

THE R.P.O. NEWSLETTER

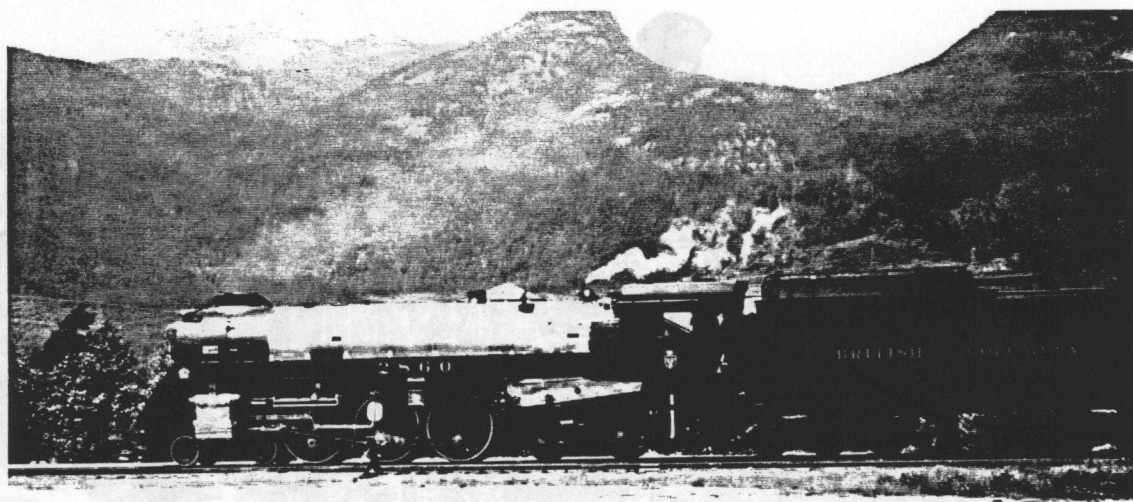
OF THE CANADIAN R.P.O. STUDY GROUP ( B.N.A.P.S. )

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Whole No.135

April, 1988 - 1998

JOINT MEETING OF CALGARY, EDMONTON, AND PACIFIC NORTHWEST REGIONAL GROUPS, BNAPS - Calgary, Alberta, April 24-26, 1998 - This issue is being prepared for distribution at this landmark meeting. We hope to welcome many of our Study Group members there.



Canadian Pacific Railway Locomotive No. 2860 -  
(The Royal Hudson) at Squamish, B.C., June, 1997

