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Vancouver, B.C.
V6M 3A7

THE R.P.O. NEWSLETTER

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

Volume 23 - No.1

Whole No.114

November, 1994

RNAPEX '94 - Burlington, Vermont - Our Annual Meeting was held on Saturday afternoon, October 1, 1994 with 11 members present. The business meeting was normal - with the dues being set at \$10 Canadian or \$9 US for 1994-95. Peter McCarthy spoke on the Stanstead, Shefford & Chambly Railway in southern Quebec, while Frank Waite spoke on the International aspects of the Fort Frances & Winnipeg and Warrroad and Duluth R.P.O.s. The following members attended - Covert, Hiscock, Lehr, McCarthy, Moffat, Poore, Prince, Robinson, Stillions, Unwin, Waite and Wilson. Aitken, Coates, Kaye, Labiuk, Longley, Narbonne and Steinhart were working at the bourse; while Burega, Fraser, Guile, Harrison, Lee, Wallace and Walton were at the Convention but otherwise engaged on Saturday afternoon.

Ed Maloney died August 17, 1994. He was born in Pittsfield in 1927 and began his postal career in December 1943 as a Christmas temporary at the Pittsfield P.O. He continued each year through 1948, except for 1945 while in the Navy. His father was a letter carrier at the same office for 20 years and a union official. Ed worked out of the Bookline station from 1948 to 1949, then returned to the Pittsfield P.O. He worked as a clerk, carrier, special delivery, acting tour foreman, acting tour superintendent, registry clerk, window clerk, dispatcher, and city scheme examiner. He retired June 30, 1986..

Ed was a member of the Canadian Railway Post Office Study Group and the National Highway Post Office Society/Mobile Post Office Society. His lasting contribution to the field is preserving non-stop mail exchanges on photographs. Many of these appear in the **RAILWAY POST OFFICE HISTORY** (the "Green Book") although they are uncredited.

Ed was married for 35 years to Anne Mary Hayden, who died in 1985. He is survived by two sons and two daughters.

Frank Scheer will assist the family with any unanswered correspondence on RPO subjects. Please write to Frank at 12 East Rosemont Avenue, Alexandria, VA 22301-2325.

NEW MEMBERS - Charles K. Moss - Box 25, Listowel, ON, N4W 3H2
Bill Coates - Box 63064, University P.O., Dundas, ON, L9H 4H0
Bill Longley - 155 Hillcrest Ave. #1203, Mississauga, ON, L5B 3Z2
PACIFIC NORTHWEST REGIONAL GROUP BNAPS - This Group is holding a weekend meeting at Whistler, B.C. October 14-16. Numerous members of this Study Group and their ladies are expected to attend, including - John Keenlyside, Ian Mowat, Alex Price, Bill Robinson, Bill Topping, Alex Unwin, and Jack Wallace. One of the themes was the Pacific Great Eastern Railway - with its Squamish & Quesnel and S. & Q.R.P.O.s.

ANNUAL DUES - It's that time again. 1994-95 Study Group dues of \$ 10 Canadian to Canadian addresses, 49 US to American addresses, and 5 pounds sterling to UK addresses is requested if the box below is checked in red. Please make cheques payable to W.G. Robinson.

PAID, THANKS

The Kettle Valley Railway

The little track that "did"

By Bridget Trainor

It was the spring of 1889 when Andrew McCulloch, a young man from Ontario, first saw the mountains of British Columbia. Captivated by their splendor and their beauty, McCulloch sensed immediately that these mountains would come to play an important role in his life and work. Thirty years later, when Sir Thomas Shaughnessy, then President of the Canadian Pacific Railway, decided to construct a line of railway across British Columbia, McCulloch was able to fulfill his prophecy. Seeing in McCulloch both qualifications and enthusiasm, he signed him on as chief engineer of the construction of southern British Columbia's only railway line.

Due to uncertainty as to whether or not the southern venture would be a success, the Canadian Pacific Railway decided that it would be carried out by a subsidiary—the Kettle River Valley Railway. (The name was changed to the Kettle Valley Railway in 1911.) The President of this subsidiary was a man by the name of James J. Warren.

Warren's task would be to attend to non-construction details, mainly the legal and financial aspects. The location and construction itself would be the responsibility of Andrew McCulloch.

Until the Kettle Valley Railway was built, the southern Okanagan was almost completely isolated from the outside world. There were, in the

area, two principle transport routes. One consisted of going by steamer on Okanagan Lake north to Okanagan Landing, then by rail to Sicamous on the mainline of the Canadian Pacific Railway. The second route was even more inconvenient and roundabout: by stage to Keremeos then by a subsidiary line of the Great Northern Railway to Oroville, Washington.

