

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.)

=====
Volume 22 - No.4

Whole No.110

April, 1994
=====

OBITUARIES - The Study Group has been hit hard by the grim reaper recently. We have lost Gene Frampton, FRPSL, of Seattle; Sam C.Nickle, FRPSL, FRPSC, OTB, of Calgary; and Brian Noble of Mississauga. Our sympathy and condolences go to their families. We must also report the sudden death of Betty Mowat, wife of our member Ian Mowat, of Victoria. Our sympathy has been expressed.

HONOURS and AWARDS - On a happier note we can report that our Honorary Member Lionel Gillam of Yorkshire has been awarded an Honorary Life Membership, and the Founders Trophy by the C.P.S. of Great Britain for his research into the Postal History of Canadian Railways, and for his services as Editor of "Maple Leaves". Our member Alex Unwin of Bellevue, WA, is the President of the Boeing Employees Stamp Club of Seattle, and was recently awarded "Best in Show" at their Annual Exhibition for his display of the C.P.R. Empresses of the Pacific. Members of the Pacific Northwest Regional Group of BNAPS were privileged to see this exhibit at their fall 1993 meeting in Portland. Last, but not least, we can report the presentation of the Association of Professional Engineers of Newfoundland Award for Merit to our member Don Wilson, Chairman of the Board of BNAPS. It shows that the members of our Study Group are active in numerous fields. Congratulations.

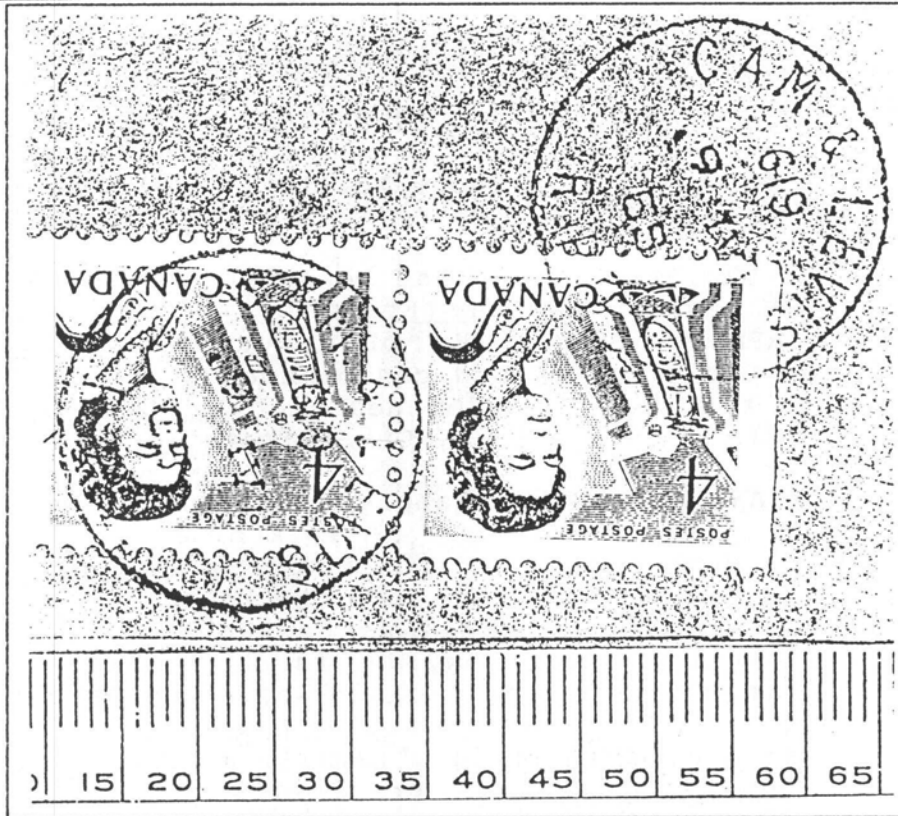
OUR FOUNDER, Lewis Ludlow - is holding his own, and is on reduced medication. As a result, your Editor had two lengthy conversations with him last fall. Our best wishes go to Lew and his wife, Mac.

ADDRESS CHANGES - George R.Cole reports a move to 126 Sheraden Ave., Staten Island, NY 10314. Jean-Claude Michaud has a new P.O. Box 31248, Halifax, NS, B3K 5Y1. William Barry now receives his mail at Box 33030, Regina, SK, S4T 7X2. We also welcome a new member - Richard J.Chatfield, at 45 Kingsbridge Garden Circle - # 1807, Mississauga, ON, L5R 3K4

ANNUAL DUES for 1993 - At last count, the following members were still delinquent - Barry, Kaye, McCrea, O'Reilly, Reid, Richards and Rixon.

