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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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May, 1997

PACIFIC 1997 - This issue is being prepared for distribution at the International Exhibition being held in San Francisco from 29 May to 8 June, 1997. B.N.A.P.S. will be staffing a table in cooperation with the Royal Philatelic Society of Canada and the Caribbean Study Circle. Charles Livermore, the B.N.A.P.S. Treasurer, is in charge of this, with assistance from other members - including the B.N.A.P.S. Ambassador, Alec Unwin. We also understand that our member Alec will be giving his famous talk on C.P.R. Trans-Pacific mails. We hope to see many of you there. Your Editor plans to attend the whole event as the National Commissioner for Western Canada.

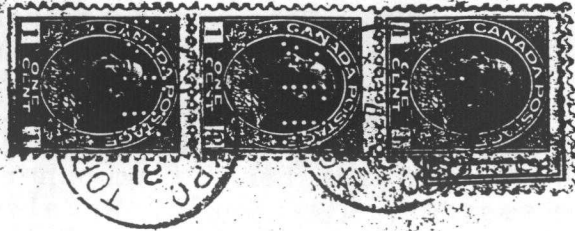


CANADIAN NATIONAL MAIL CAR No.9722 at Elmira Railway Museum, P.E.I. - (Courtesy of Malcolm Smith) See Pages 2 to 6.

THE FIRST CANADIAN TRAVELLING POST OFFICE - John McCrea has pointed out a quotation from the 1854 P.M.G.'s Report, on Page 563 of Jarrett's 1929 Catalog - "The travel of the mails on the line of route between the Niagara River and Hamilton, London and Windsor, was transferred to the Great Western Railway, as the different sections of the road went into operation and the mails have passed over the whole route between the Niagara and Detroit frontiers, 229 miles, since the 25th January, 1854. Two mails a day are conveyed each day, and the transit of the mails between the two extreme points connected by this road is now effected in from 8 to 10 hours instead of four days, the time ordinarily occupied by stage." Mails were carried between Richmond & Sherbrooke in 1852-53 by rail..../2

AN INTERESTING COVER - From Horace Harrison - O-349, TOR., HAM. & LONDON Ry.P.O. - to Philadelphia, Train 87, September 21, 1918, with G.T.R. perfins. Note the 3-cent U.S. Stamp underneath. It appears that a friendly Station Agent helped the sender.

RETURN IN 5 DAYS TO  
**S. C. WOOLMAN & CO., Inc.**  
GRAIN, HAY, FLOUR AND MILL FEED  
652-4 THE BOURSE  
PHILADELPHIA, PA.



O-349 87  
SP 21  
18

S. C. Woolman & Co., Inc.  
652-4 The Bourse,  
Philadelphia, Pa.

COMBINATION MAIL AND BAGGAGE CARS - Built for the Canadian National Railways by the Canadian Car & Foundry Co. Ltd., Montreal, in 1923.

Malcolm Smith discovered Car No. 9722 in poor exterior condition at the Elmira Railway Museum in Prince Edward Island. He was able to obtain the brochure reprinted on Pages 3 to 6 from the P.E.I. Museum and Heritage Foundation. This extends our detailed knowledge of the construction of these cars, which remained in use until the end of the Railway Mail Service in 1971. The Museum noted that "due to repeated vandalism, the quite stable condition soon changed to very poor. Attempted restoration was made to the car a number of times (much in vain)."

This car was generally used between P.E.I. and the mainland, on the Borden to Cape Tormentine ferry, using the Charlottetown and Sackville markings shown below. Our thanks to Malcolm for this very interesting bit of research, and the fine information.

