

THE R.P.O. NEWSLETTER

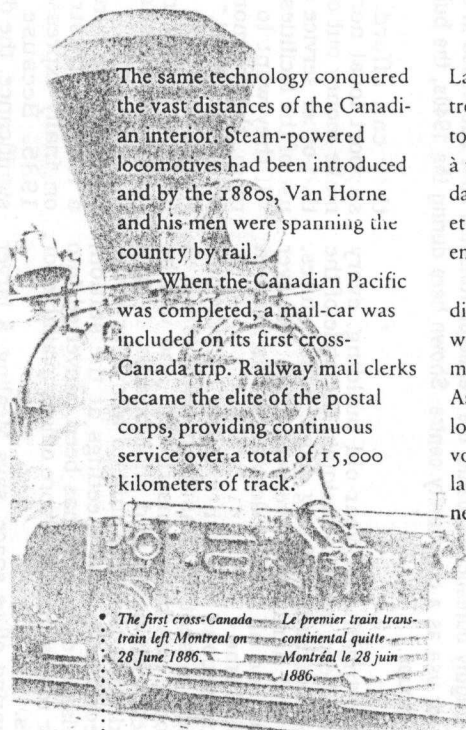
OF THE CANADIAN R.P.O. STUDY GROUP (B.N.A.P.S.)

Voume 22 - No.1

Whole No.107

October, 1993

PACIFIC NORTHWEST REGIONAL GROUP, BNAPS - This issue is being prepared for the fall meeting of this Regional Group, which will be held in Portland, Oregon, October 15 to 17, under the direction of our member Jack White. Best wishes to this Regional Group.



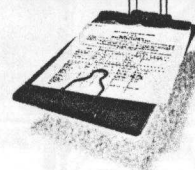
The same technology conquered the vast distances of the Canadian interior. Steam-powered locomotives had been introduced and by the 1880s, Van Horne and his men were spanning the country by rail.

When the Canadian Pacific was completed, a mail-car was included on its first cross-Canada trip. Railway mail clerks became the elite of the postal corps, providing continuous service over a total of 15,000 kilometers of track.

• The first cross-Canada train left Montreal on 28 June 1886. Le premier train transcontinental quitta Montréal le 28 juin 1886.

La même technologie va permettre de parcourir l'immense territoire canadien. Des locomotives à vapeur sont mises en service, et dans les années 1880, Van Horne et ses hommes traversent le pays en chemin de fer.

Lorsque la ligne du Canadien Pacifique est achevée, un wagon postal fait partie du premier voyage transcanadien. Assurant un service continu le long des 15 000 kilomètres de voie ferrée, les commis ambulants deviennent l'élite du personnel des Postes.



An extract from MOVING THE MAIL - The Story of Canada's Postal System - Published by Canada Post, 1989.

ED. MALONEY recently reminisced - " On page 63 of 'On Track' I found a picture I had taken in April 1970 at Campbellton, N.B. - the H&C car with (L-R) Don Upton of Campbellton, and Bob Garland (coveralls) of Moncton in the door. On a later date I rode this car from Campbellton over to Moncton on No.12, and back to Campbellton on No.11 that night. Also rode the Camp. & Levis car back and forth - with all French crews - and got along fine. The gentlemen all liked a wee bit of 'medicine' to take out the night chill. Incidentally, the last trip of M&T 59 was provided with a quart each of English Brandy, courtesy of Ray Wood, and Jamaica Rum courtesy of George King. Each of them were natives of the place named and clerks on the Montreal & Toronto." As always, Ed. sends interesting articles & notes which gradually appear in these pages. FRANK WAITE reports that a new National Postal Museum celebrating the work of the U.S. Postal Service and the P.O. Dept. was opened in July at the Smithsonian Institution, Washington, D.C.