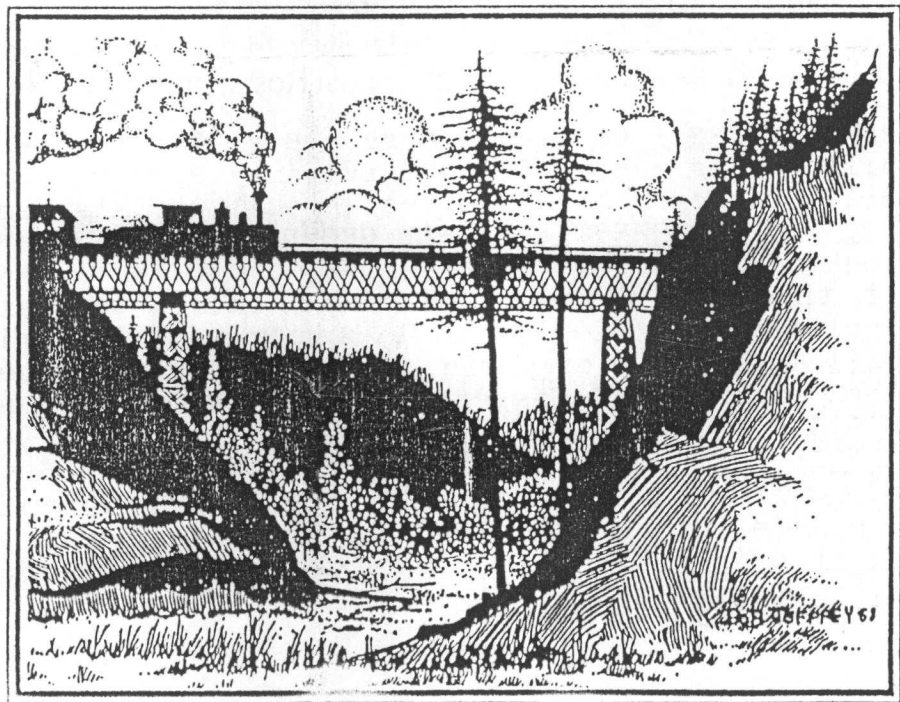
Meanwhile, the Great Northern Railway had surveyed a line up the Okanagan Valley through Osoyoos and Okanagan Falls to Penticton. Perhaps it was news of this survey by a rival company that spurred the Canadian Pacific Railway management into taking action.

Sir Thomas Shaughnessy instructed McCulloch to build a line from Midway west to Penticton via

Carmi and Beaverdell, and from Penticton west through Summerland to Merritt or Nicola. The grade was not to exceed 2.2%

The scenic wonders of southern British Columbia have long been pleasing to the eyes of residents and newcomers alike. This did not, however, make the topography favourable to the building of a railway line. Of the many surveys and reports done prior to 1910, nearly all recommended against the Kettle Valley Railway line as being "too difficult, too expensive, and not at all warranted by the economy of the territory or its prospects." (1)

In the end, it was the combined faith and efforts of Sir Thomas Shaughnessy, Mr. James Warren,



and Mr. Andrew McCulloch that were responsible for the realization of a southern British Columbia railway. As for the problem of uncooperative terrain, McCulloch describes it in his own words:

"... after some study as to the formation of the country along the route as proposed, it was found that the country was divided naturally into five different sections or planes, any one of which might be surveyed and graded without endangering the connection with the next one."(2)

These sections were divided as follows:

- 1) Midway to Hydrolic Creek Summit; seventy-six miles, all uphill.
- 2) Hydrolic Creek Summit to Penticton; fifty-eight miles, all downhill.
- 3) Penticton to Osprey Lake; thirty-nine miles, all uphill.
- 4) Osprey Lake to Cold Water Summit; sixty-five miles, varied terrain.
- 5) Cold Water Summit to Merritt; thirty miles, all downhill.

Construction was to begin from Midway westward and from Merritt eastward.

Much was accomplished in those last six months of 1910, but the work pace picked up even more the following year. Construction in Penticton led to the building of a dock on Okanagan Lake where cars could be transferred from barge to land. Later in the year Sir Thomas announced that the Kettle Valley Railway was to build a branch line through the Coquihalla Valley from Brookmere to Hope. This narrow valley, with its steep sides, deep gulches, and heavy snowfalls proved to be a challenge for the railway crews. The extensive use of snowsheds and tunnels became commonplace.

Penticton came to be the site of the Kettle Valley Railway station and office building in 1912. This station, built on the waterfront, was to be used until 1941. As 1912 drew to a close, 2175 men were employed in the building of the Kettle Valley Railway line, 132 miles of grading had been done, and 85 miles of track had been laid.

Some changes in planning also occurred. The railway would now go into Penticton, and as well, the Kettle Valley Railway would join forces with Great Northern Railway in constructing a line down the Coquihalla to Hope and across the Fraser River to join the Canadian Pacific Railway mainline.

