



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

THE R.P.O. NEWSLETTER

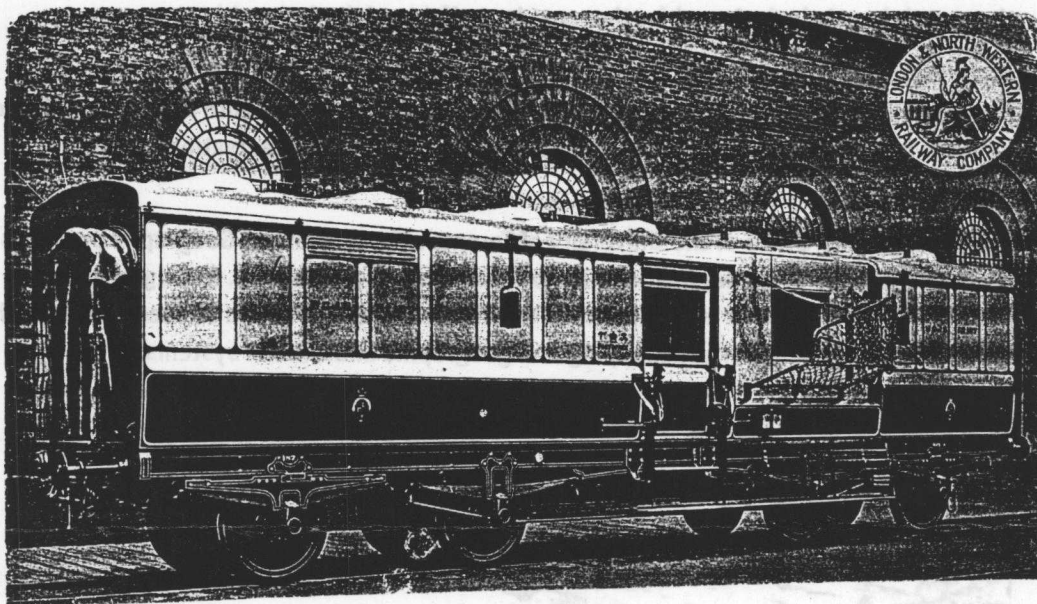
OF THE CANADIAN R.P.O. STUDY GROUP (B.N.A.P.S.)

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Whole No.136

July, 1988-1998

SUMMER EDITION - This issue has been somewhat delayed by your Editor's trip to Israel '98 as Canadian Commissioner, and a most enjoyable visit to Egypt. Megan and I flew from Toronto to Frankfurt on Air Canada, then to Tel Aviv on their partner, Lufthansa. We put the Canadian exhibits in safekeeping with Israel Post, and then flew Tel Aviv to Cairo and return on El Al (the Israeli Airline). These were enjoyable short trips (one hour) but the boarding security arrangements were extremely thorough. After two days in Cairo, we joined a tour group which flew to Luxor on EgyptAir, thence by river boat to Aswan, on to Abu Simbel and back to Cairo by EgyptAir. There were very few tourists because of the shootings by extremists last winter, but we had no problems at all.



A postcard submitted by member John Cheramy - Showing an early 20th Century Travelling Post Office on the London & North Western Railway in Great Britain. Note the catching net.

CONTENTS - The last Issue contained Annex 16 to the Catalogue of Canadian Railway Cancellations. So much new material has been arriving recently, that Annex 17 is included here, along with some supporting material submitted by member Ross Gray, a few century-old clippings from Ken Ellison, and photos of some more members at the St. John's convention last year.

The next issue will include the Annual Reports, and material prepared for the 1998 Orlando Convention.

Lines of Country

-2-

An Atlas of Railway and Waterway History in Canada

This truly outstanding work of research details Canada's present and historic transportation networks. Over twenty years in the making, **Lines of Country** will prove to be a vital reference for many decades to come.

