

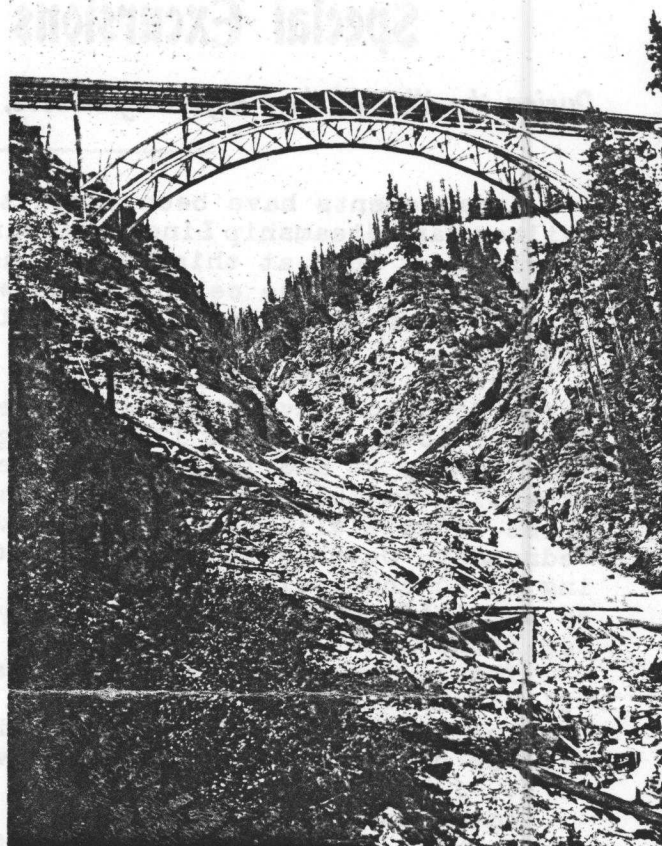
PIPEX 1990 - Your Editor served as Chief Judge for this World Series of Philately Show at Portland, Oregon, May 25 to 27. Our Chairman Lew Ludlow exhibited his "Canadian Mail by Rail - before Confederation" and received a National Gold Medal, the Postal History Society of Canada Certificate, and the Royal Philatelic Society of Canada Silver Medal for the best exhibit by a R.P.S.C. member. Show Chairman, Jack White, a member of this Study Group, and Chairman of the BNAPS Pacific Northwest Regional Group, hosted a lovely buffet along with his wife, Betty, for all BNAPS members attending.

ROYAL '90 - The annual meeting and National show of the RPSC will be held in Regina, Saskatchewan, June 8 to 10. The Winnipeg and Lakehead Regional Group of BNAPS will be holding a meeting. Lew Ludlow had been scheduled to give a seminar on RPOs, but he has been replaced by Director, Bill Pauluk. Lew will be exhibiting his early RPOs again, and your Editor - who will be Chief Judge - will show some of his early town postmarks from Saskatchewan in the Court of Honour. We hope to see several of our Prairie and Eastern members there.

CHAIRMAN, LEWIS LUDLOW -

Your Editor and wife, Megan, visited the Ludlows on May 24 while en route to PIPEX in Portland. Lew had been moved from the acute care hospital in Bellevue, Wash. to an extended care home the day before. He is now in a beautiful, bright room on the second floor of a converted house some 13 miles from his home, in the foothills of the Cascade Mountains, off Interstate Highway 90. We had a short talk with Lew, he knew us, and spoke sensibly about routine matters. His left side is paralysed, and this is serious to a left-handed writer. We didn't try him out on any philatelic or RPO matters, but we hope to visit again toward the end of June, and should have more time with him. Daughter Julia was with Mac, and has been employed around computers for several years. She managed to access Lew's files for me, and as a result, Annex VIII is on Pages 6 to 8.

1705 Stoney Creek Bridge, Selkirk Mts., B. C.



Trueman Photo, Vancouver, B. C.



ROYAL TRAIN 1901 - For our Royal Train buffs, the next three pages contain material from the 1901 visit of the Duke and Duchess of Cornwall and York (Later King George V and Queen Mary)- from John Keenlyside.



October 17th, 1901.
"Here comes the Duke of York."
—Herald II., Act 1, Standard II.

Welcome To Our Royal Visitors

We heartily join in the general welcoming to Saint John of the Heir-apparent to the throne—and his Royal Consort—and the future Sovereign of that Great Empire of which it is our pride to form a portion.

Special Excursions to St. John

During the Visit of their Royal Highnesses, The Duke and Duchess of York.

Arrangements have been completed with the principal Railroad and Steamship Lines offering exceptional inducements to visit St. John at this time, thus affording an opportunity to take part in the celebrations which are being prepared on an elaborate scale by the Provincial Government and City Council.

