

THE R.P.O. NEWSLETTER

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

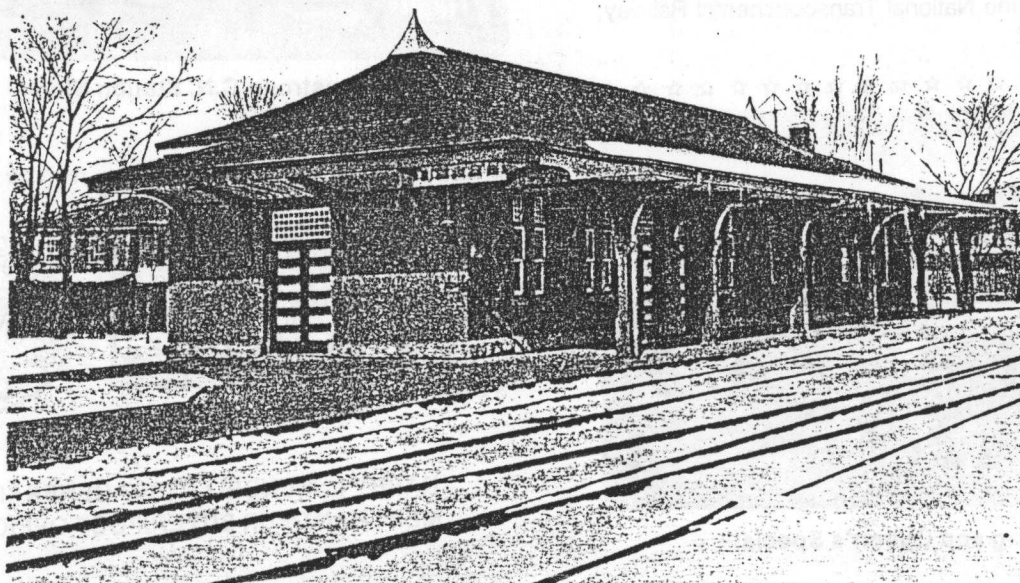
Volume 21 - No.3

Whole No.103

March, 1993

SPRING MEETING of the Pacific Northwest Regional Group, BNAPS - This Issue is being produced for distribution at this meeting, which will be held at Duncan, on Vancouver Island, British Columbia, March 27 and 28, 1993, hosted by our member and BNAPS Director Jack Wallace and his wife Beverly. The program will be supplied by the Vancouver Island members of the Regional Group, including our member Ron Battersby, and will include a trip to the heritage town of Chemainus for the ladies.

C. P. R. STATION. SHERBROOKE, P. Q.



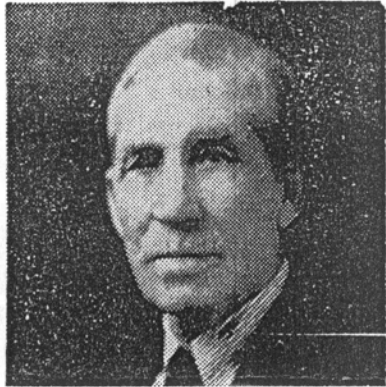
Peter McCarthy sends this card showing the C.P.R. Station at Sherbrooke, Quebec.

OUR FOUNDER, Lewis Ludlow - has been battling bravely against numerous health problems. At last report he had successfully defeated an attack of pneumonia which followed his intestinal surgery, but was still in hospital. We wish he and wife Mac all the best.

SWIFT CURRENT & EMPRESS R.P.O. - David Harding writes that he omitted to report his holdings of Hammer II, W-158, from his recent listing. They are all Train 66, and dates are - SP 14/39, SP 28/39, AP 20/43, NO 1/43, AP 12/46, JUL 28/49, AP 7/50, AP 30/51, MY 6/52.