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

BY LOUISE LOGIE-VERKERK
Okanagan Sunday Staff

W

HEN 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

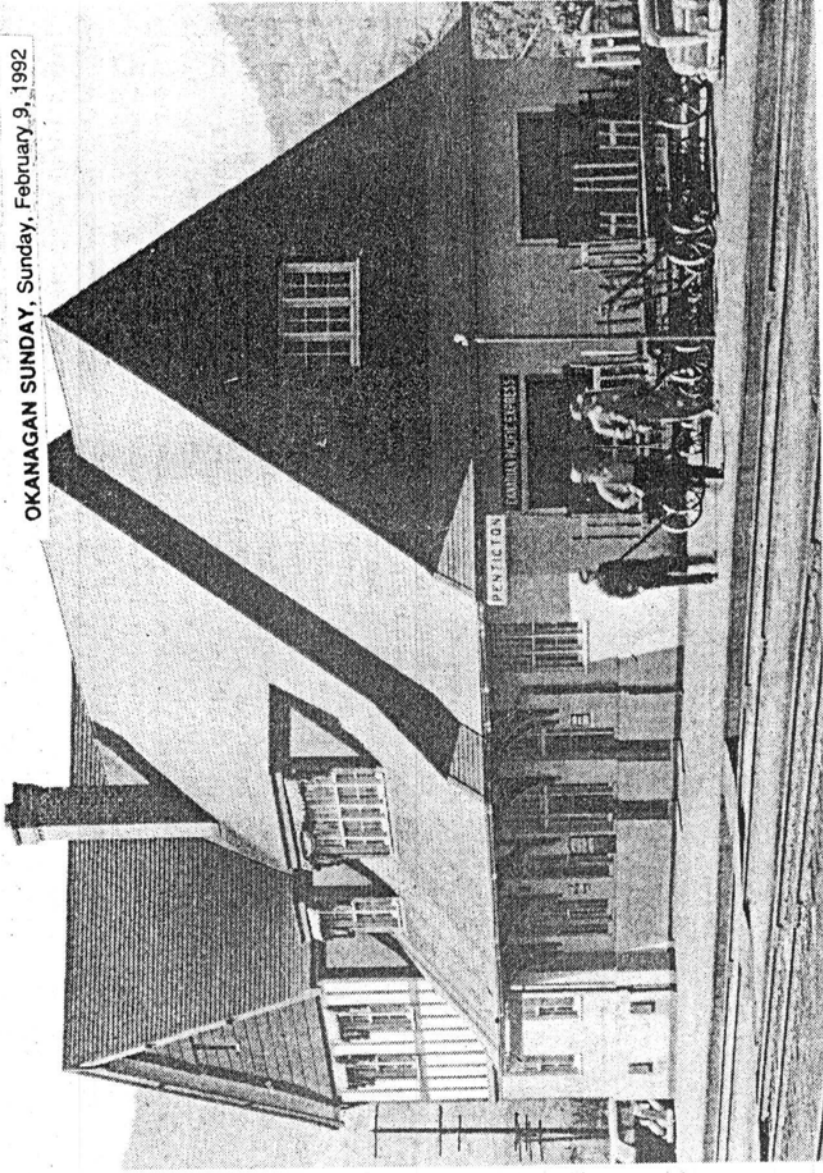


Photo Courtesy Of RN ATKINSON MUSEUM AND ARCHIVES

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.

