

THE R.P.O. NEWSLETTER

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

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Volume 20 - No.2 Whole No.96 February, 1992

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PACIFIC NORTHWEST REGIONAL GROUP, B.N.A.P.S. - This Newsletter is being prepared for distribution at the Spring, 1992 meeting of the Pacific Northwest Regional Group of BNAPS - which is being held in Richmond, B.C. on March 7, 1992, under the Chairmanship of our member, Bill Topping. We hope to see a number of members there.

BNAPEX '91 - VANCOUVER, B.C. - As usual, we left someone out of the listing of members attending this Convention. The list contained in No.95 omits Frank Waite. I don't know how we missed his trademark hat and pipe, but perhaps he omitted to sign the attendance sheet and our memory is getting worse. Sorry, Frank !

THE CHAMPLAIN & ST. LAWRENCE RAILROAD COMPANY - You may recall that

	
THE CHAMPLAIN AND ST. LAWRENCE RAILROAD COMPANY.	
I N connection with the Steamer PRINCESS VICTORIA , will be prepared to convey Passengers between MONTREAL and ST. JOHNS, on MONDAY, the 23th instn., as follows:—	
Steamer. FROM MONTREAL. 8 o'clock, A. M. — 9 do P. M. 4 do P. M.	Locomotive. FROM LAPRAIRIE. 9 o'clock, A. M.. 5 do P. M.
Locomotive. FROM ST. JOHNS. 8 o'clock, A. M. 2 do P. M.	Steamer FROM LAPRAIRIE. 8 o'clock, A. M. 9 do A. M. 3 do P. M.
July 23, 1836.	103

on Page 1 of Issue 93 we published what was advertised as "The first Railway Timetable produced in Canada". Lionel Gillam, our expert on this period, sends the comments appearing on Page 2, and has also found a copy of the real original timetable, which is shown at left. Note the date of July 23, 1836. Note that this issue refers to the "locomotive", while that of August 6 refers only to the "cars". Page 14 of Gillam's book "Canadian Mail by Rail, 1836-1867" reveals that the locomotive was back in service on August 9, 1836. Thanks for keeping us honest, Lionel !

N-39 - LABRADOR T.P.O. / NEWFOUNDLAND - On Page 2 of Issue 95 we published an article by Brian Stalker, and asked for feedback. Paul Burega writes - "I have 3 - N-39, 1 black, 2 purple. None have full dates as all are on stamp. All 3 have bars, Type I. Dates are - Black - ???1898, Purple - AU ???, ??? 1896." Thanks Paul, we need all the help we can get with some of these scarce strikes.

AFTER THE AMPERSAND - You may recall a series in Volume 14. After all this time, Malcolm Smith reports a missing item. Under "Fort William" on Page 10 of Volume 14, No.2, please add "N.B.(North Bay)" Perhaps this list should be reprinted in Issue No.100 so you will have a convenient reference. Do you have any thoughts about this or any other articles which might be reprinted and brought up to date ? Any feedback is welcome.

1991-92 DUES - According to my records the following members still owe \$10 Cdn or \$9 US, and this will be the last issue they receive unless dues are received soon - Mike Anderman, James Brown, Arthur Brunet, John Hornsby, Robert Jamieson, Harry Machum, R.B.Miess, Richard Moulton, Michael Reid, Carleton Smith, Barry Stasewich, Robert Soper, Hedley Stokes, Geoff Walburn, Malcolm Jones, John Edgett, James Felton, Gene Frampton, David McKain and Lionel Pereira. Thanks !

CHAMPLAIN & ST. LAWRENCE RAILWAY TIMETABLE

From Lionel Gillam: "In a recent Newsletter you publish what is called the first Champlain & St. Lawrence timetable. Not so ! The first was published on 25th July, 1836, a Monday, following the official opening on the 21st. The reason for the one you illustrate was because shortly after the 25th the Dorchester was taken out of services to have her tubes repaired.