SECURITY PROBLEMS: Dr. Alex. Campbell reports strong pressure from his family as well as from the police to obtain a dog as an anti-burglar device. He met the candidate, and it seems to be a mutually satisfactory arrangement. We await further reports. /2

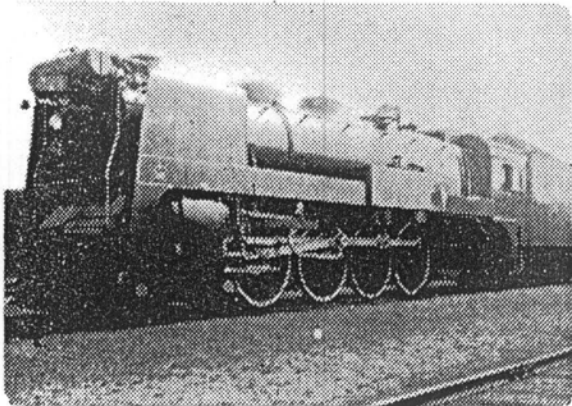
1984 Brochure from Armstrong Station - Irvine Rosborough
(Irvine died suddenly in Winnipeg on February 15, 1993.
Our sympathy has been extended to his widow, Alice. Ed.)



THOMAS S. ARMSTRONG
1858 - 1942

Armstrong, the western terminus of the C.N.R. is named for T.S. Armstrong, Chief Engineer on Division E of the National Transcontinental Railway; 1905 - 1912

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆



King and Queen's Special -

THE C.N.R. IN ARMSTRONG

In the 1930's more than 130 people worked here. Today there are many less. Until the 60's a 3 storey ice-house stood along the tracks, where refrigerator cars were iced. At one time, a feeding pen enabled animals to be herded in between runs. Many changes in the town came with the diesel. Steam engines were once serviced here. The diesel in the late 50's put many machinists and coal loaders out of work. Timkin bearings also reduced the danger of hot boxes and thus modernized travel.

Twice a day passenger Trans-Continental

services have been drastically reduced by 1984.

In the 1950's a shipment of moose from Alberta to Newfoundland had a stopover here. Needless to say it was strictly a feed through the walls operation.



Armstrong C.N. Station Stop

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆



HARRY L. MUNDELL - 1947 GENERAL
MERCHANT/FUR BUYER/POST OFFICE



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RAILWAY MAIL/POSTAL TRANSPORTATION SERVICE COMPUTER "BULLETIN BOARD" ESTABLISHED

The Railway Mail Service Library (RMSL) has established a computer "bulletin board" for postal history researchers interested in mail transportation and distribution. This area embraces Railway Post Offices, Highway Post Offices, Air Mail Facilities, Transfer Offices, Terminals, as well as "Traveling Post Offices" operating in other countries. Electronic mail requests can be sent to Frank Scheer and answers will be provided in a "download" subdirectory in about two days. In addition, users may "upload" articles they have written, which will be checked for technical accuracy. Each user may leave a private message for another user, or a public message to be viewed by all. In summary, the advantages of the RMSL bulletin board are easy accessibility, rapid data exchange, and a forum for information exchange among postal historians.

There is no charge for accessing the RMSL bulletin board. Users may call 24 hours a day, seven days a week. It has a single line --(703) 836-1955-- and the computer will be turned on and "booted" by a switch that detects telephone rings. The telephone line is not answered for 180 seconds, until the communications software is in "Host" mode. Procomm Plus For Windows version 1.0 is used, with a 2400 baud modem set for no parity, 8 data bits, 1 stop bit, full duplex, "ZModem" protocol, and ANSI-BBS terminal. Set "carrier detect" for a minimum of 180 seconds.

The first time that a person dials in, the bulletin board will request the last name, first name, and establish a password. The password is chosen by the user, must be no more than eight alpha-numeric characters long, and is required to log on for future sessions. Once logged on, please leave a message on the bulletin board for "SYSOP" giving your name, modem telephone number, voice telephone number, address, and area(s) of interest. This information will be included in a list of users as "RMSL_B_B.TXT", accessible in the "download" subdirectory.

