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THE R.P.O. NEWSLETTER

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

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Whole No.127

January, 1997

GREETINGS FOR 1997 TO ALL OUR MEMBERS, FAMILIES AND FRIENDS - May you all enjoy good health, happiness and good hunting during the next year - and may you all be able to attend BNAPEX '97 in St. John's, Newfoundland, from August 28 to 30, 1997. Details are as follows - ACCOMODATIONS - Hotel Newfoundland - \$116 Cdn per night single or double, 1-800-268-9420.

- TOURIST INFORMATION - Newfoundland & Labrador Travel, 1-800-563-6353.

- FERRIES - Marine Atlantic, 1-800-341-7981. Reservations for Summer 1997 can be made after December 1, 1996.

- OFFICIAL AIRLINE - Canadian Airlines, 1-800-665-5554. For discounts refer to Star File No. MJ301L7 and BNAPEX'97.

- CONTACT PERSON - Don Wilson, 709-726-3432, or by FAX - 709-726-3433.

NEWFOUNDLAND - YOU'VE ALWAYS WANTED TO VISIT - NOW'S YOUR CHANCE

HI-JINX FROM BNAPEX '96 AT FORT WORTH, TEXAS - We visited a restaurant near the stockyards one evening, and they had a mechanical calf-roping machine. Here are our Chairman, Jim Lehr, and Editor, Bill Robinson, demonstrating their prowess at this art.



Jim Lehr



Bill Robinson

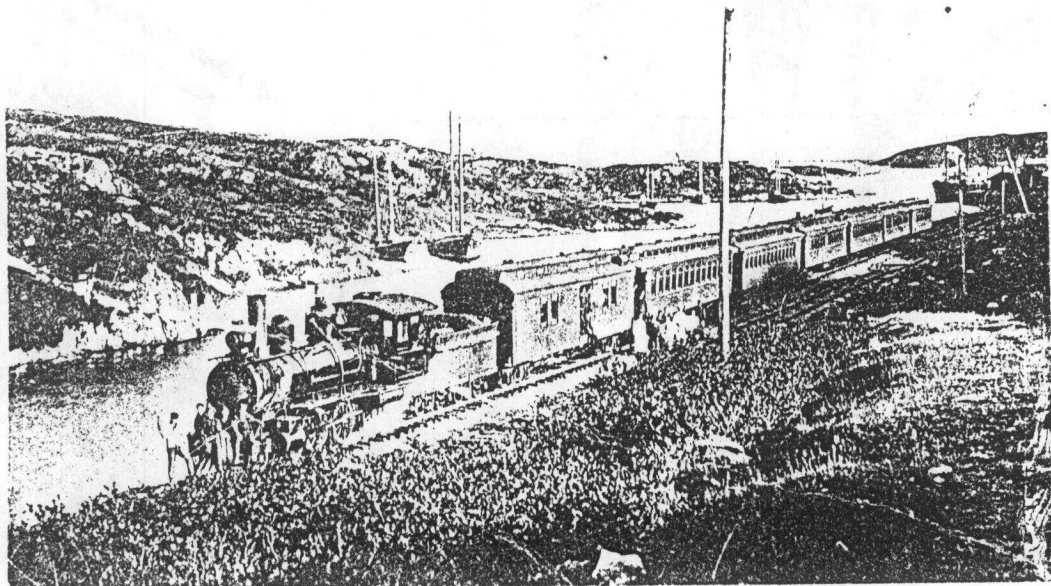
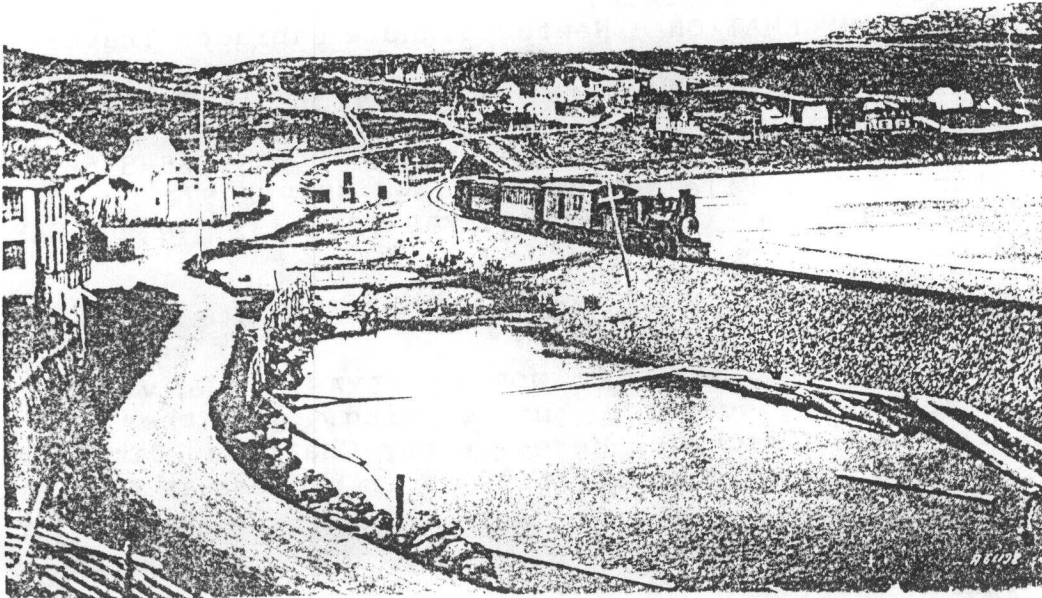
ANNUAL DUES - If the box at right is ticked, your 1996-97 dues are still outstanding, and this will be your last issue unless \$10 Cdn, \$9 US, or ~~£~~ 5 cheque or cash is received soon.... /2