SPECIAL ISSUE 100 - Our thanks to member Bob Lee for advertising the R.P.O. Anthology in his recent auction catalog. Several sales resulted. We have also received several favorable reviews in the philatelic press. Our thanks to Gray Scrimgeour, and Peter McCarthy for these, and particularly to Ron Winmill for a review in "Maple Leaves". Please note that correct prices are Can \$ 30.00 postpaid to Canadian addresses, US \$30.00 to American addresses, and Can. \$ 40.00 or 20 pounds sterling to the UK.

A NEW HAMMER and NEW Train # for MA-19
from Ross Gray



MA-19, Hammer VI, 619, 9 IV, 68 on piece. This is a NEW HAMMER and previously unreported train number for the listing.

MA-19 Chordal Measurements Chart

		C A M . & L E V I S /			R . P . O .		
		← b →		← d →	← e →		
		← a →		← c →		← f →	
		I	II	III	IV	V	VI
a	A - L	11 ⁻	9 ^{3/4}	11 ⁻	10 ^{1/2} ⁺	9 ^{1/4}	10 ^{1/4}
b	M - L	8 ^{3/4}	7 ^{1/2}	8 ^{1/2}	8 ⁺	7	8
c	L - I	7	6 ^{1/2}	6 ^{1/2}		6 ^{1/2}	7 ⁻
d	E - I	4 ^{3/4}	4 ⁺	4 ^{1/4}		4 ^{1/2}	4 ^{1/2}
e	R - P	5 ⁻	4 ⁺	4 ^{3/4}	3 ^{3/4}	3 ^{1/2}	4 ^{1/2}
f	R . P . O .	8 ^{3/4}	7 ^{3/4}	8 ^{1/2} ⁺	7 ^{1/4} ⁺	7	8

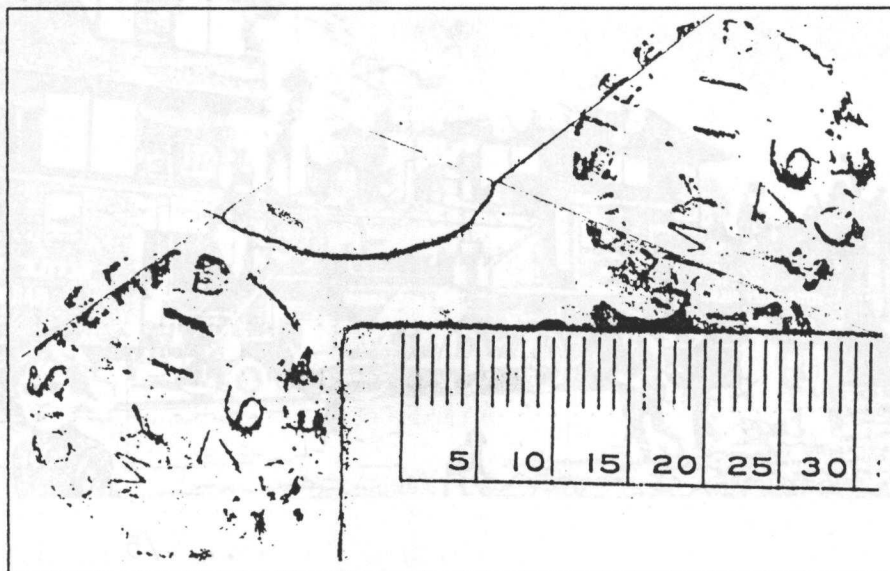
From Ross Gray

A New REGISTERED R.P.O. Discovery !!!

