

THE R.P.O. NEWSLETTER

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

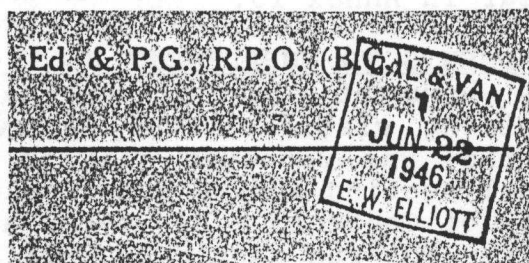
Volume 22 - No.5

Whole No.111

June, 1994

ROYAL OGOPEX '94 ROYALE - June 10 to 12, 1994 - This issue is being prepared for distribution to members attending the Annual Convention of the Royal Philatelic Society of Canada at Vernon, B.C. Our members Bob Lee, Ken Ellison and Doug Hannan have been involved in the planning and operating, and we hope to see many of you there. A meeting of the Pacific Northwest Regional Group of BNAPS is planned during the convention, and any members of the Study Group would be very welcome there.

NEW REPORTS - David Harding reports that W-27c - CAL & VAN / E.W.ELLIOTT - has no periods after "CAL" and "VAN" despite what the Catalogue says about Run W-27. We are treating this as a hammer variety, and not issuing a separate listing. He also reports a clear strike of W-137m - SASKATOON DISTRICT / W.T.McCUSKER - and the name is definitely not McSUSKER. These changes will appear, along with others, in Annex 13. Sample strikes are below -



MEMBERSHIP - We welcome G.Raymond Newcombe of #107 - 1345 Chesterfield Ave., North Vancouver, B.C., V7M 2N1. We also note a change of address for recent new member Richard J.Chatfield - now at #701 - 4460 Tucana Court, Mississauga, ON, L5R 3K9, and we welcome back Dr.Earle L.Covert, Box 1070, Hay River, N.W.T., X0E 0R0. We have not heard from Bill Barry, Michael Reid, K.G.Richards or Michael Rixon so they have been dropped from membership. We have not heard from Dr. John McCrea for some time, and are concerned that he may be ill again. Does anyone know ?

OUR FOUNDER, Lewis Ludlow - Don Wilson was visiting his Brother recently in Bellevue, WA, near Kirkland, and visited Lew and Mac. He reports little change with several daughters visiting recently.

SPECIAL ISSUE 100 - Sales have gone well. We have now sold 36 to non-members, and another 15 or 20 should put us in the black. I'll take a few copies to ROYAL'94 in case there is some interest there.

HAMMER STUDY FOR O-165 - LONDON & WINDSOR R.P.O. - Ross Gray has submitted the study shown on the following page. Please examine your copies of this run and send your data to Ross at Box 174, Lindsay, ON, K9V 4S1. I have sent him my information - consisting of seven strikes, as follows -

Hammer I - Four strikes from 11/1/04 to 10/7/09

Hammer II - One strike 5/5/15 (now earliest for this hammer)

Hammer III- Two strikes from 2/21/18 (earliest) to 6/7/18

NEW LISTING - W-27M - FROM CAL. & VAN. Tr. _____, Type 22F - Ross Gray's other contribution on Page 4 also deserves comment. We have long known of similar marking W-28E for this run - with the C. & V. wording - but have not seen CAL. & VAN. previously.

Horace Harrison may also wish to record this combination in his assortment of odd Registered On Board markings. What do you think, Horace ?

NEW HAMMER - Harry Lussey has been checking his RG markings, and reports a second hammer for RG-1 - the B. & L.H.R. box. The first hammer has B. & L.H.R. 25mm long, and he reports useage from 6/24/69 to 12/1/74. The second hammer is 32mm long, and he has dates from 10/2/75 to 4/5/78. Please check your holdings of this elusive listing, and report any significant dates. The new listing will appear in Annex 13.

AMENDMENTS TO SUPPLEMENT No.1 - Malcolm Smith has been studying this document closely, and has found a number of minor items requiring clarification. I have explained to Malcolm that the material was received just in time for publication at the 1991 Annual Meeting and we are finding a few problems. Here they are - Table of Contents - New types are on Page 332.

P.278 - The run should be W-7I(seven-eye), not 7I(seventy-one).

P.279 - Before Annex IX there was only the one listing MA-203A. This disappeared and became W-203Am when the new clerk recorded as W-203Af was reported. The correct sequence is MA-203, 203Af, 203Am, 204.

