

THE R.P.O. NEWSLETTER

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

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EDITORIAL

It's not too often that your Editor gets steamed up about something, but the recent Hennok sales of the Dr. Richard Moulton collection have bothered him for several reasons. First, Jim Hennok hasn't bothered to keep up with the state of the art in Canadian R.P.O. collecting and as a result, has shown numerous items as "unrecorded" or with incorrect numbers or R.F.s. Secondly, his price estimates were far in excess of prices realized for similar items in Bob Lee's recent sales of the Ludlow collection. I wonder what was actually realized? Caveat Emptor.

The most serious concern, however, concerns the viability of the whole Study Group system. Study Groups are planned as groups of kindred individuals interested in extending the knowledge of a specific subject. They depend on full and free exchange of information to prosper. Dr. Moulton was a member of this Study group for some twelve years - from early 1980 until dropped for non-payment of dues in April, 1992. During this time, I can't recall any reports from him, and nothing has been found in Lew's extensive correspondence. This period of membership coincides with the major inventory gathering by Joe Purcell on which the R.F.s in the 1982 Catalogue were based. I don't know if Dr. Moulton reported his extensive holdings then - because Joe is no longer with us and his rough records by contributor no longer exist.

It would appear from the number of "unrecorded" items listed in the sales that Dr. Moulton's inventory wasn't reported - particularly since some of the items listed by Shaw but shown as "unconfirmed" in the 1982 Catalogue are apparently included. The March-April and May-June "Cowcatcher" columns in "TOPICS" are devoted to a public search for these "unconfirmed" items, and were written before the catalog for the March 20, 1993, sale was received. We hope that any Study Group members who purchase such "unconfirmed" items will report them - with a photo-copy so they can be properly confirmed.

Your Editor apologizes for taking so much valuable space to address this issue, but it goes to the heart of the whole Study Group system. These Groups can produce results only as good as the contributions of their members. Generally, the contributions of the members of the R.P.O. Study Group have been excellent, and we are continually extending the boundaries of our knowledge. This issue of the Newsletter includes Annex XI to the Catalogue. The amount of information included is surprising, and the number of Reporters - both old and new is encouraging. Perhaps this collection is merely a transient blip on the smooth graph of progress. Let's hope so.

Sincere thanks are expressed to the many members - and some non-members - of the Study Group who conscientiously report even the most minor items. This is the only way we improve and gradually perfect our knowledge of a specialty.

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LEWIS M.LUDLOW

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

ANNEX XI - CATALOGUE OF CANADIAN RAILWAY CANCELLATIONS - 1993

NEW REPORTERS

311 - Joseph N.Fishbein 312 - J.J.MacDonald
313 - T.Malcolm Jones

NEW TYPES - Nil.

NEW LISTINGS

Listing	Cancellation	Type	Tr/Dir	Period	RF	Rep.
MA-76A	HALIFAX 7 CAMPBELLTON / J.R.KLINE	5H	60	12/17/54	500	312
MA-78d	Halifax & Campbellton R.P.O./ J.W.Delahunt	7B	1	3/25/55	500	312
MA-91a	HFX & CAMPBELLTON R.P.O./ P.L.SMITH	5H	2	12/31/54	500	312
MA-138	HALIFAX & YARMOUTH R.P.O. 17 (Hammer XIII)	W		3/11/20	65	142
MA-152A	INVERNESS & PT.TUPPER/ W.R.LONG	6E	157	2/26/41	500	142
MA-242B	SYDNEY & TRURO TR./ G.D.DA---E	22H	6	1/1/55	500	312
MA-242C	FROM SYD & TRURO / TR/ G.A.FRY	22J	6	1/3/55	500	312
Q-166b	MONT.& TOR.R.P.O./ JNO.B.SEBERT	7B		8/11/24	500*	151
Q-171D	G.F.FERRY/M & T Tr.	22D	19	7/26/50	500	151
Q-221B	FROM/QUE.& NOR. TR.	22B	12	8/17/54	500	151
O-152D	LON.& O.SOUND R.P.O./ T.E.LANAWAY	17J	S	6/27/14	500*	151
O-349Y	TOR.HAM.& LON.R.P.O./ F.D.BRAGMAN	5H	16	5/26/31	500*	268
O-366A	TOR.& MONTREAL / H.H.STREET	12A	5	12/20/55	500	16
O-401	T & S R.P.O./ N.COWLING/	21M	36	5/03/27	500	142
W-23Hb	CAL.& ED.R.P.O./ R.E.BAILEY,M.C.	17J	24	11/19/13	500	255
W-57D	HOPE & VAN/MEAD	5H	705	9/1/27	500	97
W-86K	MOOSE JAW & CALGARY R.P.O.	22	-	#106	500*	151
W-102T	NORTH PORTAL & MOOSE JAW R.P.O./G.C.ROSE	3D	13	1/02/14	500	142
W-158C	S.C.& EMP.R.P.O./H.N.HURLE	6E	66	4/23/28	500	258
W-179E	WINNIPEG DISTRICT / R.F.SMITH	17O	106	2/3/68	500	151

