Editor has referred him to Cimon Morin's bibliography, "The Pacific Empresses" and "The Pacific Princesses" by Turner, "The Princess Story" by Hacking and Lamb, "Whistle up the Inlet" by Rushton, "The White Pass" by Minter, "Steam Navigation" by Croil, 1898 (available in a Coles' reprint), "Pacific Coastal Liners" by Newell and Williamson, "Canadian Pacific" by George Musk, "Paddlewheels on the Frontier" by Art Downs, "Sternwheelers and Sidewheelers" by Dr.Peter Charlebois, and books on Trans-Atlantic mail by Robertson, Studd, and Dr.Jack Arnell. There must be more.

Member Malcolm Smith - sends examples of an early date for E-80, and a late date for RR-96 - illustrated below -



Member Horace Harrison - writes about the continuing saga of GTR and GTRW - "It occurs to me upon reflection that RG8 and RG10 represent two different geographical divisions of the Grand Trunk - E representing the eastern division, east of Toronto to the sea, and W representing the western division, west of Toronto. Perhaps the dividing line was at another terminus, but my covers are explainable only if the E and W represented geographic area and not train direction. Are there any other thoughts? Test my hypothesis on the Study Group. Lionel Gillam may know more about the organization of the Railroad."

Dues - If the square below is ticked, please send \$8 US or \$10 Cdn. Make cheques payable to W.G.Robinson, as we don't have a separate bank account.



Hope the next issue isn't delayed as long.

Happy New Year !

Bill

W.G. Robinson  
5800 Cartier St.  
Vancouver, B.C.  
V6M 3A7