☐

NEW MEMBER - We welcome Lawrence Matthews, Box 354, Bracebridge, ON, P1L 1T7, a BNAPS life member, to membership in the RPO Study Group. We hope he will enjoy a long connection with this specialty.

NEWFOUNDLAND VIEWS - To get you in the mood for St. John's, here are two postcards from Don Wilson - showing trains on the large fill across the bay at Hollywood, and at the Port Au Basques terminal.

Hollywood



PORT AU BASQUE N.F. TERMINUS OF NEWFOUNDLAND RAILWAY.

NOTICE

Canadian National Railway Company

Notice of discontinuance of railway line

In accordance with Section 143 (1) of the *Canada Transportation Act*, notice is hereby given that Canadian National Railway Company intends to sell its operating interest in the railway line described below or to discontinue operating the railway line if it is not transferred.

**Smoky Subdivision in the Province of Alberta, from
Mile 280.70 near Girouxville to Mile 306.20 near Tangent**

Parties interested in acquiring this railway line for the purpose of continuing railway operations must make their interests known in writing by December 2, 1996. Correspondence should be forwarded to:

Robert Feeney, Manager,
Network Rationalization
CN West, Floor 19, 10004 - 104th Avenue
Edmonton, Alberta T5J 0K2
Phone: (403) 421-6206 Fax: (403) 421-6469
with a copy to the undersigned.

Expressions of interest and proposals are subject to CN standard conditions for acquiring lines (available upon request).

Following the 60 day period if no party has made their interest known, or if no agreement has been entered into within the four months following, the railway line will be offered to the Federal (subject to certain conditions), Provincial and municipal governments whose territory the railway line passes through. Each will have 30 days to indicate their intention to acquire the interest in the line. If no agreement is entered into, operations on this line will cease.

S.A. Cantin, Q.C.
System General Counsel
Canadian National Railway Co.
Law Dept., P.O. 8100
Montreal, Quebec H3C 3N4
October 1, 1996



RailTex pays \$1.1M for branch line

RailTex Inc. said yesterday it will buy a 34-kilometre branch line in eastern Ontario from Canadian National Railway Co. for \$1.1 million.

RailTex of San Antonio, Tex., has incorporated a wholly owned subsidiary, Ontario L'Original Railway Inc., to acquire the line between Glen Robertson and Hawkesbury, Ont.

The new railway expects in its first year to haul 6,000 carloads of traffic, consisting almost entirely of steel and metal products for a large Ivaco Inc. mill on the line. The purchase marks RailTex's third Canadian acquisition and its fifth from CN.

RailTex is a major short line holding company operating more than 5,600 kilometres of track in the U.S., Canada and Mexico.

— Mark Hallman/FP

(From The Telegram Files August 17th., 1893.)

Merited Promotion—We learn that Constable Peet of the St. John's force has been promoted to the position of Acting Sergeant. This is as it should be. Constable Peet has been seventeen years in the force and has always shown himself to be a most efficient and faithful public officer.

(The above presumably refers to Inspector Peet).