The RMSL expects that a bulletin board will facilitate research support. All suggestions are welcome, especially about data files that ought to be available for access. Letter mail can be addressed to Frank Scheer, Railway Mail Service Library, 12 East Rosemont Avenue, Alexandria, VA 22301-2325.

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ON TRACK: THE RAILWAY MAIL SERVICE IN CANADA

Susan McLeod O'Reilly

151 pages, softbound, illustrated, with footnotes and bibliography, soft-cover. Canadian \$17.95, stock number -----, available from the National Philatelic Center, 75 St. Ninian Street, Antigonish, NS B2G 2R8 Canada. French translation available, **A FOND DE TRAIN: LE SERVICE POSTAL FERROVIAIRE AU CANADA**, stock number 92918.

Susan McLeod O'Reilly is curator on the National Postal Museum, which is part of the Canadian Museum of Civilization, Ottawa. In this book, Ms. O'Reilly provides the reader with a general overview of the Canadian Railway Mail Service (RMS), putting it into context with postal communication and transportation between 1854 and 1971. Better than half of the text is comprised of superb photographs that depict Railway Post Office (RPO) interiors, the clerks who staffed them, postal artifacts, and selected covers mailed on trains.

The book is subdivided into four chapters. The first is historical background, which includes a helpful chronological listing of major events and changes in the RMS. The second chapter outlines the passage of a letter through the RMS, which constituted the means for both postal distribution functions and mail transportation. A third chapter describes life aboard the trains and how clerks performed their tasks. Finally, the closing chapter discusses postal markings as a legacy of the past for today's postal historians.

An interesting feature of this book is an appendix listing railway postal clerk recollections on audio cassettes. This collection resides at the Museum of Canadian Civilization, 100 rue Laurier, Hull, Quebec, J8X 4H2.

Frank R. Scheer



RAILWAY MAIL SERVICE LIBRARY

POSTAL HISTORY RESEARCH - ARTIFACTS

12 EAST ROSEMONT AVENUE
ALEXANDRIA, VA 22301-2325 USA
(703) KIng 9 4095 - *VOICE*
(703) TEmple 6 1955 - *MODEM*



Railway integral to mail service

HAROLD LANGHAM

This week let us take a nostalgia trip on the Shuswap and Okanagan Railway that served our area for many years, bringing mail daily. This railway was incorporated in 1886 to build from Sicamous Narrows, B.C. up the left bank of the Shuswap River to a point at the north end of Lake Okanagan called Okanagan Landing.

The line, which was built between these two points, opened for traffic in 1891 and acted as a feeder line to the main CPR Transcontinental line at Sicamous. The 51 miles of line was leased to the CPR on completion.

Mail from these early trains to Okanagan Landing was forwarded to the CPR paddle steamers S.S. Sicamous, S.S. Aberdeen and S.S. Okanagan for dispatch to Kelowna, Penticton and many other points of call up and down Okanagan Lake.

In the early 1930's the line to Okanagan Landing was relocated and extended southward to Kelowna a further 33½ miles from Vernon.

Five interesting cancellation marks show up from this run and they are: Shuswap & Okanagan Railway; Okanagan Landing & Sicamous; Sicamous & Okanagan Landing; Kelowna & Kamloops; Kelowna & Sicamous.

An interesting article appeared in the *Kelowna Capital News* on September 28, 1954 and I quote:

"For the last time, the mail box on the CNR platform at Kelowna was cleared on Saturday. Starting on Sunday, September 26th, the mail was handled in and out of Kelowna by trucks to Kamloops, thus put a finishing touch to the mail box

on the station depot and to the postal cancellation stamp "Kel. & Sic R.P.O."

"Most people let the train mail service go unheeded, but Jim McClelland and D.B. Dowsley saw the box cleared for the last time and took photos of the event. Both these gentlemen has for years made a collection of uncommon stamp cancellations in B.C. The "Kel. & Sic" was one of these, and doubtless the two men took the last opportunity to get covers on the last day possible.