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RR-51A Grand Trunk Pacific Construction Co.Ltd.	22	-	7/25/10	500*	97
TS-97 INTERCOLONIAL RY./ GLOUCESTER JUNC.	6F	-	3/24/88	500*	293
TS-18411 NFLD.RY./DEER LAKE	1E	-	7/02/30	500	151
S-219A City of Nanaimo	22	-	ca.1908	500*	97
S-262 S.S.PRINCESS ALICE	22	-	3/25/37	500	151
S-276 PRINCESS SOPHIA	22	-	4/02/13	500*	151
S-276C LAUNCH STRONGHEART / SKEENA RIVER	22I	-	3/1/09	500*	97

UNCONFIRMED LISTINGS CONFIRMED - Nil

CORRECTIONS

MA-78c	Re-number from MA-78	312
MA-114	HALIFAX & SAINT JOHN,R.P.O./R.C.RAINE (Add comma after JOHN)	151
MA-203Am	Correct spelling of "EDMONDSTON" in Appx.I	312
MA-216	Correct clerk initials to "G.A."	312
Q-52Cb	LEVIS & SHERBROOKE/J.ANT.HUARD/QUEBEC (Add period after ANT.)	151
Q-166a	Re-number from Q-166	151
Q-173Ap	MON.& TOR-.R.P.O./W.W.PERKINS (Add dash after TOR)	151
O-206	Delete Train 156 (actually 756 mis-read)	151
W-23Ha	CAL.& ED.R.P.O./L.ALLISON (Re-number from W-23Hc, and change clerk name from L.A.LISON)	151
W-23Hc	CAL.& ED.R.P.O./H.K.BAKER (Re-number from W-23Hb)	151
W-62B	KAM.-SASK.,R.P.O./ J.B.PALMER (Add comma after SASK.)	239,151
W-62Ea	KAM.& SASK.,R.P.O./ R.BOWLEY (Add comma after SASK.)	239,151
W-62Eb	KAM.& SASK.,R.P.O./ LEONARD HALL (Add comma after SASK.)	239
W-62Ga	KAM.& SASK.,R.P.O./ W.G.STOBIE (Add comma after SASK.)	239
W-84Fb	MOOSE JAW DIVISION / B.R.LANCASTER (Initials should be B.R.)	239,151
W-87B	M.J.& Cal.RPO/J.F.WEBSTER(no periods in RPO)	239
W-87Q	M J & C / A.C.ANDERSEN (No periods after M J & C)	239
W-87R	M J & C / A.J.WILKINSON (No periods after M J & C)	239,151