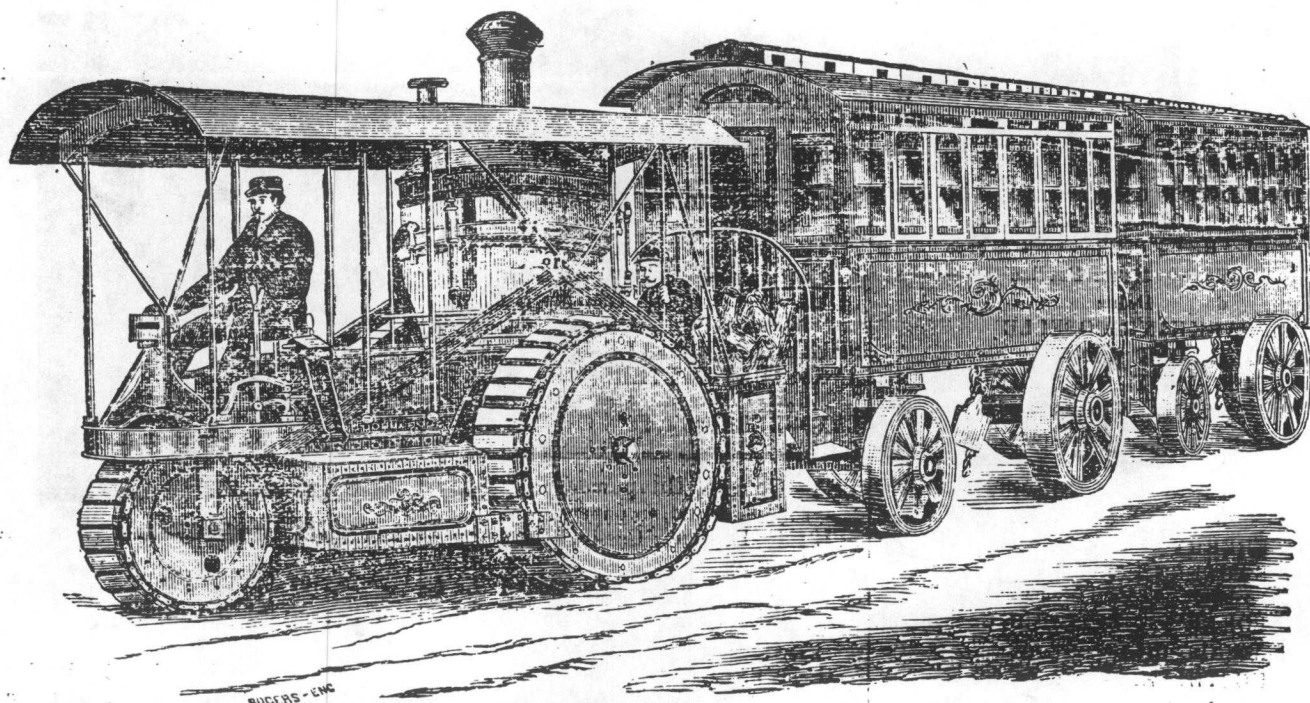
STUDY GROUP DUES - 1997-98 dues became payable at St. John's, and most of you have now paid. According to my records to the date of writing, nine members have not yet paid, and will not be receiving this or future Newsletters. I have written to all of them, so hopefully, most, if not all, will pay up soon. 1997-98 dues remain at \$ 10 Cdn, \$ 9 U.S. or 5 Pounds sterling, whichever is more convenient to members.

CONTENTS - This issue is mainly concerned with Annex 16 to the Catalogue of Canadian Railway Cancellations. It also has some interesting railway items submitted by members, and photos of some members at St. John's. There are no new reports this time.

THURSDAY MORNING, MARCH 23, 1871.

New Advertisements.

# STEAM TO CARIBOO!



## *The British Columbia* GENERAL TRANSPORTATION COMPANY

Will place Four of THOMSON'S PATENT ROAD STEAMERS on the route between Yale and Barkerville in the First Week in April, and will be prepared to enter into Contracts for the conveyance of Freight from Yale to Soda Creek in EIGHT DAYS. Through Contracts will be made as soon as the condition of the road above Quesnelmouth permits.

Rates of Passage will be advertised in due time.

**BARNARD & BEEDY,** Managers,

OFFICE—Yates Street, next door to Wells, Fargo & Co.'s

LEWIS M.LUDLOW

-3-

5001 - 102 Lane N.E., Kirkland, Washington, 98033, U.S.A.

## ANNEX XVI - CATALOGUE OF CANADIAN RAILWAY CANCELLATIONS - 1998

NEW REPORTERS - 329 Kevin O'Reilly 330 A.S.(Sandy)Mackie  
 331 Carleton Smith 332 Keith Dowd

NEW TYPES - 6J - Lettering in double circle. "Train No." at top,  
 Run at bottom. See O-190H