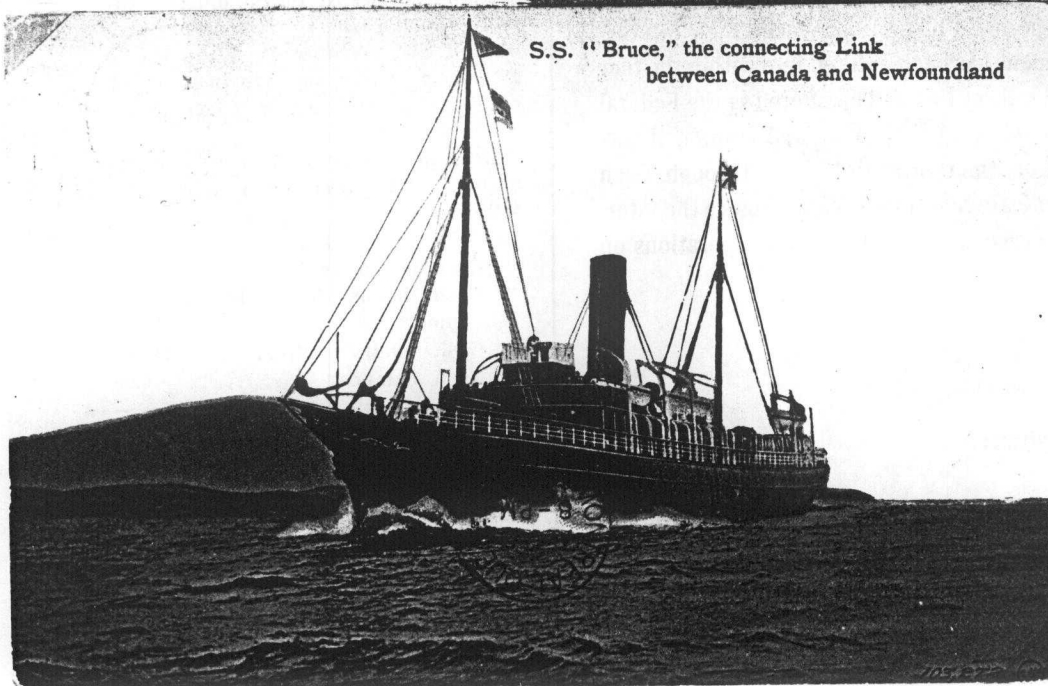
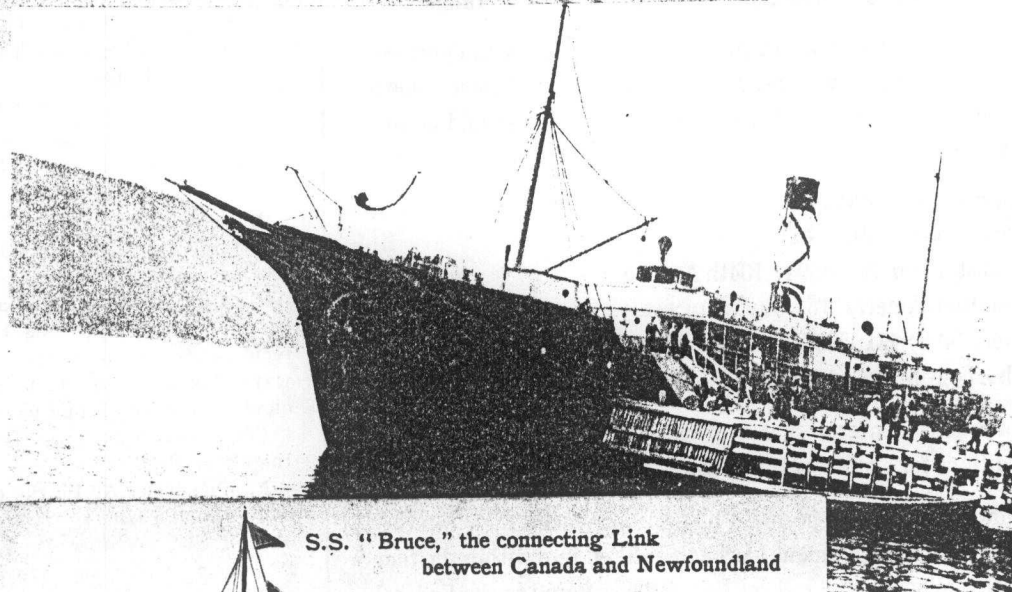
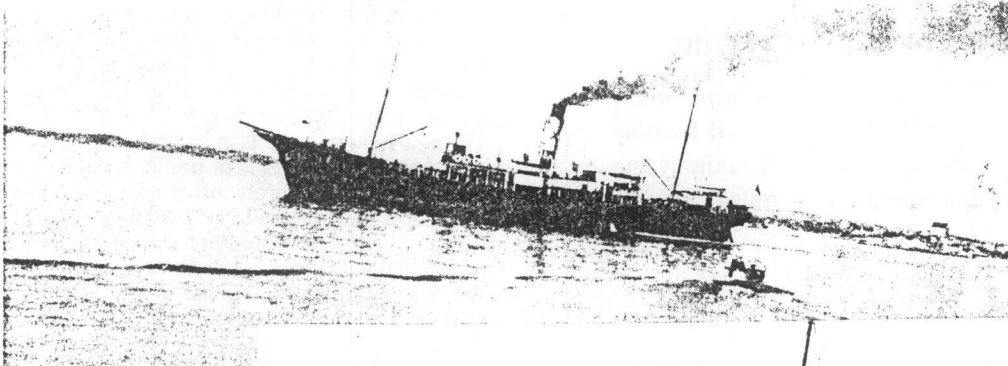
Number Ten—No.10, the oldest locomotive in the island, arrived here at 7 o'clock this morning from the Hall's Bay Line, where she has been about six weeks engaged in construction work.