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

H O R I Z O N S

Historic Building Finds New Life

From Previous Page

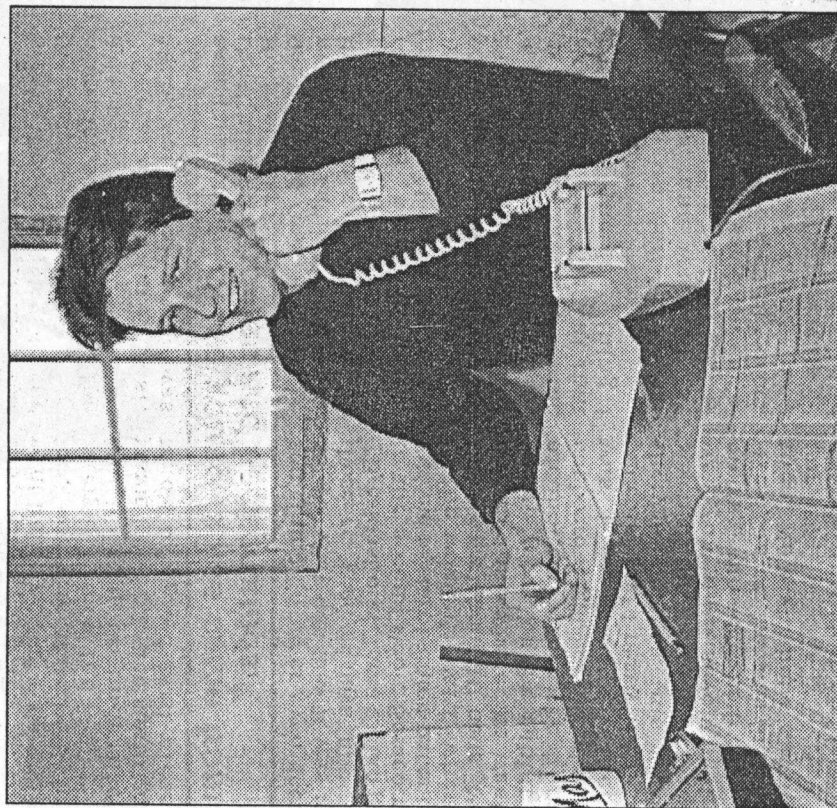
the station included in the deal. Then there were problems with Revenue Canada, which insisted the club acquire a tax number before it would allow them to take over the building.

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."



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

•The first CPR passenger train arrived in Penticton in 1915.

•Penticton's first train station was located on Lakeshore Drive, near the former Incola Hotel, one of the 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.

Lakeshore in favor of a new, centrally-located station to be built on Hastings Avenue.

•The CPR station on Hastings Avenue was built in 1941 by local contractors Kenyon and Killick. Construction began in the middle of August, but because there was some difficulty in securing materials on schedule, the building took four months to complete.

•The roof of the station on Hastings Avenue is much more steeply pitched than those of other CPR stations. Manuel explains that architect Samuel McClure thought Penticton would experience heavy snowfall, due to its location in the mountains. Thus, says Manuel, McClure designed the steep roof.