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**Charlottetown &  
Sack. R.P.O.**

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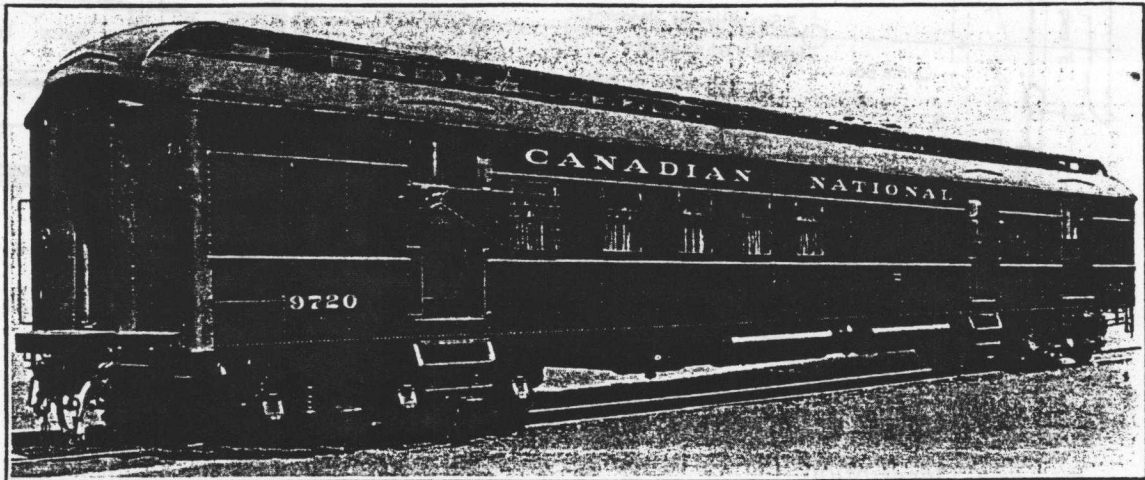
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## CANADIAN CAR & FOUNDRY CO., LIMITED