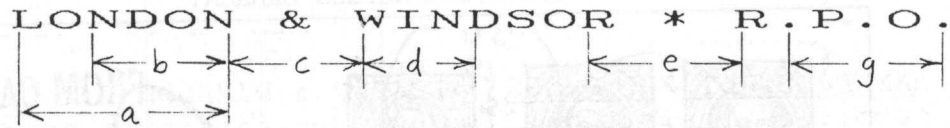
P.281 - Type 21N was allotted by Lew, but never pictured. I think the best way is to change this type to 21F, and add Type 18 to the description of this type. It is the clerk name on an arc fastened to the outside of the hammer. P.282 - Q-295 - Type 12E, S, 9/2/09, RF 500, Reporter 107. P.291 - Ornament #167 - W-97Z - see bottom of Page 139 in Catalogue. The ornaments are "Sharps" but on a Type 5 large diameter rubber hammer. P.293 - "Dominion Atlantic" is in the wrong place - It should be before TS-74, not TS-73.

P.296 - There is a glitch in our numbers, caused by a new ship listing. The original listing for "Clarenville" was S-105. This changed when "Glencoe" was discovered to S-105c and 105g. In allotting the new number to "Columbia", I didn't notice that 105 had already been allotted to the two CN listings - the new listing should be S-104Z.

P.321 - There should be no entry for MA162. This omission of several pages was caused by a power failure during printing.

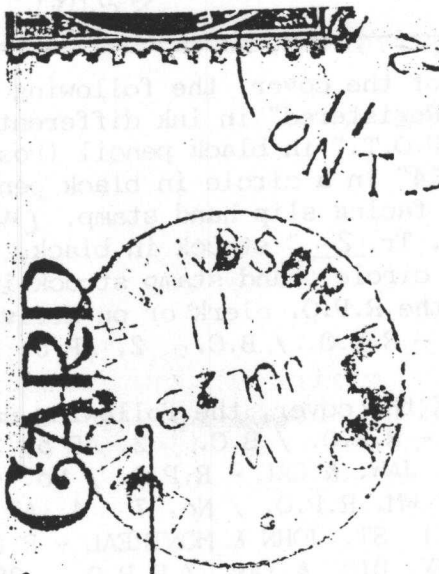
From Ross Gray

O-165 Chordal Measurements



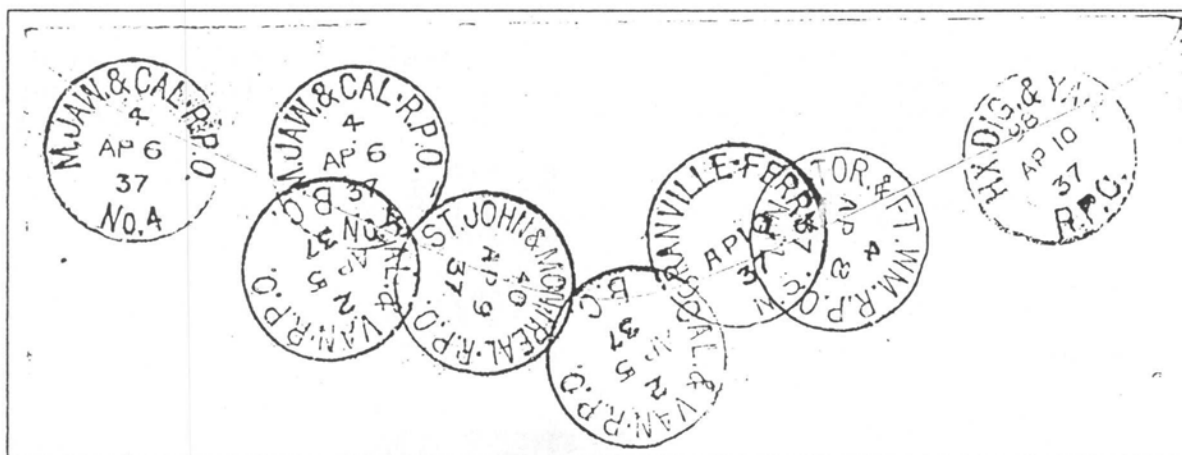
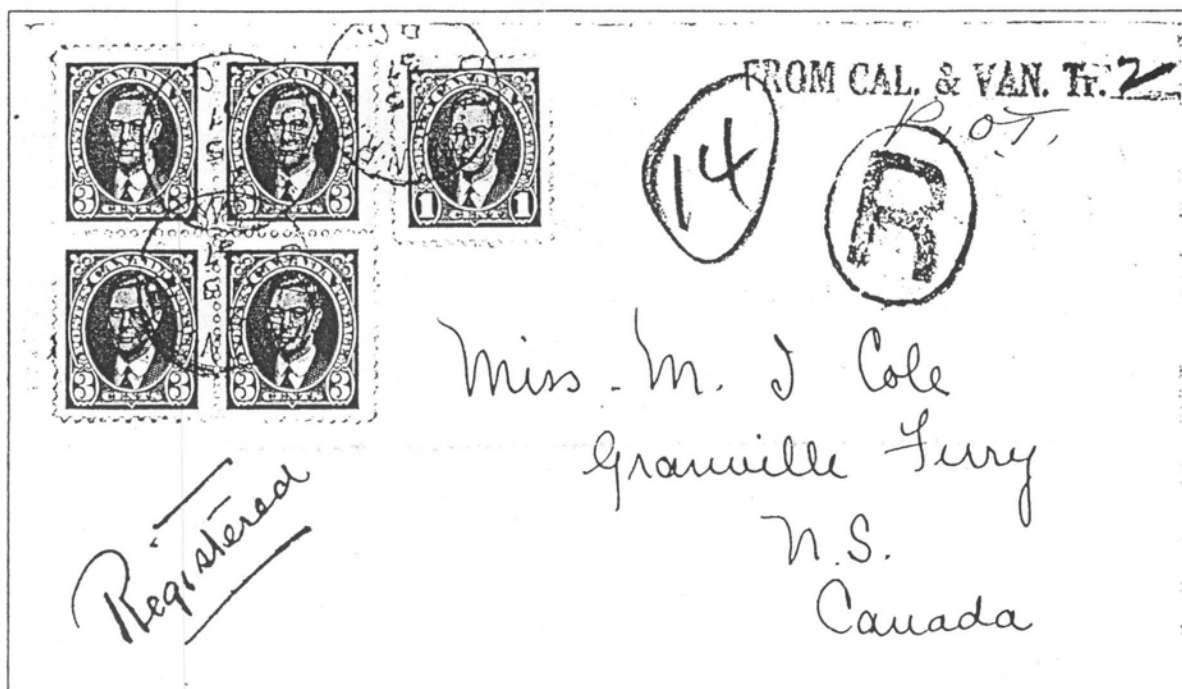
| | Hammer | I | II | III |
|---------------|--------|------------------------|--------|---------|
| a LO ON | | 10 1/2 | 10 1/4 | 11 |
| b NDON | | 7 + | 7 + | 7 1/2 + |
| c N & W | | 4 1/2 + | 4 + | 3 1/2 |
| d W D | | 5 + | 5 + | 5 1/2 |
| e R * R | | 2 1/2 | 3 1/2 | 2 1/2 + |
| f R * R ↑ | | • | - | 1 |
| g R . P . O . | | No Period After "O" | 6 | 5 1/2 - |