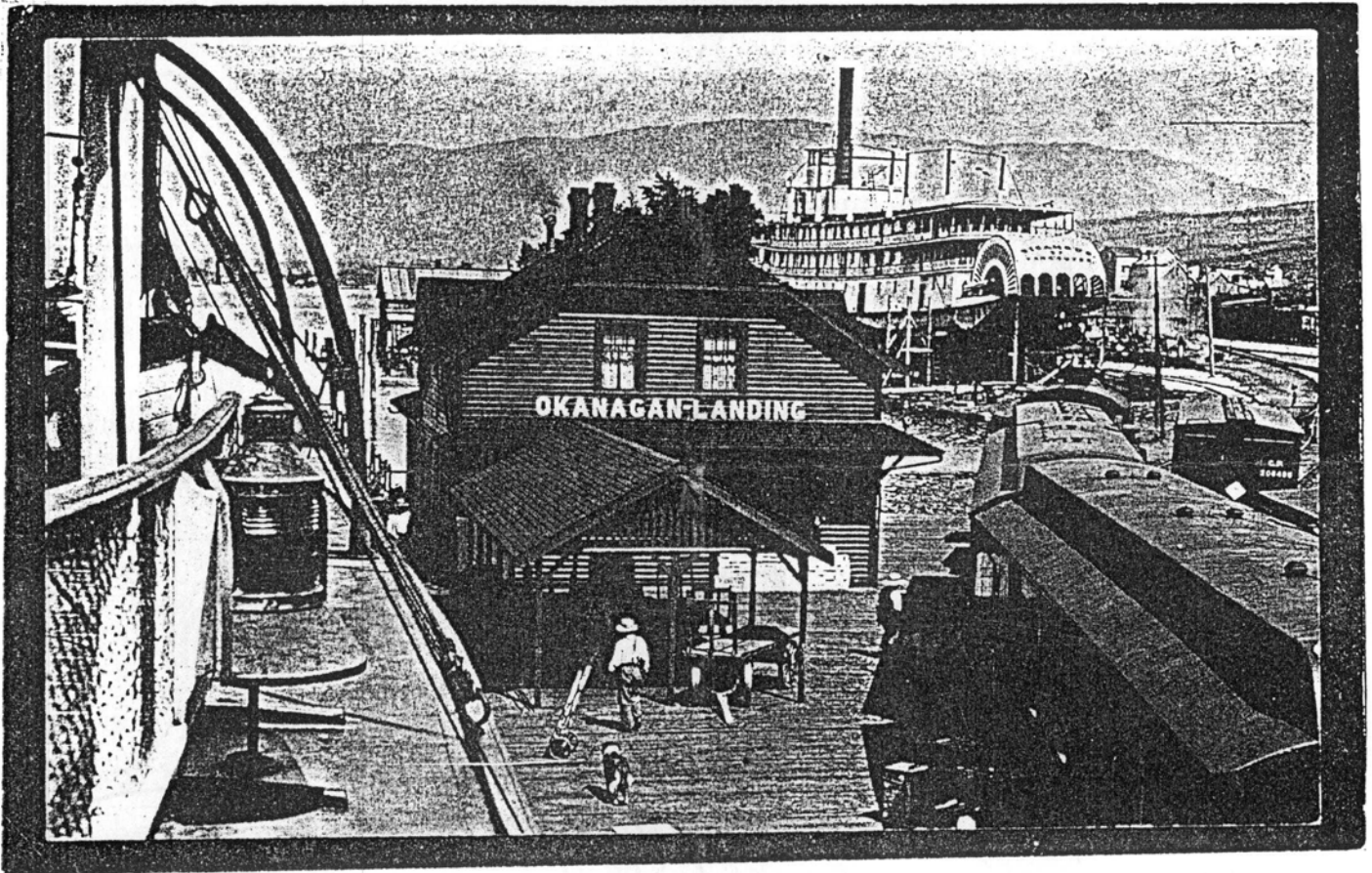
Until now, there were ten Type 30J, i.e. "Small "broken circle" frameless strike, REGISTERED at top, railroad at bottom." listings in the Registered section of the catalogue. These ten listings are known used between 1875 and 1879. Now an additional example of this type has been discovered.

The cancellation, reading "REGISTERED / SO - EX", and dated MY 11, 76, appears twice as a transit marking on the back of a registered cover originating at KINCARDINE, ONT. and addressed to Stratford, Ontario. There is also a GUELPH, ONT, MY 11, 76 transit marking on the back.

The cover travelled from Kincardine to Palmerston on the "Southern Extension" of the Wellington Grey & Bruce Railway which opened for traffic in 1874. From Palmerston, it continued to Guelph and then westward from Guelph to Stratford, probably on the Grand Trunk Ry. This will be recorded as RG-34A in Annex XIII.



Two photographs submitted by Ken Ellison from the papers of George Melvin, Vernon, B.C.



Okanagan Landing was the southern terminus of the Sicamous & C.L. run, and the northern terminus of the Penticton & O.L. steamer run. Picture showing S.S. Sicamous, before June, 1914.



A most interesting U.S. form. Was there a Canadian equivalent ?

Post Office Department
POSTAL TRANSPORTATION SERVICE
OFFICIAL BUSINESS

PENALTY FOR PRIVATE USE TO AVOID
 PAYMENT OF POSTAGE, \$300
 (GPO)

Distribution and Traffic Manager,
Post Office Department

..... **Region,**

.....

.....

MOBILE UNIT SECTION

.....
Postmaster,

16-12679-9

NOTICE OF FAILURE TO RECEIVE OR PUT OFF MAIL

Postmaster

..... R. P. O. Train

Car No. on, 19, failed

to {put off / receive} mail because of the following reason marked with an X:

- 1 Pouch not found at station.
- 2 Pouch not on crane as train approached.
- 3 Pouch drawn from crane by suction of train.
- 4 Catcher arm failed to retain pouch.
- 5 Pouch not properly strapped in middle.
- 6 Mail not properly divided in pouch. 9 | Visibility low.
- 7 Clerk failed to get to door in time. 10 | Train in way.
- 8 Engineer failed to whistle. 11 | No light on crane.