Return Tickets will be issued at one single first class fare, good to leave on Tuesday, Wednesday and Thursday, October 15th, 16th and 17th, and good to return, leaving St. John up to and including Wednesday, October 23rd, 1901; excepting in the case of the Dominion Atlantic Railway, whose tickets will be good to leave on Monday, October 14th, Wednesday, October 16th and Thursday, October 17th, returning up to and including Wednesday, October 23rd. Excursions by the Intercolonial Railway apply only to their line in New Brunswick.

The arches to be erected in various parts of the city will be unique and beautiful.

The decorations and illuminations, public and private, will be on a grander scale than ever before in the history of St. John.

Among the attractions will be a great display of fireworks which will take place from floats in the harbor.

Other events will be the distribution of medals to the South African heroes, presentation of addresses, the evening reception in the Exhibition Building, and the largest and most imposing military review ever witnessed in this province.

All visitors will be welcome at the St. John Board of Trade's new rooms, 85 Prince William Street, where will also be found the Bureau of Information of the Tourist Association.

In the Board rooms will be found the latest newspapers, both local and foreign, trade papers, etc. Out of town merchants are free to write their letters and have their mail addressed there.

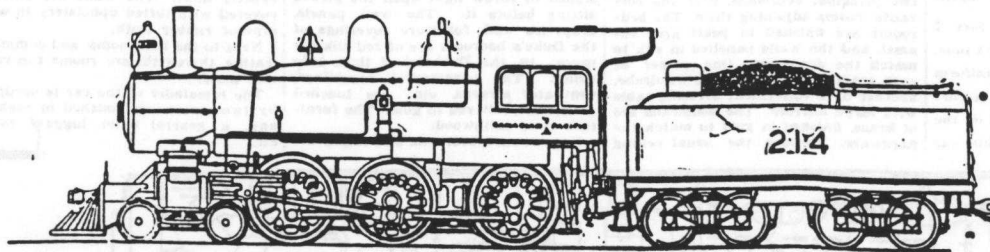
Those desiring to make enquiries or obtain information, will please address or enquire of

F. O. ALLISON, Secretary,
St. John Board of Trade.

C. P. R.'s ROYAL TRAIN.

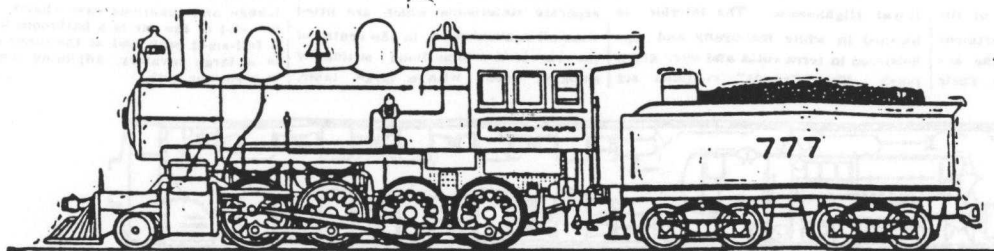
The Three Styles of Locomotives Used in Crossing the Continent.

Description of the 'Cornwall' and Other Superb Coaches Built for the Use of Their Royal Highnesses.



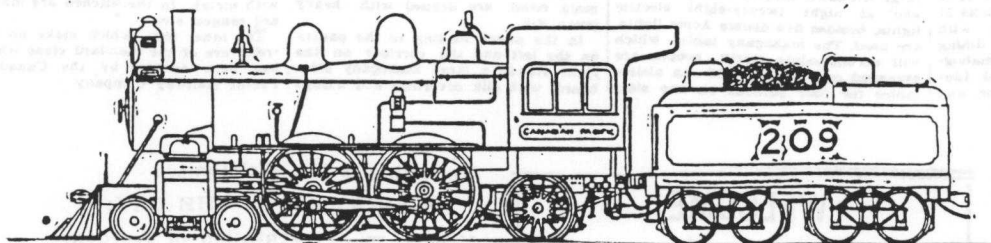
10-WHEELED PASSENGER ENGINE

The weight of engine and tender when loaded is one hundred and thirty and one-half tons. The diameter of the driving wheels is 6 feet 9 inches. The cylinders are 20 by 24 inches, the steam pressure is 200 lbs. The length of engine and tender over all is 61 feet 11-2 inches.