W-87S	A C ANDERSEN / M J & C (No periods after A C)	239
W-1010	N.BATT. & ST.WAL-R.P.O./No.(Dash between L & R)	239
W-102H	N.PORTAL & M.JAW,RPO./G.W.HARVEY (comma after W, period only after O of RPO.)	239
W-112Gb	P.G. & P.R., R.P.O./E.M.LUGRIN (comma after P.R.)	239
W-116C	R-H.B.JCT./L.F.SYKES (NOT REG.-) 6/27/46	480 16,151
W-126A	RIVERS & SASK.,R.P.O./ G.P.BUHLER (Comma after SASK.)	239,151
W-127Aa	RIV.-SASK.,R.P.O./ J.R.ANDERSON (Comma after SASK.)	239,151
W-132A	R.C. & VAN.(ink) R.P.O./ R.W.WAKELIN (Some have no period after VAN)	239,151
W-137V	D.W.HUMPHREYS / SK,DIV (Comma after SK)	239
W-138C	SASK. & DRUM.,R.P.O./ H.VAUGHAN (Comma after DRUM.)	239,151
W-140E	FROM SASK-ESTON / D CAMBRIDGE (No period after D)	239,151
W-141H	Sask.- Hard. & Ed./ C.R.Ledingham (Initials C.R., see W-138L,W-140D)	239
W-150A	S.O. & WMP.R.P.O./No.2 - Change type to 17A	151
W-152C	S. & Q. (in ink) R.P.O./ R.W.WAKELIN (Some have no periods after Q)	151
W-155E	S.R. & PR.ALBERT,R.P.O./ L.H.FARRON (Comma after ALBERT)	239
W-161E	VIC & COURT R.P.O./ A.W.BUCKINGHAM (No periods after VIC and COURT)	239
W-169A	WEY. & ASSA.,R.P.O./ L.E.LAWRENCE (Comma after ASSA.)	239
W-169C	Wey. & Assa. R,P,O. (Inverted comma after R, comma after P)	239
W-176Ba	WPG.,B. & R.,R.P.O./ G.W.FLETT (Comma after WPG.)	151
W-176Bb	WPG, B. & R.,R.P.O./ L.SHAW (Comma after WPG - no period)	239,151
S-276	S.S.SEGWUN Change number to S-276B	151
S-277	Queen City Change number to S-276A	151

EARLIEST AND LATEST DATES FOR PERIOD OF USE

Listing #	Status	Date	New RF	Reporter
N-15b	Earliest	2/12/89	No Change	151
N-75	Earliest	6/28/43	No Change	255
N-118	Latest	1/03/23	No Change	255

MA-52	Latest of 1st Period or earliest of 2nd Period	5/3/20	No Change	151
MA-67A	Latest	2/10/55	No Change	312
MA-92	Earliest	9/29/50	No Change(Ham.VI)	142
MA-112	Earliest	2/9/55	No Change	312
MA-113	Latest	12/06/58	No Change(Ham.II)	142
	1st Rep.	9/27/56	No Change(Ham.III)	142
MA117a	Latest	12/11/57	No Change(Ham.IV)	142
MA-125	Latest	12/14/54	180	312
MA-203Am	Latest	12/27/54	No Change	312
MA-216	Latest	3/28/55	400	312
Q-11	Latest	4/4/58	No Change	24
Q-85	Earliest	4/13/28	No Change	151
Q-141	Earliest	1/23/92	500	142
Q-167Da	Earliest	4/8/66	No Change	151
Q-172	Latest	12/11/70	No Change	151
Q-173Bm	Latest	12/17/54	No Change	151
Q-216B	Earliest	11/25/00	No Change	151
Q-216B	Latest	12/26/00	No Change	16
Q-241A	Earliest	3/3/08	No Change	151
Q-264C	Latest	5/03/20	490	282
	Earliest	9/29/16	No Change	306
Q-266	Earliest	1/17/30	No Change	151
Q-268A	Earliest	8/15/14	No Change	151
Q-273	Earliest	9/4/11	No Change	151
Q-276D	Latest	6/5/90	No Change	151
Q-307	Earliest	3/23/93	No Change	151
Q-315C	Earliest	4/12/46	No Change	151
Q-315C	Latest	5/2/50	No Change	151
O-9	Latest	3/31/97	No Change	151
O-29	Earliest	8/27/98	150(Ham.I)	146
	Earliest	9/15/98	150(Ham.2)	156
	Latest	11/03/04	150(Ham.1)	151
	Latest	7/07/06	150(Ham.2)	16
O-54	Latest	3/4/25	No Change	310
O-125	Earliest	12/11/79	500	97
O-204	Latest	2/26/64	No Change	24
O-248a	Earliest	4/28/39	No Change	268
O-330A	Latest	7/27/95	400	97
O-336L	Latest	12/7/66	No Change	151
O-357A	Earliest	6/19/46	No Change	151
O-410	Latest	5/03/26	300	273