## NEW LISTINGS -

Listing	Cancellation	Type	Tr/Dir	Period	RF	Rep.
Q-31B	J.E.BLAIS / I.Pond & Mont.R.P.O.	5I	11	1/7/39	500	151
Q-40D	H.HAMELIN / LEVIS & CAMP	6E	1	9/24/53	500	151
Q-120P	MONT.& N.BAY / H.A.CROUCH	23	1	12/30/41	500	293
Q-150Aba	MONT.S.FALLS & TOR./ F.E.Bulger,N.C.	12A		12/24/27	500	151
Q-150As	MONT.S.FALLS & TOR./ P.A.ST.JACQUES	12A	36	8/04/53	500	293
Q-202Y	QUE.& COCH.R.P.O./ J.H.SAVARD	17J	12	12/22/42	500	293
O-8C	FROM ARM.STN.& WPG TR___	22	4	7/29/53	500	151
O-62	CHAT.& WALK./ GEO.CHATTAWAY	12A		3/26/13	500	330
O-75N	FT.W.& WPEG./ O.W.O.APPLEBY	6E	4	4/24/42	500	293
O-76Cb	FT.WM.& WPG.R.P.O./ H.V.BARTLETT	17J	2	4/16/42	500	293
O-76Cm	FT.WM.& WPG./ R.P.O./ G.G.McMILLAN	17J	2	5/02/42	500	293
O-107N	HAM.& O'SOUND / C.J.DOBBS	22H	174	7/26/50	500	151
O-107O	HAM & O,S/D, # / W.J.DAVIDSON	22H	174	4/24/?	500	151
O-160E	LON & S'TH TR___/ J.HUTCHINSON	22G	329	7/27/50	500	151
O-186C	NORTH BAY & COCHRANE R.P.O./ R.T.McLAUGHLIN	6E	46	12/21/41	500	293
O-190H	Train No./N.B.& Ft.Wm.R.P.O. No.7	6J	2	3/02/19	500	142
O-295G	PT.ROWAN & HAM.TR___/ C.GEORGE	22G	238	7/28/50	500	151
O-338C	TOR.& FT.WM./ M.H.ST.LOUIS	5H	4	12/23/41	500	293
O-338O	Tor & Fort Wm (No.) G J McIntyre	22C	3	4/14/42	500	293
O-355O	TOR.LON.SAR./ E.WAZYNKWISH	22C	15	7/28/50	500	151



O-357U	TOR - LON & WIN TR____/					
	S.J.BETT	22E	9	7/28/50	500	151
O-416C	TOR WASHAGO	22	109	5/13/65	500	151
O-416D	Tor, Wash	22	109	5/13/65	500	151
W-88B	M.Jaw & Empress R.P.O./					
	M.T.REID	6E	65	5/10/21	500	151
W-97F	NEL.- MID.R.P.O./					
	E.G.KANE	1E	12	7/29/39	500	293
W-172A	WPG.& BINSARTH R.P.O./					
	G.A.ROGERS	17J	52	4/23/42	500	293
W-179X	WPG.& / S.J.SHEA	7B	8	5/30/64	500	151
W-196Ca	WPG.& M.JAW R.P.O./					
	D.AGNEW	17O	4	12/22/41	500	293
W-196Co	WPG.& M.JAW R.P.O./					
	T.A.MILLER	17O	4	2/24/?	500	151
RG-65	P.O.T./ KINDERSLEY / R #	30I	10	5/12/37	500	151
TS-240t	QUEBEC CENTRAL RY./					
	THETFORD MINES	3		1/5/1882	500	151
S-182An	N.F.RY./ S.S.NORTHERN /					
	RANGER	1E		8/30/53	500	151
S-189c	UNION STEAMSHIPS Ltd./					
	S.S.LADY CECILIA (Ham.2)	23C		4/27/39	500	97,151
S-190g	UNION STEAMSHIPS / LIMITED /					
	T.S.S.VENTURE	1A		6/18/31	500	151
S-197A	S.S.CHEAKAMUS / Union					
	Steamships Ltd.	1A		11/30/23	500	97

UNCONFIRMED LISTINGS CONFIRMED -

Q-40A	LEVIS & CAMP.R.P.O./					
	J.C.Z.BELANGER	17J	3	8/2/31	500	151
Q-121B	MONTREAL & OTT./R.P.O.	17H		1/20/48	500	293
O-152C	LON.& O.SOUND /					
	JAS.SUTHERLAND	12A	P.M.	2/6/31	500	151
W-89A	MOOSE JAW & MACKLIN / R.P.O./					
	J.ELLIS	3D	312	8/13/53	500*4.	151
RG-58A	R / L & C / (No.)	30S	604	10/16/45	500#	327