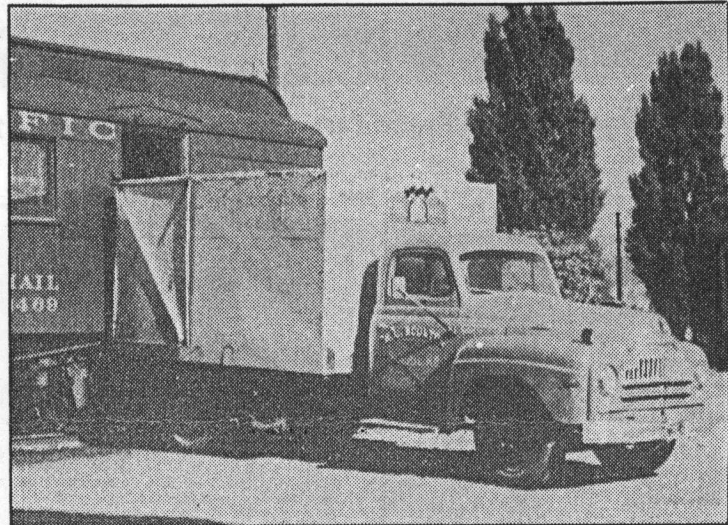
"It is believed that the various

Okanagan Lake steamers carried all the mail to Kelowna until they were taken off the run in 1936, the mail continued to be carried by the lake boats until 1936.

Trains succeeded the boats as mail carriers, now trucks have taken over from the trains."

Two Railway Mail Clerks whom I worked with in the Kelowna Post Office, tell some interesting stories of their days on the trains. Bob Marriage, who retired September 8, 1980

(Continued on page 10)

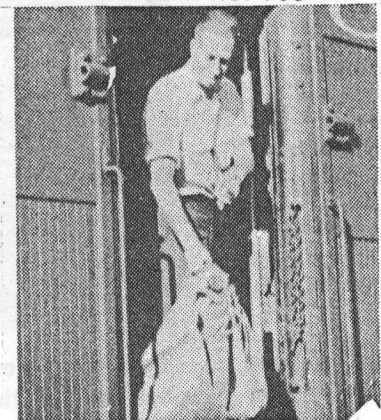


Transferring last load of mail to Kelowna Post Office and points south September 25, 1954 from train no. 708

(Continued from page 9)