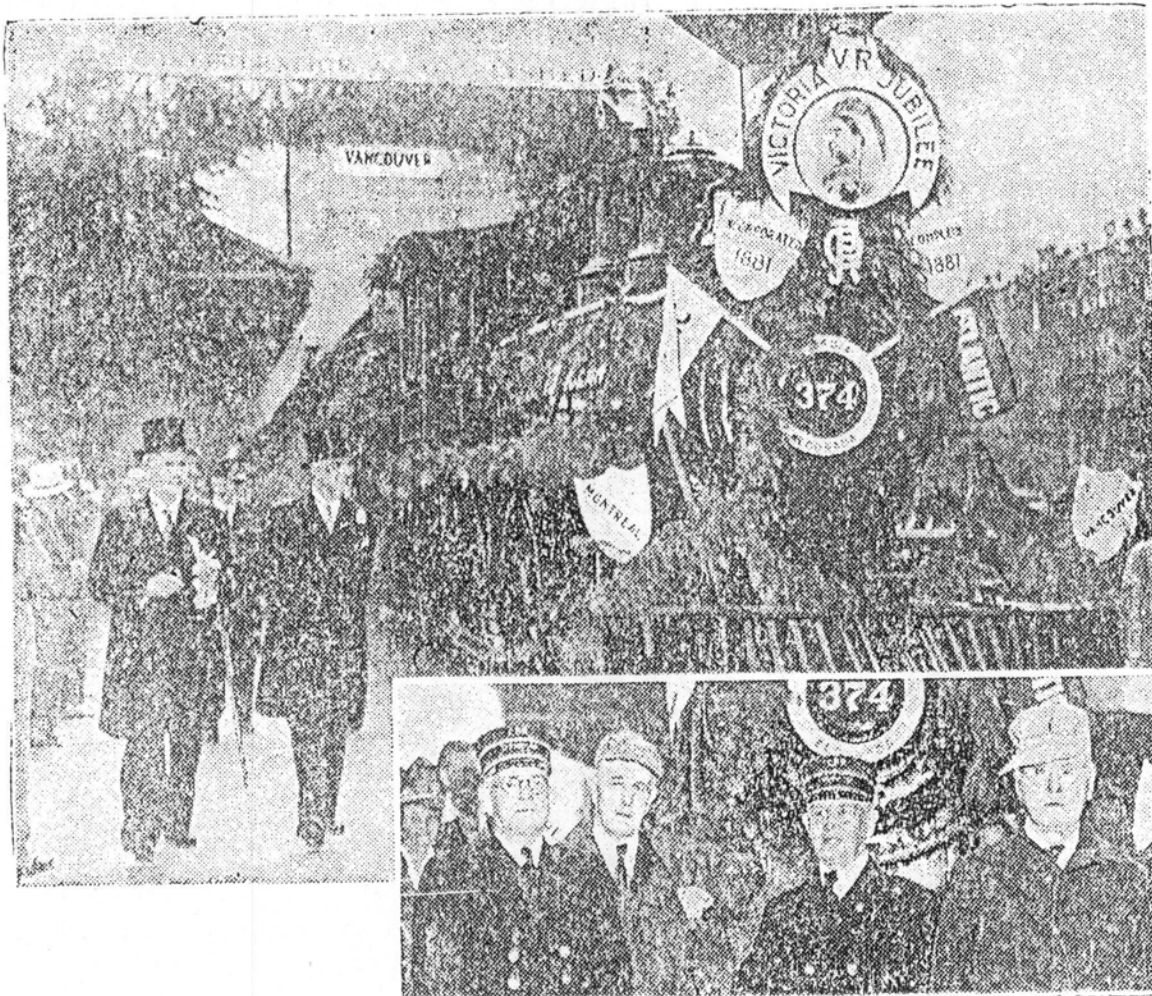
Mealing says the Kinsmen are hoping to collect some CPR memorabilia to enhance the historical atmosphere at the station. The club is looking for photos of the building, and they hope to compile some historical data on it. They are also looking for CPR artifacts that were once a part of the station. The

building's original safe 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."

THE VERNON NEWS

VERNON, B.C., THURSDAY, AUGUST 30th, 1945.

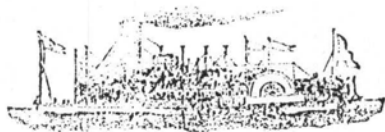


Ancient Locomotive Presented To Vancouver As Memorial

Vancouver had its most pleasant civic celebration in many years when scores of pioneers dressed in old-time costume to welcome an old friend, Canadian Pacific Railway locomotive No. 374, which powered the first transcontinental passenger train into the city on May 23, 1887, and which has been presented to the city as a permanent memorial of the "good old days." Photographs above show the present-day arrival of the old locomotive into the

C.P.R. depot with Mayor J. W. Cornett (left) and C. A. Cotterell, assistant general manager of C.P.R. western lines and president of the Vancouver Board of Trade, leading the parade of pioneers who rode the train. The quartette below, train crew for this event, were all old-timers, left to right: W. J. Collett; Harry Mills, one-time Ontario cabinet minister; James A. MacKay, and 91-year-old H. C. Brown.

Courtesy of Ken Ellison



ss. "Penticton"

Will carry passengers and freight on Okanagan lake, connecting with trains to and from Vernon three times a week:

BETWEEN VERNON AND PENTICTON—

Leaves Vernon for the Mission and Penticton 2 p.m. Monday and Friday.

Leaves Penticton for the Mission and Vernon 1 p.m. Tuesday and Saturday.

Leave Mission going north, 8 a.m. Monday, and Friday.

Leave Mission going south, 8 a.m. Tuesday, and Saturday.

Will call at Trout Creek and other points when desired. Good sleeping accommodation.