Some of these burned out before the opening day when the foreman forgot to draw the fire after a trial run ! This was why only two passenger cars were hauled to St. John's on the opening day. However, they risked pulling four on the return journey to La Prairie. Moreover, although the timetable was published (in the Montreal Gazette) on Friday, 6th August, it was not until the 9th that steam service was resumed. Possibly horse-drawn cars were used until the 9th."

I'm glad we have the experts available to keep us honest. The original facsimile timetable appeared in a C.N.R. History sent by Peter McCarthy.

MOOSE JAW & EMPRESS R.P.O.

Lionel also writes - "Do you remember me asking you about the Moose Jaw and Empress R.P.O., and how it seemed to operate in December ? Is there any chance of asking members in your Newsletter to examine their copies of this postmark to see if my "hunch" is confirmed, i.e. - that this R.P.O. supplemented the Swift Current and Empress on the run up to Christmas."

W-88, M.JAW & EMP.R.P.O./No., with an RF of 215 is known from December 9, 1918 to December 16, 1952. Three hammers were proofed on August 2, 1918.

My strikes are - E/NO 15/21, Hammer 1
E/JAN 19/23, Hammer 1
E/DE 22/24, Hammer 2
66/ DE 12/ 4?, Hammer ?

These are not many for a run with a 215 RF - so I question whether this is too low. Joe Purcell's roster of 1977 shows only 19 copies reported. Also, these dates run from mid-November to mid-January, and at least partially support Lionel's theory. Perhaps in mid-winter there was not enough business to support a local mail car between Moose Jaw and Swift Current, (perhaps on trains 411 and 412 along the branch line through Archive, Courval and Wymark) and another between Swift Current and Empress - so they were combined. Any more theories ?

A December, 1938, CPR Timetable shows Train 66 leaving Empress Alberta, at 7:25 AM, daily except Sunday, passing through Leader, Sask. at 8:13 AM, and arriving in Swift Current at 11:35 AM, a distance of 117.9 miles. Train 65 in the reverse direction left Swift Current at 5:05 PM, arriving at Empress 9:35 PM - also daily except Sunday.

Please send me your lists and we'll publish them in a forthcoming Newsletter.

THE RAILWAY POST OFFICE STUDY GROUP - BNAPS

This Group was founded at the 1973 Convention in Calgary - when Lew Ludlow volunteered to be Chairman and Editor of the "Topics" column; while Jim Lehr agreed to be Secretary-Treasurer and Editor of the Newsletter. Dues were set at \$3.00 per annum. Twenty-eight charter members were enrolled by the end of 1973. Ten of these are still members of the Group, four have died, and fourteen have left for various reasons - mostly that they are advancing in years and are disposing of their R.P.O. collections. The Group now numbers 102 in Canada, U.S.A. and overseas, and seven complimentary copies of the Newsletter are sent to BNAPS Officials, the National Postal Museum Library, and the Canadian Archives. Dues are currently \$9.00 US or \$10.00 Cdn per year, and seven issues of the Newsletter have been published during the 1990-91 year. The Study Group year runs from one annual convention to the next.

The ten Charter Members still with the Group are Lew Ludlow, Jim Lehr, Alex Price, Jack Wallace, Jim Karr, Don Fraser, Ken Ellison, George Smalley, Horace Harrison and Bill Robinson. Lew Ludlow was forced to step down as Chairman by a stroke in March, 1990, and he was succeeded by Jim Lehr. Bill Robinson has been writing the "Topics" column since Lew's illness. Jim Lehr published 28 Newsletters until he was succeeded in August, 1980, by David McKain. David served until August, 1984, when pressure of business forced him to give up the position. He published 17 more Newsletters. Bill Robinson took over in September, 1984, and has published 49 more Newsletters up to the date of the 1991 Convention in Vancouver, B.C.