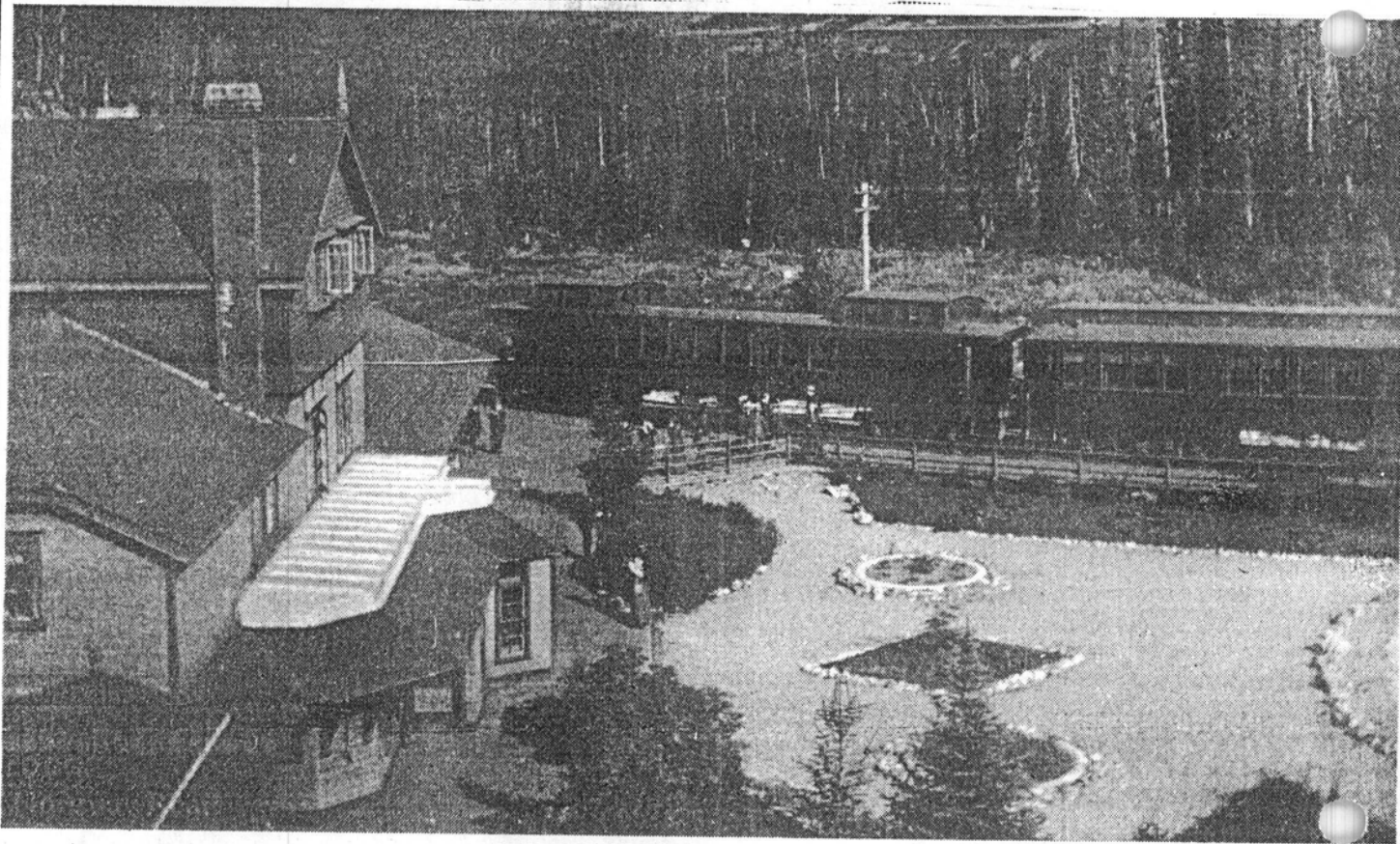
after 33½ years of service was one of the clerks on the last mail train out of Kelowna.

Stu Malcolm, who retired April 1, 1990 after 39 years in the postal service served as an RPO mail clerk in B.C. and Alberta on runs such as; Calgary-Edmonton; Medicine Hat-Cranbrook; Jasper-Prince George; Prince George-Smithers; and Calgary - Vancouver.