| | Proofed | Earliest | Latest | Indicia |
|------------|----------|----------|----------|---------|
| Hammer I | unknown | 05/20/02 | 10/30/11 | E, W |
| Hammer II | 05/12/10 | 07/29/11 | 07/29/11 | W |
| Hammer III | 05/29/16 | 01/15/19 | 01/24/50 | E, 10 |



From Ross Gray

An interesting registered cover which originated on the Calgary and Vancouver R.P.O. and travelled across Canada.



On the front of the cover, the following markings appear;

1. A hand written "Registered" in ink different than the address
2. A hand written "P.O.T." in black pencil (Posted On Train)
3. A hand written "14" in a circle in black pencil
4. A straight line, facing slip hand stamp, (W-27M)
"FROM CAL. & VAN. Tr. 2" struck in black, with "2" in black pencil.
5. A large "R" in a circle, hand stamp struck in black.
[Was it applied by the R.P.O. clerk or on arrival at Granville-Ferry?]
6. W-26 CAL. & VAN - R.P.O. / B.C. 2, AP 5, 37

On the back of the cover, the following cancellations appear;

- A. W-26 CAL. & VAN - R.P.O. / B.C. 2, AP 5, 37
- B. W-87 (Hmr 4b) M. JAW. & CAL - R.P.O. / No. 4 4, AP 6, 37
- C. O-338 TOR. & FT. WM. R.P.O. / No. 7 4, AP 8, 37
- D. MA-210 (Hmr XXIII) ST. JOHN & MONTREAL - R.P.O. 40, AP 9, 37
- E. MA-106 (Hmr V) HX. DIG. & YAR. / R.P.O. 98, AP 10, 37
- F. GRANVILLE - FERRY / N.S. AP 10, 37

ANTHOLOGY - Malcolm Smith has also discovered a few problems here. In "After the Ampersand" - Page 67 - A few amendments were incorporated following the original printing in the Newsletter, and the entry for PT.H & MID appears to have been placed backwards. Please correct this under "MIDLAND" by placing "PT.H" in brackets after "Port Hope" on page 66, and deleting the entry for "Port Hope" on Page 67. The listing concerned is O-292A.