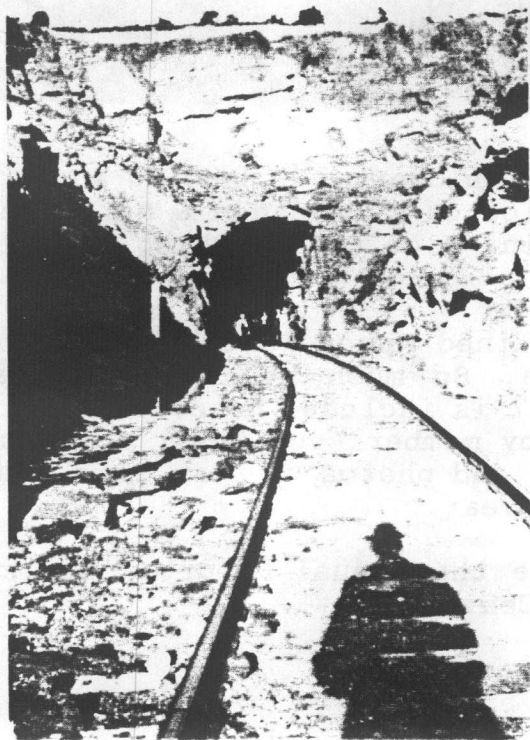
Christopher Andreae is a respected Canadian transportation historian and the president of Historica Research Limited, a heritage consulting firm in London, Ontario. His work has appeared in eight books, and he holds a Masters of Social Sciences degree in Industrial Archaeology from the University of Birmingham (England) and a Masters of Museum Studies from the University of Toronto.

Geoffrey Matthews was the chief cartographer for the University of Toronto until his recent retirement. He has acted as cartographer on more than twenty atlases, including the three-volume *Historical Atlas of Canada*, and the *Economic Atlas of Ontario*, which won the prestigious Leipzig Award for the most beautiful book in the world.

Mark Fram is an architectural consultant, planner, and designer in Toronto. Among his many publications is the Boston Mills Press book *Well-Preserved*. Both English and French editions have become the authoritative references on historic preservation in North America.

The Cartography Office of the University of Toronto's Department of Geography produces maps and atlases of the highest quality for research and publication. Managed by Byron Moldofsky, the office has moved from the traditional hand-drawn and scribed sheets to the leading edge of computerized mapping and geographic information systems.

238 oversize pages
39 full-page colour maps
560 archival and contemporary
photographs, maps and drawings



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ISBN 1-55046-133-8



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WILLIAM G.ROBINSON
5830 Cartier Street, Vancouver, B.C. V6M 3A7, Canada

ANNEX XVII - CATALOGUE OF CANADIAN RAILWAY CANCELLATIONS - 1998

NEW REPORTER - 334 - Leonard H.Belle 335 - Albert R.Govier

NEW TYPES -

4D Amend definition to read - "Like Type 4, except ends of run are joined by single-line arc or arcs, with or without dot in centre." Reporter 95, example of dot is Listing N-47.

5J 'STEAMER' at top, Name at bottom. (presently unique to S-270).