Work on the Kettle Valley Railway continued at a steady pace. It was on May 31, 1915 that the first regular train left Midway for the west. It had taken only five years for the dream to become reality. The dream flourished as in June of the following year the Coquihalla route was completed and put into use. In September of 1916, Lord Shaughnessy (as he had become known) and several directors and officers of the Canadian Pacific Railway travelled the entire route from Midway to Hope. According to McCulloch, the journey was a success:

"His Lordship expressed himself as being quite pleased with the road as to location and physical condition, which was very gratifying after all the trouble and worry in connection with the building of it."(3)

This was not the end of McCulloch's, Warren's, and Shaughnessy's vision for a south-Okanagan railway. Over the years they continued to upgrade, improve upon, and lengthen the Kettle Valley Railway. The wooden trestles at Canyon Creek were replaced with large earth fills. In 1920 a branch line

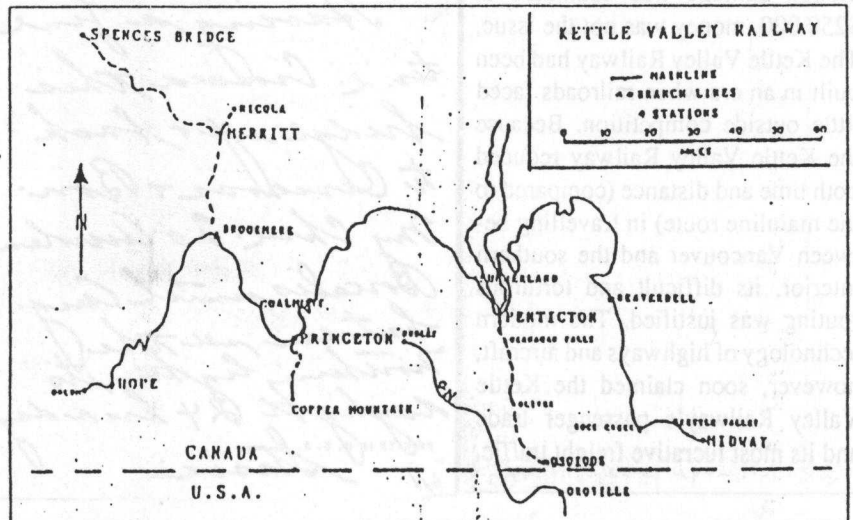
from Penticton to Copper Mountain was completed. In 1929 the Kettle Valley Railway and the government of British Columbia agreed to build a line from South Penticton to the United States border. It was to be worked on in four sections:

- 1) South Penticton to the north end of Skaha Lake.
- 2) Skaha Lake to Okanagan Falls.
- 3) Okanagan Falls to Oliver.
- 4) Oliver to the U.S. border.

It took well over a decade to construct this line, the final section being completed in 1944. The year following, chief engineer Andrew McCulloch passed away. Much to his gratification, he lived to see the realization of his life-long dream: a railway system that linked southern British Columbia together. Perhaps it is fortunate that he did not live to see its demise.

Many improvements were made to the railway even after 1944. The spring of 1947 saw the introduction of an express lane service (to transport fruit) and a new passenger service between Penticton and Vancouver. In 1949 oil tanks were built at Penticton, Princeton, and Brookmere, allowing the first opportunity for Kettle Valley Railway Locomotives to burn oil fuel. Within two years the Canadian Pacific Railway brought in diesel-electric locomotives which were currently making headway in North American railroading. Seventy-three diesel units

continued on page 10



continued from page 9

were scheduled for the following year.

But despite the Kettle Valley Railway's steady pace of modernization, the line had been experiencing difficulties from as far back as 1917, the year following its completion. World War I had destroyed much of the mining trade which the railway had been built to serve. This was followed first by a decade of very little growth and the ten years of the Depression in turn. It was not until the Second World War that the railway did actually fulfill the volumes of through traffic which had been projected for it. A crushing blow came again in 1952 with the opening of the Hope-Princeton Highway. This road made the transport of both people and goods —such as fruit— faster and more efficient. In an attempt to salvage customers, the Kettle Valley Railway announced that vast improvements would be made to their passenger service. This, however, was to no avail, and highway traffic soon dominated rail. More problems erupted in 1959 when on November 23 there occurred four washouts in the Coquihalla Pass.

Due to extremely bad weather, these remained unrepaired and the route was temporarily closed. Even after the snow melted the following spring, the line still was not fixed. In January of 1961 it was announced that the Canadian Pacific Railway did not intend to reopen the line through the Coquihalla Pass. Although damage was estimated at \$250 000, money was not the issue. The Kettle Valley Railway had been built in an era when railroads faced little outside competition. Because the Kettle Valley Railway reduced both time and distance (compared to the mainline route) in travelling between Vancouver and the southern interior, its difficult and torturous routing was justified. The modern technology of highways and aircraft, however, soon claimed the Kettle Valley Railway's passenger trade and its most lucrative freight traffic.