General Offices

307 CRAIG STREET W.

MONTREAL



Lot No. 548

Montreal Works

# STEEL COMBINATION MAIL AND BAGGAGE CARS

BUILT COMPLETE FOR

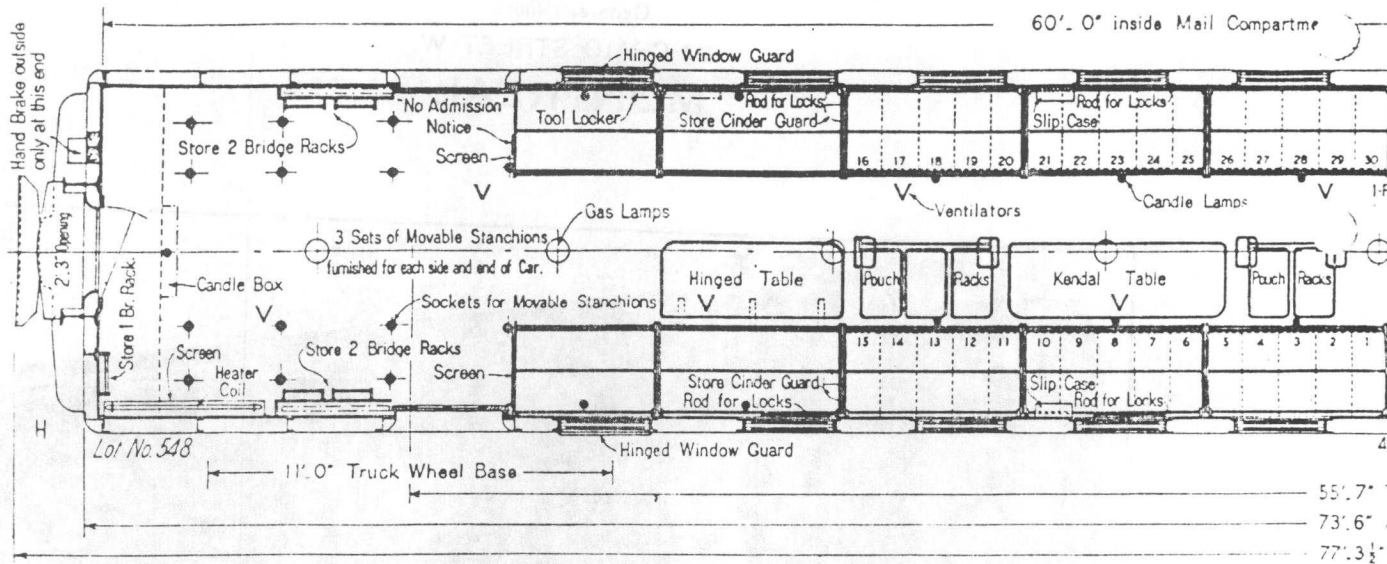
## CANADIAN NATIONAL RAILWAYS

1923



# 10 STEEL COMBINATION MAIL AND BAGGAGE CAR

Serial Number



## General Description

Type of Underframe—Built-up Fish Belly Centre Sills with  $\frac{1}{8}$ " Web Plates,  $\frac{1}{2}$ " Top Cover Plate and Top and Bottom Reinforcing Angles. Body Bolsters built up with  $\frac{1}{8}$ " Diaphragms,  $\frac{1}{4}$ " Top and  $\frac{1}{8}$ " Bottom Cover Plates and Reinforcing Angles. Side Sills 5" Z Bars.

Length—Over Buffers 77' 3 $\frac{1}{2}$ ". Over End Sills 73' 6". Inside Mail Compartment 60' 0". Inside Baggage Compartment 12' 4". Between Truck Centres 55' 7". Truck Wheel Base 11' 0".

Width—Outside over Eaves 10' 2 $\frac{1}{8}$ ". Over Side Sills 9' 9 $\frac{5}{8}$ ". Between Posts 9' 1". Inside clear 8' 11' 1 $\frac{16}{16}$ ".

Height—Top of Rail to Top of Roof 14' 1 $\frac{1}{2}$ ". Top of Rail to Top of Floor 4' 4".

Weight Empty—145,500 lbs.

## Drawings

Floor Plan, No. L-415. Cross Section, No. H-533. Truck, No. F-481.

## Specialties

Air Brake Equipment—Westinghouse. Schedule L.N. 1812.

Air Signal Equipment—Westinghouse. Schedule K.

Axles—A.R.A. 5" x 9" Journals.

Brake Beams—Simplex. Forged. C.C. & F. Co's Drawing No. W-257 (Clasp Brakes).

Buffers—Miner Friction. Class B-10.

Couplers—Passenger, with A.R.A. Standard Type D Head. Drawing No. 2712.

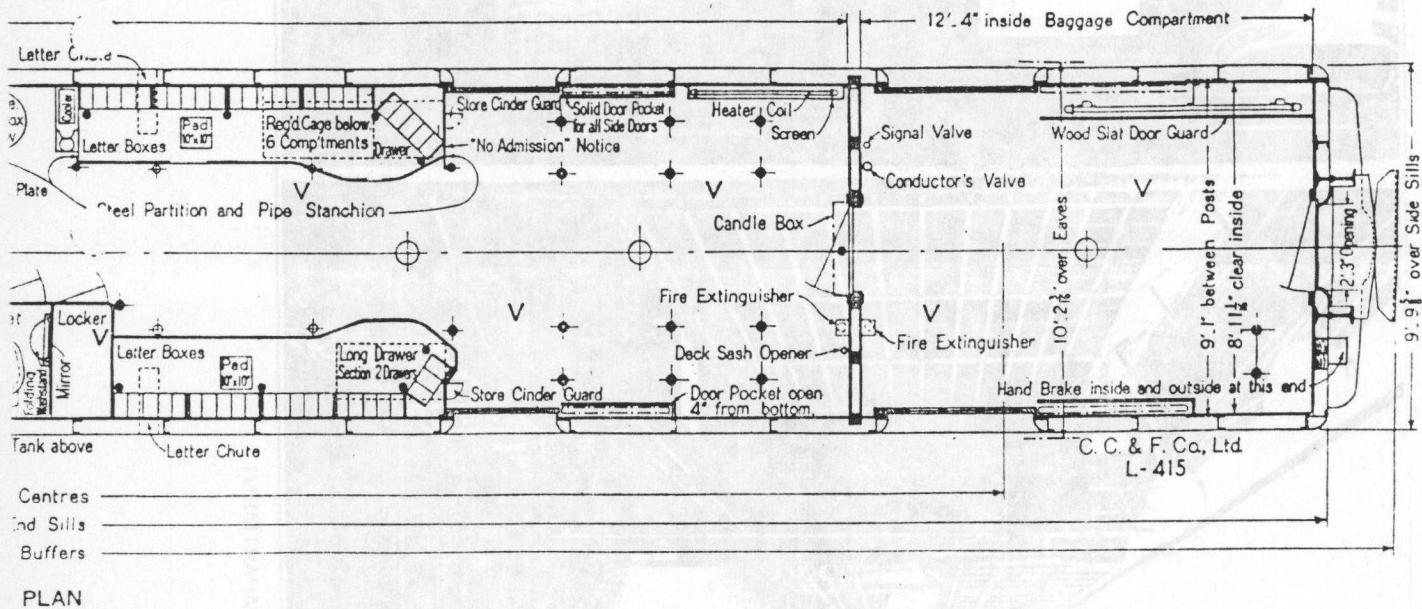
Draft Gear—Miner Friction. A-5-P. Drawing No. 11295.