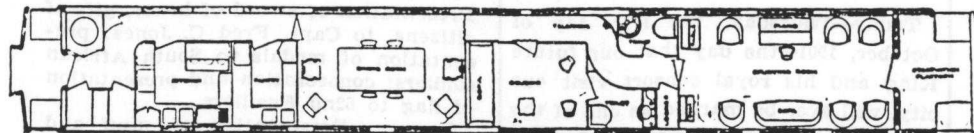
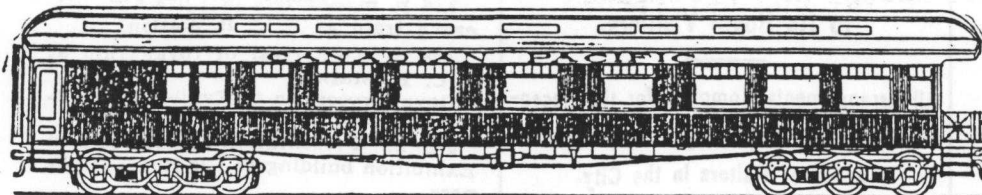
CONSOLIDATED ENGINE.

This type of engine is used in the mountain districts of the C. P. R. The weight of engine and tender when loaded is 132 tons. The diameter of the driving wheels is 4 feet 9 inches. The high pressure cylinder is 22 inches in diameter and the low pressure cylinder 35 inches in diameter. The stroke is 26 inches and the steam pressure 200 lbs. The length of engine and tender over all is 61 feet 5-8 inches.



THE PRAIRIE FLYER.

This engine is used in the prairie country traversed by the C. P. R.



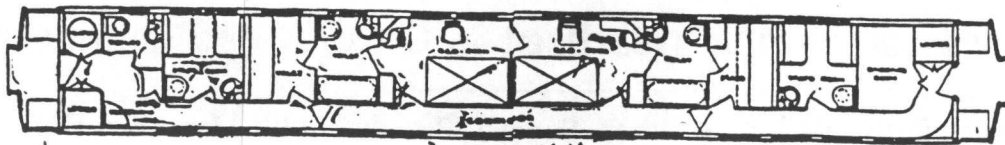
DAY COACH CORNWALL

The "Cornwall" is a day coach 75 feet 6-12 inches in length over all, with a width of 10 feet 3-8 inches, an extreme height over rail of 14 feet, and a weight of over 60 tons. It is divided into a reception room, boudoir, dining room and kitchen, etc.

The reception room, the largest room of the suite, opens directly on to the observation platform at the rear of the train. The woodwork is of Circassian walnut, and is undecorated save for a few ornamental mouldings. The entire upper part of the room above

the cornice is finished in quiet antique gold. The mouldings and ornaments are touched with gold and blue. The decorations of the room are in the style of Louis XV. The curtains are plain, of dark blue velvet, draped simply back from the windows, and the floors are carpeted with heavy Wilton

of a quiet grey-green tone. The furniture, consisting of a large sofa and light, roomy arm-chairs and table and desk, is upholstered in blue velvet to match the draperies, and a specially designed piano of Canadian manufacture is conspicuously placed in this room.



NIGHT COACH YORK

The "York" is the night coach, divided into sleeping apartments, bathrooms, etc. Its length is 75 feet 2 inches, and its weight about 27 1/4 tons, the other dimensions being uniform with those on the "Cornwall." A corridor extends the entire length of the car.

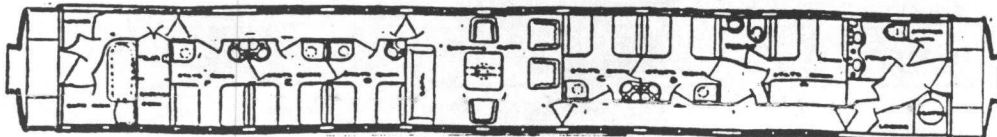
The central section of this car between the trucks for a length of about thirty feet is occupied by the two principal bedrooms, with the servants' rooms adjoining them. The bedrooms are finished in pearl grey enamel, and the walls panelled in silk to match the draperies. One corner of each room is occupied by a wardrobe, another by a convenient dressing-table with large mirrors. The bedsteads are of brass, finished in gold to match the hardware. Besides the usual ceiling

lights, in these rooms there is a special fixture over each dressing-table designed to throw light upon the person sitting before it. The wall panels, draperies and furniture coverings of the Duke's bedroom are of red silk armure; in the Duchess' of light blue moire. The ornamental mouldings, ventilator screens, etc., are touched with color, relieved in gold. The furniture is of satinwood.

Next to each bedroom, and communicating directly with it, is a commodious bathroom. These bathrooms are exactly alike. The walls are entirely covered with tufted upholstery in waterproof rubber cloth.

Next to the bathrooms, and communicating therewith, are rooms for valet and maid.

The remainder of the car is occupied by two staterooms finished in mahogany, a general toilet, luggage room, etc.