The Kettle Valley Railway's steep grades and lightweight trains suddenly became a burden to the Canadian Pacific Railway, and as a result management chose to divert most of the Kettle Valley Railway freight movement to the now more practical mainline. The Canadian Pacific Railway management had come to view the Kettle Valley Railway as being redundant. In its first four decades, the Kettle Valley Railway had grown from a mere branch line to a mainline in its own right, providing Coast-to Kootenay service. Now, it was struggling to survive.

The years that followed showed a rapid and continual decline of interest in the Kettle Valley Railway. In January of 1964 the Kettle Valley Railway operated its last passenger train. The barge service on Okanagan Lake was discontinued in 1972. By the following year, there was no longer train service between Penticton and Beaverdell.

If one were to review the financial ledgers of the Kettle Valley Railway, one would plainly see that despite operating at a profit nearly every year, the railway never even

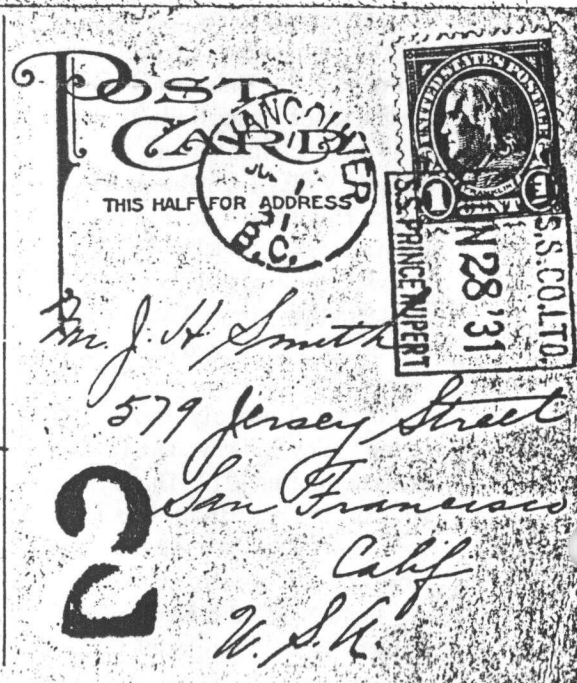
began to pay for the massive capital investment of its laborious construction. Regardless, the Kettle Valley Railway contributed much to economic expansion in British Columbia. Perhaps its most significant achievement was the adverse effect on Kootenay trade flow into the United States. This occurred at a time when developing Vancouver's ports was crucial for British Columbia's economy.

Today aircraft and automobiles have seemingly shortened the distance between this province's interior and her coastline. Those few tracks of the Kettle Valley Railway that have not been torn up lie quietly, brittle with rust and overgrown with weeds. Long since forgotten are the hands that built them, are the minds of people like Andrew McCulloch that charted their winding routes. Although time has overruled both the men and the railway ties, nothing can erase the fact that for an entire generation the Kettle Valley Railway was the lifeline of southern British Columbia.

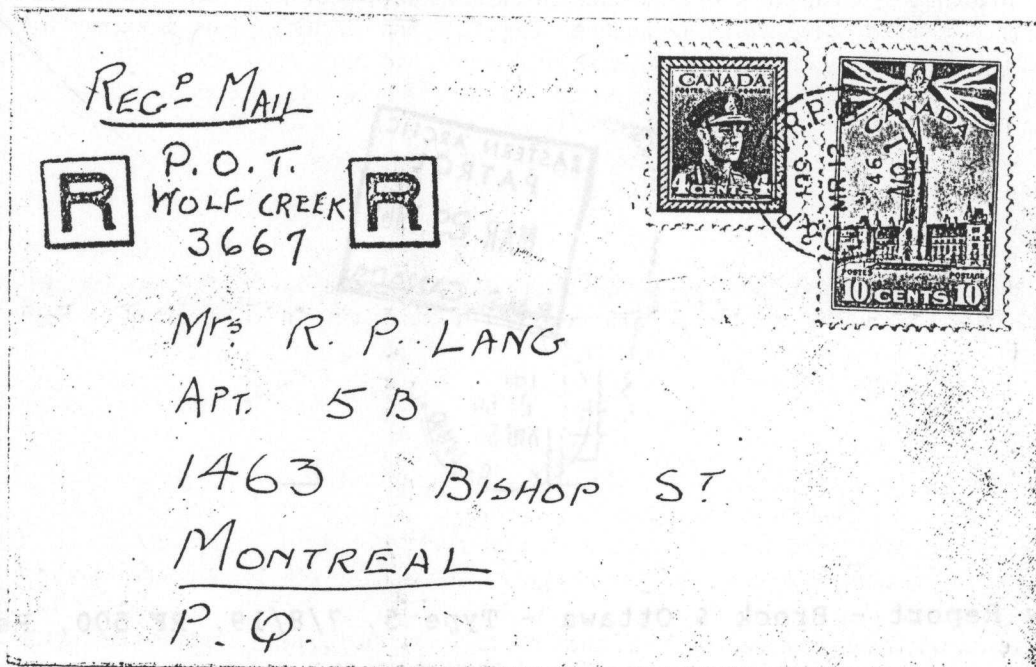
From Carl Cammarata - S- 112e, June 28, 1931;
Early Date:

