

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

THE R.P.O. NEWSLETTER

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

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Whole No.93

August, 1991

BNAPEX '91 - VANCOUVER, B.C. - This issue is being prepared for distribution at the 1991 Annual Meeting of the R.P.O. Study Group. We hope to have a good attendance, and are looking forward to a presentation by Joe Smith, our R.P.O. on 1897 Jubilee specialist.
A HISTORICAL ITEM - Here is a copy of the first railway timetable produced in Canada, August 6, 1836, and some information about our first Railway Company.



The Champlain & St. Lawrence Railroad Company,

IN connection with the Steamer *Princess Victoria* is now prepared to convey Passengers between **MONTREAL** and **ST. JOHNS** as follows :—

STEAMER.
From Montreal, precisely
8 o'clock, A. M.
2 o'clock, P. M.
6 o'clock, P. M.

CARS.
From Laprairie.
9 o'clock, A. M.
6 o'clock, P. M.

CARS.
From St. Johns.
7 o'clock, A. M.
2 o'clock, P. M.

STEAMER.
From Laprairie.
6 o'clock, A. M.
9 o'clock, A. M.
4 o'clock, P. M.

ON SUNDAYS

The Steamer and Cars will leave as follows :—

STEAMER
From Montreal, precisely
10 o'clock, A. M.
5½ o'clock, P. M.

CARS
From St. Johns.
7 o'clock, A. M.
3 o'clock, P. M.

And from **LAPRAIRIE**, the Steamer will leave on arrival of the Cars, and the Cars, on arrival of the Steamer.

FARE.

To and from St. Johns the same day...7s.-6d.

To or from St. Johns only.....5s.

Children half price.

August 6, 1836.

The *Dorchester* was the 127th locomotive built by Robert Stephenson and Company in England. It arrived at Molson's Wharf in Montréal in June, 1836, and was assembled in Molson's Machine Shop. It cost £1,500, weighed 12,544 pounds, was 13 feet, six inches in length and had four driving wheels 48 inches in diameter. Experience with the locomotive in its first season proved the need for a second locomotive. This second locomotive, with a single pair of driving wheels and a four-wheeled leading truck, was built by Norris of Philadelphia, and delivered in 1837. With two engines on the property, it eventually became necessary to distinguish between them, so the British locomotive was named *Dorchester* and the "Yankee" was baptized *Jason C. Pierce*. (In keeping with the variable spelling of the times, the "i" and the "e" of Peirce's name were transposed.) The *Pierce* proved to have superior running qualities on the uneven wooden track, and the *Dorchester* was converted a year or two later to the same wheel arrangement, by substituting a leading truck for its forward pair of drivers.

Later the railway was very popular with day-trippers from Montréal. This popularity increased when the *S.S. Burlington* went into service between Lake Champlain ports and Saint-Jean. Montréal families could not resist a combined ferry-train family outing that took up most of the day. It only cost seven shillings and sixpence, half that for children.