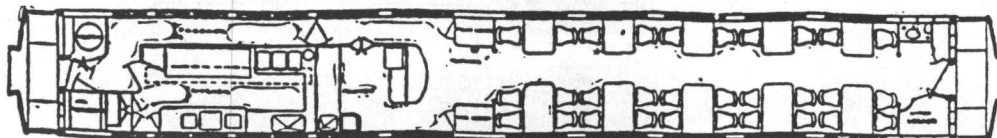
SLEEPING CAR CANADA

The head car from the rear of the train is the "Canada," a compartment car specially constructed for the accommodation of the suite of Their

Royal Highnesses. The interior is finished in white mahogany and upholstered in terra cotta and olive green plush. The "Canada" contains six

separate staterooms which are fitted with all conveniences; in the centre of the car is a commodious sitting or smoking room with a large table,

lounge and luxurious easy chairs. At one end of the car is a bathroom with a full-sized bath, and at the other end is a large lavatory, adjoining which is a shower bath.



DINING CAR SANDRINGHAM

The "Sandringham" is the dining car for the staff, and consists of main line, saloon, pantry, kitchen, etc. It is 77 feet 2 inches in length, weighs 27 tons, and is of uniform width with that of the other cars. The dining room is finished in red figured mahogany, with ceilings of embossed Lincolnshire Wilton, old gold in color, and

the floor is carpeted with green Brussels. It is well lighted, having ten large windows, draped with green silk, and at night twenty-eight electric lights, besides five double Acme lights, are used. The mahogany tables, which will accommodate thirty people, are arranged on two sides of an aisle-

tables for two on the other. The chairs are upholstered in leather. The bulkheads at each entrance to the main room are draped with heavy green silk.

In the annex leading to the pantry on the left and the corridor on the right stands a large mahogany sideboard, with silk coverings and hangings

of brass. The pantry is spacious and is fitted up with tables, counters, etc., covered with metal. In the kitchen are standard ranges, etc.

The other cars, which make up the train, are of the standard class which has been adopted by the Canadian Pacific Railway Company.

WELCOME!

St. John Extends a Hearty Greeting
to Its Royal Visitors.

All Arrangements Complete for the Reception
of Their Royal Highnesses—Thousands of Visitors in the City.

Today—Thursday, the 17th day of October, 1901—the day that our future King and his royal consort visit our city, will ever be marked as one of the most memorable events in the history of St. John, which in gala dress will extend a welcome to its royal visitors excelled in heartiness by none and in elaborateness by few in the Dominion of Canada.

Following is the skeletonized

PROGRAMME OF THE DAY:

10.30 a. m.—Presentation of freedom of the city to South African soldiers by Mayor Daniel in Court House.

2.06 p. m.—Arrival of Governor General's train at I. C. R. station.

2.36 p. m.—Arrival of royal train at I. C. R. station.

Royal procession to Exhibition building.

3 p. m.—Presentation of addresses in Exhibition building to His Royal Highness.

3.30 p. m.—Review on Barrack square. Presentation of sword of honor, gift of citizens, to Capt. Fred C. Jones; presentation of medals to South African soldiers; consecration and presentation of flag to 62nd Fusiliers.

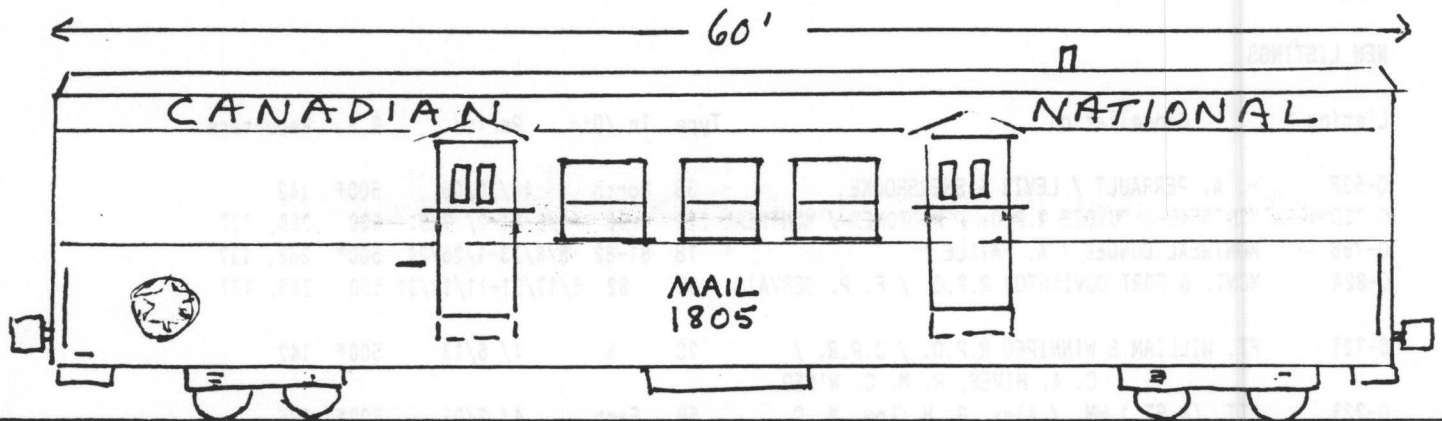
5 p. m.—Presentation of muff and boa, with address, from ladies to the Duchess of Cornwall and York at the Jones residence.