THIS SPACE FOR MESSAGE

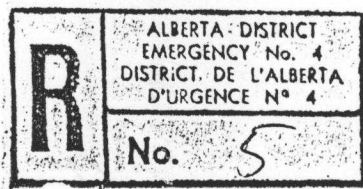
6/27/31
Dear Dad:-
Having a fine
time in Canada this
bridge up & back
to Canada & Bon.
My Chas. 2 to Canada
Boncalio until Aug.
but can see the
Northern light by the
daylight 24 hrs a day.
Stacy



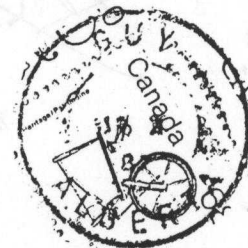
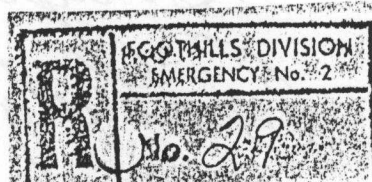
Keith Spencer has sent this example of a make-shift registration marking used on the Edmonton and Prince George R.P.O., March 12, 1946. It is a favour cover posted on the train at Wolf Creek, AB.



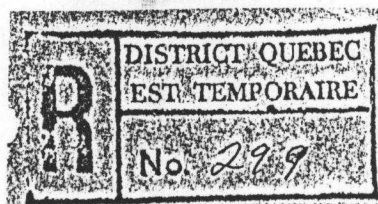
A Late Date for E-10 - ALBERTA DISTRICT / EMERGENCY No.4 - Bilingual - used at Edmonton, Sub 127, August 2, 1988



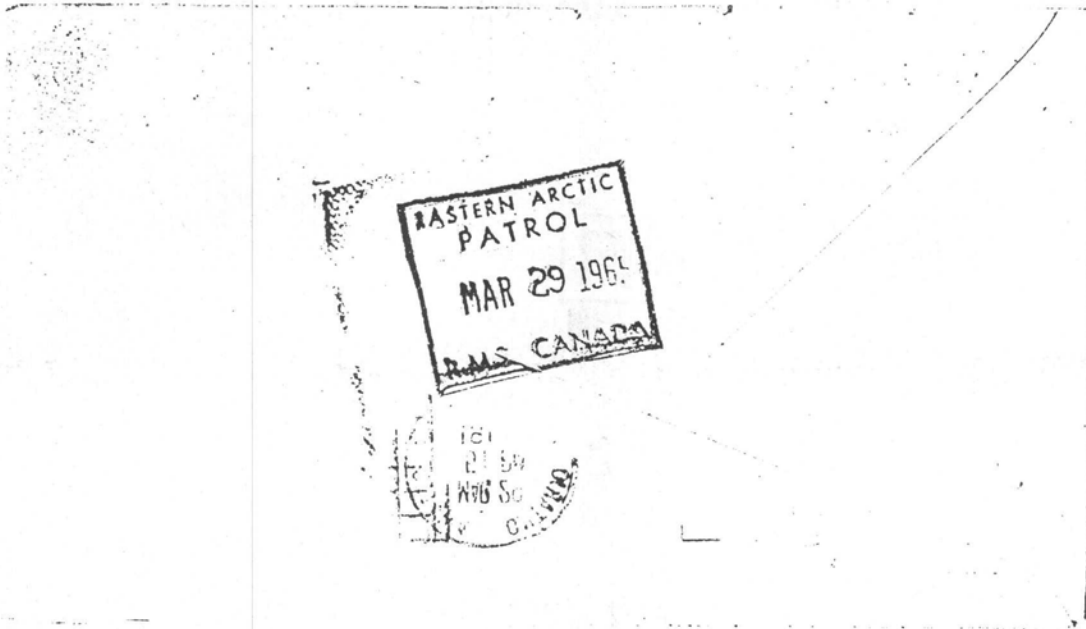
A New Report - E-28B - FOOTHILLS DIVISION / EMERGENCY No.2 - Type 35R, 10/19/87, Used at Guy, AB.



Another New Report - E-66A - DISTRICT QUEBEC / EST TEMPORAIRE - Type 35R, 12/24/82, used at Thetford Mines Sub 5, QC.



A Late Date for RR-39, EASTERN ARCTIC / PATROL / R.M.S.CANADA,
Mar 28, 1965.