The Newsletter continues to draw on the accumulated knowledge and detective work of the Study Group members, and publishes annually the Annexes containing new and revised listings to the Ludlow catalogue. A combined edition of Annexes 1 to 9 was prepared by member Jim Felton in 1991. Participation by the members is outstanding, and in the past year sufficient information was submitted to allow publication of seven Newsletters. Surveys - both general and specific - are conducted from time to time to determine dates of use and holdings of various items. Work is presently in progress on completing the information for publication of a specialized listing of Newfoundland and Maritimes runs, which was planned by Lew Ludlow before his illness.

Over the past 19 years, the data provided by the Group have been instrumental in providing the information needed to publish the 1975 revision to T.P.G. Shaw's catalog, and the 1982 major revision which resulted in the current Ludlow Catalogue. On-going research has assisted in the publication of nine annual Annexes to this Catalogue, and a mass of R.P.O. and collateral information has now appeared in the 95 Newsletters published to date.

This brief history has been prepared for external advertising of the Study Group, but we thought members might be interested.

LEWIS M.LUDLOW

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

ANNEX X - CATALOGUE OF CANADIAN RAILWAY CANCELLATIONS - 1992

NEW REPORTERS

304 - James R.Jenkins 307 - Ian Paterson 310 - A.Brunet
 305 - John Edgett 308 - Ian Kimmerly
 306 - Raymond A.Currier 309 - Elmore Van Hagen

CLARIFICATION TO REPORTER NUMBERS -

246 - allotted to J.M.Smith, 273 - allotted to J.Malcolm Smith.
 These are not the same person, and the name for No.246 should be amended to Joseph M.Smith.

NEW TYPES

18B Small diameter circle, clerk name at top, R.M.C. at bottom. Unique for Q-1200.
 30S Large horizontal rectangle. "R" at side, ship name at top, number below divider. Unique for RG-61.
 35M Horizontal, square or vertical box shape, any size, single frame line, EMERGENCY at top in English, # at bottom. Unique for E-2.

NEW LISTINGS

Listing	Cancellation	Type	Tr/Dir	Period	RF	Rep.
N-39A LABRADOR T.P.O./ NEWFOUNDLAND ("N"s lower case, letters equally sized)		22B	-	7/26/97	500*	248
MA-64Z HALIFAX & BANGOR/ R.P.O./ W.R.LONG		1E	13	12/15/42	500#	305
MA-225 R.G.MAGEE/ST.JOHN & MONTREAL		6G WEST	03/12/12	500		160
MA-260B TRURO & SYDNEY/W.T.GUINAN		17J	7	12/16/64	500	307
Q-119A - Change listing to Q-119Aa.						
Q-119Ab Montreal & North Bay / K.C.McDonald		12A	1	9/10/35	500	151
Q-120M MONT.& N.B./C.J.LEFEBVRE		3E	18	11/19/55	500	268
Q-120N +MONT & N.BAY(Tr.)+/ R.L.VILLENEUVE		22A	18	11/23/55	500	268
Q-1200 R.L.VILLENEUVE/R.M.C.		18B	18	1/02/56	500	268
Q-178A NEWPORT & SPRING / R.P.O.		17H	4	8/29/10	500	306
Q-221B FROM/QUE.& NOR.(Tr.)/		22B	12	8/17/54	500	268