W-2	Earliest	09/07/36	No Change (No.1)	151
W-7D	Earliest	07/29/46	No Change (No.1)	151
W-10	Earliest	02/09/33	No Change (No.1)	151
W-12	Earliest	04/20/12	No Change (No.2)	151
W-14	Earliest	09/04/13	No Change (No.3)	151
W-16A	Latest	05/22/16	500 (No.1)	151
W-16A	Earliest	04/05/15	500 (No.2)	16,229
W-20	Latest	07/15/54	No Change (No.4)	151
W-30d	Latest	11/23/54	195 (Orn.#122)	151
W-58	Earliest	6/04/10	No Change (Hammer 2)	151
	Earliest	5/12/10	No Change (Hammer 5)	151
	Earliest	3/13/10	No Change (Hammer ?)	16
W-60	Earliest	3/14/05	No Change	151
W-67A	Earliest	9/25/46	No Change (Hammer 1)	151
	Earliest	9/07/46	No Change (Hammer 2)	151
W-72	Latest	3/24/59	No Change (No.1)	151
W-73	Latest	11/01/54	No Change (No.1)	151
W-74	Earliest	2/21/31	No Change (No.3)	151
W-77D	Earliest	4/20/12	500	151
W-98A	Earliest	8/13/08	No Change	151
W-109C	Latest	12/15/?	No Change	151
W-116	Earliest	6/13/38	No Change (No.1)	151
W-118	Earliest	5/17/12	No Change (No.1)	151
W-120E	Earliest	11/01/49	No Change (No.1)	151
W-120H	Latest	9/10/46	No Change	151
W-123	Earliest	9/19/46	No Change(No.2)	151
			(There are 3 hammers)	
W-169A	Latest	1/7/58	No Change	151
W-180Cb	Latest	10/25/67	No Change	151
W-184	Earliest	7/07/88	300 (H.P.1/09/87)	151
W-203A	Latest	3/30/64	No Change(No.2)	273
RR-133	Earliest	10/25/90	450	151
S-112a	Latest	9/04/39	300	313
S-121d	Latest	4/02/13	500	151
S-231	Latest	8/16/39	400	313
S-237	Latest	5/15/37	450	313
S-264	Latest	3/25/37	500#	151
DD-10	Earliest	1/19/18	No change	97
E-15	New Year	5/9/57	450 (Inverted month)	24
E-41	New Year	9/14/70	450	24
E-50	New Year	6/18/45	450 (Hammer No.1)	151
	New Year	?/26/46	450 (Hammer No.1)	151
E-91	New Year	10/14/72	500 (Hammer No.1)	151
	New Year	11/25/66	500 (Hammer No.2)	151

NEW DIRECTION AND TIME MARKS

Listing #	Dir./Tr.No.	Reporter
MA-90	60	312
MA-93	60	312
MA-202	64	312
MA-216	40	312
Q-141	W	142
Q-165	DW	311
Q-204	211	24
O-36	220	273
O-51	56	273
O-121	T1N, T2N	246
O-150	T1W	246
O-186	45	258
O-327	T1S	151
RR-30	EAST (Ham.1)	310
DD-19	16	273