R. & L. LEQUIME, Proprietors.

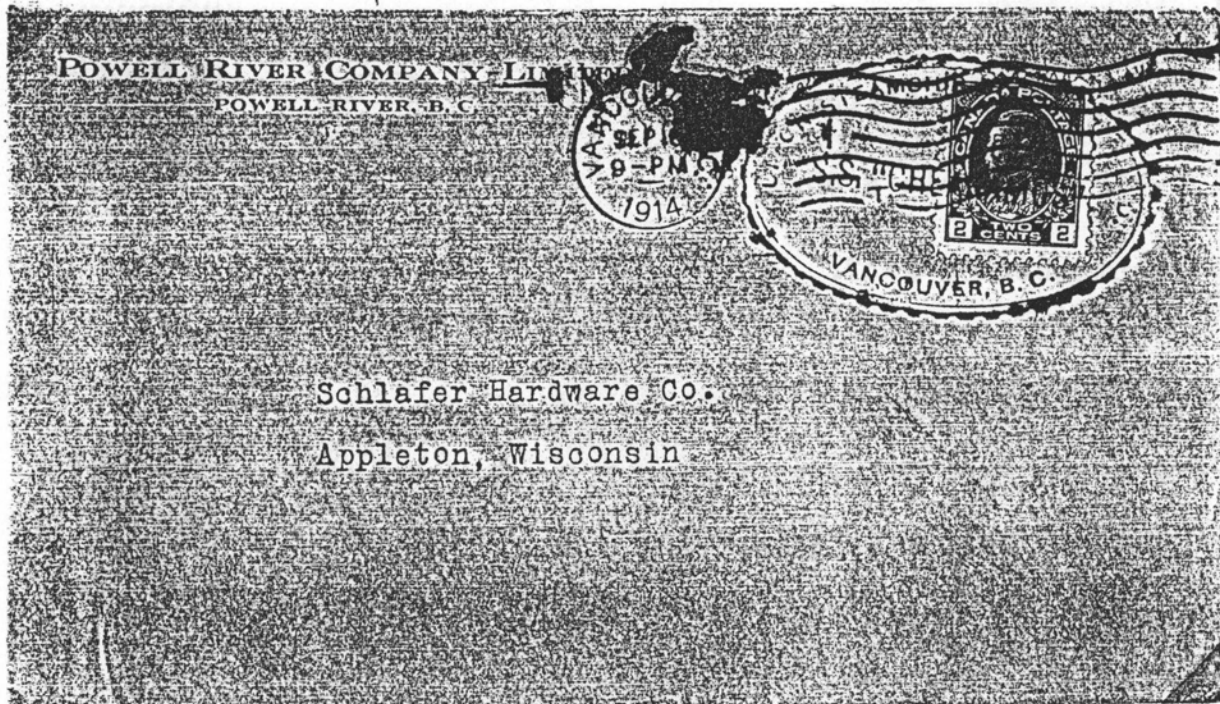
P. J. GOODINE, Manager.

R. McDOUGALL, Ticket Agent at Vernon.

UNION STEAMSHIP CO. OF B.C., LTD. / S.S. "CHEAKAMUS" / VANCOUVER, B.C.

Known: 1914

Serrated double oval



September 16, 1914
(2nd example and first dated copy)

Note: First reported by Topping
as probably 1914 use.

Ludlow S-185
Type 3F

(from W.G.R. Collection)



Canadian Pacific Railway Company

Special Train to Vancouver

August 22nd, 1945.

Pass Mr. Harry Mills

George H. Baillie

GENERAL SUPERINTENDENT

C. A. Cotterell

ASSISTANT GENERAL MANAGER

Souvenir.

An interesting souvenir is the above special pass issued to the select group of Vancouver pioneers who rode the "first train" into the Canadian Pacific Railway station in Vancouver August 22 when the historic arrival of the first transcontinental train on May 23, 1887, was re-enacted with colorful pageantry. Above pass was issued to Harry Mills, president and founder of the Canadian Pacific Pioneers' Association. It bears the signature of C. A. Cotterell, assistant general manager, and George H. Baillie, general superintendent, B.C. district, C.P.R.