NEW LISTINGS -

Listing	Cancellation	Type	Tr/Dir	Period	RF	Rep.
N-45A	T.P.O./ NEWFOUNDLAND	3F	-	7/31/20	500*	107
MA-13f	CAMP & LEVIS / A.C.FORTIER	22H	2	11/26/47	500	151
MA-132B	HALIFAX & SYDNEY, DAY / W.L.TOTTEN	7B	5	3/19/ ?	500	151
Q-13T	DOR.VAUD.& CORN /QUE	22B	58	10/11/66	500	179/ 151
Q-31Z	DE L-F & V-JCT TR 35 / FERNANDO.LEMIEUX	22J	35	5/24/47	500	258
Q-253Z	RIV.A.PIERRE & ALD.JCT.R.P.O.	17	385	11/6/25	OPK	151
Q-266A	C.E.WINCH / ST.ALB.& BOS.R.P.O. (U.S.Rwy.M.C.)	18A	332	11/27/37	500	151
Q-304Z	TROIS RIVIERES & GRANDES PILES R.P.O.	17	E	3/03/14	OPK	151
O-232A	OTT.& MAD. / J.F.BRUNET	7B	90	6/9/31	500	179/ 151
O-261-D	OTTAWA & TORONTO / D.W.MACKAY	7B	34	11/14/38	500	151
O-294H	PORT HUR.& CHI.R.P.O. / LEE W. DAVIES (U.S.Rwy.M.C.)	3E	6	3/9/61	400	151
O-297B	PRESCOTT & OTTAWA / M.W.MUSGROVE	17J	PM	11/14/38	500*	179/ 151
O-338Maa	TOR.& FT.WM./ O.C.ANTHONY	22H	6	5/2/55	500	151
O-414Bs	TOR.& SUD./ G.R.SOUTHORN	22H	4	7/22/60	500	151
O-414Cb	TOR.& SUDBURY / (Name Removed)	7B	3	4/25/65	500	293
O-415	TOR & SUD / (Name Removed) / (Date)	22A	4	4/13/65	500	293

W-77Dw	Med.Hat & Nel.R.P.O. / E.O.Williams, M.C.	17J	514	4/25/12	500*151
W-83Ml	M.H.& N./ A.LUST	23A	11	1/7/47	500*151
W-85E	MOOSE JAW & CAL./O.T.DEAN	23A	4	1/12/41	500 334
W-89Cr	Moose Jaw & Macklin R.P.O./ J.B.REEVES	7B	311	11/25/14	500*291
W-91M	?W.COUSINS / M.JAW & SHAUN. R.P.O.	6E	319	6/28/23	500*151
W-102U	NOR.PORT.& M.JAW R.P.O./ No.1	6B	E	2/11/21	500*142
W-112Gk	P.G.& P.R. R.P.O./ E.G.KANE	1E	196	1/7/47	500 151
W-149B	SOURIS & REGINA R.P.O./ J.N.DOW, R.M.C.	3D	56	2/17/12	500 179
W-196Gfa	(WPG.& M.JAW removed) / HUXLEY FRENCH	1E	6	6/29/66	500 151
W-196M	WPG.& M.JAW LOCAL R.P.O./ W.F.EAGLE, R.M.C., W'PEG.	8E	East	5/28/10	500*151
W-196L	WPG.- M.JAW /L.H.PATTERSON	22E	3	6/5/?	500 151
W-207C	TRAIN No./ Wpeg. & S.River R.P.O.No.4 (HP 5/30/19)	5I	16	9/30/20	500*142
W-211D	WPG.& YORKTON R.P.O./ P.HARRISON	8E	100	1/6/24	500*151
TS-6	SUP'T R'Y M'L SERVICE / MONTREAL	3D	-	?	500 151
TS-188t	NF.RY./ TERRA NOVA	1E	-	?/24/40	500 335
TS-196	NORTHERN ALBERTA RAILWAYS / ???? / E.W.BYFORD / TR.23 / LAC LA BICHE - WATERWAYS RTE.	22C		12/6/32	500*329
TS-337	EUDORE I.BILODEAU / RAILWAY MAIL CLERK / QUEBEC	22D		3/27/22	500 151
S-102Ab	BRITISH COLUMBIA / COAST SERVICE / PURSER'S OFFICE / S/S PRINCESS ALICE	1J		8/1/17	500 97
S-135r	CAN.PAC.RY. / PRINCESS OF / VANCOUVER	1J		8/27/56	500#272
S-178	MORAVIAN MISSION / S.S."HARMONY" / * LABRADOR *	3		11/2/10 - 11/3/14	500 329
S-270	STEAMER / St.LAWRENCE	5J		9/27/73	500*258

UNCONFIRMED LISTINGS CONFIRMED -

O-385Qd T & NB / W.TURNER 22G 46 11/3/60? 500 151

ONLY PROOF KNOWN LISTINGS CONFIRMED -

RR-101 MASSAWIPPI VALLEY RY./M.C. 9E 1/4/92 500*142
(H.1, HP 8/2/86)