5 p. m.—March out of military.

8 p. m.—Fireworks in harbor.

9.30 p. m.—Reception in Exhibition building.

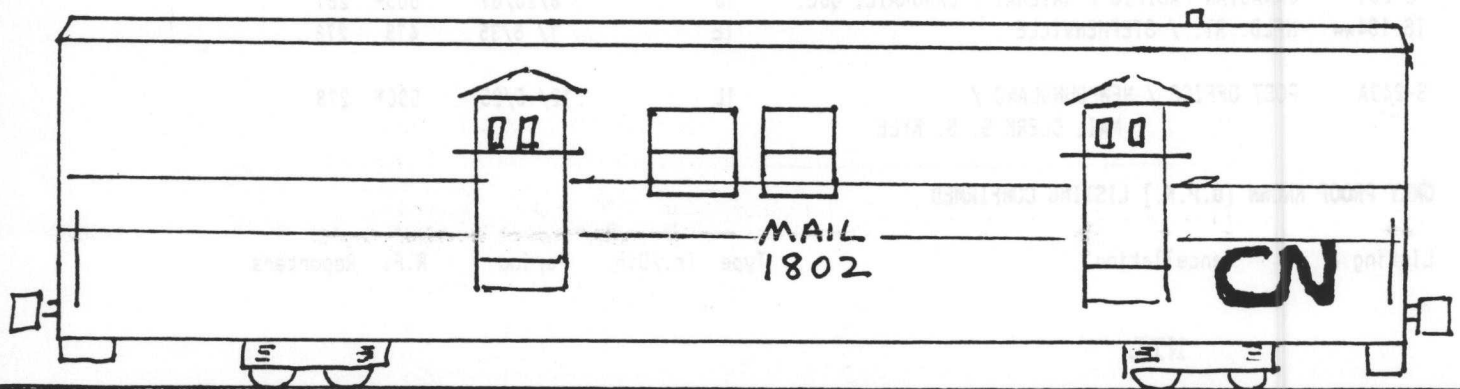
CANADA POST
NEWFOUNDLAND OPERATIONS
1949 - 1968



NEW TYPE
1968

NARROW GAUGE TRACK

ON SITE
BOWRING PARK
ST. JOHN'S NFLD



OLD TYPE
1949

ON SITE
NFLD TRANSPORT HISTORICAL
SOCIETY.
MT. SECO. PARK
ST. JOHN'S NFLD.

ANNEX VIII - CATALOGUE of CANADIAN RAILWAY CANCELLATIONS -1990

NEW REPORTERS

Reporter 283 - R. B. Leith
Reporter 284 - E. B. Manchee
Reporter 285 - J. Hannah
Reporter 286 - J. M. Ayshford
Reporter 287 - P. Wolf
Reporter 288 - T. Moore

NEW LISTINGS

Listing #	Cancellation	Type	Tr./Dir.	Period	R.F.	Reporters
Q-52F	- A. PERRAULT / LEVIS & SHERBROOKE	38	North	10/30/06	500*	142
Q-76B	MONTREAL & DUNDEE R.P.O. / P. TONER / MONTREAL	21E	80	1/6/31-2/ 7/31	500	268, 137
Q-78B	MONTREAL DUNDEE / A. FAILLE	78	81-82	8/8/23-1/25/24	500*	268, 137
Q-82A	MONT. & FORT COVINGTON R.P.O. / F. P. GERVAIS	6E	82	6/17/31-11/13/31	500	268, 137
O-72T	FT. WILLIAM & WINNIPEG R.P.O. / C.P.R. / C. A. HIVES, R. M. C. W'PEG.	7C	5	4/ 5/13	500*	142
O-223	OTT. (& FT.) WM. / Alex. G. H. Low, M. C.	5H	East	4/ 3/06	500*	286
O-346A	TOR. & HAM. RY. /	22b	W	8/13/94	500*	63A
W-84Af	MOOSE JAW DISTRICT / P. W. KING	78	328	11/ 3/54	500	3
W-85T	MOOSE JAW & CAL. / Jas. S. MacLaren	12A	2	10/30/19	500*	142
W-1118c	Pr. George & Pr. Rupert R.P.O./M.E.Prendergast	5H	197	4/11/39	500	3
W-112Gc	P. G. & P. R. R.P.O. / J. J. W. WILLINGTON	1E	198	4/11/39	500	3
W-167A	G.T.P. Wainwright & Edmonton R.P.O./A.Steurmer	19G	1	5/27/15	500*	142
TS-601	CANADIAN PACIFIC / RAILWAY / LANORAIE, QUE.	1J		8/20/07	500*	287
TS-184ww	NFLD. RY. / STEPHENVILLE	1E		7/ 6/35	475	278
S-243A	POST OFFICE / NEWFOUNDLAND / MAIL CLERK S. S. KYLE	1L		12/ 5/25	500*	278