A New Report - Brock & Ottawa - Type 5, 7/8/19, RF 500, Reporter
249



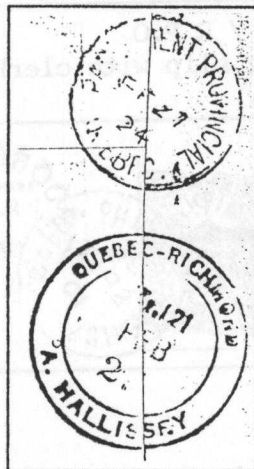
*Mr. Cecil Layet,
#281 Cambridge St.,
Ottawa, Ontario.*

From Ross Gray

Thanks to replies from study group members Warren Bosch, Ken Ellison, Jim Felton, Bill Robinson and Brian Stalker, I am able to up-date my hammer study of O-165 LONDON & WINDSOR * R.P.O. as follows;

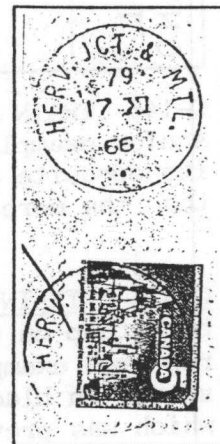
	<u>Proofed</u>	<u>Earliest</u>	<u>Latest</u>	<u>Indicia</u>
Hammer I	unknown	10/17/00 ⁽¹⁾	10/30/11	E,W
Hammer II	05/12/10	12/21/10 ⁽²⁾	05/05/15 ⁽³⁾	W
Hammer III	05/29/16	02/21/18 ⁽³⁾	01/24/50	E,W,10

Reported by (1) Brian Stalker, (2) Jim Felton, (3) Bill Robinson



Shown here is a previously unreported 29 mm diameter, Type 6E clerk hammer, QUEBEC-RICHMOND / A. HALLISSEY, Tr. 121, FEB 27, (1924) as a green transit backstamp on a registered cover from Quebec to St. Hyacinthe.

Q-20B HERV. JCT. & MTL. / . 79, 17 XI, 66 on a cover from T.P. Shaw to Allan Steinhart. This is a previously unreported train number for the listing or run and may be an error for train 76 which is listed.



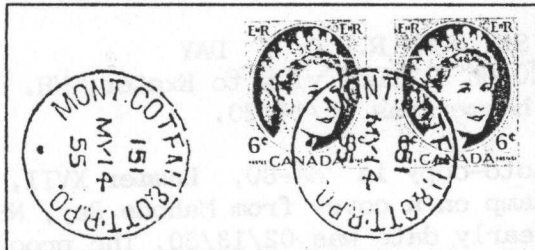
Q-43 LEVIS & MONTREAL R.P.O. 199, S 27, 18 as a transit backstamp on a cover from Quebec to St. Hyacinthe, showing an unusual single letter month abbreviation, "S" for September.



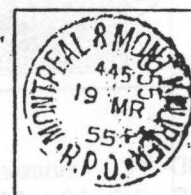
Q-54 MALONE & MONTREAL R.P.O./ . 20, JUL 16, 37 appearing as a transit backstamp on a cover from Brockville to Syracuse, NY. This is a new train for the listing.

Q-68A TRAIN No. / Mont. & Calumet R.P.O. W., JUN 14, 1921

in violet, as a transit backstamp on a cover from Boston, Mass. to Lachute, Mills, Quebec. Only the "E" direction marking was reported previously.

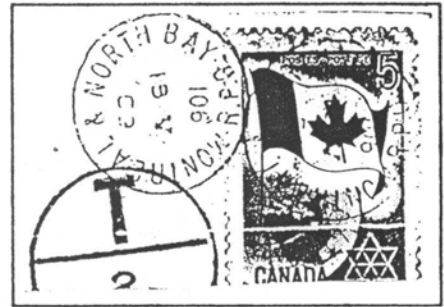
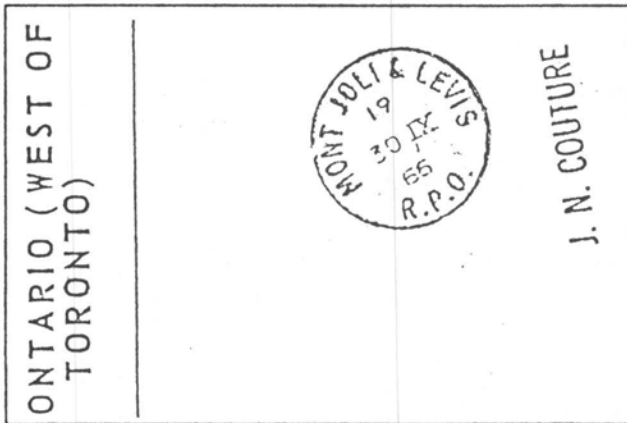


Q-73 MONT. COTEAU & OTT. R.P.O. 151, MY 14, 55 on a favour cover addressed to Illinois. A new train.