Remarks:

Clerk on Station Duty.

POD Form 5027 Supervisor.
(June 1955)

POSTMASTER: COMPLETE YOUR STATEMENT BELOW,
AFTER WHICH CROSS OUT YOUR ADDRESS ON
REVERSE SIDE AND FORWARD TO DISTRIBUTION
AND TRAFFIC MANAGER.

....., 19.....

Was mail put off train?

Was pouch detached from crane?

Did mail carrier witness failure?

Was pouch recovered promptly? Mail damaged?

Is mail crane apparently in good condition?

Was catcher pouch strapped in middle?

Was mail in pouch properly divided?

Was pouch hung on crane or delivered to station? (If not, attach
a statement from Mail Messenger or other employee admit-
ting or denying responsibility)

If registers were included in pouch, have you been furnished
with receipts, and if so by whom?

Mail forwarded on train, 19.....

Pouch rec'd from, 19.....

Remarks:

..... Postmaster.

CENTRAL VERMONT RAILWAY Inc.

OFFICE OF VICE-PRESIDENT

CIRCULAR No. 2.

St. Albans, Vt., Feb. 1, 1930.

TO TRAIN-BAGGAGEMENT.

Under the Space System of Railway Mail Pay, it is occasionally necessary for the Post Office employees to use more space on our trains to handle the mail than is covered by Government authorization. We receive additional compensation for this extra space, and in order that you may understand the matter, you will find in this circular