.... / 2

PHOTOGRAPH COLLECTION OF THE CANADIAN POSTAL ARCHIVES

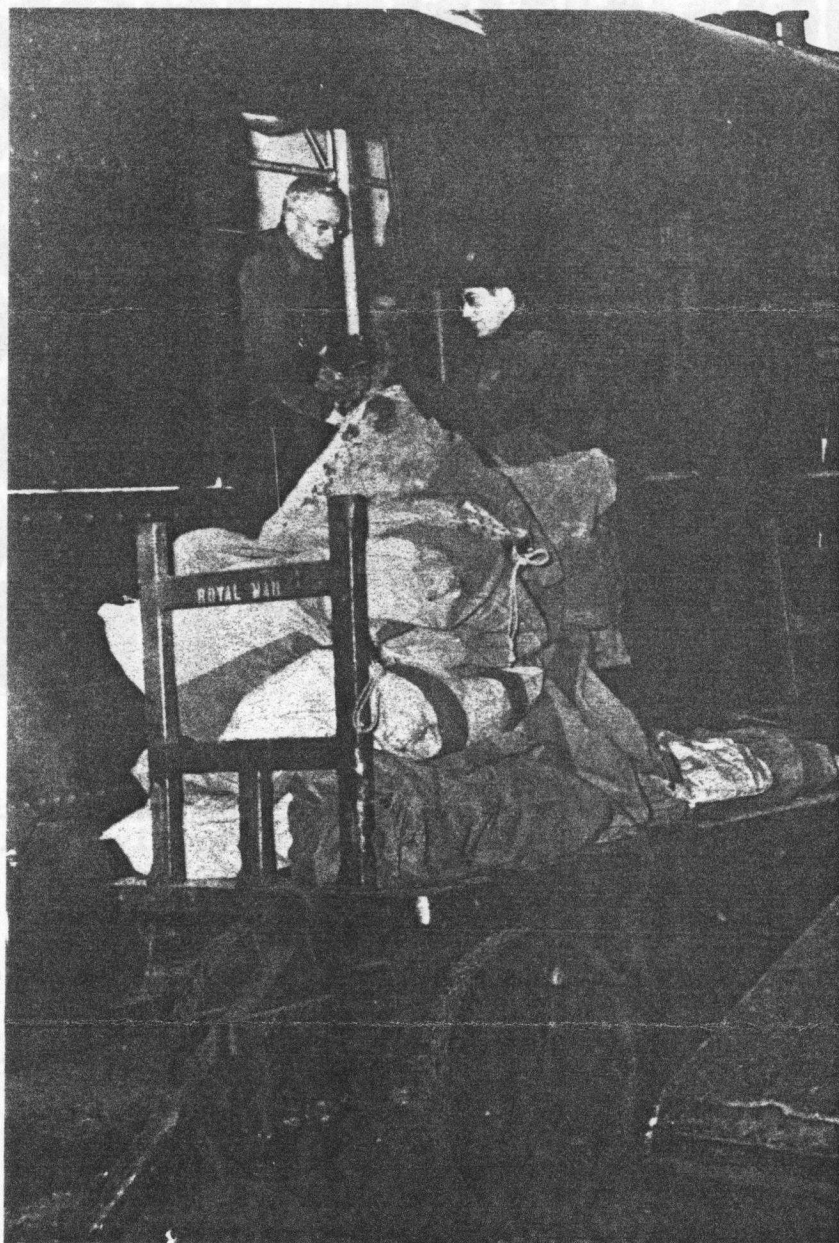
Approximately 40,000 prints and negatives, and a corresponding collection of 35mm slides cover most subjects pertaining to Canadian postal operations, postal history and philately. Of particular interest are photographs of post office buildings, the transportation and delivery of the mails, and stamp production, designers, artists, and the like. These collections are an important resource of visual information for the postal historian. They complement the extensive general photographic collections retained by the Documentary Art and Photograph Division in the National Archives of Canada, the division to which the CPA now belongs.

Researchers are welcome to consult the archival holdings in person, in writing or by phone. Various reference tools and finding aids to the holdings are available. For more information, please contact:

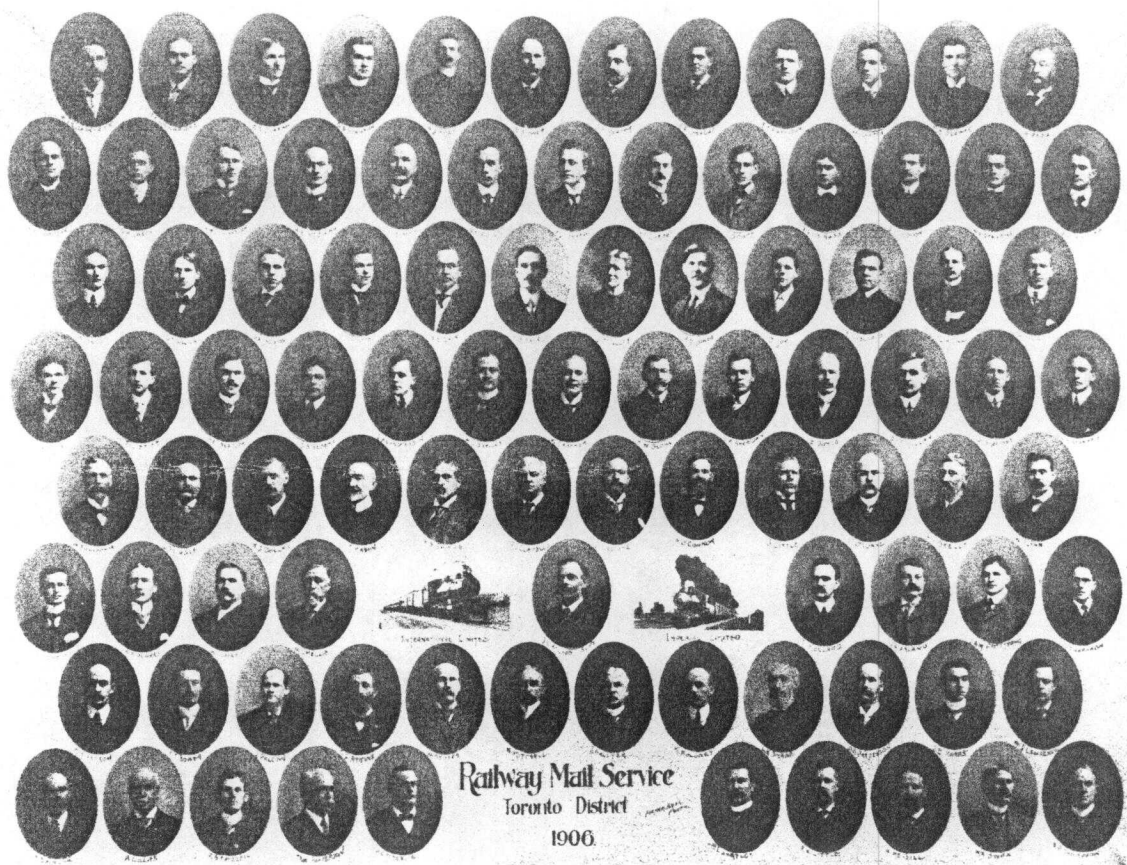
Canadian Postal Archives
National Archives of Canada
365 Laurier Avenue West
Ottawa, Ontario K1A 0N3
Phone: (613) 995-8085
Fax: (613) 992-3744