Fire Extinguishers—Pyrene.

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## BUILT 1923 FOR CANADIAN NATIONAL RAILWAYS

:-9720 to 9729



## Specialties (continued)

Hand Brakes—Miner. Ideal Safety.

Heating—Vapor Car Heating Co's Vapor System.

Hopper—Duner. Exposed type.

Insulation—Three-ply Salamander.  $\frac{1}{2}$ " Keystone Hair Felt.

Journal Boxes—McCord Malleable. 5" x 9" Journals. Card No. 276-A.

Pouch Racks—Rex.

Roof—Wood. Canvas Covered.

Side Bearings—Miner. H-445.

Slack Adjuster—American Automatic. Form K.1.

Sorting Tables—Kendal Type. C.C. &amp; F. Co's improved design.

Springs—Elliptic; 36" Centres, 7 Leaves. Drawing No. C-1536. Equalizer; Triple Coil,  $1\frac{1}{8}$ ",  $1\frac{1}{8}$ ". Drawing No. 1001-8.

Truck Centre Bolsters—Commonwealth. Cast Steel. C.C. &amp; F. Co's Drawing No. E-1221.

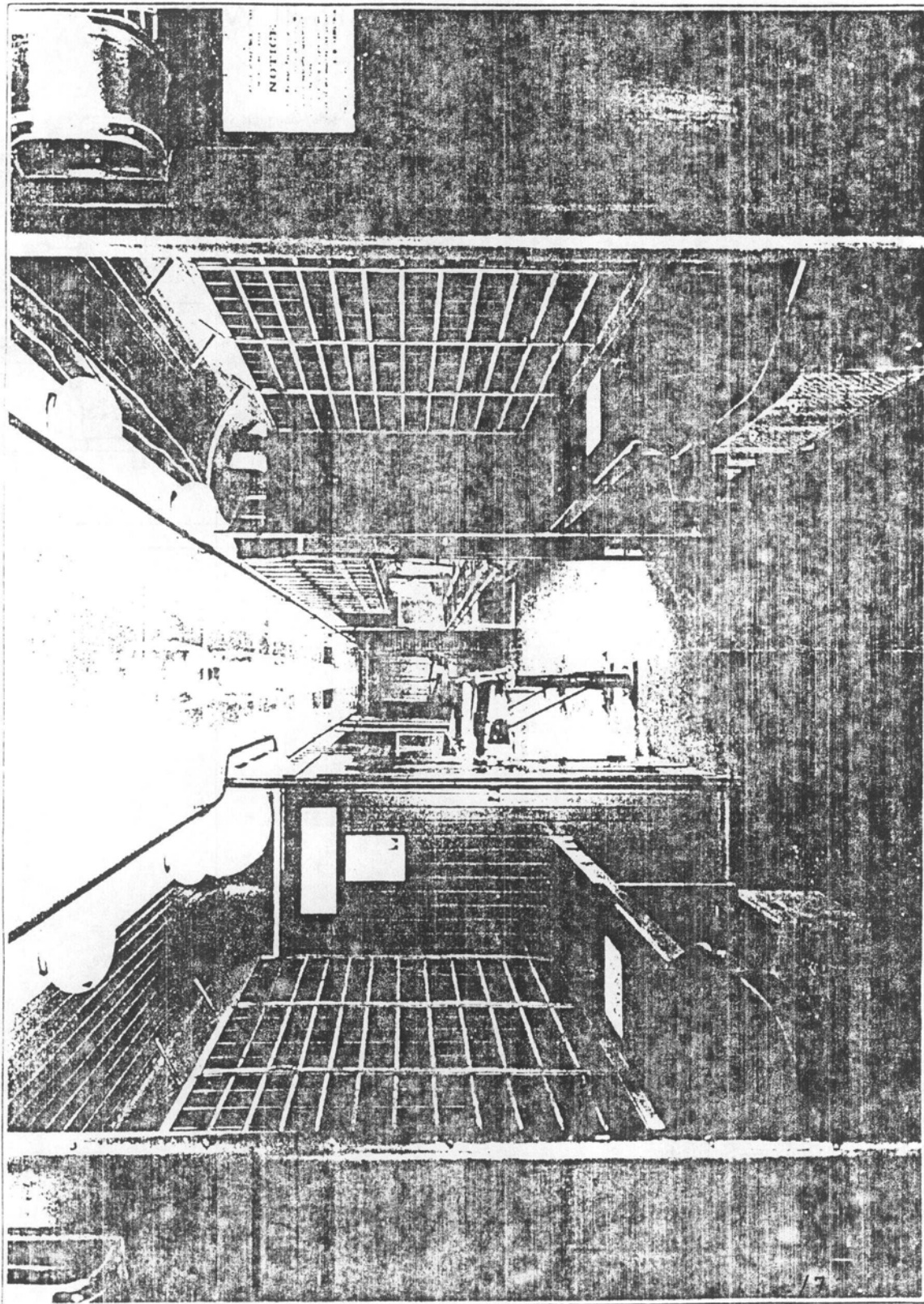
Truck Cross Bolster—Commonwealth. Cast Steel. C.C. &amp; F. Co's Drawing No. Z-221-3215.