a statement of the regular authorizations. In cases where more space is required, you should accept whatever mail is offered for transportation, taking care that all mail handled is shown on your daily mail report to the Comptroller's Department. Please keep this circular constantly before you, so that you may thoroughly understand at all times what is required.

REGULAR AUTHORIZATIONS, SOUTHERN DIVISION.

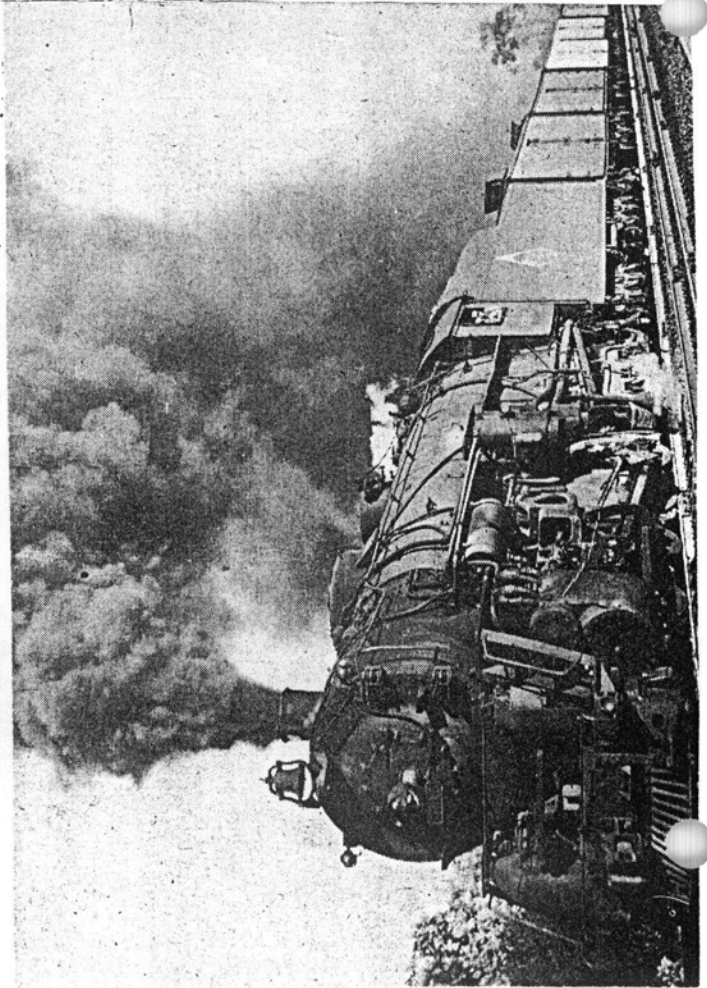
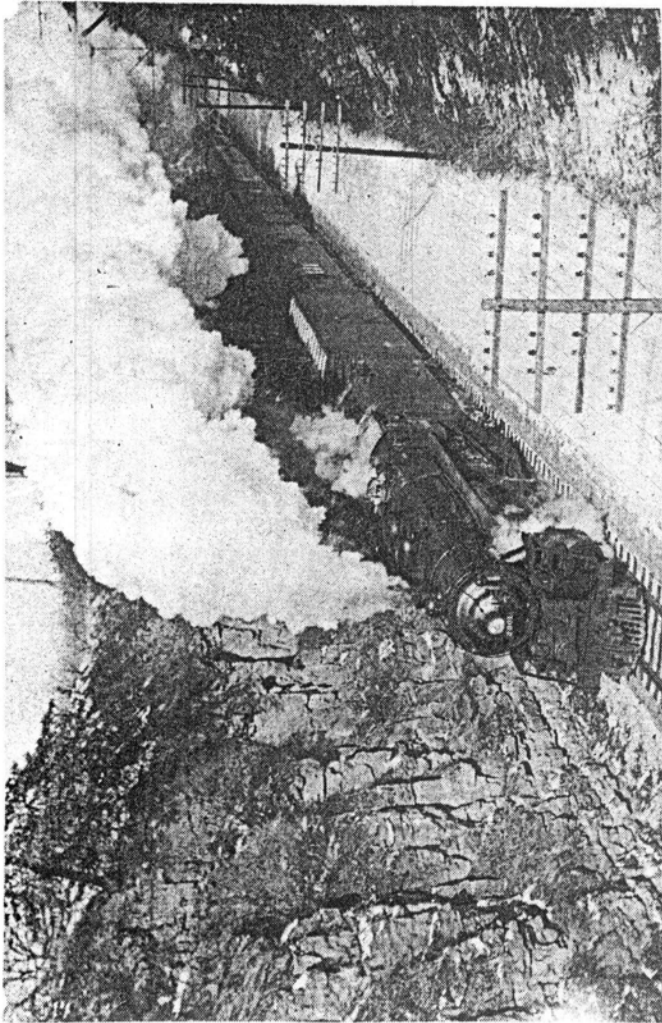
Train	Points between which service is authorized	Class of Service	Frequency
1	New London to Palmer	15' Apt. Car	6 trips per week.
1	Northfield to So. Vernon	3' C. P. Service	6 " " "
2	Brattleboro to New London	15' Apt. Car	6 " " "
2	Amherst to Palmer	3' Storage Space	6 " " "
2DH	Palmer to Willimantic	6' " "	6 " " "
2	Willimantic to New London	9' " "	6 " " "
6	Palmer to New London	15' Apt. Car	6 " " "
6	So. Vernon to Brattleboro	3' C. P. Service	6 " " "
9	New London to Willimantic	15' Apt. Car	6 " " "
9	New London to Willimantic	9' Storage Space	6 " " "
9	Willimantic to Palmer	6' " "	6 " " "
9DH	Palmer to Amherst	3' " "	6 " " "
712	White River Jct. to So. Vernon	15' Apt. Car	6 " " "
717	So. Vernon to White River Jct.	15' " "	6 " " "
717	So. Vernon to White River Jct.	0' Storage Space	6 " " "