ONLY PROOF KNOWN LISTINGS CONFIRMED -

Nil

CORRECTIONS -

Q-40A	Change J.C.L.BELANGER to J.C.Z.	
Q-150Ab	Change to Q-150Abb	
O-76Cc	FT.WM.& WPG.R.P.O./	
	J.E.COLLIER	Was O-76C
O-155L	Tor.Lon.& Sar.(#15)	Was "and" "#6" 273
O-356	Change"TOP." in Annex XIV to "TOR."	273
W-196Cb	WPG.& M.JAW /H.S.BJARNASON	Was W-196Ca
W-196Ch	/T.HOLLIER	Was W-196Ce
W-196Cl	/W.T.LEE	Was W-196Cb
W-196Cm	/T.A.McDONALD	Was W-196Cc
W-196Cn	/T.J.McLEOD	Was W-196Cd
W-196Cs	/D.STEWART	Was W-196Cq
W-196Ct	/S.J.TUMMON	Was W-196Cf

EARLIEST AND LATEST DATES FOR PERIOD OF USE -

N-18	Latest	1/11/17	No Change	329
N-35	Latest	6/22/21	No Change	151
N-43A	Latest	10/1/27	No Change	151
N-52	Latest	9/2/27	No Change	151
N-62	Earliest	7/17/19	No Change	151
N-68	Earliest(H3)	6/17/33	No Change	151
N-74	Latest	7/30/34	No Change	151
N-81	Earliest(H2)	3/28/88	No Change	151
	Latest (H3)	12/7/97	No Change	151
	Latest (H4)	7/6/98	No Change	151
N-100	Earliest	7/01/30	No Change	151
	Earliest(H3)	11/10/47	No Change	151
	Latest (H3)	5/20/65	No Change	151
N-101	Earliest(H1)	4/24/36	No Change	151
N-105	Latest (H1)	5/11/65	No Change	151
	Latest (H2)	10/25/66	No Change	151
	Latest (H3)	10/4/66	No Change	151
N-106	Earliest	9/20/49	No Change	151
	Latest (H10)	9/15/62	No Change	151
	Earliest(H11)	9/20/49	No Change	151
	Latest (H13)	3/21/64	No Change	151
	Earliest(H17)	2/21/61	No Change	151
	Latest (H17)	3/26/65	No Change	151
MA-9	Earliest	8/8/59	No Change	151
MA-25	Earliest	10/20/16	No Change	151
MA-27	Earliest	7/14/16	No Change	151
MA-53	Earliest.H.II	10/25/17	No Change	156
	Latest. H.II	4/19/19	No Change	213
	Latest. H.III	5/15/41	No Change	213
MA-228	Latest	5/10/80	No Change	151