On Page 55 - the G.B. & L.E. listings are for RR-48, 49 and 50, not for RR-47. My eyes must have skipped a line while typing.

On Page 56 - W.G. & B. - K. & P. should definitely be Kincardine & Palmerston. Kingston and Pembroke are nowhere near Wellington, Grey or Bruce Counties. Thanks again, Malcolm.



LATE USAGE - Malcolm Smith has submitted a card with a lovely strike of O-148 - LONDON & KINCARDINE / Ry.P.O. dated T1N / MY 17/14 - seven years later than the latest previously reported. From this it appears that hammers O-147 and O-148 continued in use together until the end of the run. This new date will appear in Annex 13.

COMBINATION TRAIN AND DIRECTION NUMBERS - Malcolm Smith is also asking whether we should list variations in these indicia. For example, should we show T1S, T.1S, T.1.S as three different train or direction numbers? Or should we show only the generic entry T1S? Malcolm lists such differences on O-34, O-111, O-119, O-121, O-122, O-147, O-148, O-150, O-155, O-168, O-169, O-269, O-322, and O-329. What do the members think about this?

LAST DAY OF SERVICE - Another nice sending from Malcolm Smith. An indistinct backstamp says LAST TRIP OF HFX.DIGBY & YARM R.P.O.



Last Day of
Postal Service
On This Train.
August, 14, 1956

Mr John C. Kringle,
4528 Zuni Street,
Denver, 11, Colorado.

-6-

UNION S.S. HAMMER ANALYSIS - Bill Topping has been making an analysis of these markings. Here are his preliminary results -

SHIP MARKINGS

Ludlow numbers - units in mm

| SHIP | S-193 | S-189 | S-191 |
|--------------|--|--|--|
| | l x h name | l x h name | l x h name |
| Camosun I | aa 41x32 26 1931 only | | |
| Camosun II | | | a(1) 34x20 29 1941-1944 |
| Camosun III | | | a(2) 37x21 28 1947-1951 |
| Capilano II | a 41x23 33 1931-1938 | a(1) 43x14 26 1936-1938 a(2) 45x15 27 1939 only | b(1) 35x20 32 1941 only b(2) 37x21 28 1948 only |
| Cardena | b 42x33 26 1931-1939 | | c(1) 36x21 32 1946 only c(2) 37x22 27 1948-1952 c(3) 37x21 22 1954 Only |
| Cassiar II | | | ca 37x21 22 1952 only |
| Catala | c(1) 41x23 29 1932-1937 c(2) 41x23 19 1938-1940 | | d(1) 33x21 28 1946 only d(2) 32x21 24 1949-1954 |
| Cheakamus | d 35x26 25 1937 only | | |
| Chelohsin | e 41x23 30 1931-1938 | | e(1) 34x20 25 1939-1941 e(2) 33x20 23 1942 only e(3) 33x19 28 1946-1949 |
| Chilcotin | | | f 37x21 29 1950-1953 |
| Comox II | m 41x33 33 1936-1937 | | |
| Coquitlam II | | | g 37x21 31 1947-1955 |

Examples of Markings -



S-193

.... / 7



S-189



S-191

FURTHER UNION S.S. HAMMER ANALYSIS -

| SHIP | S-193 | l x h name | S-189 | l x h name | S-191 | l x h name |
|----------------|-------|-----------------------|-------|-------------------------|-------|--------------------------|
| Lady Alexandra | f | 41x23 33 1932-1942 | b | 44x15 35 1936-1938 | | |
| Lady Cecilia | g | 41x23 33 1927-1938 | c(1) | 43x14 34 1936-1938 | h | 34x19 29 #1 1941-1942 |
| | | | c(2) | 41x14 33 1939 only | i | 37x21 28 1946-1948 |
| Lady Cynthia | | | d | 43x14 27 1936-1939 | j | 34x24 22 #2 1940-1942 |
| | | | | | n | 37x22 29 1949 only |
| Lady Evelyn | j | not seen 1934 | | | | |
| Lady Pam | h | 34x22 24 1935-1938 | e | 43x13 30 ? 1936-1940 | k | 37x21 32 1943 only |
| Lady Rose | | | | | l | 34x20 27 1937-1940 |
| Venture II | i(1) | 41x23 31 1932-1941 | | | m | 37x22 27 1940-1946 |
| | i(2) | 41x23 29 1941 only | | | | |