ONLY PROOF KNOWN [O.P.K.] LISTING CONFIRMED

Listing #	Cancellation	Type	Tr./Dir.	Period	R.F.	Reporters
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NIL

"NO REPORT" LISTINGS CONFIRMED

Listing #	Cancellation	Type	Tr./Dir.	Period	R.F.	Reporters
Q-161	MONT. & TORONTO G.T.R. WAY MAIL / No.	6D	B, UP	7/27/59	500*	165

NEW TYPE

Type 19G Railroad + run + R.P.O. at top, clerk name at bottom; currently unique for W-167A

EARLIEST AND LATEST DATES FOR PERIOD OF USE

Listing #	Status	Date	New R.F.	Reporters	Listing #	Status	Date	New R.F.	Reporters
MA-25	Latest	12/11/20	No change	142	W-112Ga	Earliest	6/20/53	465	3
MA-49 (I)	Earliest	9/ 4/01	175	142	W-142A	Latest	3/ 8/18	355	3
MA-160(I)	Latest	3/ 1/99	No change	142	W-146E	Latest	9/17/53	455	3
MA-176	Earliest	5/ 2/57	325	142	W-191	Latest	9/16/62	70	151
MA-192	Earliest	12/29/9	415	142	W-193	Latest	12/ 4/53	250	3
MA-231a	Latest	1/31/88	No change	142					
MA-234	Earliest	6/ 3/20	300	285	W-25B	Latest	4/ 9/40	185	255
					W-30g,2nd P	Earliest	7/ 3/35	200	151
Q-44	Establish	1898-1911	as 1st Per.	16					
Q-44	2nd Per.	3/22/21	210	142	RR-39	Earliest	9/19/49	250	179
Q-224A	Latest	5/11/98	No change	142	RR-39	Latest	12/24/64	250	179
Q-225	Earliest	12/ 5/54	No change	142	RR-96	Latest	1/ 7/84	No change	63A
Q-293	Latest	8/13/28	300	142	RR-114	Latest	6/30/60	450	142
					RR-115	Latest	3/ 8/58	No change	288
O-14A	Latest	11/ 4/16	460	142	RR-118	Latest	3/19/87	No change	142
O-52	Latest	2/13/57	No change	284	RR-148	Latest	6/10/91	440	63A
O-143B	Earliest	5/26/52	450	241	RR-180	Earliest	12/31/83	No change	63A
O-193D	Latest	4/20/56	250	151	RR-193	Latest	4/10/76	480	142
O-227	Earliest	10/14/61	470	63A					
O-262	Earliest	10/25/93	No change	142	RG-2	Latest	1/16/88	320	142
					RG-21	Latest	11/ 2/81	No change	179
W-1	Earliest	2/18/20	120	285	RG-60	Earliest	7/15/44	440	179
W-12A	Earliest	9/16/44	430	3					
W-15E	Latest	6/26/53	460	3	TS-192c	Latest	1/ 3/43	440	280
W-27Eb	1st date	4/14/39	No change	3					
W-39A	Latest	2/11/55	No change	3	E-43	Latest	9/28/89	No change	145
W-109	Latest	3/19/49	No change	151					
W-1118a	Earliest	4/11/39	390	3	DD-90	Establish	1933-1944	as 1st Per	16
W-112Ab	Earliest	4/11/39	465	3	DD-90	2nd Per.	8/25/52	No change	3

NEW DIRECTION AND TIME MARKS

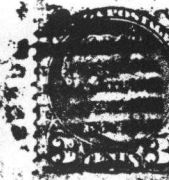
Listing #	Dir./T.M.	Reporters	Listing #	Dir./T.M.	Reporters
MA-170 (H-II)	NO	142	W-128	W	3
MA-229b	E	137			
O-18	S	142	RR-118	SOUTH	142
O-376	E	142	E-69	PM	145
W-68	S	142			
W-87	W	3, 142			
	DE	16			

NEW TRAIN NUMBERS

Train No. Listing # Reporters

1	N-54(V)	142
1	MA-25	142
1	O-380	142
4	W-27Eb	3
7	O-169	142
8	W-42	255
14	W-26Bb	255
28	O-397	142
52	W-15E	3
68	W-97	255
197	W-112Ab	3
198	W-111Ba	3
366	O-14A	142
530	W-33	3
604	O-143B	241
753	O-206	142

Bechtel and Henrichs Railway
CONTRACTORS' OFFICE, QUEBEC.