CORRECTIONS -

N-68 HIII - ERD 12/31/00. Error in Annex XVI.
N-100 Earliest (Annex XVI) 07/01/30 is HIII.
N-106 Earliest (Annex XVI) 09/20/49 is HIII.
MA-13 Change to MA-13m (Additional Listing)
MA-25 Cancel ERD 10/20/16 (Annex XVI). Is actually 1919.
MA-136b Change entry in Annex XV to MA-146b
MA-228 Latest (Annex XVI) 05/10/80 is HII.
Q-93K Change entry in Annex XV to Q-93k.
Q-125 Earliest 09/27/55 (Annex XVI) is HI.
Q-269A Change to Q-249A (Error in Annex XV)
O-192B Delete 04/2/42 LRD. Is for W-192B.
O-252 De-list. Is worn O-250.
O-280 Change entry in Annex XVI to O-282.
O-384Aa Change wording to TOR.& NORTH BAY R.P.O./ W.LYNCH 179
O-414C Change to O-414Ca (Additional Listing)
W-24E Change to CALGARY & VANCOUVER (Error in Annex XV)
W-77D Change to W-77Db (Additional Listing)
W-89C Change to W-89Cm (Additional Listing)
W-192B Change LRD to 04/2/42 (Was O-192B, Annex 16)
RR-21 LRD 10/06/86 (Annex XVI) should be for RR-4.
TS-60m Change to TS-60ja (Error in Annex XV)
S-102A Change to S-102Aa (Additional Listing)

DELETIONS -

O-252 Is worn hammer of O-250.
TS-330 Not a R.P.O. marking. This is a Montreal City marking used in a city office (possibly at Windsor Station) by City Clerk No.357, not on Train No.357.

EARLIEST AND LATEST DATES FOR PERIOD OF USE -

Listing	Status	Date	New RF	Reporter
N-93	Earliest	9/29/49	No Change	151
N-120	Latest	5/19/31	No Change	151
MA-9	Latest	1/17/63	No Change	151
MA-53	Latest (H7, 1st Period)	4/24/28	No Change	258
MA-59	Earliest(H2)	12/29/48	No Change	258
MA-63	Latest	12/29/82	No Change	146
MA-125	Latest (1st Period)	8/23/27	No Change	258
MA-131a	Earliest(H1)	1/8/14	No Change	258
MA-152	Latest	11/12/54	No Change	151
MA-255	Earliest(H1)	9/12/00	No Change	258
Q-8A	Latest	9/02/13	No Change	151
Q-40B	Earliest	12/26/13	No Change	151
Q-43B	Earliest	6/03/12	No Change	151
Q-45A	Latest	4/24/18	No Change	151
Q-52Cc	Earliest	5/03/12	No Change	151
Q-52Da	Latest	4/06/11	No Change	151
Q-76B	Earliest	1/06/31	to 450	334
Q-77B	Earliest	6/01/31	No Change	151
	Latest	2/03/37	No Change	151
Q-82A	Earliest	4/09/31	No Change	151
Q-103	Earliest	5/04/59	No Change	151
Q-119Ab	Earliest	10/9/35	No Change	151
Q-121A	Latest	4/06/99	No Change	151
Q-263A	Latest	7/21/23	No Change	151
O-6	Earliest	3/17/08	No Change	151
O-165	2nd Per.	2/19/50	No Change	258
O-338G	Latest	5/31/55	No Change	151
O-357E	Earliest	2/1/61	No Change	151
O-357F	Earliest	8/16/60	No Change	151
O-357G	Earliest	5/15/61	No Change	151
O-357J	Latest	9/28/60?	No Change	151
O-384Aa	Earliest	10/30/54	No Change	151
O-385H	Earliest	3/10/45	No Change	151
O-385Qb	Latest	8/15/60?	No Change	151
O-414A	Latest	10/18/60	No Change	151
O-425B	Earliest	4/1/67	No Change	293
	Latest	2/3/68	No Change	16