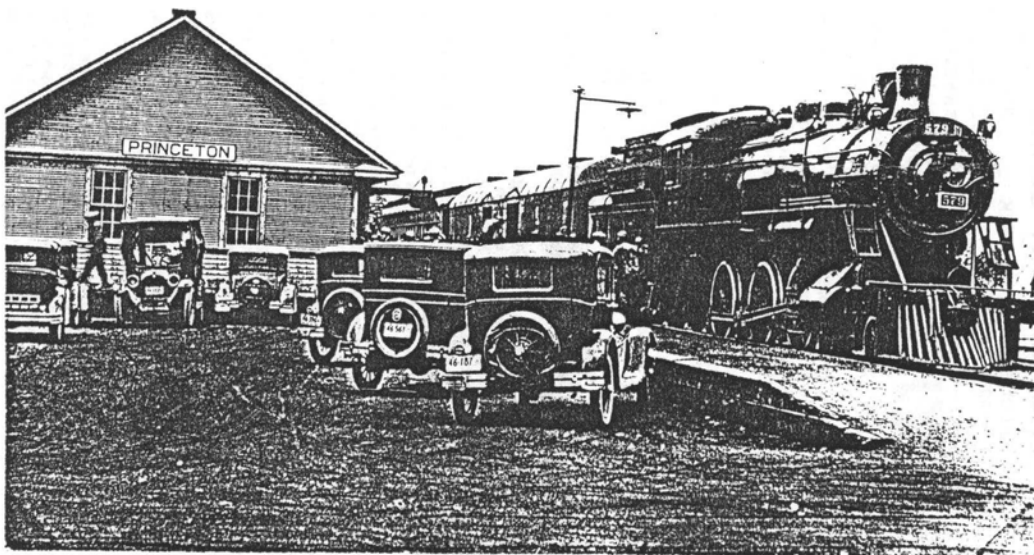


New Listing W-57D
(from Bill Topping)



New Listing W-158C
(from Jim Felton)

THE END



Kettle Valley Passenger Train at Princeton, B.C. Depot, 1931. Note Mail-Baggage car behind Tender (photo courtesy Bill Topping).

Penticton's Old CPR Station Finds New Life As A Community Centre

BY LOUISE LOGIE-VERKERK
Okanagan Sunday Staff

WHEN OPERATIONS CEASED at Penticton's CPR station in 1985, it appeared the city might lose a valued part of its history. But thanks to the determination of Penticton's Kinsmen, the local landmark has been given a new lease on life.

The venerable old station on Hastings Avenue has been restored by the club to near-original condition. Once the hub of community activity in Penticton, the station will again become a central meeting place for residents.

It will serve as the new 'hall' of Penticton's Kinsmen and Kinettes, and will be the headquarters of a number of local non-profit groups.

"The building is to be a melting pot for non-profit organizations," explains Kinsmen bulletin editor Darren Oslund, 30. "One of the goals of the Kinsmen is to serve the community's greatest needs. A lot of clubs and organizations need a place to meet - a table, a place to come once a week. That's what this building is going to provide for them."

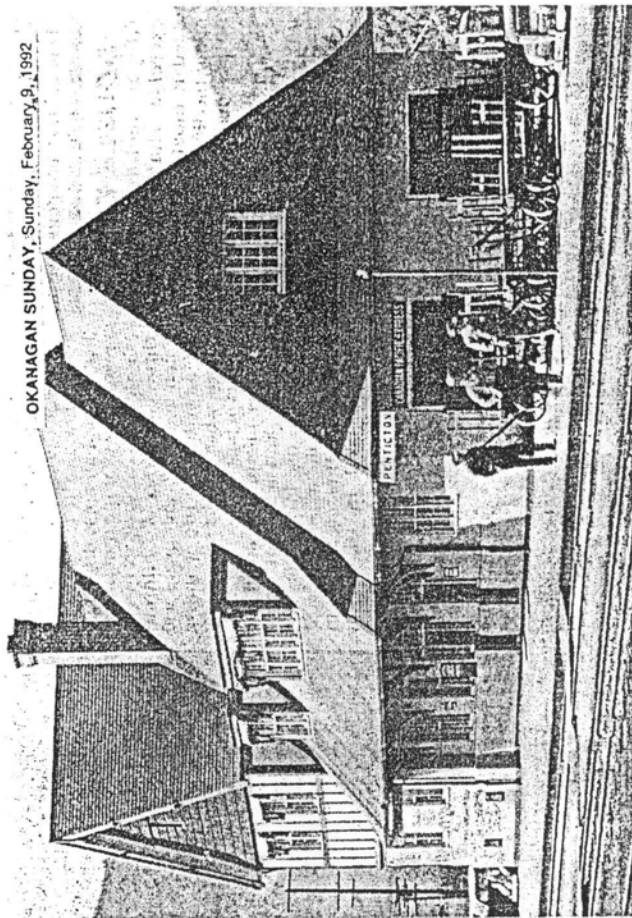
With the help of a GO-BC grant, the Kinsmen purchased both the station and a warehouse adjacent to it. Greg Mealing, 31, president of the Kinsmen Disability Resource Centre Society, says the club's goal, eventually, is to turn the warehouse into a community hall.

In the meantime, renovations to the second floor of the main building will be completed this month. Offices and facilities in the station will then be made available for use by non-profit organizations. Mealing says about 50 applications have already been received from prospective tenants wanting to rent space in the building.