See following photographs. All courtesy of Cimon Morin,
Chief, Canadian Postal Archives.

Selected Examples: "PHOTOS of the Past"



Railway Mail Clerks off-loading mail at a railway station, 1938
(location unknown). **Canadian Postal Archives Collection (POS-2234)**



A photo montage of Railway Mail Service personnel from the Toronto Postal District, 1906. Canadian Postal Archives Collection (POS-2232)

From the Membership - In Volume 19, No.3, March 1991, we gave the letters "L.B." in AFTER THE AMPERSAND under EDMONTON as - Lloydminster, Bonnyville. Our Alberta expert, Rick Parama, has now written from Australia to advise that this should be LACOMBE, BRETON & EDMONTON. Oops! See also Gillam Page 46.

Mont. & Huntingdon Tr. 79

De MONTRÉAL, P.Q.

Rev. Larry Walker sent in the above printed bag label along with information on several unlisted Quebec clerk hammers. These will appear in Annex X. Frank Waite sent an RR-6 cover with the stamp cancelled by a large intaglio star, and also a fine strike of the rare RR-195.



A Hammer Study from Ross Gray -

RR-80 HALIFAX & S.W.R'Y R.P.O. /.

	I	II	III	IV	V	VI	VII	VIII
1. R [↓] Y	YES	YES	YES	NO	NO	NO	NO	NO
2. Y [↓] R.	:	:	:	:
3. &	ROUNDED	ROUNDED	ROUNDED	SHARP	SHARP	ROUNDED	ROUNDED	ROUNDED
4. R.P.O. ↑	NO	NO	NO	YES	YES	YES	YES	YES
5. H-X 	10 1/2	10	10	10 ⁻	10 1/4	10 ⁺	10 1/4	10 1/4
6. I-A 	4 1/2	4 1/2	4	4	4 1/4	4 1/2	4 1/4	4 1/4
7. X-W 	3	7 1/4	7	7 3/4	8 ⁺	9	8 1/4	8 1/4
8. R-Y 	3 1/2 ⁻	3	3	2 3/4	3	3	3 ⁻	2 3/4
9. A-A 	8	8 ⁺	7 1/2	7 3/4	8 ⁺	8 ⁺	8 ⁺	8 ⁺
10. W 	1 ⁺	1 ⁺	3/4	1 1/2 ⁻	1 1/2 ⁻	1 1/2 ⁻	1 1/2	1 1/2 ⁺
11. W-R.P. 	8 ⁻ /9 1/2	7 3/4/10	7 1/2/10	7 1/2/9 3/4	8/10	8/10 1/2	7 3/4/10	7 1/2 ⁺ /9 3/4
12. R-P 	2 1/4	3	3 1/4	2 3/4	3 ⁻	3 1/4	3	3 ⁻