O-74B	FT.WILLIAM & WINNIPEG/R.P.O.	22H	2	12/27/09	500	151
	C.N.DALGLEISH M.C.					
O-190H	N.B. & FT.WM.R.P.O./	17J	2	2/17/47	500	151
O-277A	PERTH & MONTREAL	22	-	5/?/93	OPK	258
O-365A	TORONTO & MONTREAL, /	17J	6DE	8/09/0?	500	270
	J.W.CREVIEW.					
W-57X	HUMBOLDT & EDMONTON R.P.O./	5H	E	5/02/09	500*	307
	J.S.LIVINGSTONE					
W-57Y	HUMBOLDT & EDMONTON R.P.O./	5H	2	7/13/09	500*	307
	TR.NO./C.C.UNBACH					
W-57Z	Humboldt & Edmonton R.P.O.	7B	1	7/20/09	500*	307
	E.J.COYLE					
W-83Gd	M H & N/ J.H.Stonely	22H	11	1/15/52	500	310
W-204Z	WPG & SOURIS R.P.O./					
	J.B.NORRIS MAIL CLERK	1F	-	1/1/1912	500	143
RG-61	R/ R.M.S.NASCOPIE/ No.	30S	-	8/3/1939	500	270
TS-3A	RAILWAY MAIL SERVICE /					
	OPERATING SECTION	3D	-	8/6/1940	500*151	
TS-60b	CANADIAN PACIFIC / RAILWAY					
	/ BURY	1J	-	11/29/08	500	160
S-105C	C.N.RAILWAYS/	23G	-	8/29/66	500#151	
	M.V.BONAVISTA					
S-121A	Canadian Pacific Ry.Coy.	3C	-	6/11/08	500*151	
	Steamer PRINCESS MAY					
S-128A	CAN.PAC.RY.CO./ B.C.Coast	1L	-	9/01/08	500*151	
	Service / PURSERS OFFICE /					
	Barge Transfer No.2					
DD-43	Bonaventure Station, /	3A	-	3/25/36	500	255
	MONTREAL.					
E-2	EMERGENCY/# (1 & 2)	35M	-	1987-90	400	150,304
ONLY PROOF KNOWN (O.P.K.) LISTING CONFIRMED						
RR-22	C.C.RY./ B. & O.DIV.M.C.	11B	-	12/2/81	500	246

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 hamper was proofed November 23, 1880, before this joining with the C.P.R. A second copy dated 12/21/81 was reported by 268 at BNAPEX '91.

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RG-6 REGISTERED/ GRAND 30A 10/16/85 500* 146
JUNCTION RWY.

RR-188 G.W.& B.RY./No.3 13B S 6/17/89 500 112

CORRECTIONS

Q-291 Sherbrooke AND Stanstead/R.P.O./
STANSTEAD, P.Q. 1A 2cNum. 500 160
W-64I KEL.& SIC.R.P.O./H.A.WOBICK 3C No Date 490 160
W-166c VIC.& WELL.R.P.O./B.C. 17G 3 12/13/26 500 239
(delete for W-166b 12/13/25)

Errata from Annex IX - New Listings -

Q-52Ad Change to Q-52Ae S-102 - Change to S-102A
TS-82 Change to TS-83 S-199 - Add "/(Steamer)"
TS-335 Change to TS-336 S-224 - Add"(S-225 has no quotes)"
- Earliest and Latest Dates -
W-87L Change to W-87Lb S-135h - Change to S-135i
S-130g Change 1st RF to 400#

Changes to RF - Additional Copies recorded -

N-16b Change RF to 450 (6 additional copies) 255
RR-142 Change RF to 420 (13 additional copies) 308
RR-143 Change RF to 490 (Three additional copies) 308
RG-43 Change RF to 470 (10 additional copies) 259

EARLIEST AND LATEST DATES FOR PERIOD OF USE

Listing #	Status	Date	New R.F.	Reporter
N-13	Latest	1/16/61	200	151
N-44A	Latest	11/18/62	250	151
N-90	Latest	12/15/62	250	151
N-98	Latest	7/24/40	300	278
N-104	Earliest	11/27/40	450	255
MA-155	Latest	9/01/10	No Change	151
MA-178	Earliest	3/1/55	No change	268
MA-191	Earliest	7/29/92	No Change	151
MA-206	Latest	12/18/90	No Change	151
Q-79	Earliest	7/20/03	No Change	24
Q-155B	Earliest	11/20/89	No Change	24
Q-195Ba	Latest	5/15/97	425	151