EARLIEST AND LATEST DATES FOR PERIOD OF USE - (Continued) -

W-23T	Latest	8/09/07	No Change	151
W-27c	Earliest	8/6/43	250	151
W-27h	Earliest	12/9/50	350	151
W27Ea	Latest	12/25/51	400	151
W-38F	Latest	3/6/60	No Change	151
W-74A	Earliest	2/24/10	No Change	151
W-86E	Earliest	1/4/30	No Change	291
W-102H	Latest	5/18/61	No Change	151
W-102O	Latest	1/15/56	No Change	151
W-111a	Earliest	(2nd Period, Orn.#180)		
		11/20/43	No Change	142
W-120B	Latest	2/25/55	No Change	151
W-158A	Earliest	12/8/47	No Change	151
W-161J	Earliest	10/21/22	RF to 400	293
W-180Cb	Latest	3/23/70	No Change	151
W-180Dc	Latest	12/14/54	No Change	151
W-180K	Latest	10/5/55	No Change	151
W-193B	Latest	5/13/65	No Change	151
W-196Gf	Latest	9/6/57	No Change	151
W-196H	Earliest	11/17/67	No Change	151
W-196I	Only	5/14/?	No Change	151
RR-29	Earliest(HI)	06/27/93	No Change	142
	Earliest(HII)	06/29/99	No Change	142
	Latest(HII)	06/20/07	No Change	142
	Latest (H3)	09/23/10	No Change	142
RR-42	Latest	10/19/14	450	291
RR-136	Earliest	6/25/85	No Change	246
RR-193	Earliest	2/17/72	No Change	151
S-220	Latest	2/10/63	No Change	151
E-15	New Year	1948	No Change	142

TRAIN NUMBERS & DIRECTIONS -

Listing #	Dir./Tr.No.	Reporter
Q-76B	80	334
O-384Aa	46,47	151
W-27D	6	327
W-26-Oc	5	327
W-180Dc	124	151
W-193	44	327
W-196Ga	7	151

ADDITIONAL CLERK LISTINGS -

O.C. ANTHONY	O-338Maa
EUDORE L. BILODEAU	TS-335
J.F. BRUNET	O-232A
E.W. BYFORD	TS-196
? W. COUSINS	W-91M
LEE W. DAVIES	O-294H (U.S.Rwy.M.C.)
W.F. EAGLE	W-196M
A.C. FORTIER	MA-13f
P. HARRISON	W-211D
J.R.F. LEMIEUX	MA-31Z
A. LUST	W-83Ml
D.W. MACKAY	O-261D
M.W. MUSGROVE	O-297B
J.B. REEVES	W-89Cr
W.L. TOTTEN	MA-132B
E.O. WILLIAMS	W-77Dw
C.E. WINCH	Q-266 (U.S.Rwy.M.C.)

ADDITIONAL RUNS FOR CLERKS ALREADY LISTED -

O.T. DEAN	W-85E
J.N. DOW	W-135B
E.G. KANE	W-112Gk
L.H. PATTERSON	W-196L
G.R. SOUTHORN	O-414Bs

16th Draft 1 July 1998



From the Vernon Daily News, April 21, 1904
(from Ken Ellison)

A New Northern Railway.

Victoria, April 16—Representatives who claim to be backed by Mr. C. H. Harriman and the Union Pacific Railway, have been here during the week having a conference with the Government and Board of Trade. They are working with the incorporators of the Cowichan Valley Railway, with which it is proposed to connect by ferry from Port Angeles, prolonging the line to northern end of Vancouver Island, and thence connecting with Alaska and the north.

From the Vernon Daily News, January 12, 1905
(from Ken Ellison)

EDITORIAL CLIPPINGS.

A MOLASSES TRAIN.