Courtesy of
Ken Ellison
From: Vernon
"News" -
August 30, 1945

Last Run Covers - Medicine Hat & Nelson, Nelson & Midway,
Courtesy of Arthur Brunet.

"LAST RUN"

Nelson B.C. to Medicine Hat Alta.,

Railway Post Office (R.P.O.)

Car# 3753 Train # 68.

September 30 1957.

Mr. Arthur J. Brunet,



"LAST RUN"

Medicine Hat Alta. to Nelson B.C.

Railway Post Office (R.P.O.)

Car# 3753 Train 67.

September 29-30 1957.

Mr. Arthur J. Brunet,

1054 Yuill Street,

Medicine Hat, Alberta.



W80-174-135

"LAST RUN"

Nelson B.C. to Midway B.C.

Railway Post Office (R.P.O.)

Car# 3641 Train#57.

September 30 1957.

Mr. Arthur J. Brunet,



The old baggage car that formerly ran on the S. & O. is back again on this route nicely painted up and overhauled throughout, but the best feature is a letter-box which has been put in the side, and by this means letters may again be posted on the train which will prove a very great convenience. This box will be opened at Sicamous and all drop letters taken along the line will be posted there.

From the Vernon "News"
May 4, 1893, courtesy
of Ken Ellison

ARTICLES, ADVERTISING, ETC. RELATING TO RAILROADS AND POSTAL MATTERS - compiled by R.B.Winmill

Appended below is a selection of articles, of varying importance and degree of substance, of potential interest and use to the postal historian, related to the carriage of the mails by the railroads.

"The Accident on the Great Western Railroad" in the London HERALD AND WESTERN ADVERTISER, January 20, 1857, P.2,C.3. (Apparently this wreck involved some mail).

"New Timetable Now Effective" in the Woodstock-Ingersoll DAILY SENTINEL REVIEW, September 29, 1936, P.3.

"Timetable of the Great Western Railroad" in the London HERALD AND WESTERN ADVERTISER, January 15, 1856 to June 10, 1856. (These were apparently mail trains and this advertisement no doubt appeared in other numbers which are either no longer extant or were not seen).

"Charred Yule Mail Coming Here for Sorting" in the London EVENING FREE PRESS, December 27, 1951, P.17, C.1-8.

"Santa Loses 600 Bags of Mail" in the London FREE PRESS, December 24, 1951, P.1, C.1-8.

"Yule Mail Bound for London Lost in Fire" in the London EVENING FREE PRESS, December 24, 1951, P.19, C.1-8.

(The above three citations are all fairly similar and deal with a conflagration on board a train loaded with mail at Brantford, Ontario.

"Railway Mail Clerk Held for Letter Thefts" in the Sarnia CANADIAN OBSERVER, June 30, 1924, P.4, C.6-8. (This appears to relate to dishonesty in Bruce County, Ontario).

"Padded Cell for Chatham Robber" in the London EVENING FREE PRESS, October 22, 1928, P.1, C.1. (This relates to the article reproduced in Newsletter # 96, P.10 about the 'crazy').

"Expect Reduced Mail Service on M.C.R. Line" in the Petrolia ADVERTISER-TOPIC, November 16, 1939, P.3,C.7.

"Changes Made in CNR Passenger and Mail Service" in the Petrolia ADVERTISER-TOPIC, May 27, 1943, P.1, C.2.

"Change in Our Train Service" in the Petrolia ADVERTISER-TOPIC, October 1, 1942, P.1, C.7.

"Local Afternoon Mail Now Leaves Earlier" in the Petrolia ADVERTISER-TOPIC, September 28, 1939, P.1, C.5.

"Mails Close Earlier at Local Post Office" in the Petrolia ADVERTISER-TOPIC, April 27, 1939, P.1, C.6.