While the exterior requires nothing more than a fresh coat of paint, the rest of the building has undergone extensive renovation.

"We had major structural problems," says Mealing. "The roof was coming down and the walls were going out, so there's major structural changes in the centre of the building to hold the roof up."

Next on the list of priorities were the installation of a \$40,000 fire alarm system, a new roof, and a new staircase, to bring the building into line with safety standards. Following those additions several years ago, two non-profit groups were able to move into the lower portion of the building, while upgrading of the second floor has



OKANAGAN SUNDAY, Sunday, February 9, 1992

Photo Courtesy of R. ATKINSON MUSEUM AND ARCHIVES

After a lengthy bureaucratic battle, the Penticton Kinsmen have succeeded in securing the old Penticton railway station for use as a community centre. Shown here during the 1940s, the building will offer meeting space for various groups.

continued.

In restoring the 51-year-old building, every effort has been made to maintain the style of the original structure. Existing doors, light fixtures, hinges and hardware have been used wherever possible, and all interior decorating has followed a 1940s theme.

On the second floor an existing boardroom, designed to seat 40, has been refurbished. A classroom has been constructed, and will be outfitted with desks and chalkboards. A light duty kitchen is being built to allow for small luncheons or supper meetings at the station, and a large, open area has been converted into smaller rooms, to make more offices available for tenants.

By sharing office space, says Mealing, a larger number of organizations can be accommodated at the station.

"For example, PRIDE might have space for two nights a week; somebody else might have the same office space for two other nights," he says. "We're going to try to get as many people in as we can."

The groups will be charged rent based on what

they can afford. The whole idea is to help support local non-profit organizations, not to make money out of them, says Mealing. He adds that other service clubs are also invited to make use of the facilities.

"If they want to come in and have a meeting room, they're more than welcome to it. There's no conflict at all," he says. "Because any money we can save them - in giving them office space or in giving them a room to rent - any money they save by using our hall, they can put back into the community."

Securing the purchase of the building has been a lengthy, frustrating process. The Kinsmen originally expressed an interest in buying it in 1985. Because of the station's historical significance, the deal first had to be approved by the Heritage Trust, says Oslund.

"They wanted to ensure that all the CP stations across Canada remained historic buildings, and were never sold or torn down," he says. The purchase was further delayed when the club decided they wanted the warehouse next to

See "HISTORIC" next page

Historic Building Finds New Life

From Previous Page

the station included in the deal. Then there were problems with Revenue Canada, which insisted the club acquire a tax number before it would allow them to take over the building.

In 1991, six years after they initiated the purchase, the Kinsmen finally took legal ownership of the old CPR station. Fortunately, the deal had been considered "a sure thing," says Mealing, and the club had been permitted to begin renovations on the building several years before.

"We had some real struggles," Oslund says. "It (the purchase) put some of the previous members through a lot. They were worn out and broken by the time they were done."

Oslund and Mealing say the station might never have been acquired by the club, were it not for the tireless efforts of former hall directors Pat Duncan and Brian Hval. They call Duncan "a visionary," and say it was originally his plan to buy the station. Hval took over from Duncan, and continued to work hard on the purchase and renovation of the building. Now, the responsibility has been passed on to Mealing.

"We have a little saying around the club," says Mealing. "Pat mixed the cake, Brian put it in the oven, and I'm putting the icing on it. It's been a long time coming."



Greg Mealing at work in the station.
OKANAGAN SUNDAY Photo By LOUISE LOGE-VERKERK

The first CPR passenger train arrived in Penticton in 1915. The CPR station, built on Hastings Avenue, was the first train station in the Okanagan Valley.