If the newspapers of the Valley will stand true to the Valley's interests, they will advertise the C. P. R.'s jerk water methods every week so long as it is imposed on us. To advertise the fact that the Okanagan is pestered and hobbled by a molasses train service, is not so bad as to submit to the unwarranted service like senile slaves. We can stand the joke being on us now. It will be on somebody else after a while.—Edenograph.

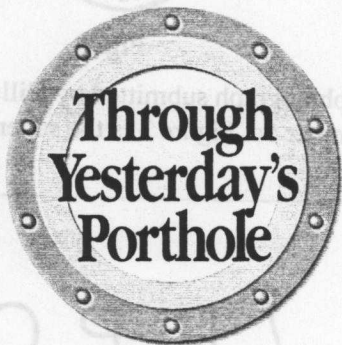
OFFERED THEM A TOW.

The train for the south has to stop at Larkin nearly every trip. Oh, no; it is not to pick up freight, although even Larkin is being boomed (?) by the tri-weekly service. It is only to get up steam so it can continue on its way. Bob Allison asked the train crew for a job towing the train up the grade with his team, but was refused. It is presumed they will get off and push, if found necessary.—Armstrong Advocate.

Our Member and frequent contributor, Horace Harrison, OTB, Chief Judge at BNAPEX St. John's August, 1997.



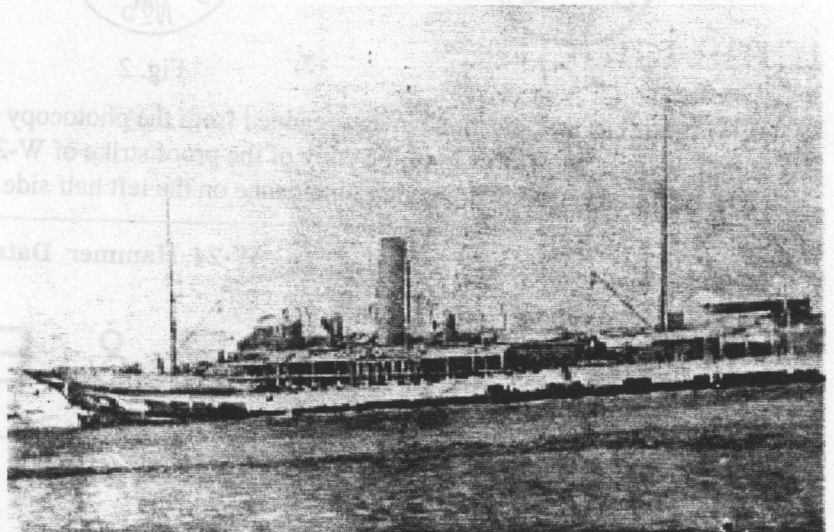
Our Members C.A. Stillions, OTB and Ken Ellison, OTB at BNAPEX St. John's, Newfoundland, August, 1997.



While 1998 marks a celebration of 100 years of continuous ferry service between Newfoundland and Nova Scotia, March 24th marks a bleak anniversary in the company's history.

On that date the SS Bruce, the beloved ship that launched our service ran aground on Main-a-Dieu near Louisbourg, Nova Scotia. Two men were drowned while helping launch the lifeboats. In her 13 years of service the Bruce made over 2,000 round trips, carrying about 350,000 passengers, but the casualties at Main-a-Dieu were the only ones the Bruce had seen.

But even as she was breaking apart the Bruce brought out the best of the human spirit. It is thought that the casualties would have been much higher if it weren't for the valiant efforts of both crew and passengers.



The Bruce aground on March 24, 1911

Here's how Harry Bruce's *Lifeline* described the wreck.