O-124	Earliest	5/18/14	No Change	151
O-138C	Latest	11/12/67	No Change	137
O-226	Latest	8/8/77	490	24
O-260	Earliest	5/31/15	400	16
O-294G	Latest	6/11/53	400	16
O-294M	Latest	1/30/46	450	16
O-297A	Earliest	5/24/57	490	151
O-297A	Latest	10/2/57	490	16
O-325	Earliest	12/25/22	No Change	24
W-10	Latest	12/24/45	No Change	239
W-24	Latest	7/27/53	No Change	151
W-30a	Earliest	10/12/18	300(Orn.#116)	151
	(2nd Period)			
W-72G	Earliest	9/25/47	450	16
W-72G	Latest	1/18/49	450	16
W-86L	Latest	1/30/13	500	151
W-98a	Earliest	1/8/09	500(Orn.#168)	151
W-99Ba	Latest	6/25/47	420	151
W-111b	Latest	8/5/55	No Change(Orn.#182)	151
W-114	Latest	11/20/31	No Change	239
W-116E	Latest	4/5/52	No Change	239
W-121	Earliest	10/28/04	No Change	239
W-125T(No.1)	Earliest	8/17/09	No Change	239
(No.2)	Earliest	8/13/09	No Change	151
W-129	Latest	10/28/28	No Change	239
W-133	Earliest	1/08/29	No Change	151
W-133A	Latest	4/24/30	No Change	151
W-138T	Latest	1/27/62	No Change	151
W-140A	Earliest	1/10/46	No Change	151
W-140A	Latest	1/26/46	No Change	16
W-155	Latest	11/30/48	No Change	239
W-166b	Latest	3/6/24	190	239
(delete 12/13/25 - W-166b reported in error)				
W-166c	Earliest	6/4/24	500	239
W-166c	Latest	12/13/26	500	239
W-190	Earliest	6/20/39	No Change	151
W-190T	Latest	7/17/86	No Change	268
W-207	Earliest	7/1/30	No Change	24
RR-151	Earliest	9/9/92	No Change	151
S-23b	Earliest	12/13/13	490	305
S-108a	Latest	8/23/56	400	162
S-130c	Earliest	7/13/28	300#	305
DD-70	Earliest	5/21/23	No Change	291

NEW DIRECTION AND TIME MARKS

Listing #	Dir./Tr.No.	Reporter
N-44A	Tr.35	151
N-90	Tr.38	151
Q-7	W	24
Q-165	NW	258
Q-231	WN	24
Q-243	W	24
O-148	T1N	309
O-153	W	24
O-201B	Tr.9	246
W-2	Tr.51	239(with 5 inverted)
W-25Z	Tr. 2	246
W-26Bb	Tr.14	246
W-30m	Tr.6	246
W-87	Tr.17	239
W-116 ,	Tr.62	239
W-124A	Tr.61	239
W-145B	Tr.16	239
W-166c	Tr.3	239
W-191	Tr.43	239