REGULAR AUTHORIZATIONS, NORTHERN DIVISION.

Train	Points between which service is authorized	Class of Service	Frequency
15	St. Albans to Alburgh	3' C. P. Service	6 trips per week.
16	Alburgh to St. Albans	3' " "	6 " " "
22	Essex Jct. to Burlington	3' " "	7 " " "
23	Burlington to Essex Jct.	6' " "	7 " " "
24	Essex Jct. to Burlington	3' " "	6 " " "
25	Burlington to Essex Jct.	6' " "	6 " " "
26	Cambridge Jct. to Burlington	15' Apt. Car	6 " " "

RAILWAY MAIL SERVICE LIBRARY

(703) 549-4095
12 EAST ROSEMONT AVENUE
ALEXANDRIA, VA 22301-2325 USA



REGULAR AUTHORIZATIONS, NORTHERN DIVISION—(Continued).

Train	Points between which service is authorized	Class of Service	Frequency
27	Burlington to Cambridge Jct.	15' Apt. Car	6 trips per week.
27	Burlington to Cambridge Jct.	3' Storage Space	6 " " "
30	Essex Jct. to Burlington	3' C. P. Service	6 " " "
31	Burlington to Essex Jct.	3' " "	6 " " "
34	Essex Jct. to Burlington	3' " "	6 " " "
35	Burlington to Essex Jct.	3' " "	6 " " "
36	Burlington to Cambridge Jct.	6' " "	6 " " "
37	Burlington to Cambridge Jct.	15' Apt. Car	6 " " "
39	Burlington to Essex Jct.	9' C. P. Service	6 " " "
40	Cambridge Jct. to Burlington	15' Apt. Car	6 " " "
42	Essex Jct. to Burlington	3' C. P. Service	7 " " "
43	Burlington to Essex Jct.	3' " "	7 " " "
52	Montpelier Jct. to Montpelier (M&WR Sta.)	3' " "	7 " " "
52	Montpelier (M&WR Sta.) to Barre	3' " "	7 " " "
55	Montpelier to Montpelier Jct.	3' " "	6 " " "
56	Montpelier Jct. to Barre	3' " "	6 " " "
58	Montpelier Jct. to Barre	3' " "	6 " " "
59	Barre to Montpelier Jct.	3' " "	6 " " "
63	Barre to Barre Jct.	3' " "	6 " " "
64	Barre Jct. to Williamstown	3' " "	6 " " "
65	Williamstown to Barre Jct.	3' " "	6 " " "
68	Barre Jct. to Barre	3' " "	6 " " "
67	Barre to Montpelier Jct.	3' " "	6 " " "
68	Montpelier Jct. to Barre	3' " "	6 " " "
73	Barre to Montpelier Jct.	3' " "	6 " " "
74	Montpelier Jct. to Barre	3' " "	6 " " "
75	Barre to Montpelier Jct.	3' " "	6 " " "
76	Montpelier Jct. to Montpelier (M&WR Sta.)	3' " "	6 " " "
77	Montpelier (M&WR Sta.) to Barre	3' " "	6 " " "
77	Barre to Montpelier (M&WR Sta.)	3' " "	6 " " "
78	Montpelier (M&WR Sta.) to Montpelier Jct.	3' " "	6 " " "
79	Montpelier Jct. to Barre	3' " "	6 " " "
101	St. Albans to Richmond	3' " "	7 " " "
102	Richmond to St. Albans	3' " "	7 " " "
120	Burlington to Essex Jct.	3' " "	Sunday only.
302	St. Albans to Canada Line	6' " "	" " "
302	St. Johns to Canada Line	3' " "	Sat. and Sun.
302	Canada Line to St. Albans	7' " "	5 trips per week.
302	St. Albans to White River Jct.	6' " "	" " "
302	White River Jct. to St. Albans	6' " "	Tues., Thurs., Fri.
305	White River Jct. to Bethel	30' Apt. Car	7 trips per week.
305	Bethel to Montpelier Jct.	15' " "	6 " " "
305	Montpelier Jct. to Essex Jct.	12' Storage Space	6 " " "
305	Essex Jct. to St. Albans	9' " "	6 " " "
307	White River Jct. to St. Albans	6' " "	6 " " "
307	White River Jct. to Montpelier Jct.	30' Apt. Car	6 " " "
307	Northfield to Montpelier Jct.	3' Storage Space	Daily except Sunday and Monday.
307	St. Albans to Canada Line	3' C. P. Service	Sunday only.
307	Canada Line to St. Johns	3' " "	6 trips per week.
320	St. Johns to White River Jct.	3' " "	6 " " "
320	Essex Jct. to Montpelier Jct.	15' Apt. Car	6 " " "
320	Montpelier Jct. to White River Jct.	3' Storage Space	Wed. Thurs. Fri. & Sat.
325	White River Jct. to St. Albans	30' Apt. Car	6 trips per week.
325	White River Jct. to Montpelier Jct.	3' Storage Space	7 " " "
325	St. Albans to Canada Line	6' C. P. Service	7 " " "
325	Canada Line to St. Johns	7' " "	7 " " "
328	St. Johns to Canada Line	30' Apt. Car	Saturday only
328	Canada Line to St. Albans	3' C. P. Service	" " "
328	St. Albans to White River Jct.	15' Apt. Car	" " "
328	Essex Jct. to Montpelier Jct.	6' Storage Space	" " "

REGULAR AUTHORIZATIONS, NORTHERN DIVISION—(Concluded).

Train	Points between which service is authorized	Class of Service	Frequency
326	Montpelier Jct. to White River Jct.	9' Storage Space	Saturday only.
327	White River Jct. to St. Albans	15' Apt. Car	6 trips per week.
327	Bethel to Montpelier Jct.	12' Storage Space	6 " " "
327	Montpelier Jct. to Essex Jct.	9' " "	6 " " "
327	Essex Jct. to St. Albans	3' " "	6 " " "
327	St. Albans to Canada Line	3' C. P. Service	Wed. Thurs. Fri. & Sat.
327	Canada Line to St. Johns	30' Apt. Car	6 trips per week.
328	St. Johns to Canada Line	30' " "	6 " " "
328	Canada Line to St. Albans	3' C. P. Service	Daily except Saturday and Sunday.
328	St. Albans to White River Jct.	15' Apt. Car	Daily except Saturday and Sunday.
328	Essex Jct. to Montpelier Jct.	6' Storage Space	Daily except Saturday and Sunday.
328	Montpelier Jct. to Bethel	9' " "	Daily except Saturday and Sunday.
328	Bethel to White River Jct.	6' " "	Daily except Saturday and Sunday.
332	St. Johns to Canada Line	3' C. P. Service	6 trips per week.
332	St. Albans to White River Jct.	30' Apt. Car	6 " " "
400	White River Jct. to Northfield	3' C. P. Service	Sunday only
400	Montpelier Jct. to Waterbury	3' " "	" " "
409	Essex Jct. to St. Albans	3' " "	" " "
414	Randolph to White River Jct.	3' " "	" " "

SIX TRIPS PER WEEK, MEANS WEEK-DAYS ONLY, UNLESS OTHERWISE STATED.