"One East-Bound Mail Train to go Earlier" in the Petrolia ADVERTISER-TOPIC, September 22, 1955, P.1, C.7.

"Tentative Mail Service Here for Railway Strike" in the Petrolia ADVERTISER-TOPIC, August 24, 1950, P.1, C.4

"Mail Goes through Despite Wrecked Car" in the Petrolia ADVERTISER-TOPIC, April 21, 1938, P.1, C.6.

"Train Wreck near London Delays Mail" in the Petrolia ADVERTISER-TOPIC, May 1, 1941, P.1, C.5. (Wreck at Hyde Park).

"Christmas Mail Piled High at CNR Station" in the London EVENING ADVERTISER, December 23, 1926, P.1, C.5-7.

"Left Over Christmas Mail due to Railway Congestion" in the London EVENING ADVERTISER, December 27, 1926, P.3, C.4.

"Long Line of Mail Bags Litter Station Platform" in the London EVENING ADVERTISER, December 27, 1926, P.17, C.5 & 6.

"First Railway Mail Car on Continent Made Debut in London in Year 1854" by M. McConnel in the London FREE PRESS (Section 8), June 11, 1949, P.2, C.5-8. (I sent this article to Lew Ludlow and he had planned to reprint it.)

"Authorities Probe Daring Robbery of Mail Car" in the London FREE PRESS, August 29, 1957, P.3, C.1-9.

"Bandits of Modern Trail go for Big Haul on CNR" in the Windsor STAR, August 28, 1957, P.20, C.1-5.

"Chief Sleuths Meet in London While Mail Car Robbed" in the Windsor EVENING STAR, August 28, 1957, P.3, C.2.

"Hunt Trio in Mail Car Robbery" in the London FREE PRESS, August 29, 1957, P.1, C.1-9, and P.4, C.7-9.

"Rob Windsor Bound Train" in the Windsor EVENING STAR, August 28, 1957, P.1, C.1-8, and P.6, C.2 & 3.

"Loot Mail Car" in the London FREE PRESS (Night Final), August 28, 1957, P.1, C.1-9, and P.2, C.7 & 8.

"Robbed Train" in the Windsor EVENING STAR, August 28, 1957, P.5, C.1-4.

"Bandits Loot CNR Mail Car" by R. Timson, in the London EVENING FREE PRESS, August 28, 1957, P.1, C.1-9, and P.4, C.2.

"Train Loot \$ 5400." in the London FREE PRESS (Night Final), August 29, 1957, P.1, C.5-7, and P.2, C.1

"Train Swag Said \$ 5400." in the London FREE PRESS, August 29, 1957, P.1, C.6-9, and P.4, C.1. (These articles all relate to a brash, well publicised robbery.

"Mail Clerks on Sarnia-London Trains" in the Sarnia DAILY OBSERVER, November 20, 1908, P.1, C.4

Of course, all the above represent only a minute selection of what is available. All these are available on microfilm - all should prove of some interest to the railroad buff. To this day, I wonder whether the three mail train robbers were ever captured. There are many other articles, for example, one discussing the trucking of mail as the M.C.R. shut down operations in Lambton County. Most every historic type article I have seen (and there are thousands) feature some railroad material though most are not postal history related.