Q-0	Earliest	9/1/08	RF to 400	151
	Latest	9/14/39	RF to 400	218
Q-125	Earliest	9/27/55	No Change	142
Q-173Am	Earliest	8/27/36	RF to 490	293
Q-218A	Earliest	10/20/41	RF to 450	270
O-69	Latest	7/28/50	RF to 450	151
O-76G	Latest	4/25/42	RF to 490	293
O-79Z	Earliest	8/05/92	No Change	270
O-138E	Latest	11/6/69	RF to 450	293
O-160D	Latest	6/27/50	RF to 490	151
O-190B	Earliest	4/16/42	RF to 490	293
O-190H	Earliest	4/16/42	RF to 490	293
O-192B	Latest	4/02/42	RF to 490	293
O-252	Earliest	9/15/63	RF to 500	327
O-280	Earliest	8/06/20	RF to 425	327
	(Note this is proof date, H1)			
O-294G	Earliest	1/16/10	RF to 500	327
O-295	Earliest	7/17/26	No Change	151
O-338Km	Latest	4/18/42	RF to 450	293
W-30g(#128)	Latest	11/1/21(1st Pd.)	No Change	151
W-30q(#148)	Earliest	9/6/19	No Change	151
W-57Z	Latest	11/12/11	RF to 500	273
W-84Ff	Latest	8/12/53	RF to 490	151
W-103	Earliest	12/8/13(H.1)	No Change	142
	Latest	4/21/14(H.1)	No Change	16
W-106a(#176)	Earliest	2/5/12	No Change	151
W-111a(#180)	Latest	1 12/14/27	No Change	151
	Earliest	2 3/23/46	No Change	151
W-111d(#186)	Earliest	8/5/15	No Change	151
W-111e(#188)	Earliest	2 1/12/43	No Change	151
W-124	Between 1 & 2	12/4/51	No Change	151
	Train 16, Hammer No.1			
W-125T	Earliest(H2)	7/24/09	No Change	273
W-131b(#194)	Latest	7/6/16	No Change	151
W-131E	Earliest	1/23/14	No Change	151
	Latest	10/28/15	No Change	314
W-141Fd	Earliest	12/19/41	RF to 490	293
W-146J	Earliest	9/14/50	No Change	151
	Latest	12/3/54	No Change	151
W-146K	Earliest	4/10/50	No Change	151
W-188A	Earliest	7/26/53	RF to 480	151
W-196Cl	Earliest	12/29/41	RF to 490	293

RR-21	Latest	10/6/86	No Change	151
RR-23	Earliest(H1)	10/13/90	No Change	151
	Earliest(H5)	5/19/95	No Change	151
RR-28b	Latest(H1)	5/23/04	No Change	151
	Earliest(H4)	3/12/88	No Change	151
	Earliest(H8)	2/4/89	No Change	151
	Earliest(H9)	5/20/87	No Change	151
RR-29	Earliest(H2)	7/3/99	No Change	151
	Latest(H2)	3/28/04	No Change	151
	Latest(H4)	9/23/10	No Change	151
RR-52	Latest(H1)	12/1/18	No Change	151
RR-53	Latest	11/17/90	RF to 350	151
RR-56	Earliest	1/11/73	No Change	151
RR-62	Latest	10/1/89	No Change	151
RR-63	Latest	3/21/72	No Change	151
TS-120	Latest	11/10/63	RF to 500	137
E-50	New Year	1/29/47	RF to 350	151
E-60	"	12/27/29	RF to 300	151
E-90	"	8/14/58	RF to 275	151

# TRAIN NUMBERS & DIRECTIONS -

MA-9	59	151
MA-25	199	151
Q-40A	3	151
Q-173Am	19	293
O-190H	1	293
O-338Mb	37	151
O-357Rb	13	151
W-84Ff	311	151
W-89A	312	151
W-103	W	142
W-141Fd	52	293
W-156B	15	151
RR-122, H.II	Blank	213
RR-149	Possible E on side ?	293

ADDITIONAL CLERK LISTINGS -

APPLEBY,	O.W.O.	O-75N
BARTLETT,	H.V.	O-76Cb
BETT,	S.J.	O-357U
BULGER,N.C.	F.E.	Q-150Aba
CHATTAWAY,	Geo.	O-62
CROUCH,	H.A.	Q-1200
GEORGE,	C.	O-295G
HUTCHINSON,	J.	O-160E
McINTYRE,	G.J.	O-3380
McLAUGHLIN,	R.T.	O-176C
McMILLAN,	G.G.	O-76Cm
MILLER,	T.A.	W-196Co
REID,	M.T.	W-88B
ROGERS,	G.A.	W-172A
ST. LOUIS,	M.H.	O-338C
SHEA,	S.J.	W-179X
SUTHERLAND,	JAS.	O-152C
WAZYNKWISH,	E.	O-3550

ADDITIONAL RUNS FOR CLERKS ALREADY LISTED -

BELANGER,	J.C.Z.(was J.C.L.)	Q-40A
BLAIS,	J.E.	Q-31B
DAVIDSON,	W.J.	O-107O
DOBBS,	C.J.	O-107N
HAMELIN,	H.	Q-40D
KANE,	E.G.	W-97F
ST. JACQUES,		Q-150As
SAVARD,		Q-202Y