Baggage masters will be careful to notice that the only units of space which can be authorized are of 3 feet, 6 feet, 9 feet, 12 feet, 15 feet, 18 feet, 21 feet, 24 feet, 27 feet, and 30 feet, and authorizations of 2 feet, 4 feet, or any other than 3, 6, 9, 12, 15, 18, 21, 24, 27, and 30 feet, cannot be accepted.

3-foot, 6-foot, 9-foot, 12-foot, 15-foot, 18-foot, 21-foot, 24-foot, 27-foot, and 30-foot units are not figured on actual number of measured feet, but on the following scale:

54 sacks or less (loaded)	3-foot unit
55 to 108 sacks (loaded)	6-foot unit
109 to 162 sacks (loaded)	9-foot unit
163 to 216 sacks (loaded)	12-foot unit
217 to 270 sacks (loaded)	15-foot unit
271 to 324 sacks (loaded)	18-foot unit
325 to 378 sacks (loaded)	21-foot unit
379 to 432 sacks (loaded)	24-foot unit
433 to 486 sacks (loaded)	27-foot unit
487 to 540 sacks (loaded)	30-foot unit

2 outside parcel post packages or 2 newspaper packages or 2 empty mail pouches or sacks—1 loaded each.

GEO. A. GASTON,
Vice-President.

.....1890
.....Superintendent.

I have received and thoroughly understand circular No. 2, and will keep on file for reference at all times.

.....Train Baggage man.

QUEBEC CENTRAL RAILWAY

THE
FAVORITE ROUTE
BETWEEN
QUEBEC
AND
PORTLAND
.. BOSTON ..
NEW YORK

For Time Tables, Tourist Books, Folders
and any other information apply to Agents.

E. O. GRUNDY, P. R. NEILL, F. S. STOCKING,
Gen'l Pass. Agt., Travelling Pass. Agt., City Pass. & Tkt. Agt.
SHERBROOKE, P. Q. Room 80 North Station, 32. St. Louis Street,
BOSTON, MASS. QUEBEC, P. Q.

TEMISCOUATA RAILWAY

THE DIRECT ROUTE

QUEBEC

to
Houlton
Presque Isle
Caribou
Fort Fairfield
MAINE

BETWEEN

St-John

and

Quebec



QUEBEC

to
Woodstock
Fredericton
and all points in
Northern
Maine
and
NEW
BRUNSWICK

A DAYLIGHT JOURNEY

ALONG

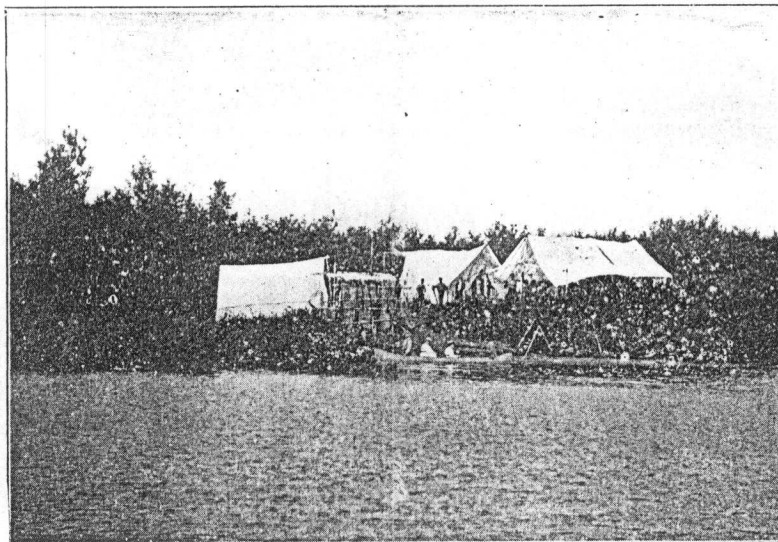
The St. John River

AND

Lake Temiscouata.

Close Connections with CAN. PAC. R'Y and I. C. R.

D. B. LINDSAY, G. G. GRUNDY,
General Manager, Superintendent,
RIVIERE du LOUP, P. Q.



CAMP ON LAKE TEMISCOUATA,
TEMISCOUATA RAILWAY, P. QUE.