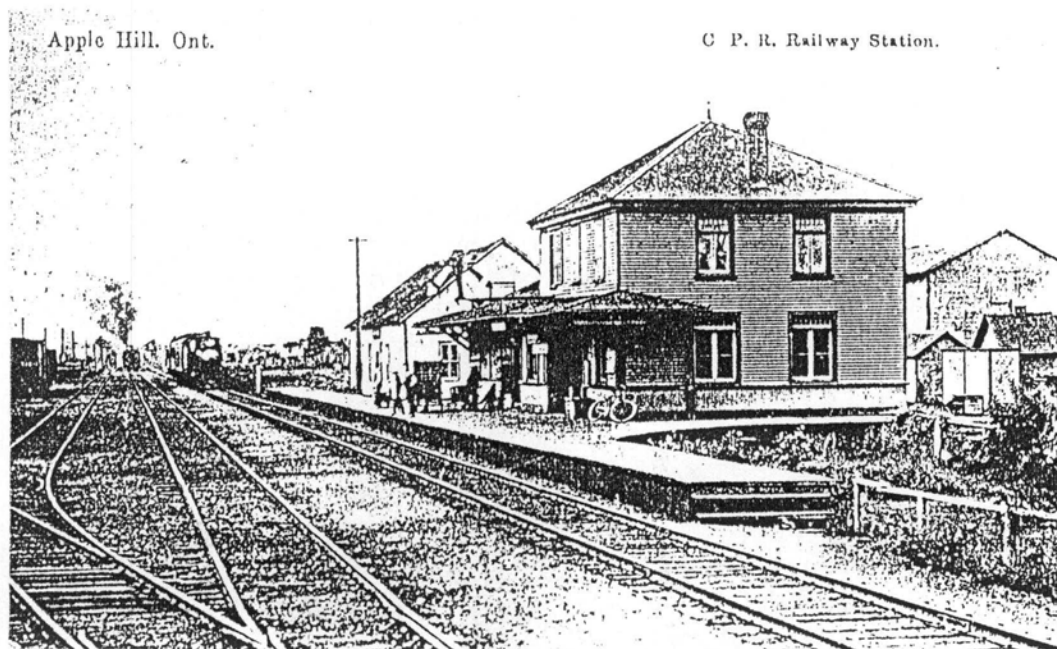
In particular, the special "Anniversary" editions contain such material. The six special St. Thomas editions from 1927 to 1967 are great for this. Of course, there are various editions to these papers and sometimes both weekly and daily editions, hence it is not always easy to retrieve material. Moreover, on some pages, different sizes of column appear - so the columns are calculated as though the entire page is covered by the smallest size.

I hope this list of railroad stuff is of interest to you.



Gare Centrale, réseau C.N.R., Montréal, C.N.R. Photo.—C.N.R. Central Station.—99.

ANNUAL MEETING - September 4, 1993 - Attended by over 20 members, including Aitken, Curtis, Ellison, Fraser, Hiscock, Karr, Kertcher, Labiuk, Lee, McCarthy, Moffat, Peatman, Prince, Rixon, Robinson, Joe Smith, Stillions, Unwin, Wallace and Wilson. A short business session included presentation of the financial and membership statements contained in the last Issue of the Newsletter, and the re-election of Chairman Jim Lehr and Secretary-Treasurer Bill Robinson for another year. Copies of Special Issue #100 were distributed to those attending. A slide show on the elements of R.P.O. collecting prepared some years ago by Lew Ludlow was delivered by Bill Robinson, who also agreed to edit the Newsletter for another year. It was a good convention under the chairing of our members Allan Steinhart and Cliff Guile.



Apple Hill, Ont.

C. P. R. Railway Station.

A lovely card from Peter McCarthy

CLASSIFIED AD - from David Harding, # 125 - 1900 Mayfair Drive, Victoria, B.C. V8P 1P9 - Facing slips available for sale or trade : W-3B, 26M, 27D, 72B, 112C, On piece from facing slip: W-18Hb, 62B, 62Da, 62F, 64Ca, 64Cb, 87A, 87B, 87Db, 87R, 112Gb, 132A, 138C, 138Dc, 140E, 146Ca, 146Cb, 153B, 161A, 196Cb, 215B. David reports that he will be undergoing repairs this fall, and will be delaying his usual winter trip to Arizona.

CALGARY & EDMONTON R.P.O./ No.5 - This error was originally reported by Lionel Gillam, and Rick Parama has found the reference in MAPLE LEAVES, Vol.10, No.8, December 1964. It is definitely confirmed as W-20A.

ANNUAL DUES for 1993-94 are now payable. If there is a red X in the square below, please remit \$ 10.00 Cdn or \$ 9.00 U.S. Cheques should be made payable to W.G.Robinson. Special Issue No.100 is being gradually distributed to all members.

Thanks for all your help,

Bill