Truck Frames—Commonwealth. Cast Steel. C.C. &amp; F. Co's Drawing No. E-984.

Truck Locking Device—Security.

Ventilators—Mudge Peerless.

Wheels—36 $\frac{1}{4}$ " Diameter. Cast Iron Centres. Steel Tires.



INTERIOR OF MAIL COMPARTMENT

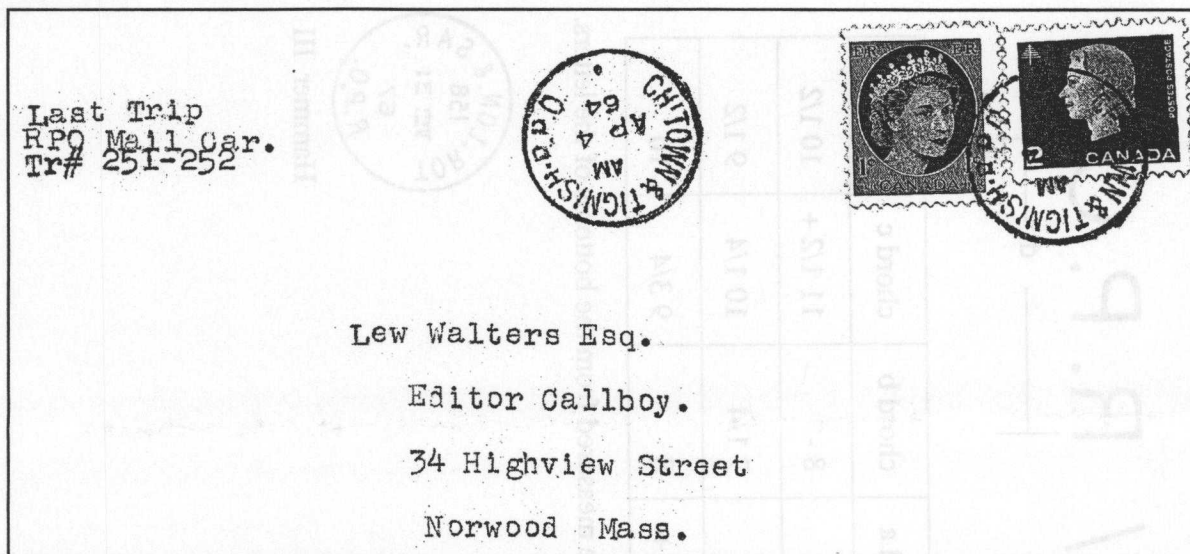
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From Ross Gray

-7-

A "Last Trip" favour cover has a new late date, both for the hammer and the listing, of **MA-53**, Hammer VII.