Regatta Finances—The treasurer's account of the Regatta of 1893 is as follows:—

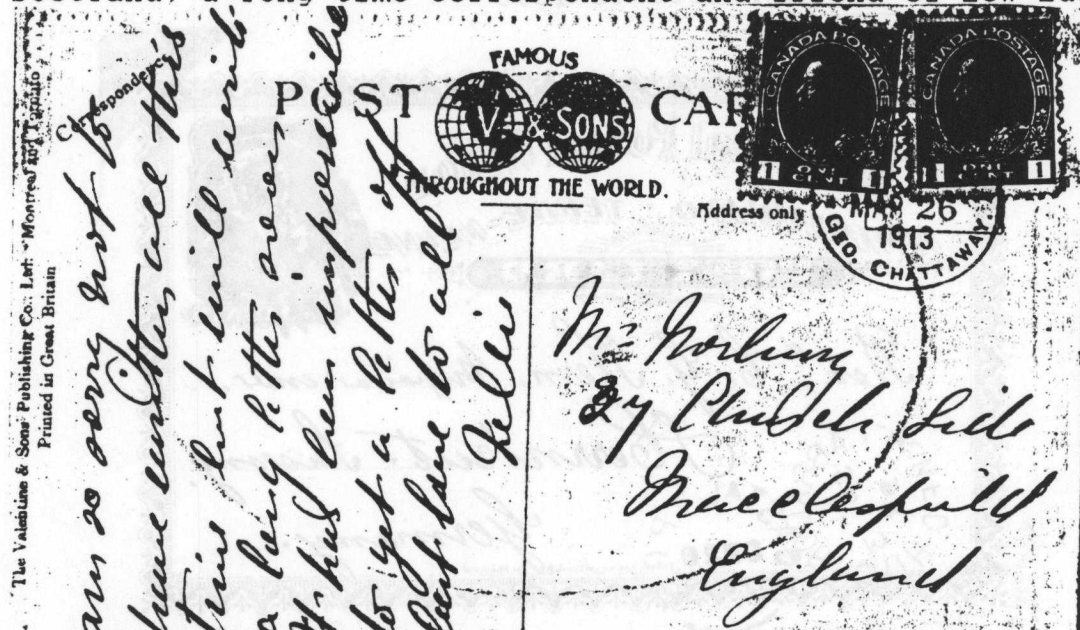
Dr.	
To Cash paid prizes	\$452.75
" Cash bonus for quickest time	24.00
" Cash sundry acct.	448.59
" Cash balance	6.00
	<hr/>
	\$931.34
Cr.	
By balance from 1892	\$142.84
Am't collected entrance fees	89.00
Am't. public subscription	699.50
	<hr/>
	\$931.34

A. HISCOCK, Treasurer.

MORE NEWFOUNDLAND MATERIAL - from Don Wilson - S.S.PROSPERO of Bowering's fleet on the French Shore, south of Corner Brook, ca. 1909. Note the "X" of the Bowering Co. on the funnel. She was later part of the Newfoundland Railway fleet - See listing S-180q.
Below - S.S.BRUCE, ca.1910.