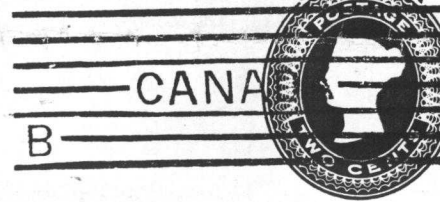
*Joseph Tucker Esq.
Wiscasset
Maine
U.S.*

From: Allan Steinhart

Corrections To The Catalogue

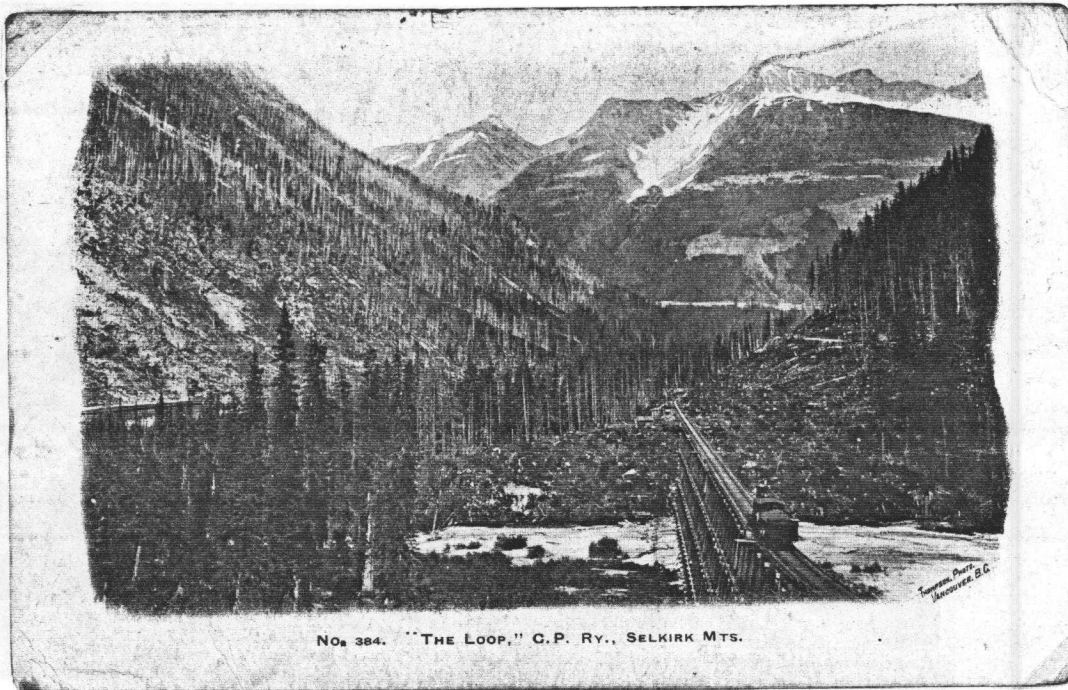
Page No.	Correction / Addition	Reporters
36	MA-229a, in Annex V, enter incorrect earliest of 12/20/69	137
	MA-229a spread is 2/27/99 - 9/25/12, reporters 16 & 142	16
64	Correction to New Listing O-73Ac given in Annex VII	16
	O-73Ac, between R.P.O. and C. A. IVES, add '/ C.P.R. /'	
82	O-357S, change 'T. O. LUTTON' to 'T. C. LUTTON'.	3, 151
194	E-69, change Type 35J to Type 35I.	16

CANADA ATLANTIC RAILWAY CO.,
CANADA ATLANTIC TRANSIT CO.,
OFFICE OF THE GENERAL MANAGER
OTTAWA, ONT.



*St Anthony's Lumber Co
Wellington St
Ottawa*

"The Loop" on the C.P.R. Main Line, near Glacier, B.C., in the Selkirk Mountains. The railway gained elevation to enter Rogers Pass by means of two extended loops.