RR-80 Hammer Study

Hammer	Proof Date	Earliest	Latest	Indicia
I		11/16/07	03/22/15	E, W
II		06/12/08	06/09/19	E, W, blank
III		01/01/13	05/04/17	E, W
IV		07/22/20	05/21/28	E, W
V		05/27/19	05/20/29	E, W
VI		08/02/20	12/17/26	E, W
VII		08/07/24	06/19/28	E, W
VIII		08/26/28	08/26/28	W

National and Regional D'un océan à l'autre

Year of the Tunnel

The St. Clair (River) Tunnel was built in the years 1888 - 1891 to serve The Grand Trunk Railway system in Ontario and Michigan or more precisely, to provide a more efficient connection for trains which had to wait too long for too slow moving ferries.

Today Canadian National Railways operates tunnel traffic, that consists of freight trains and Amtrak's daily passenger service between Toronto and Chicago.

Joseph Hobson (1834 - 1917), born in Guelph, Ontario and educated as a Land Surveyor, obtained engineering skill in the construction of railways and bridges; while working as a resident-engineer for Casimir Gzowski on the building of the International Bridge near Fort Erie.

In 1882 Hobson became Chief Engineer of The Grand Trunk and in this capacity was responsible for the completion of The St. Clair Tunnel.

In order to drive and assemble the tunnel, Hobson had developed a shield that enabled workers to excavate the soft ground in air compressed space behind a bulkhead, safe from water and quicksand infiltration.

This tunnelling shield, a cylindrical body, 6.55 m. in dia., was built 2 to 3 times the size of similar ones used at earlier built tunnels. It was pushed forward by the force of 24 hydraulic rams. After each advance cast-iron linings were put in place with the help of a manually operated erector arm.

Two shields were made to start the work at each side of the St. Clair River; the tunnel extended over a length of 1837 m. from portal to portal; the 700 m. long section under the river was placed a a depth of up to 18.30 m., measured from the water level down to the crown.

Excavation in each shield advanced at the rate of 4.50 m. per day until the two sides met. This was established with the punching of a hole through the clay, followed a few days later with the removal of all clay.

It was a historic moment on August 30,



(l. to r.) Sr. V.P. Martin Jones, Jan Feberwee (CSCE History Rep.) Gerry Elder (Historian), Mayor Mary Brooks - Port Huron, Pat Ross (Mgr C.N.), Mayor James Mason - Clearwater, Ray Beggs (Co-Chair Tunnel Committee)

1890, when Joseph Hobson walked through the newly connected tunnel sections. However, it took another year to finish the entire work, before scheduled train services officially began on September 19, 1891. On this date the first international subaqueous tunnel in North America was completed.

A series of events have been arranged in Sarnia and Port Huron to commemorate the Centennial Year of this great engineering wonder of the 19th century.

Our Society, having recognized the importance of the work, designated the St. Clair Tunnel a National Historic Civil Engineering Site. The dedication ceremony took place on August 30, 1990, exactly 100 years after Hobson's famous walk; and kicked-off a year long celebration.

The event was organized by our History Committee in co-operation with The St. Clair River Tunnel Centennial Committee (railway fans and historians from both sides of the Canadian-U.S. border) and with the generous support of Canadian National Railways.

An appropriate monument was un-

veiled near Sarnia's Via Rail Station. CSCE's commemorative plaque, mounted to a concrete pedestal has been located under a 2.30 m. high arch, composed of six cast-iron lining segments, which had been discarded just outside the tunnel entrance after construction was completed.

A large crowd attended the ceremony with historians and representatives of CSCE and C.N. in the audience.

The plaque was ceremonially presented to C.N. Manager, Southern Ontario District Pat L. Ross by CSCE's Senior Vice-President Martin C. Jones.

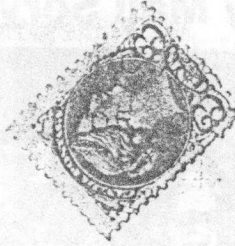
The monument stands in tribute to Canadian Engineer Joseph Hobson, who designed and supervised the construction of the tunnel, a project that still at present would have been an engineering achievement of significant ingenuity and innovation.

1990 was a special year for all our members interested in the history of Civil Engineering with the commemoration of four civil engineering landmarks in Canada.

A New Report of an O.P.K. Listing - from Joe Smith

C.C.RY. / B. & O. DIV. M.C.