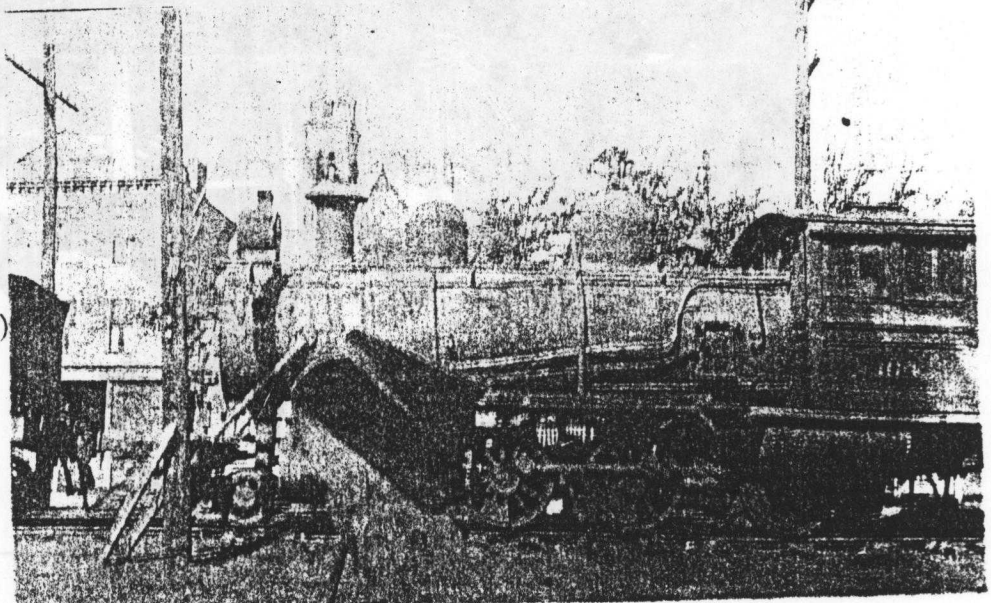
A NEW CLERK STRIKE - O-62 - CHAT. & WALK./ GEO.CHATTAWAY - Type 12A, 3/26/13, RF 500, Reporter 330 - Sandy Mackie of Aberdeen, Scotland, a long-time correspondent and friend of Lew Ludlow.



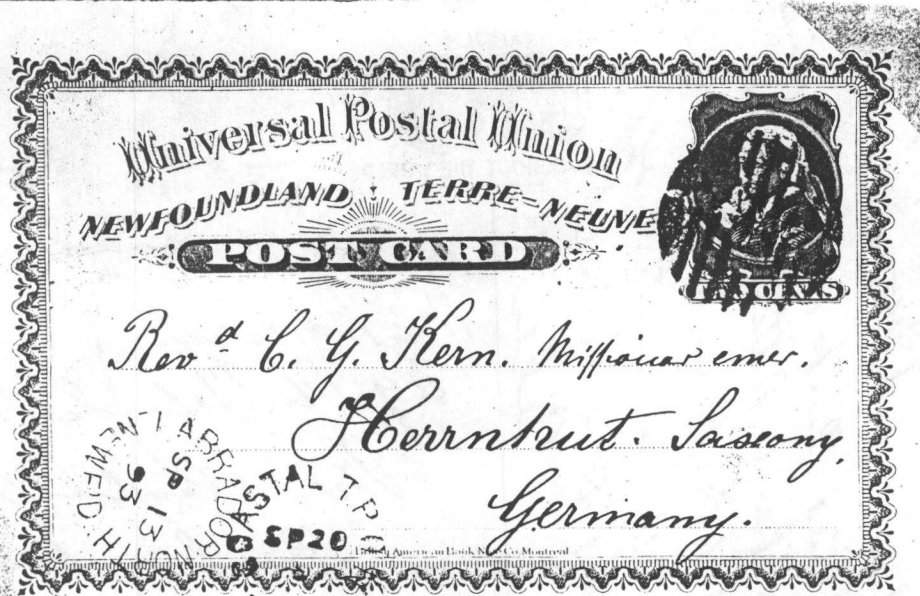
ANOTHER CLERK STRIKE - has appeared in the Wild Rose Philatelics auction of November 16, 1996. The listing will be - M.JAW & EMPRESS R.P.O./ M.T.REID - Type 6E, Train 65, 5/10/21, R.F.500. Unfortunately, we don't have a photo of this one.

A NEWFOUNDLAND REPORT - from our Labrador and N.W.T. specialist, Kevin O'Reilly of Yellowknife. 1/11/17 is a late date for N-18 - COASTAL I NORTH T.P.O. The "I" has broken, and only the base is still visible.