A previously unknown Type 6 postmark, reading "Train No. / N. B. & Ft. Wm. R. P. O. No. 7, 2, MAR 19" appears as a transit backstamp, struck in violet, on a registered cover to Hamilton, Ontario. The originating post office is unknown; the 10c and 3c Admirals on the front are cancelled with smudges and there is a large (R) postmark, as well as 2 manuscript registration numbers, but no C.D.S. Type 6J (New) RF500. O-190H



The W-114 backstamp and the presence of only 2 manuscript registration numbers on the front, suggest the possibility that the cover originated on the Regina & Canora R.P.O. There is also a HAMILTON, CANADA, MR 21 receiving backstamp. Interestingly, the receiving backstamp lacks a year date and only the W-114 (proofed December 12, 1920) marking tells us that the year is 1921.

**W-103**, Hammers 1 and 2, were proofed May 19, 1913 for the Outlook and Macklin R.P.O., which only operated briefly, until completion of the C.P.R. from Moose Jaw to Macklin. The catalogue lists 1914 as the period and E as the only direction indicium.



An early date and unreported direction indicium for **W-103, Hammer 1**, is seen on this example, used as a transit backstamp on a registered cover, which originated at LUSELAND, SASK, DE 8, 13 and was addressed to the famous Henry Hechler in Halifax. There are two other transit backstamps, **O-221**, OTTAWA & FORT WILLIAM / No. 4, 6, DE 11, 13 and **MA-116**, HALIFAX & St. JOHN R.P.O., E, DE 13, 13. There is no Halifax arrival postmark.



A new early date for listing **Q-125** and two of the three hammers, No. 1 and No. 2. These two transit backstamps are on a SFL from BOBCAYGEON, U.C., Sept 22, 1855 to QUEBEC, L.C., SEP 28, 1855, via EMILY, U.C., 25th Sept. 1855, PORT HOPE, U.C., SP 25, 1855 and STEAM BOAT LETTER, TORONTO CITY, SP 26, 1855, 5.

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# O-355J Hammer Measurements and Characteristics



Hammer	Proof Date	ERD	LRD	Indicia	chord a	chord b	chord c	chord d
I	unknown	05/13/68	03/01/70	155, 158	7	8 -	11 1/2 +	10 1/2
II	unknown	07/03/67	05/30/70	155, 158	6	7 1/4	10 1/4	9 1/2
III	06/27/67	08/20/67	04/23/70	155, 158	6 1/2 +	8	9 3/4	10

Note: Chord "a" is measured from the tops of the letters; chords "b", "c" and "d" are measured from the bottoms of the letters.



Hammer I



Hammer II



Hammer III

This study is based on work originally done by Lewis Ludlow and provided by John Aitken



From Wayne Curtis -

# Iron Road:

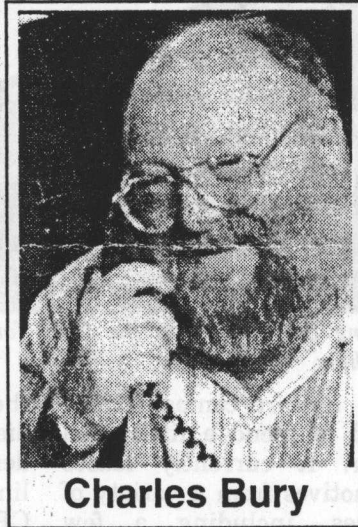
What does a man who calls himself "a hillbilly from West Virginia" have to tell Canadians about running a railway? Nothing that he and his partners aren't also telling their fellow Americans: to make your business grow, give the customers what they want - at a price you can both afford.

And this could be good news for Eastern Townships industries which previously found rail transport to be an undependable luxury that they couldn't afford.

In just three years, Pete Collins and his friends at the Washington-based Iron Road Railways have built it from a holding company with no holdings to become the owner of six separate regional rail lines. Under their former owners all six were losing money; now they're not.