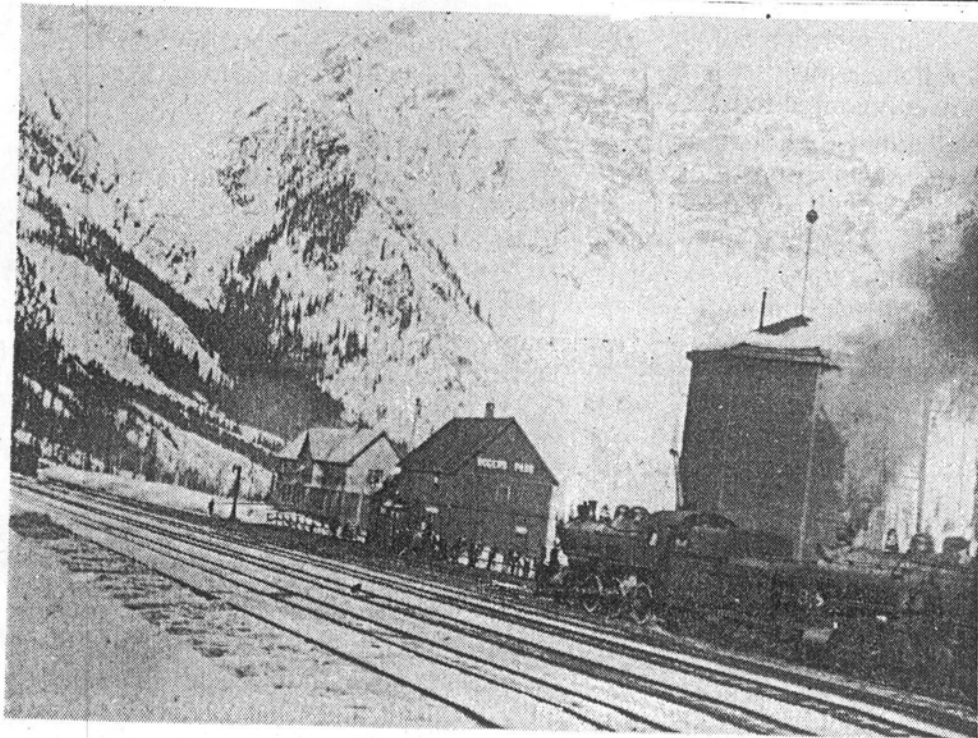


Postal Clerk E.F. Magaw takes in last bag of mail at Kelowna. Train No. 707 north-bound was last trip on the

from Doug Hannan



Glacier House, located in Rogers Pass. This photo was taken in 1903. *Photo Courtesy the Whyte Museum of the Canadian Rockies*



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Two great steam engines were needed to pull the trains through the Rockies because of the steep grades. Here at Rogers Pass was one of the most dangerous parts of the line and section and train crews had to watch for avalanches, rocks slides and washouts. (photo credit: Vancouver Public Library #9941.)

Our Alberta expert, Rick Parama, has sent extracts from a 1949 Distribution List - showing how this publication can be of assistance in tracing mail routing and the use of Railway Post Offices in delivery of mail.

DISTRIBUTION

FOR

ALBERTA, NORTH WEST TERRITORIES, BRITISH COLUMBIA AND YUKON TERRITORY

CONTAINING

1. The names of the Post Offices alphabetically arranged.
2. The names of the Postal Car Routes, Sections of Postal Car Routes or Distribution Offices through which matter for the several offices should pass.
3. The names of the Offices to which the matter is forwarded by the Railway Mail Clerks or Distributing Offices when not mailed direct. (Direct Mails are indicated by dotted lines.)
4. The names of the Mail Routes by which the offices are served when not situated on a line of Railway. When an office is served by two or more routes the hours of departure from the several terminal points are given.
5. Nixie List—Offices closed, names changed.
6. Offices in Northwest Territories—Page 141.

INSTRUCTIONS

1. Matter for any office which is supplied by more than one route should be forwarded by the one by which it will most speedily reach its destination.
2. When any doubt exists as to the proper railway route by which matter should be forwarded, application should be made to the District Post Office Inspector.
3. Offices newly established, and offices to which new names have been given, should be written in the List of Offices having the same initial letter. To the entries under each letter should be prefixed consecutive numbers, which numbers should be neatly inserted in their places in the General List, in which the names of the new Offices or the new names of the old Offices, should, in proper order, appear. The numbering should be from one upwards in each letter.
4. In case of change of name, the old name should be erased from the list and "*changed to*" (the new name), written opposite to the erasure. Opposite the entry of the new name should be written "*formerly*" (the old name). In making changes use a medium lead pencil. "*Erase*" by drawing a pencil line through the items ordered to be erased. "*Restore*" by rubbing out pencil erasures.
5. It is the duty of District Post Office Inspectors and Postmasters *personally* to see that the Distribution Books furnished to each clerk under their supervision are corrected from the lists issued from the Office of the Chief Superintendent Railway Mail Service, Ottawa.