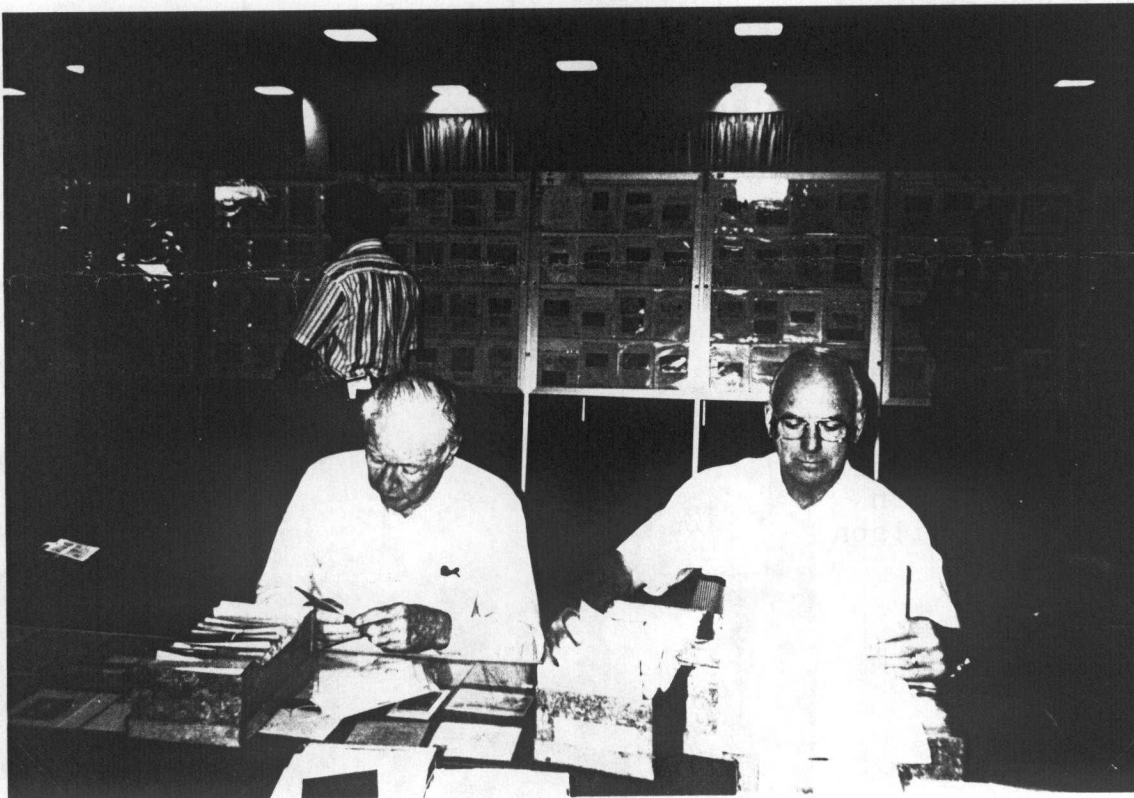
A NEWFOUNDLAND LOCOMOTIVE - Reid-Newfoundland No. 104 at St. John's in 1922. Built by Baldwin (No. 16272) in 1898.(Don Wilson)



FROM MEMBER HORACE HARRISON - A nice postcard with T.P.O. markings from Newfoundland - N-14a. Coastal T.P.O.N. known 1892-93. and N-38T. Labrador North. known 1885 to 1896



TWO OF OUR MEMBERS - Horace Harrison and Peter McCarthy catching up with the dealers' boxes at Fort Worth. Note the exhibits in the background.



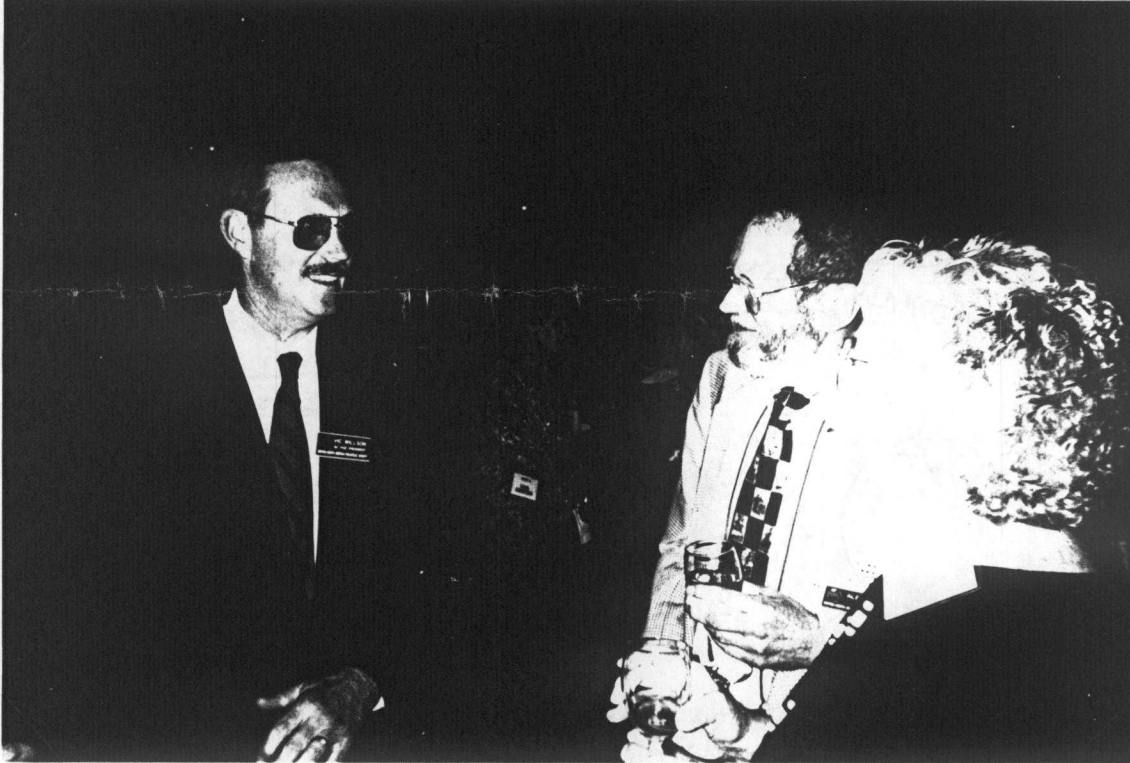
ANOTHER NEWFOUNDLAND T.P.O. MARKING from Horace Harrison - These lovely examples of Newfoundland postal stationery used by Moravian missionaries were part of the exhibit which received a large vermeil award at Istanbul in 1996. We're fortunate to see them. This is N-40. Labrador T.P.O.. Hammer I. used from 1897 to 1914.