#1 S-191h reads LADY CECILIA and S-191i reads S.S. LADY CECILIA

#2 S-191j reads LADY CYNTHIA and S-191n reads S.S. LADY CYNTHIA

COVERS FOR SALE - Don Wilson, 11 Elm Place, St. John's, NF, A1B 2S4

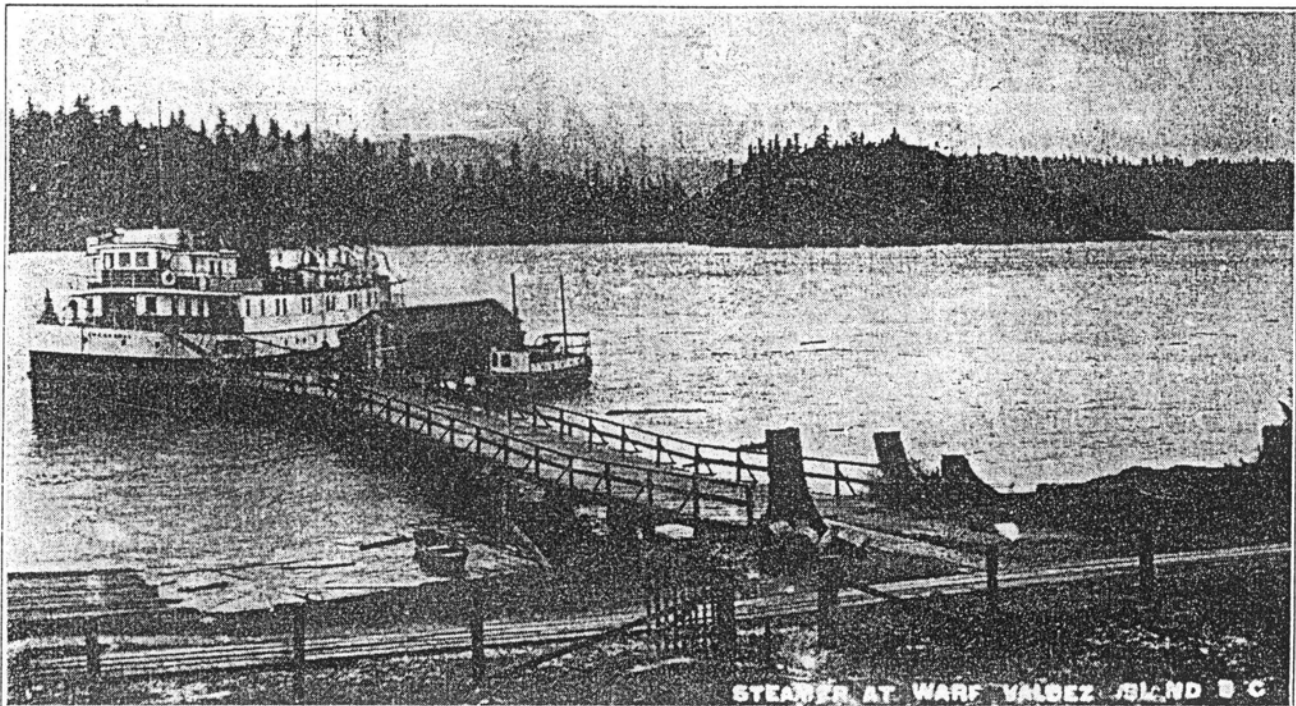
| | |
|--|----------|
| N-8 - May 3, 1902, Bonavista to St. John's b/s | \$ 25.00 |
| N-15b - Dec. 29, 1902, La Poile to St. John's b/s | 25.00 |
| N-16b - Nov. 2, 1904, Burgeo to St. John's b/s | 50.00 |
| N-20 - July 12, 1924, Conception Bay to Bell Island, front only | 20.00 |
| N-26 - Aug. 3, 1901, Hearts Content to St. John's b/s | 35.00 |
| N-28 A - July 4, 1905, C.B. Railway TPO to St. Johns, front only | 20.00 |
| N-28 B - July 20, 1906, Harbour Grace to St. John's, b/s | 25.00 |
| N-28 D - July 13, 1908, Salmonier to St. John's, b/s | 30.00 |
| N-55 - Aug. 21, 1908, NFLD Railway TPO to St. John's | 40.00 |
| N-57A - Dec. 29, 1901, NN&W Railway TPO to St. John's | 30.00 |
| N-58 - Sep. 6, 1910, NFLD N. Sydney TPO to St. John's | 50.00 |
| N-59 - June 6, 1906, N&W Railway TPO to St. John's | 25.00 |
| N-60 - Oct. 18, 1902, Nippers Hbr. to St. John's, b/s | 35.00 |
| N-61 - May 6, 1903, Tilt Cove to St. John's, b/s (Tear) | 30.00 |
| N-63b - Oct. 3, 1940, Notre Dame Bay South to St. John's | 35.00 |
| N-68 - June 19, 1902, Placentia Bay to St. John's, b/s | 20.00 |
| N-108 - Aug. 23, 1906, Fortune to St. John's, b/s | 35.00 |
| N-113 - Nov. 6, 1908, Forteau to St. John's, b/s | 35.00 |
| N-121 - Sep. 9, 1901, Hearts Content to St. John's, b/s | 30.00 |

Other dates available of some numbers. Write for details.