POST OFFICE DEPARTMENT,
OFFICE OF THE DIRECTOR OF COMMUNICATIONS
RAILWAY MAIL SERVICE,
OTTAWA, JAN., 1949.

Revised to April 2, 1949 (List No. 2)

This page from the Distribution List shows the railways serving Alberta Post Offices in 1949.

ALBERTA DISTRIBUTION LIST

SCHEDULE showing names of Railways from which Post Offices in Alberta are served: the terminal points of the several Postal Car routes, or sections of Postal Car routes on these railways, and the abbreviations by which these terminal points are designated in the following Distribution List. (The names of Railway Post Offices are given in all cases from East to West and from South to North.)

Abbreviations in Distribution List	Name of Railway	Terminal Routes between which Postal Cars Run	
Big. & Lov.....	Canadian National Rys.....	Biggar.....	Loverna.
Bon. & Ed.....	" "	Bonnyville.....	Edmonton.
Cal. & Cam.....	" "	Calgary.....	Camrose.
C. & E.....	Canadian Pacific Ry.....	Calgary.....	Edmonton.
C. M. & Ed.....	Canadian National Rys.....	Calgary.....	{Mirror. Edmonton.
Cor. & Lac.....	Canadian Pacific Ry.....	Coronation.....	Lacombe.
C. & V.....	" "	Calgary.....	Vancouver.
Ed. & P. G.....	Canadian National Rys.....	Edmonton.....	Prince George.
Ed. & D. C.....	Northern Alberta Rys.....	Edmonton.....	Dawson Creek.
E. P. & Ed.....	Canadian National Rys.....	Elk Point.....	Edmonton.
Leth. & Cal.....	Canadian Pacific Ry.....	Lethbridge.....	Calgary.
L. B. & Ed.....	" "	Lacombe.....	{Breton. Edmonton.
Lloyd. & Ed.....	" "	Lloydminster....	Edmonton.
McL. & H. C.....	Northern Alberta Rys.....	McLennan.....	Hines Creek.
M. H. & N.....	Canadian Pacific Ry.....	Medicine Hat....	Nelson.
M. J. & C.....	" "	Moose Jaw.....	Calgary.
N. B. & E.....	Canadian National Rys.....	North Battleford.	Edmonton.
Out. & Mack.....	Canadian Pacific Ry.....	Outlook.....	Macklin.
Sask. & Drum.....	Canadian National Rys.....	Saskatoon.....	Drumheller.
Sask., Hard. & Ed..	Canadian Pacific Ry.....	Saskatoon.....	{Hardisty. Edmonton.
S. C. & Emp.....	" "	Swift Current....	Empress.
S. W. & Ed.....	Canadian National Rys.....	Saskatoon.....	{Wainwright. Edmonton.

This page from the Distribution List shows how various Post Offices were served in 1949. Note particularly the town of Breton, served by L.B. & Ed. R.P.O., which was discussed in a previous Newsletter.

ALBERTA DISTRIBUTION LIST

The first column under the head "Distribution" shows the Postal Car Route or Distributing Office through which Mail matter for the several Offices should pass. The second column under the head "Distribution" shows the Office on which Mail matter is forwarded by the Railway Mail Clerk or Distributing Office when not mailed direct. The third column gives the frequency and other necessary particulars regarding the service.

Dy. * means daily including Sunday. Dy. means daily except Sunday.

The letters (S) and (W) following the name of the forward Office show the matter should be forwarded in Summer and Winter, respectively. An * before the name of an Office indicates that it is a Customs Port or Out Port, and (S) after the name of an Office indicates a Summer Office.

A ‡ before the name of an Office indicates that the Office has service by Catch Post only. M.V. indicates Motor Vehicle service.