Revised February 24,1992

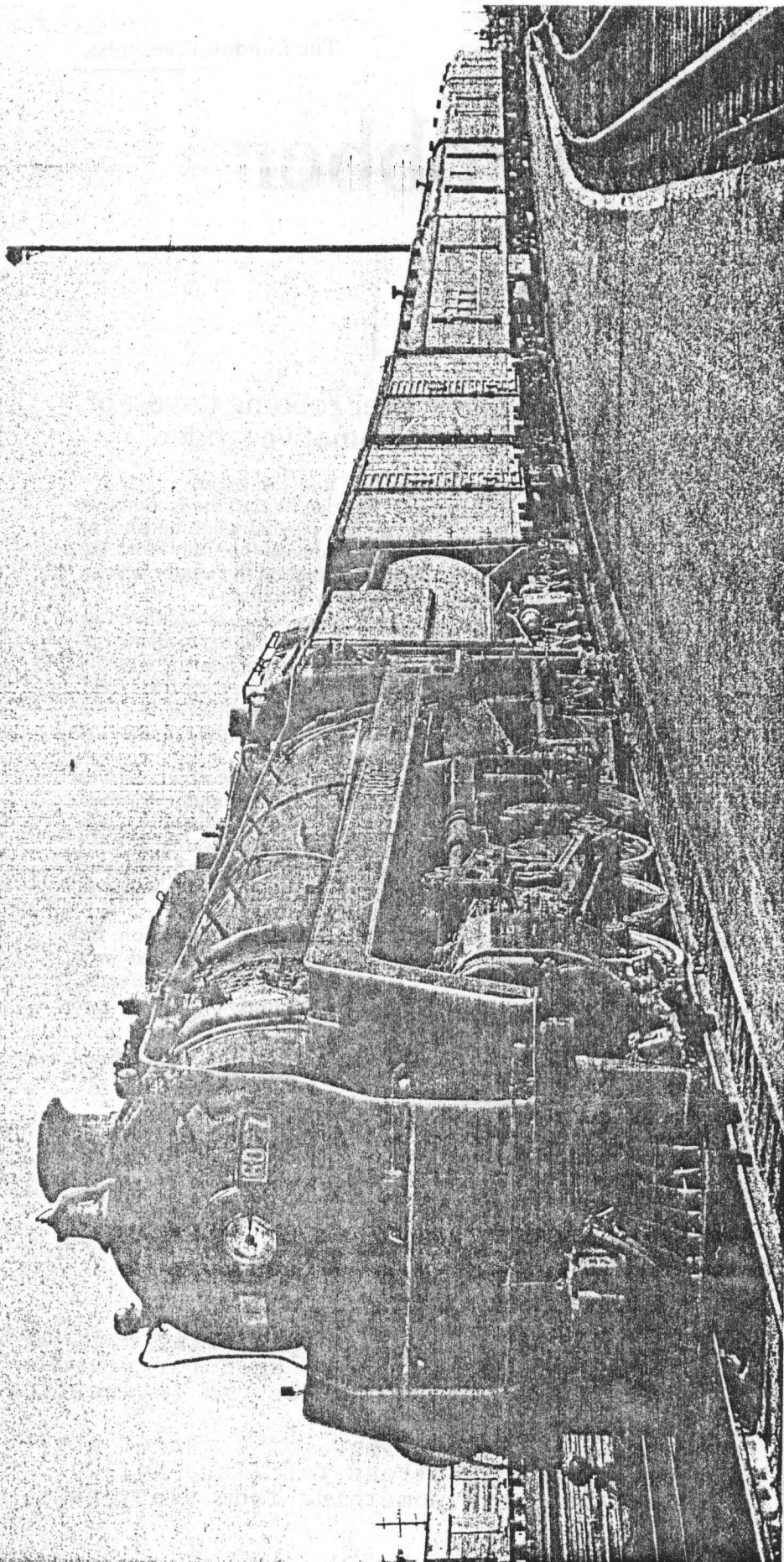
A New Publication - which may be of interest

The Train Doesn't Stop Here Any More
An Illustrated History of Railway Stations in Canada

by RON BROWN

(author of such successful books as *Ghost Towns of Ontario*,
Ghost Towns of Canada, and *Backroads of Ontario*)

broadview press



R.A. Matthews Photograph The Hutchinson-Matthews Collection

In 1955, half the 20 Class U-1-f locomotives were transferred to Winnipeg for passenger and fast freight service from their former assignments at Toronto and Montreal. The engines transferred were No's 6060, 6061, 6062, 6065, 6066, 6067, 6072, 6073, 6074, and 6075. All were coal-burners and operated as such out of Winnipeg for a few months until they were converted to burn oil at Transcona shops. They all retained their Vanderbilt tenders and conical front ends at that time. Three years later, more of these engines were needed and in June 1958 No. 6064 went to the Stratford, Ontario shops to be converted to oil-burning. To avoid the cost of converting the 6064s Vanderbilt tender, it was replaced by the tender from scrapped 2-10-2 No. 4327. This was the first example of a U-1-f equipped with a rectangular tender. In September 1958, the 6077 also was converted at Stratford, receiving the tender from the 4328. One month later, the 6079 was similarly converted, but whether or not a rectangular tender was applied is not known. This was the thirteenth, and last, of the "Bullet Nosed Bettys" to be converted and sent west. Most of the oil burning U-1-fs had their conical front end covers removed. It appears this alteration to their appearance was done at round-houses or backshops, and it is unlikely that any fairings were removed while the engines were under repair in the main shops of Transcona or Stratford.