Known - 1881



December 2, 1881
(First Reported Example)

Despite the statement in the Catalogue that this listing is an error for C.P.RY., it is our opinion that the abbreviations stand for Canada Central Railway / Brockville and Ottawa Division Mail Clerk. The Brockville and Ottawa Railway was amalgamated with the Canada Central Railway in 1878. On June 9, 1881, the Canada Central Railway Co. was amalgamated with the Canadian Pacific Railway Co. This hammer was proofed before the joining with the C.P.R.

Hammer Proofed Nov. 23, 1880

Ludlow RR-22
Type 11B



Courtesy of Alex. Unwin

From Canada Post's "Heritage" magazine, May, 1991 - courtesy of Frank Scheer.

On Track:

The Railway Mail Service in Canada



From left, Heritage members Paul Sarault, Bernard Desparois, David Calderwood and Don Rutherford open "On Track: the railway mail service in Canada". The National Postal Museum exhibit is open to visitors at the Canadian Museum of Civilization until Sept. 2, 1991.

A dynamic exhibit celebrating the people and service of the railway mail era in Canada is drawing interest and praise from visitors at the Canadian Museum of Civilization (CMC), in Hull, Que. Developed by the National Postal Museum, a division of the CMC, "On Track: the railway mail service in Canada" will remain in the Special Exhibitions Hall until September 2, 1991.

The exhibit brings to life "a memorable component of postal history" said CMC director Dr. George MacDonald, during the opening ceremonies in late January, in which four Heritage Club members—Paul

Sarault, David Calderwood, Bernard Desparois and Don Rutherford—shared the spotlight. "Through you we want to recognize all of your former colleagues," said CMC deputy director Jacques Ouellet as he introduced the four former railway mail clerks to the 500 guests assembled in the museum's Grand Hall.

Throughout the ceremony, tribute was paid to "the competent, hard-working men who sorted, labeled and bagged the mail in compact post offices, under often-unfavorable conditions."

A National Postal Museum team interviewed 65 former railway mail clerks and their recollections formed the base of the exhibit. "They are its stars," said Ouellet.

"On Track" contains almost 300 artifacts including letter boxes, graffiti mailbags, a Royal train cancelling hammer, postal covers and about 100 archival photographs. A 10-minute audio-visual presentation provides an overview of the service and the legendary clerks who, for more than a century, logged millions of miles sorting mail in transit.

A highly interactive discovery room is an integral part of the exhibit. There, visitors can test their abilities and memory with a series of activities—sorting mail under a timer, for instance—or listen to the taped voices of former clerks describing day-to-day operations as they knew them. Children have their own corner for drawing and coloring and pursuing puzzles and games related to the theme of the exhibit.

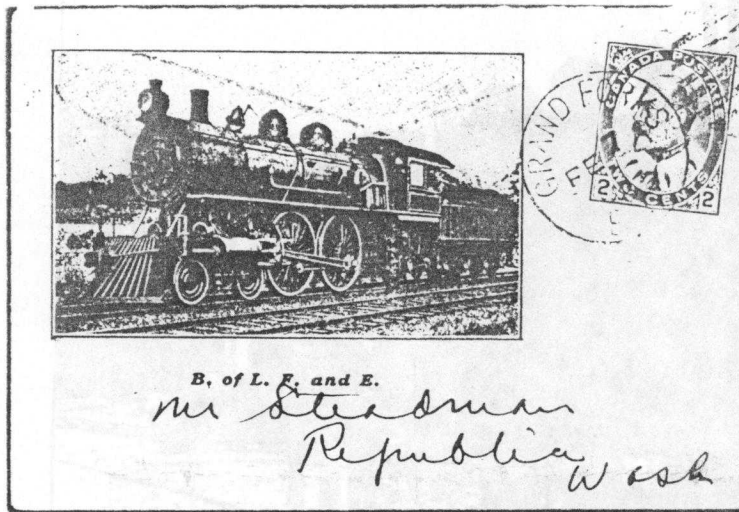
Railway mail clerks often faced trying circumstances—cramped quarters, frigid winter and humid summer conditions, incessant noise, diesel fumes, a swaying floor and the constant race against the clock to get all the mail sorted before the train's arrival at the station. Yet the clerks enjoyed their work, and their efficiency was legendary, earning them the respect of everyone in the mail system.