CN to sell U.S. line as part of grand plan

By Mark Hallman

Financial Post

STRUGGLING CN North America put a for-sale sign on U.S. subsidiary Central Vermont Railway yesterday as part of its plan to sell, share or abandon half its 14,400-kilometre network east of Winnipeg by 1995.

The 520-kilometre Central Vermont, with annual revenue of US\$20 million and 161 employees, is a marginally profitable line between the U.S.-Canadian border south of Montreal and New London, Conn.

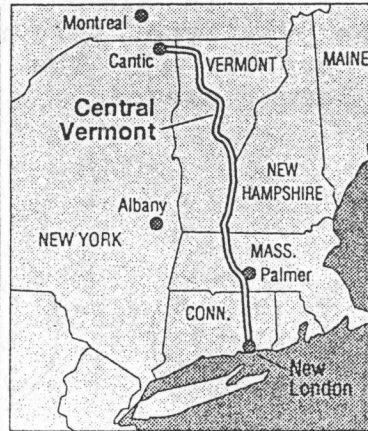
The CV connects with CN, Conrail Inc. and nine regional rail carriers, and hauls lumber, pulp and paper, grain and copper. Amtrak trains between New York and Montreal also use the line.

Major divestitures by CN in Ontario also are on the horizon.

Allan Deegan, CN's Toronto-based Great Lakes Region vice-president, said yesterday the railway requires a core network in Ontario of 2,400 kilometres — only half its current 4,800 kilometres — and that it would need to retain ownership of just 20%.

As a consequence, CN's remaining track in the province would be sold to short-line operators, shared with CP Rail System through joint ventures, or abandoned.

Deegan said, for example, that CN's line between Montreal and the West through Northern Ontario



is a core line for the railway, "but we do not necessarily have to own that 100% ourselves. We could own that in conjunction with Canadian Pacific or whomever."

"The core that we absolutely want to own involves key routes from Toronto to our border points . . . where the real competitive killing ground is these days."

These are Sarnia, Ont.-Port Huron, Mich., and Fort Erie, Ont.-Buffalo, N.Y., Deegan said.

CN is building a \$200-million rail tunnel beneath the St. Clair River at Sarnia to Port Huron to boost its share of transborder traffic.

Deegan said the railway's plan to cut rail capacity in Ontario will begin to unfold before yearend. He refused to divulge the scope of pending abandonment applications.

Increasing rail industry concern

about Ontario labor legislation prompted Ontario Labor Minister Bob Mackenzie to reveal yesterday that the NDP government is considering changes in recent labor law amendments that have effectively killed short-line sales by CN and CP Rail System to non-union short line operators.

Deegan said unless the law is changed, marginal trackage that could be operated profitably by short-line operators will be needlessly abandoned, costing jobs.

He said CN has 1,600 kilometres of track in Ontario that is suitable for short-line sales. But these sales aren't proceeding because feeder railways do not want to deal with labor act amendments. The amendments provide for the succession of bargaining rights and collective agreements when a business is transferred from federal to Ontario jurisdiction.

Deegan said the future of CN's Toronto-Montreal main line will be influenced by possible government investment in high-speed passenger service between the cities. He said CN will probably eliminate one of two lines running north of Toronto to the Montreal-Vancouver transcontinental line.

CP Rail System president Robert Ritchie wants to conclude an agreement with CN for a merger or track-sharing scheme in central Canada within six months of the new federal government's mandate.

P.A. & NO. BATT. R.P.O.

7702



RG54 - located by Horace Harrison. Please add to Page 144 of the Anthology.

A VERY EARLY DATE FROM HORACE HARRISON - O-14, BELLEVILLE & MADOC Rwy./ M.C., was proofed January 5, 1883. The earliest date previously reported was August 11, 1894 by Ross Gray. Now Horace has discovered January 12, 1885 on a lovely registered cover from Madoc to Toronto. The date is confirmed by three strikes of the MADOC / ONT.cds and one of the REGISTERED/.TORONTO,ONT..cds of the same date. Horace comments that this is a very late date for the Toronto hammer - it is almost rimless, and was replaced soon afterward by the oval type. This report will appear in Annex XIII, attributed to Reporter 95. The R.F. should be lowered to 300 reflecting the longer usage.



Here is a copy of the report on Page 202 of "Maple Leaves" Volume 10, No.8,(Issue No.92), December, 1964, showing #W-20A discovered by Lionel Gillam. Copy courtesy of Rick Parama.

202

Postmark Error



The above illustration of a very rare R.P.O. postmark error was first recorded in 1953.

The error in the spelling EMONTON instead of EDMONTON was very quickly observed by the Canadian Post Office and the handstamp concerned was withdrawn from use shortly after it was reported.

No other copies of the postmark are known but this is obviously a case where diligent search through the 1st Q.E. II issues might result in profitable finds for postmark collectors.

That's all for this time.

Bill