Three of the company's smallish railways - called "short lines" in train jargon - have links to the Eastern Townships. The Canadian-American Railway runs between Lennoxville and Brownsville Junction, Maine; the Quebec Southern Railway now operates between St-Jean sur Richelieu and Lennoxville, and the Northern Vermont Railroad links Farnham and Wells, River, Vt.

The same company also owns and operates the Windsor and Hantsport Railway in southern Nova Scotia, the Bangor and Aroostook (BAR) in Maine, and the Iowa Northland in the U.S. midwest. Iron Road also runs Logistics Management Systems, an intermodal transport agency



Charles Bury

which links rail and trucking customers.

All these lines were bought from previous owners who were losing money - at least so they claimed. Four of them were part of the giant Canadian Pacific Railways, which has spent years telling everyone who would listen that big highways and bigger unions make it impossible to make money with customers shipping or receiving less than a full trainload of a single product at a time.

But sometimes smaller wins. Where CP couldn't hack it, Iron Road plans to make a bundle.

"The most important thing is to establish and maintain good service patterns," says partner Collins, a transplanted southerner who learned to like winter while living in Vermont.

"If you say you're going to do something every day, you do it every day. What the customer wants is consistency. What we want to provide is daily service you can trust."

The steady-service philoso-

From Jim Felton -

## Canada Post Discovery Train

For the second year in a row Canada Post will offer souvenir cancellations aboard the National Museum's Discovery Train as it journeys across the country. The special postal cancellation is of special interest to philatelists and souvenir hunters as shown by its popularity last year. The bilingual cancellation will feature the Official Discovery Train logo and the text will read "Discovery Train/La Decouverte/Canada" with a changeable date. It will be available to visitors of the train only and no mail orders will be accepted at the train or by any agent or office of Canada Post.

The train's displays, which give an overview of Canada's history from pre-historic times to the present, will allow people in smaller and remote communities to see exhibits they would not normally see outside the major urban centers. The chance to have their stamped envelopes cancelled with a special commemorative cancellation will provide visitors with a lasting reminder of a memorable experience.

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### 1980 Discovery Train Itinerary

Port Hastings, N.S./N.-E. May 25-26; Port Aux Basques, Nfld./T.-N. May 28-31.

Kentville, N.S./N.-E. June 2-5; Grand Falls, N.B./N.-B. June 7-9; Hamilton, Ontario June 11-18; Welland, Ontario June 20-23; Windsor, Ontario June 25-July 1; Sudbury, Ontario July 3-6; Kenora, Ontario July 8-10.

Portage La Prairie, Manitoba July 18-21; Swan River, Manitoba July 23-25; Tisdale, Saskatchewan July 27-28; Prince Albert, Saskatchewan July 30-August 1; Saskatoon, Saskatchewan August 3-7; Kindersley, Saskatchewan August 9-10; North Battleford, Saskatchewan August 12-15; Vegreville, Alberta August 17-19; Edmonton, Alberta August 21-26; Hinton, Alberta August 28-31; Port Coquitlam, B.C./C.-B. September 2-7; Richmond, B.C./C.-B. September 9-14; Penticton, B.C./C.-B. September 16-21; Nelson, B.C./C.-B. September 23-25; Lethbridge, Alberta September 27-October 1.

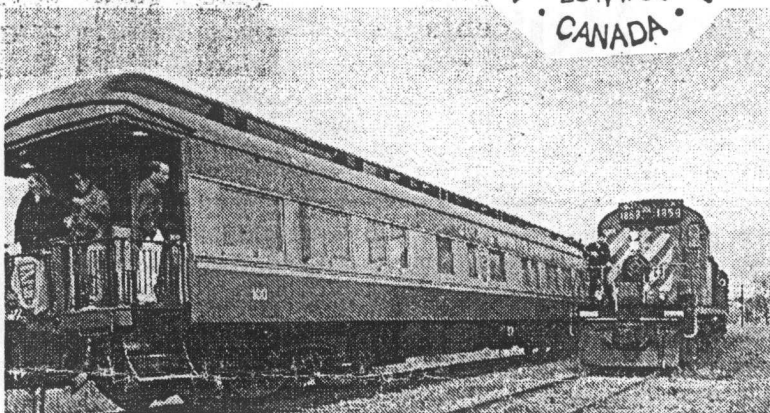
Calgary, Alberta October 3-8; Brooks, Alberta October 10-11; Moose Jaw, Saskatchewan October 13-17; Estevan, Saskatchewan October 19-20; Ottawa, Ontario October 25-November 1.