From the Vernon Daily News, March 31, 1904  
(Courtesy Ken Ellison)

The train surprised everyone last week by coming in twice consecutively without the usual delay at the tank. This week we were not so fortunate. Friday's train spent twenty, Monday's fifteen and Wednesday's twenty minutes before pulling up to the platform. Part of the delay yesterday was caused by shunting. If the mountain will not come to Mahomet, Mahomet must perforce go to the mountain, if the C. P. R. will not accommodate its patrons in this little matter, perhaps the Board of Trade might arrange with them to have the tank brought down to the station.

The engine which the C. P. R. authorities (apparently following out their policy of "any old thing for a branch road with which there is no competition") think adequate to take charge of the growing traffic in the rapidly developing Okanagan district was so overtaxed on Tuesday by the addition of three extra cars of potatoes that it only managed to reach the base of the grade below the station at a snail's pace. The ascent of the grade itself was only accomplished by dividing the train into sections, and pulling each up separately, an operation which consumed from fifteen to twenty minutes.



P.P. Station, Glacier, Canadian Rockies



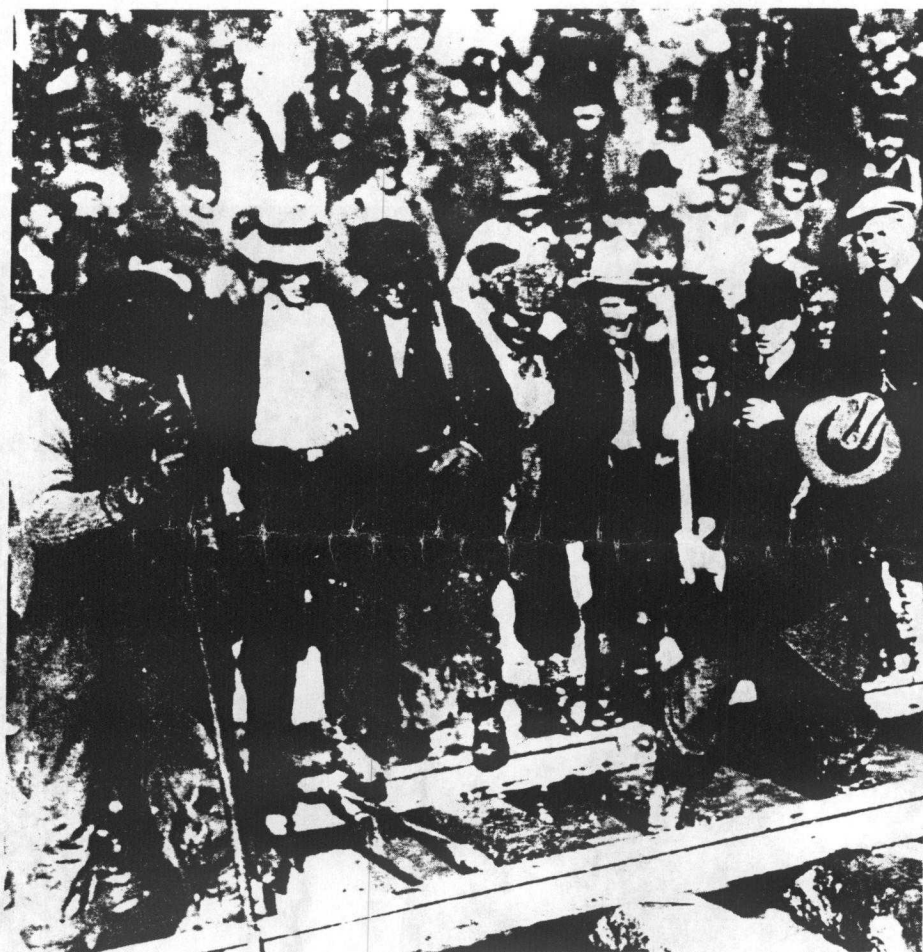
VIGNETTES OF ST. JOHN'S -



Brian Stalker of North Wales who exhibited ten frames of lovely Newfoundland T.P.O.s and received a Vermeil medal. One of several British members who attended and exhibited.