She left Port aux Basques on Thursday, March 23, 1911, with 123 passengers, more than the usual number in late winter. She was bound not for North Sydney, which was icebound, but for Louisbourg, on Cape Breton's southeast coast. For most of the passage, she resolutely steamed through thick, close-packed ice and a heavy sea. Around 2 a.m., she broke clear of the ice, and Captain Richard Drake figured she was twenty miles northeast of Scatarie Island, which lay between the Bruce and Louisbourg Harbour. Winter sometimes does deceptive things to the shape of that coast. Drake headed for what he thought was the harbour and at that moment a

blinding snow squall roared up out of the blackness and enveloped the Bruce. No one could see anything beyond her rail but a white swirl. The assault stopped, and dead ahead lay what appeared to be field of ice. It was not. It was the shore. Seconds later, at 4:45 a.m., March 24, 1911, the beautiful Bruce drove herself onto a mess of rocks.

One can only imagine the range of emotions that people went through that fateful night. Some panicked, some calmly accepted that they might die and yet others broke into song.

Miraculously after several hours of struggling for life all but two of the 123 passengers were saved.

From Ross Gray

I was preparing a hammer study of the CALGARY & EDMONTON listings and scanning copies of proof strikes or actual strikes to illustrate it. For listing W-20A, CALGARY & EDMONTON R.P.O. / No. (formerly W-23F), there was no proof strike available. I checked my reference material and found that Lionel Gillam had reported an example and had sent a photograph to Jim Lehr for inclusion in the June, 1980 issue of the R.P.O. study group newsletter.

The photograph shows an apparently clear strike of the error and I proceeded to scan the photocopy of the photograph. Having made the scan, I then began to clean up the image by removing the background image of the stamps. Looking at the greatly enlarged image, I noticed that there was rim damage to the hammer and that the letters and rim were thickened, as happens with wear. This hammer's condition was not consistent with a rarely used device. I also observed that the impression of the rim in the lower, right quadrant was doubled and misaligned. Then it was obvious that the strike was substantially narrower than it was tall and that the error was only a convincing illusion caused by a bounced strike or two half strikes of W-20, Hammer 5c.



Fig. 1



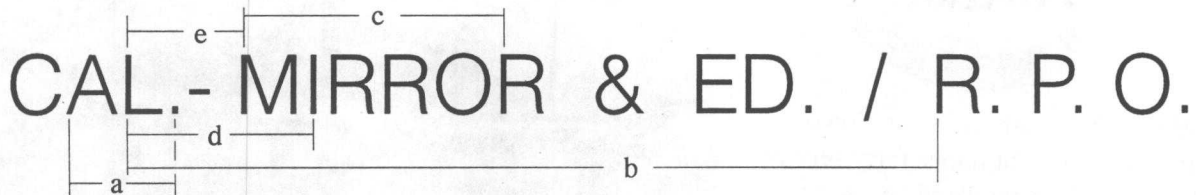
Fig. 2



Fig. 3

Figure 1 is the "cleaned" image scanned from the photocopy of the photograph submitted by Gillam. Figure 2 is the scanned image of the copy of the proof strike of W-20, Hammer 5c. Figure 3 is the superimposition of both images, showing good coincidence on the left half side.

W-24 Hammer Data



Hammer	a	b	c	d	e	Proof Date	ERD	LRD	Indicia
I	4 1/2 -	11 1/2 -	13	6 +	4 3/4	03/09/48	03/20/48	07/27/53	13, 14
II	4 3/4	11 1/2 +	13 1/4	6 1/2 +	5 1/2 +	03/09/48	unknown	unknown	unknown

Chords "a", "b" and "d" are measured from the bottoms of the letters; chords "c" and "e" are measured from the tops of the letters. Measurements of Hammer II chords are made from copies of the proof strike and are therefore approximate.

Hammer I



Hammer II



This Calgary-Edmonton run via Mirror on the C.N.Ry. only lasted about 5 years. On the other hand, the Calgary-Edmonton run via the Calgary & Edmonton Railway, leased by the C.P.Ry. in 1904, operated for about 60 years and saw 20 or more steel cancelling devices. The hammer study for that route follows.

05-30-98

That's all for now. Bill

W.G. Robinson
5830 Cartier St.
Vancouver, B.C.