Their stories give a human side to a detailed exhibit capturing a chapter of postal history that ended 20 years ago. The final railway post office runs were travelled by five trains, April 23 to 24, 1971. Δ



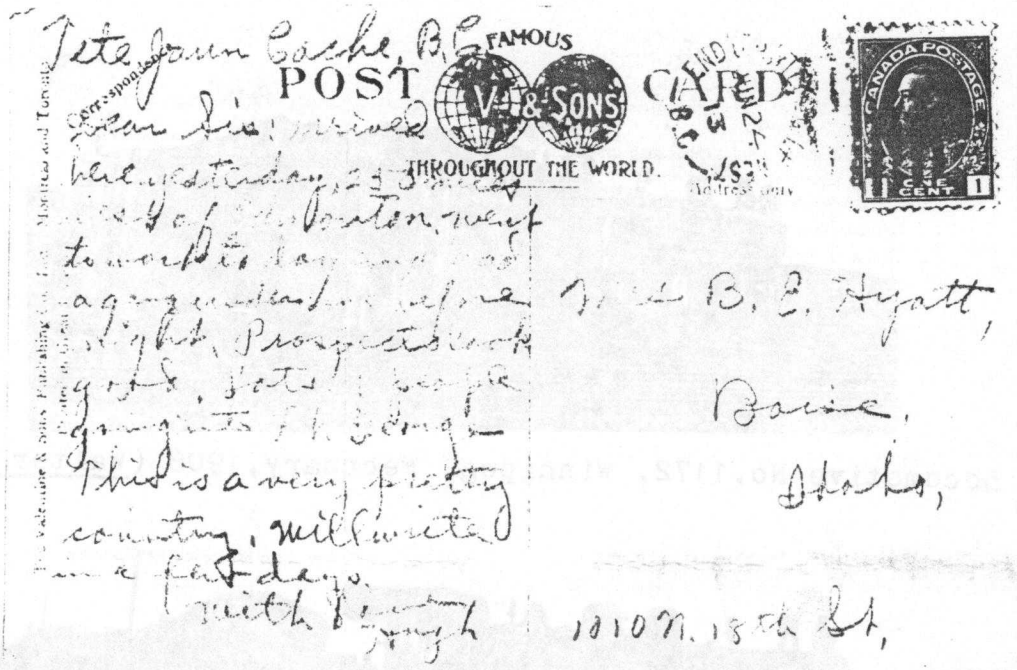
Inside the railway mail exhibit at the Canadian Museum of Civilization, Peter McInenly, CPC vice-president and general counsel (centre of photo), hears from Bernard Desparois, David Calderwood, Paul Sarault and Don Rutherford, about the "catchpost" manoeuvres railway mail clerks used to load a mailbag onto a train in motion.

From Jim Felton - A fine small cover with corner card of the Brotherhood of Locomotive Firemen and Enginemen, February 7, 1906.



Arrival Backstamp
7 PM, Feb. 7, 1906

Carried by the Washington & Great Northern, a Great Northern subsidiary, from Grand Forks, through Curlew, WA, to Republic.



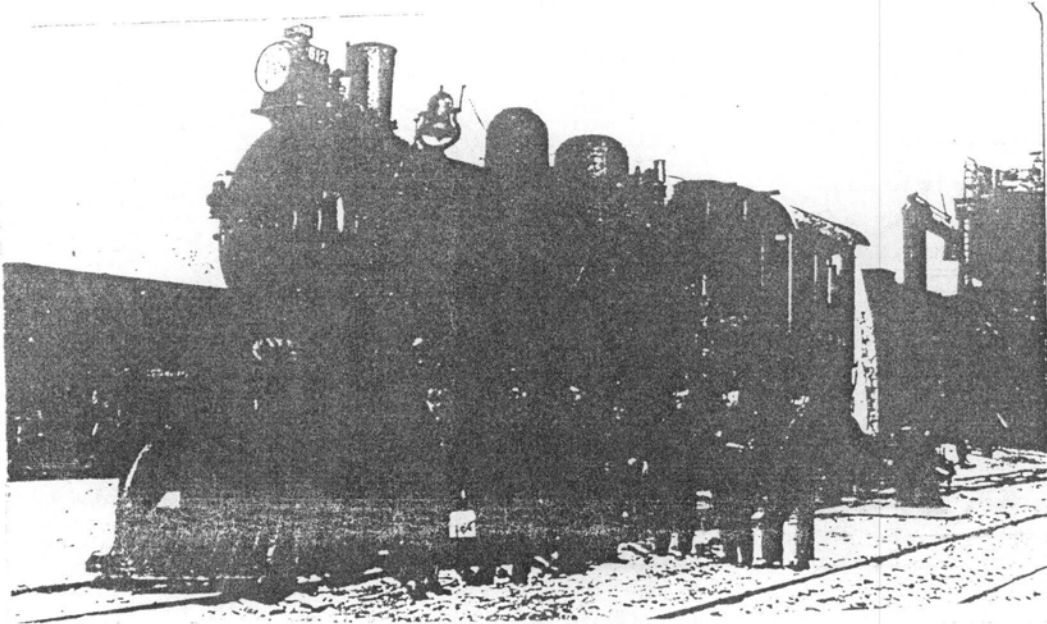
More from Jim - A fine card with interesting message and strike of RR-42, dated June 24, 1913.