MORE CANDID SHOTS FROM FORT WORTH - At left - our member Rev. Woody Poore with Ed Christman of the Airmail Study Group. At right - Dr. Earle Covert and Bill Walton of this Study Group, and of the Order of the Beaver, with Art Klass, former BNAPS Treasurer.



MORE FORT WORTH - First Vice-President (and President-Elect) Vic Willson conversing with our member Alec Unwin and his wife Joan.



TRIVIA - The following explanation was sent to me by a friend who had seen it in THE ANCHORAGE PHILATELIST for December, 1996.

The Standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number. Why was that gauge used ? Because that's the way they built them in England, and railroads on this continent and elsewhere were built by English engineers.

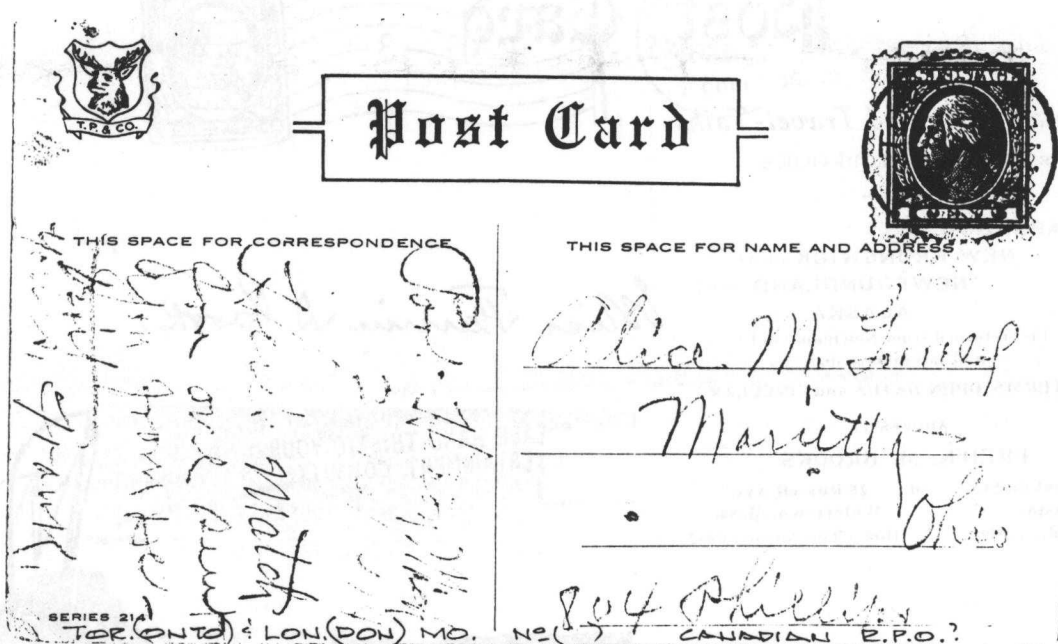
Why did the English build them like that ? Because the first rail lines were built by the same people who built the pre-railroad tramways. Why did "they" use that gauge ? Because the people who built tramways used the same jigs and tools that they used for wagons - which used that wheel spacing.

Okay, why did the wagons use that odd wheel spacing ? Well, if they tried to use any other spacing the wagons would break on some of the old, long distance roads, because that's the spacing of the old ruts.

So, who built these old rutted roads ? The first long distance roads in Europe were built by Imperial Rome for the benefit of their legions. The roads have been used ever since. And the ruts ?

The initial ruts, which everything else had to match for fear of destroying their wagons, were made by Roman war chariots. Thus we have the answer - the gauge derives from the military specification for the Roman chariots - just wide enough to accomodate the back ends of two war horses. It seems that Military Specifications live forever.