Alf. Peatman of Saint John, N.E. One of our oldest and most faithful attenders at Annual Meetings over the years. He even made it to Vancouver in 1991, and to most conventions in between.

COPYRIGHT - Our printer has advised that enforcement of copyright laws has been tightened, and that he cannot print extracts from current publications without the written approval of the author or editor - so you won't see any of our usual news items this time. We understand that normal copyright expires some 50 years after publication, so we have Ken Ellison's findings from 1904-06, and last time Jim Felton's 1937 data. Post cards from before the 1940s are also apparently all right. Sorry for the inconvenience. .... /10



Driving the last spike on the Grand Trunk Pacific at mile 1372.7 near Fort Fraser, April 7, 1914.

(Courtesy of  
Peter McCarthy)

W.C. Robinson  
8111 - 100th St.  
Vancouver, B.C.  
V6P 1G7

One of the special problems in the mountains was the presence in the Yellowhead Pass of two sets of construction crews, for by this time the Canadian Northern was also building toward the Pacific. While extending their network in the prairies, MacKenzie and Mann had always been conscious of the ultimate need for ocean outlets. Though they had made a modest start in the East with the lines in Québec and Nova Scotia, they had planned to build up a western network that would sustain a full-scale transcontinental system. The precipitant start made by their Grand Trunk rivals had forced them to begin before they were ready, but they set about the task methodically. By 1910 provincial guarantees of bonds had been obtained for new branches in Alberta and Saskatchewan, and for a line through the Yellowhead to Vancouver and Vancouver Island, while Ontario made a grant of two million acres of land along a line between Sudbury and Port Arthur. In the same year MacKenzie and Mann sold some \$65 million of bonds and started work.

From Port Mann, near the mouth of the Fraser, the Canadian Northern Pacific Railway, as the British Columbia subsidiary was named, paralleled the CPR as

far as Kamloops. In the process it had to find a way through Hell's Gate Canyon between Boston Bar and Kamloops, a major feat involving extensive tunneling, the excavation of rock ledges to form the roadbed, and a crossing of the Fraser to stay on the opposite bank from the earlier line. At Kamloops, however, while the CPR continued east, the new line turned north along the North Thompson, following this river almost all the way to Yellowhead Pass. The Yellowhead section involved more difficulties, compounded by the fact that the Grand Trunk Pacific was building through it at the same time, but on January 23, 1915, the last spike was driven at Basque about ten miles south of Ashcroft, British Columbia. The Canadian Northern had achieved transcontinental status.

A year earlier, on January 1, 1914, the last spike had been driven on the line connecting the eastern and middlewestern provinces of Canada. By this time the entire enterprise was in deep trouble. For a start, construction costs had been much greater than estimated: in Hell's Gate Canyon they had reached, in places, a staggering \$350,000 a mile. In Ontario the land grants had turned out to be useless, since any valuable land along the route had already been claimed. Even the flat prairie lines had become uneconomic, as inflation raised construction costs above the value of the traffic. Meanwhile, the Canadian Northern was committed to paying interest on over \$300 million worth of bonds, and in view of the considerable sums still needed, MacKenzie and Mann had no alternative but to seek more government aid.

The government's terms were severe: in return for guarantees on another \$45 million of bonds, they demanded a consolidation of all the partners' interests and a mortgage on the whole company. At this point the task became impossible. Having accepted the government's terms, they had hardly started to sell the new bonds when the First World War put an end to the supply of capital from London; in New York the securities could only be sold at substantial discounts. The government was forced to meet interest payments in accordance with the guarantees and in the steadily worsening situation appointed a royal commission to investigate the company in July, 1916.

*That's all for  
now. Bill.*