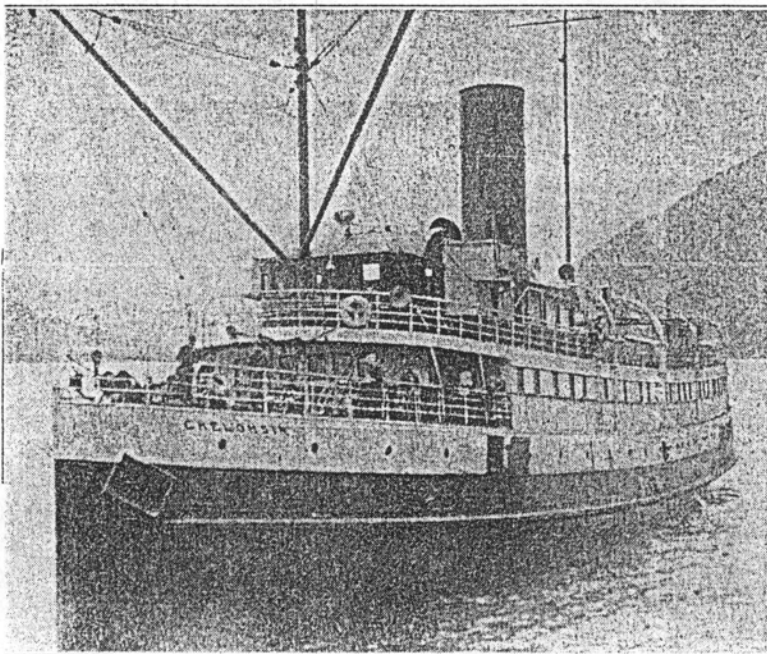
TWO UNION STEAMSHIPS -

S.S. Cheakamus at the Quadra (Valdes) Island wharf in Quathiaski Cove. Today the BC Ferries vessel docks on the other side of the cove.

Campbell River Museum and Archives



STEAMER AT WHARF VALDES ISLAND B.C.



S.S. Chelosin (Art Twigg Collection)

Salmon Arm's New Post Master Has Long Service Record

SALMON ARM, April 21—Eugene R. Spence, who started as a postal clerk in Trail 34 years ago, has been appointed Salmon Arm's new postmaster, effective tomorrow, Friday, to succeed J. L. Jackson, who retired recently after 30 years in that position.

Mr. Spence has been in the railway mail service since 1941 except for a period of four years Army postal service in Vancouver.

from VERNON NEWS
April 27, 1950

KETTLE VALLEY RAILWAY TIME TABLE

Pentlcton, B.C., Sept. 17, 1922.
Boat arrives Pentlcton South bound
7:35 p.m.
Boat leaves Pentlcton Northbound 5:30
a.m.
Westbound—Train leaves Pentlcton
daily at 10:56 a.m., arriving in Van-
couver at 10:30 p.m.
Eastbound—Train leaves Pentlcton
daily, 7:45 a.m., arriving in Nelson
10:55 p.m.

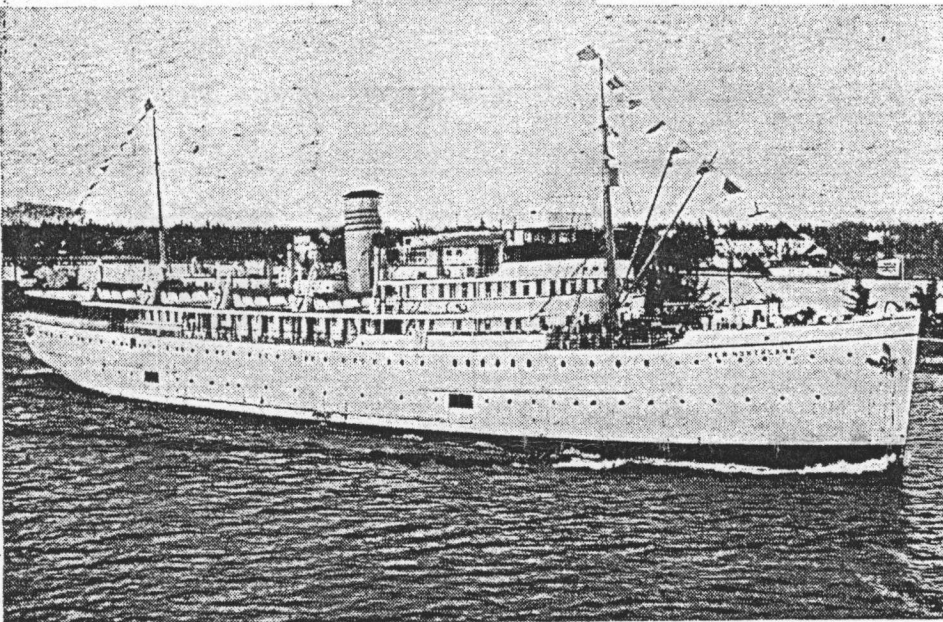
O. E. FISHER,
Traffic Manager,
Pentlcton, B.C.