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phy seems to work as well in the '90s as it ever did before. Iron Road's Bangor and Aroostook was recently named regional railroad of the year in the United States. According to the citation by Railway Age magazine, "in only a year and a half, Iron Road has worked swiftly to modernize the BAR, forge strong bonds with labor, simplify rates, and cut transit times... The revitalization of this proud old Maine railroad is still a story in progress, but the story so far is one that is in the best tradition of entrepreneurial U.S. railroad-ing."

Watch for some of the spirit to rub off on Iron Road's Canadian activities. The company is actively looking for new customers here, has reached a reasonable level of labor happiness with its, ex-CP employees, and now wants to bring passenger trains back to the Townships at least on an occasional basis.



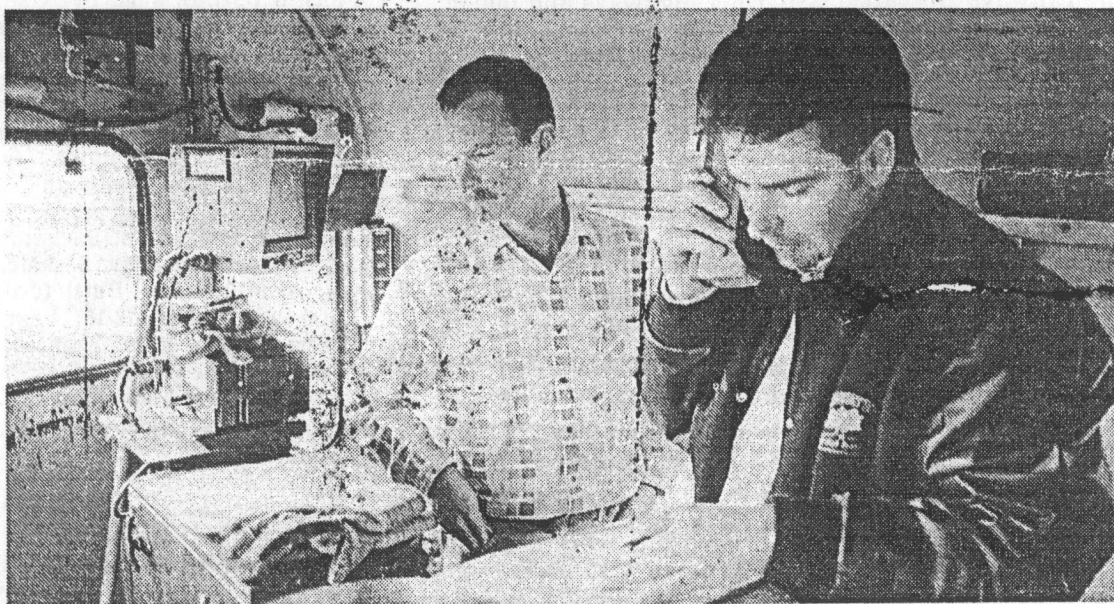
*Moving the engines to the front for return trip from Magog to Farnham*

The upstart company isn't afraid to spend a little cash either. It currently leases locomotives from a variety of sources, including a few ancient rustbuckets from CP. By January they will all be replaced by Iron Road's own fleet of fully rebuilt locomotives.

In keeping with the smaller-is-better idea, Collins says each of the little railways will have its own engines, with their own variation on

the Iron Road theme. BAR diesels will have their own design, while the smaller lines adopt the classic 1950s CP color scheme of maroon and grey with gold trim.

It gets even better than that. Iron Road runs a clean railway. The locomotives will be kept clean and properly painted. That too is quite unlike CPR, which has had a recent clean-up policy of every twenty or thirty years, whether they need it or not.



*Engineers Gary Fausse and Jean Desmaitres keep engines rolling*

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*See you in St John's Bill*