Q-116 MONTREAL & MONT LAURIER / R.P.O. 467, 18 FE, 55 and 445, 19 MR, 55 both on two favour covers addressed to Illinois. Previously, trains 447, 452, 457 and 460 were catalogued.

Q-120A MONTREAL & NORTH BAY / R.P.O. 106, 18 V, 69 found on a favour post card addressed to Miami Beach. The opposite train, 105, is already recorded for this one.



Q-176 MONT JOLI & LEVIS / R.P.O. 19, 30 IX, 66 on a facing slip with clerk's name. A new train number.



Q-146 TRAIN No. / MONT. & S. FALLS R.P.O. 26, SP 17, 10 A nice example of the scarce train 26, which is rarer than its opposite direction counterpart, train 25 and much scarcer than the more common trains, 29 and 30, found later.

Q-31A TRAIN No. / I. Pond & Mont. R.P.O. 1, JAN 28, 1920 in black as a transit backstamp on a cover from St. Hyacinthe to St. Ferdinand d'Halifax. Previously the only reported example was dated 08/01/19 with train 12 as indicium. On the same cover, also struck in black, we find Q-49A TRAIN No. / Levis & Richmond R.P.O. 18, JAN 17, 1920 which was previously reported with a 03/09/19 date and N. direction.

Q-41 LEVIS & DESCHAILLONS R.P.O. / . 356, 3 NO, 37 on a 3c cover to Oakville, Ontario. A new train joining trains 22, 55, 56, 255, 256 and 258 already listed.

Q-162 MONT. & TORONTO R.P.O. / . 39, MY 9, 32 on a 3c cover from Brighton, Ontario to Toronto. A new train.

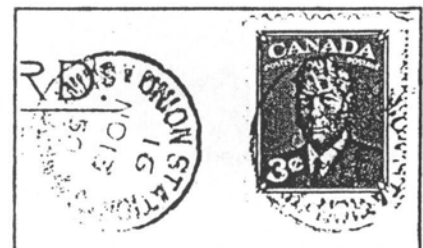
Q-164 MONT. & TORONTO / R.P.O. 20, MR 21, 31 on a 3c cover from Trenton, Ontario to Toronto. A new train.



MA-117a, Hammer III, HALIFAX & St. JOHN R.P.O. / DAY W, NO 1, 20 on a Truro view to Exeter, NH. The previous late date for this hammer was 06/14/20.

Also found but impractical to photo-copy is MA-80, Hammer XVII, 3, FE 11, 28 as a transit backstamp on a cover from Mahone Bay, NS to Waterloo, Ontario. The previous early date was 02/13/30. The proof date is unknown.

DD-84, Hammer I, UNION STATION / SAINT JOHN N.B. 16, NO 13, 50 on a St. Andrews, NB view to New York. A new late date for the hammer.



DD-102, Hammer I, RAILWAY STATION / TRURO N.S. 5 PM, JUL 2, 27 on a Yarmouth, NS view to Wickford, R.I. This is a new early date for the hammer which was proofed 03/16/27 as well as a new time mark.

CANADIAN NATIONAL RAILWAYS HOTEL SYSTEM



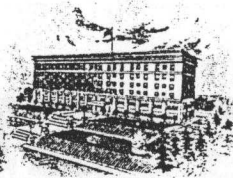
F. FORT GARRY, WINNIPEG



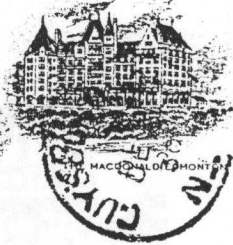
PRINCE EDWARD, BRANDON



CHATEAU LAURIER, OTTAWA



PRINCE ARTHUR, PORT ARTHUR



MACDONALD, MONTREAL

NOTICE

Letters mailed in hotel envelopes, if not delivered, are sent to the Dead Letter Office unless the writers give a return address.