It is 9:45 a.m. on September 25, 1956 and Class U-1-f 4-8-2 No. 6067 eases Train No. 5 to an on time arrival at Regina, Saskatchewan. At this point the train is on jointly shared Canadian Pacific trackage, and the "union" station, located near the city centre, served both C.P. and C.N. passenger trains.

Judging by the number of express, baggage, and mail cars visible, it appears that trucks have not yet started to erode this "head end" traffic. Trains Nos. 5 and 6 were scheduled between Winnipeg, Manitoba and Edmonton, Alberta via a diverse routing through Brandon, Kipling, Regina, Saskatoon, North Battleford, and Vermilion. These trains offered sleeping and buffet dining car services, but they handled very few through passengers. On the main line Train No. 1 took just over 17 hours to cover the 801 miles between Winnipeg and Edmonton while Train No. 5 took 33 hours between the same cities. Yet the route travelled by No. 5 was only 66 miles longer!

Much general information has already been written in our previous works concerning the operation of the Class U-1-f 4-8-2s in western Canada. Several years of locomotive assignment records on C.N. in the 1950s have been preserved by Newton Rossiter. We were given full access to this information, and from these sheets can now provide an accurate and detailed account of the transfer of these engines to the west.

From Malcolm Smith -

The London Free Press

1928 train robber ruled insane

He appeared to jump off the mail car after robbing it west of Chatham but actually hid behind the locomotive tender.

A STRANGER SPENT just one afternoon in London back in October, 1928, but it was one filled with foreboding.

During the brief time he was in the city, the stranger practised with his Spanish-type revolver, killing a chicken with a well-aimed shot, asked a lot of questions and boarded a train.

He was an itinerant, probably from Los Angeles, who had more on his mind than a mere train ride. He was going to rob the mail car — and he did.

He was responsible for one of the last mail train robberies in this area, the third one in Ontario within a year.

At the time, the man was known as John Gibbs or John Grbic, or perhaps John Gbric. Later, he took another name, John Girvan.

HELD UP CLERKS: On that October day, Gibbs/Grbic boarded a west-bound Canadian National Railway train at the old CNR station at York and Richmond streets. He left the passenger section of the train at Chatham, jumped into the railway mail car and, with his Spanish revolver, held up three mail clerks, securing cash and valuables. At Prairie Siding, a stop west of Chatham, he leaped from the mail car and

appeared to flee into the night.

He hadn't. He rode behind the locomotive tender but ran into trouble when he tried to cross into Detroit aboard the train ferry. He was spotted still hiding on the tender, arrested and returned to Canada.

At subsequent proceedings in Chatham, he was ruled insane and committed to an institution. A few years later he was paroled and deported to the U. S.

In 1949, Gibbs/Grbic was in the news again, this time using the name Girvan.

He was 42 at the time and was called an international jewel thief when he tried to sell a stolen diamond and a wrist-watch in New York. He was shot and wounded by a detective in a gun battle in Times Square.

The Canadian conviction for mail robbery was included in a long record of criminal offences cited at his trial.



LOOKING OVER WESTERN ONTARIO

BY LES BRONSON

WEEK OF NOV. 24-30

From Reg Hiscock - A copy of the Canadian Pacific Railway overprint on British stamp, used for revenue purposes in the 1920s and 30s. An interesting collateral item.



That's all for this time. Don't forget about articles and suggestions for Issue No.100. We'd like to have something from everyone.

File