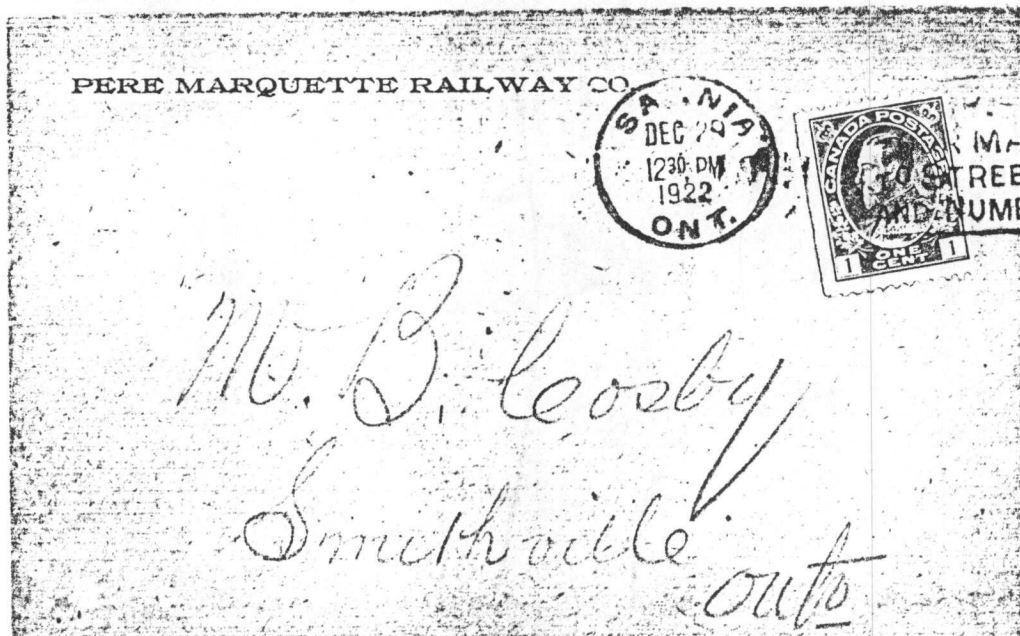
The CPR station on Lake Shore Drive, near the former Incola Hotel, one of Kenyon and Killick's CPR Hotels. According to Randy Manuel, curator of Penticton's R.N. Atkinson Museum, the station was partially built on piles. "That was logical, because the trains would come down the hill into town, and then they would go backwards, downtown, out onto the wharf. And then they could get the passengers from one to the other."

Once passenger traffic on the lake ceased, there was no need to have the train go downtown anymore, says Manuel. CPR decided to close its station on roof.

Manuel says the Kinsmen are hoping to collect some CPR memorabilia to enhance the station. The club is looking for photos of the building, and they hope to compile some historical data on it. They are also looking for CPR artifacts that were once a part of the station. The building's original sale has been found, and some former CPR employees have come forward to offer articles like baggage carts. "Maybe there's an old CPR clock out there that belongs in here," says Mealing. "We're looking for CPR articles that do belong here, to be donated back."

Manuel explains that architect Samuel McClure thought Penticton would experience heavy snowfall, due to its location in the mountain. Thus, says Manuel, McClure designed the steep roof on the station.

ANNUAL DUES FOR 1993 - We regret that the following members have not renewed their membership for 1992-93, and have been dropped from the mailing list - Brown, Covert, Nickle, Pereira, Soper, Walton, Waugh and Woodward. We hope that they will renew soon. Member Gene Frampton sent a nice note with his dues advising that he had suffered a stroke in December of 1989, and is still not fully recovered. Despite this, he attended the spring meeting of the Pacific Northwest Regional Group at Duncan, B.C., and sent some Canadian postage to help out. Many thanks, Gene, and best wishes for a full recovery. Other Group members attending the Duncan meeting were - Battersby, Ellison, Keenlyside, Kembel, Mowat, Southey, Topping, Wallace, Unwin, White, and Robinson



Canadian usage on the border by an American Railway Company.

FUTURE ISSUES- Alex. Price has sent us an excellent article entitled "R.P.O.: Past, Present and No Future" from "TRAINS" magazine, and also the story of the several Cisco, B.C. bridges featured in Issues 98 and 101. Both he and his father were involved with these bridges while working for the C.P.R.

We will also have some more hammer analyses, railway views and news items. The Special Issue to commemorate No.100 is on track, and almost finished. It should be distributed at the Annual Meeting of the Study Group at Toronto in August.

Work will now start on Annex XII. You will note quite a few corrections to the Catalogue in Annex XI - mostly commas or periods noted by the sharp eyes of David Harding and a few others.

Thanks for your contributions, and we'll talk to you again in the next couple of months. We can always use more. Issue 105 is scheduled for publication in June, and 106 in time for the Annual Meeting - with the membership and financial reports.

That's all for this time,