If not delivered in _____ days return to

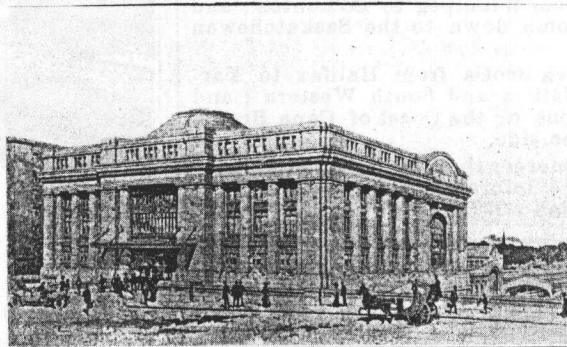
ROYAL YORK HOTEL • TORONTO •



NOTICE

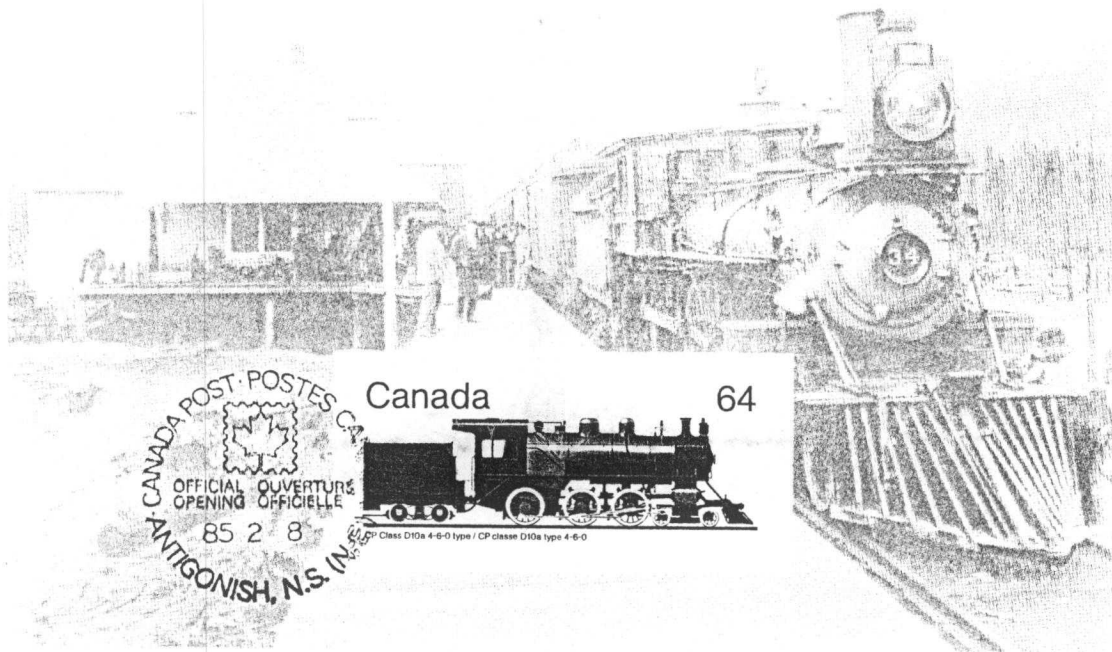
LETTERS MAILED IN HOTEL ENVELOPES
IF NOT DELIVERED, ARE SENT TO DEAD LETTER OFFICE,
UNLESS THE WRITER GIVES A RETURN ADDRESS.

IF NOT DELIVERED IN _____ DAYS, RETURN TO



Grand Trunk Ry. system—Station at Ottawa.

.... / 10



This stamp is part of the 1984 Locomotive issue, the first one to be mailed from the National Philatelic Centre.

Le premier timbre oblitéré au Centre nationale de philatélie faisait partie de l'émission de 1984 sur les locomotives.

The SIX RAILWAYS ^{OF} THE CANADIAN NORTHERN SYSTEM

traverse the most attractive country in the Provinces of Nova Scotia, Quebec, Ontario, Manitoba, Saskatchewan and Alberta.

In Quebec, they are the only landwise communication between Montreal, Quebec and the Saguenay.

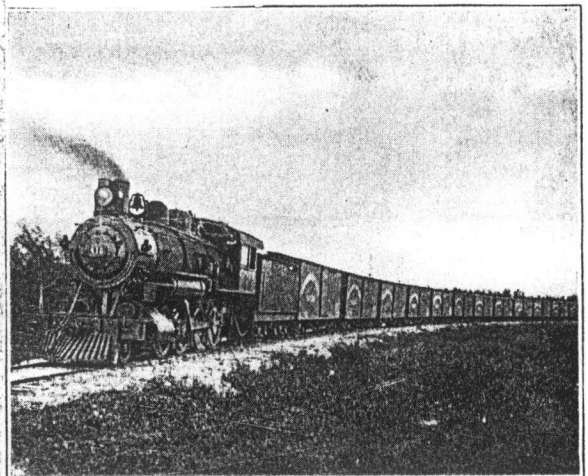
In Ontario, they have stations on the Muskoka Lakes; have opened up the northern hinterland of the Georgian Bay, and follow the ancient Dawson Route from Thunder Bay to the Lake of the Woods.

In the Western Provinces, the Canadian Northern bisects the best wheat country, from Winnipeg to Edmonton; and taps the forests which come down to the Saskatchewan River at Prince Albert.

The Ocean Shore of Nova Scotia from Halifax to Yarmouth is served by the Halifax and South Western; and the Inverness Railway opens up the Coast of Cape Breton on the Gulf of St. Lawrence side.

Information for the summerer, the settler and the manufacturer, furnished by the Information Bureau.

Head Office, CANADIAN NORTHERN BUILDING, TORONTO.



That's all for this time. Hope to have another issue ready before the Christmas rush. Best wishes to everyone, and keep those reports coming.

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

Bill