FRANK WAITE - has now retired from writing the Regional Group column for BNA Portraits - but is still active and sharp-eyed as far as R.P.O.s are concerned. He recently sent some dates for Q-195A and RR-90 which were within our reported period. He also sent a copy of an interesting postcard with U.S. franking, apparently mailed on the train at Port Huron, Michigan, cancelled with Canadian postmark O-354 - Tor. & Lon.M.C./ No.1, Train No. 32, FE 11/14. It took a round about route to Toronto, and thence to Marietta, Ohio.



Frank comments that he also has seen similar examples from Sault Ste. Marie, Michigan, with U.S. stamps cancelled by a Canadian R.P.O. marking. He also reports that cataract surgery has been successful, and that he can see better. Good luck for 1997, Frank.

GERALD CARR - recently sent a letter from the ARPEX show at Ann Arbor, Michigan, with cachet. He met Jim Felton there, and exchanged information regarding the use of Scott No.98 - the two-cent Quebec Issue of 1908 on Railway Post Offices. Gerry had an exhibit of these, and they discussed setting up a roster similar to what has been done for the Jubilee issue of 1897, and the Map Stamp of 1898. This is now under way. Anyone who has any of the beautiful large red stamps picturing King Edward VII and Queen Alexandra with R.P.O. markings is asked to send a list to the editor as soon as possible so they may be included in the survey.

JACK WALLACE - and wife Bev recently sent a card with the cancel "MISSISSIPPI QUEEN / STEAMBOAT MAIL". He notes that they were just passing Parkersburg, West Virginia, the home of Lew Ludlow, David McKain, and Art Klass, and notes that it's a great trip..../10

LABRADOR MAIL BOAT "DROMEDARY" - To finish this issue on a Newfoundland note, Don Wilson sends this 1909 U.S. postcard advertising various travel talks by Frederick M. Brooks. The caption mentions the large iceberg in the photo, and says that 150 bergs were counted at one time from this trip. Don comments that the "Dromedary" is a new name to him. Does anyone have any information about her?



Popular Illustrated Travel-Talks

BY FRED'K. M. BROOKS.

LABRADOR (new!)

NEW BRUNSWICK (new!)

NEWFOUNDLAND (new!)

ALASKA

Just returned from Newfoundland
and Labrador trip.

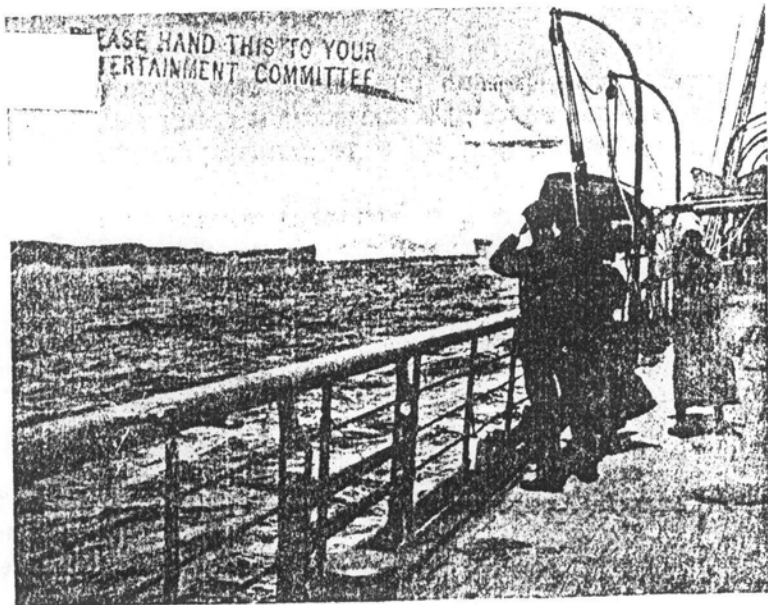
FOR TERMS, OPEN DATES and CIRCULARS

ADDRESS:

FRED'K. M. BROOKS

151 Franklin St., or 25 Russell Ave.,
Boston. Watertown, Mass.
Tel. Main 2849 Home Tel. Newton 6982

Miss Fannie S. Cook



This has been a catch-up issue to advertise BNAPEX '97 at St. John's, Newfoundland, August 28-30, 1997; and to acknowledge most of the mail which has arrived from Group members over the fall. The next several issues should be more factual - with the Two-cent Quebec listing mentioned above, data from Malcolm Smith about the P.E.I. Railway Museum and their mail cars, information from Chris Anstead (who visited your editor) about the Kingston & Pembroke railroad, extensive hammer studies from Ross Gray, and Annex 15. Thanks to all of you who have sent anything - keep it up.

Bill