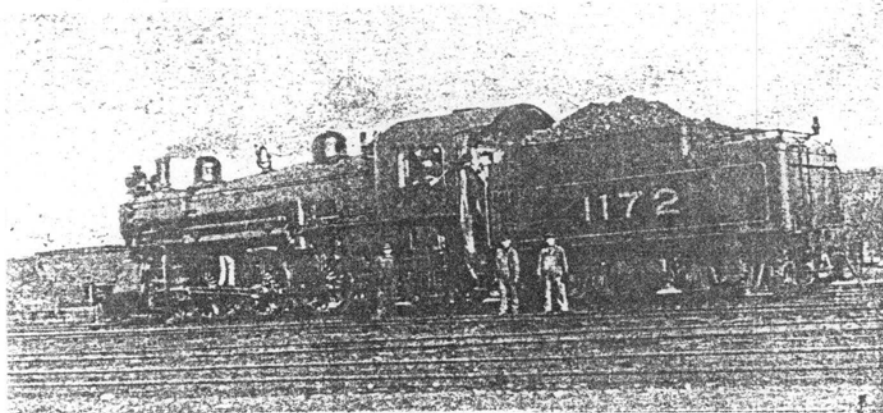
and Q-167E, late date,
with clerk signatures.

R. Coull

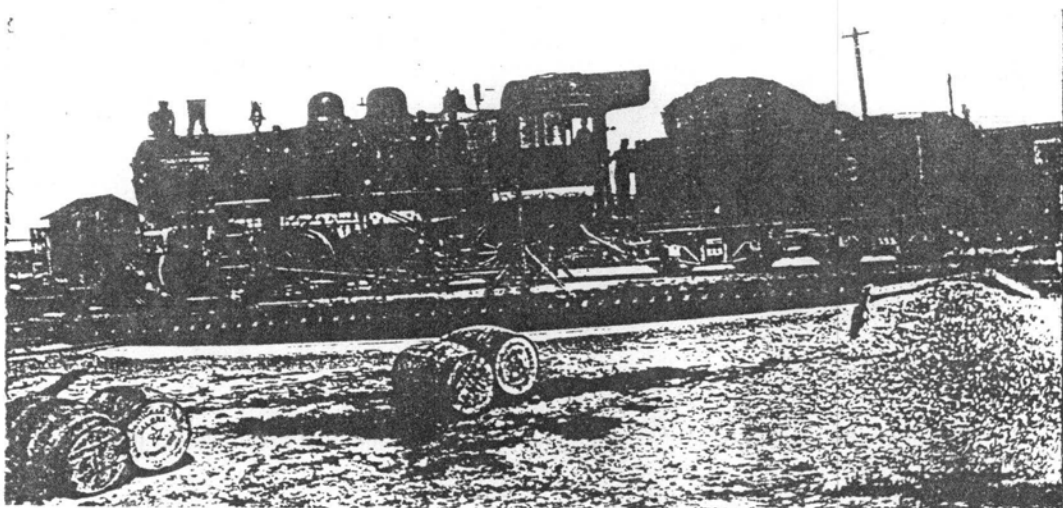
SOME C.P.R. MOTIVE POWER -



Locomotive No. 612, Swift Current, August, 1906 (Malcolm Jones)



Locomotive No. 1172, Winnipeg, February, 1908 (Walter Plomish)



Locomotive No. 1318, Swift Current, August, 1906 (M. Jones)

That's all for this issue.

Bill