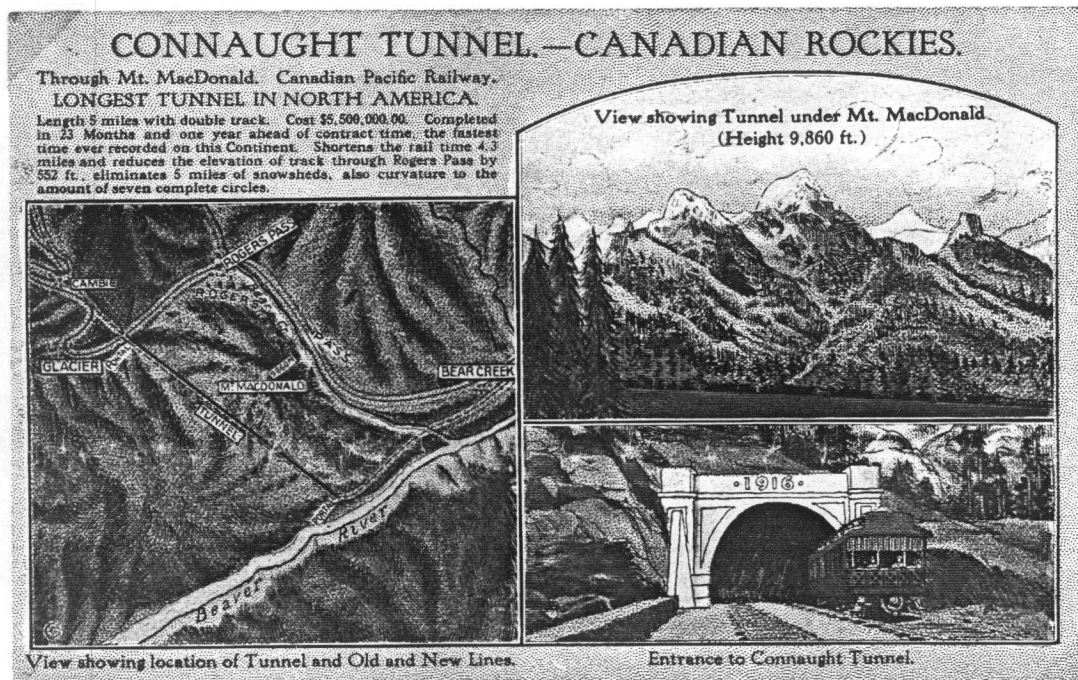


This early card shows the loop as originally completed using timber trestles to cross Loop Creek.

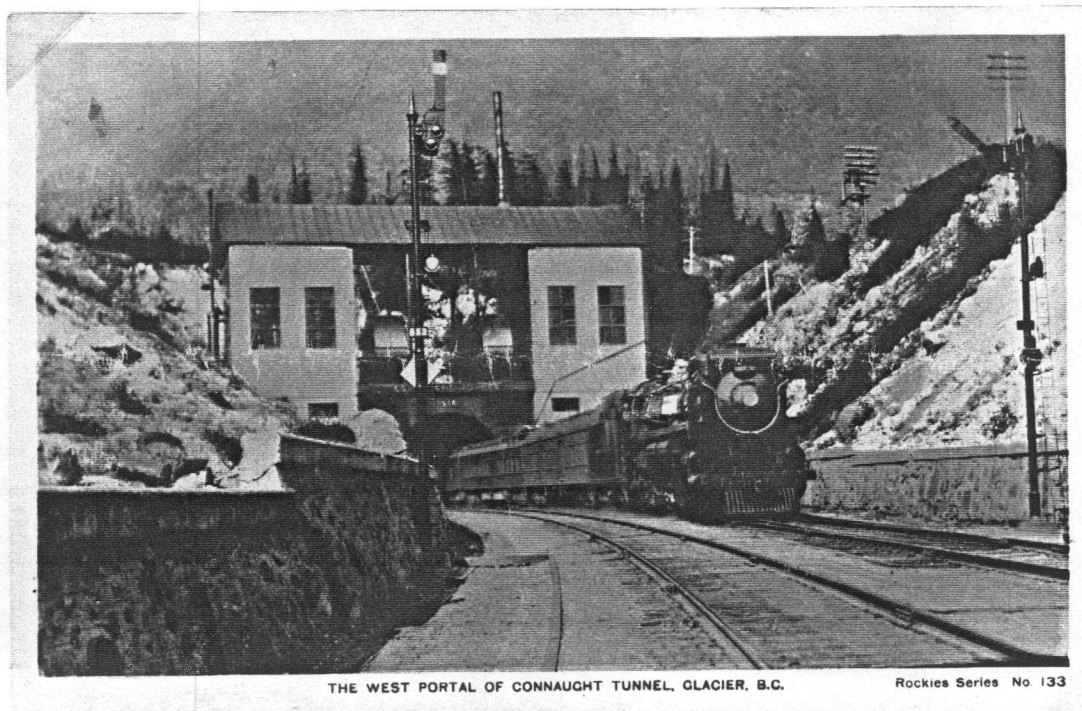


This later card shows almost the same view, but there is now a steel bridge on masonry piers. These piers may still be seen from the Trans-Canada Highway, which now runs through the middle of the picture. The bridge was demolished after completion of the Connaught Tunnel under the Pass in 1916.

THE CONNAUGHT TUNNEL: This tunnel, completed in 1916, replaced the loops shown on the previous page. They may be seen at the extreme left of the panorama on the card below.



This tunnel was originally double-tracked, but has now been converted to single track for east-bound trains. The generally heavier west-bound trains use a new tunnel, completed in 1989, which further reduces the grade



That's all for this time. Hope there has been something to catch your interest. Thanks to all those who sent in items. They are always welcome - large or small. There should be another issue during the summer, and then one for Galveston in October. Hope we see you all there!

Sincerely,

Bill

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