Clippings from Ken Ellison

.... /9

S.S. NEW NORTHLAND

LABRADOR CRUISES



CLARKE STEAMSHIP COMPANY LTD., Montreal and Quebec



TIME TABLE

SHUSWAP & OKANAGAN BRANCH
Daily trains (except Sunday) both ways to Okanagan Landing.

| South Bound | | North Bound |
|-------------|--------------------|-------------|
| 10:20 (Lv.) | Sicamous Jct. | 6:00 |
| 10:50 | Mara | 5:16 |
| 11:05 | Grindrod | 5:00 |
| 11:20 | Enderby | 4:45 |
| 11:45 | Armstrong | 4:00 |
| 12:05 | Larkin | 3:40 |
| 12:40 | Vernon | 3:00 |
| 1:05 (Ar.) | O.K. Landing (Lv.) | 2:15 |

OKANAGAN STEAMSHIP SERVICE
Steamer Sicamous runs daily (except Sunday) between Okanagan Landing and Penticton as follows:

O.K. Landing—South bound 13:35; North bound, 12 noon.

Whiteman's Creek—South bound, Tuesday, Thursday and Saturday, North bound, Monday, Wednesday and Friday.

Killiney—South bound, Tuesday, Thursday and Saturday, North bound, Monday, Wednesday and Friday.

Ewings Landing—South bound, Tuesday, Thursday and Saturday; North bound, Monday, Wednesday and Friday.

Sunnywold—South bound, Friday; North bound, Thursday.

Fintry—South bound, Tuesday, Thursday and Saturday; North bound, Monday, Wednesday and Friday.

Nahun—South bound, Thursday and Saturday; North bound, Wednesday and Friday.

Okanagan Centre—South bound, daily, except Sunday; North bound, daily, except Sunday.

Wilson's Landing—South bound, Tuesday and Saturday; North bound, Monday and Friday.

Kelowna—South bound, 15:55; North bound, 8:45 daily, except Sunday.

Westbank—South bound daily, except Sunday; North bound, daily except Sunday.

Peachland—South bound, 17:15; North bound, 7:20 daily, except Sunday.

Summerland—South bound 18:15; North bound 6:20 daily, except Sunday.

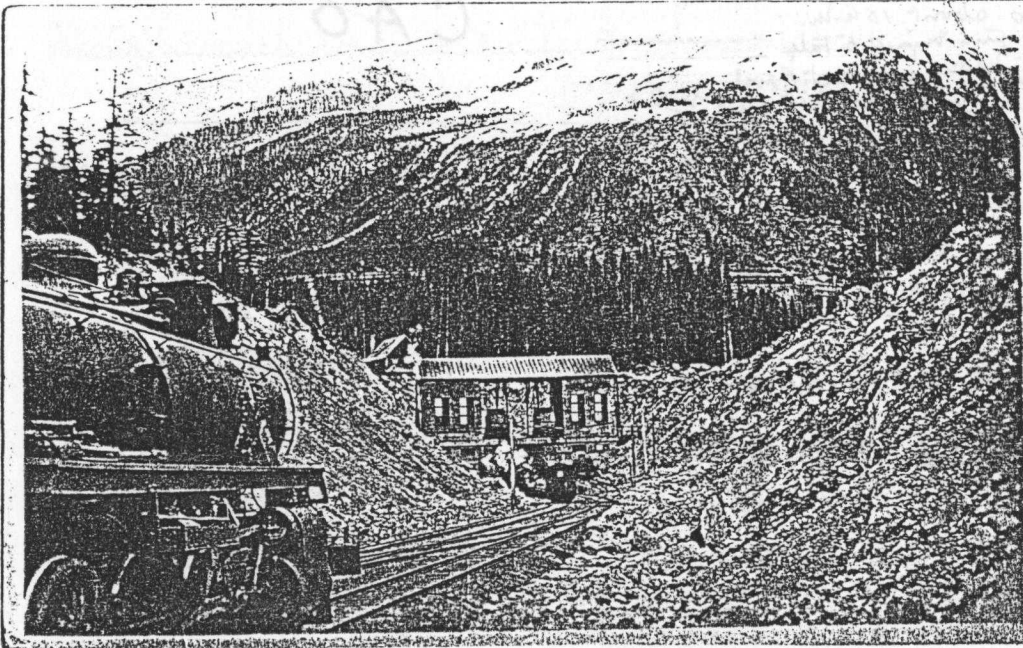
Naramata—South bound 18:25; North bound 6:05 daily, except Sunday.