OFFICE	DISTRIBUTION		
Abee.....	Edmonton.....		Mon. Wed. Fri. tr. 7 N.A.R.
Abilene.....	{ Bon. & Ed.....		Mon. Wed. Fri. tr. 125.
	{ E. P. & Ed.....		Tue. Thu. Sat. tr. 95.
Acadia Valley.....	Sask. & Drum.....	Benton Station.....	Tue. Thu. Sat. 9.30.
Acme.....	C. M. & Ed.....		{ Tue. Thu. Sat. tr. 13 C.N.R.
			{ Mon. Wed. Fri. tr. 14 C.N.R.
*Aden.....	Lethbridge.....	Coutts	Tue. Fri. 13.00.
Aerial.....	Cal. & Cam (1).....		{ Mon. Wed. Fri. tr. 25.
			{ Tue. Thu. Sat. tr. 26.
Aetna.....	Lethbridge.....		Tue. Thu. Sat. 16.30.
Airdrie.....	C. & E. (1).....		Dy. trs. 523, 524, 525, 526.
Airways.....	{ Out. & Mack.....	Veteran.....	Thu. 12.00.
	{ Coronation.....		
Alberta Beach.....	Edmonton.....		Mon. Wed. Fri. tr. 93 C.N.R.
Albert Park.....	Calgary.....		Dy. 8.45.
Albright.....	Ed. & D. C. (2).....		Dy. tr. 1.
Alcomdale.....	Ed. & D. C. (1).....		Dy.* ex. Sat. tr. 1.
Alcurve.....	Lloyd. & Ed.....	Streamstown.....	Tue. Fri. 8.15.
Bremner.....	S. W. & Ed.....		Dy. tr. 12.
Breton.....	L. B. & Ed.....		{ Mon. Wed. Fri. tr. 616 C.P.R.
			{ Tue. Thu. Sat. tr. 615 C.P.R.
Breynat.....	Edmonton.....	Lac la Biche.....	Plamondon, Tue. Sat. 12.00.
Bridgeview.....	Ed. & D. C. (2).....	Woking.....	Tue. Fri. 15.10.
Briereville.....	Edmonton.....	Lac la Biche.....	Tue. Thu. 8.15.
Brightbank.....	E. & P. G. (Alta.)..	Carvel Station.....	Tue. Fri. 14.30.

Many thanks for sending this enlightening information, Rick.

LEWIS M. LUDLOW

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

N-57 (N-63) Hammer Analysis
May, 1988

N-57 N.N.& W. RAILWAY T.P.O./ NEWF'D., Type 4J, Two Hammers.

Hammer I	Hammer II
Earliest: October 20, 1898	Earliest: November 20, 1898
Latest: November 29, 1903	Latest: June 19, 1903
Indicia: A Only	Indicia: A, C, D, C & D Reversed
R.F.: 250 (45%)	R.F.: 250 (55%)

Comments: We have now had an opportunity to examine 46 more covers, all between July, 1901, and June, 1903. After detailed examination we can still only identify two hammers, as per our original report. See Page 9 of Newsletter Volume 8 No.4, August, 1980.

With wear, Hammer I becomes difficult to measure, and accordingly, we are revising our steps of identification to be more all-inclusive -

Step 1 - Measure the chordal distance from the bottom of the left leg of the first "N" to the bottom of the right leg of the "W", both of "N.N.& W."
Hammer I measures 9.5 mm, while Hammer II is only 8.5 mm.

Step 2 - Measure the distance from the bottom of the left leg of the second "N" of "N.N.& W." to the bottom of the right leg of the "R" of "RAILWAY".
Hammer I is distinctly over 9 mm, while Hammer II is only 8.5 mm.

Step 3 - Carefully measure the distance from the bottom of the "T" of "T.P.O." to the upper left corner of the "D" of "NEWF'D".
Hammer I is only 8.5 mm, while Hammer II is a full 9 mm.

If any Study Group members can provide new data on these two hammers, please send same to the Newsletter Editor, with a photocopy of the strike involved.

Lewis M. Ludlow (Found in Lew's papers, not previously published.)

Does anyone have anything more for Special Issue #100 ?

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

Bill