Penticton—South bound 19:35; North bound 5:30 daily, except Sunday.

C. P. R. MAIN LINE
East bound from Sicamous daily—No. 2, 10:15; No. 4, 22:35; No. 8, 4:40; No. 14, 9:10.

West bound from Sicamous daily—No. 1, 18:50; No. 3, 8:30; No. 7, 20:55; No. 13, 17:50.

W. H. SNELL, Gen. Passenger Agent, Vancouver, B.C.
J. D. TOMKINS, Agent, Vernon, B.C.

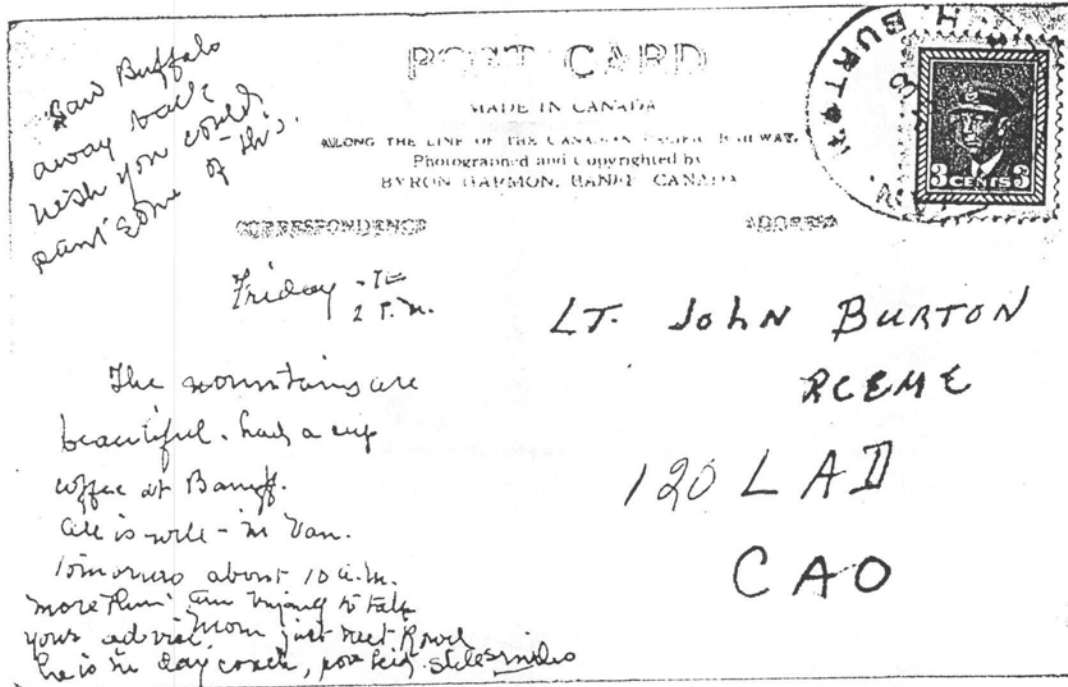


West Entrance to the
Connaught Tunnel, CPR
Glacier, B.C.

from Vernon News
January 15, 1925
(Ken Ellison)

.... / 10

A NEW LISTING - W-27Bb - CAL. & VAN. / G.H. BURTON - Type 5H, Train 7, September 8, 1945, RF 500, Reporter 151, will be shown in Annex 13.



ANOTHER NEW LISTING - O-71B - From Ft. Fran. & Wpg. Tr. - Type 22F, RF 500*, Train 20, December 5, 1945, Reporter 272.

From Ft. Fran. & Wpg. Tr. 70
 R STENHOUSE
 1148 INGERSOLL ST
 WINNIPEG.
 MAN



Guess that's all for now. The next issue will be for the Annual Meeting at Burlington, Vermont, October 1, 1994. We hope to see you all there. Do we have any volunteers for presentations there? Also, this is the tenth anniversary of the appointment of your Editor - so we should consider a change. The election of your executive will be one of the highlights of the meeting. Do we have any volunteers or nominations for the positions of Chairman and Secretary-Treasurer? See you there,

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