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5830 Cantler St
Vancouver, B.C.
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THE R.P.O. NEWSLETTER

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

Volume 27 - No.5

Whole No.142

June, 1999

ROYAL.1999.ROYALE - This Newsletter is being prepared in time for the Annual Convention and Exhibition of the Royal Philatelic Society of Canada - which is being held in Fredericton, New Brunswick, from 28 to 30 May, 1999.

MEMBERSHIP - We welcome new member Joseph W.Nolan, Box 2263, Florence, OR, 97439, U.S.A., and congratulate long-time member Jack Wallace and wife Bev who have just enjoyed a round the world cruise.



Locomotive DOLGOCH, at Dolgoch Station, Tallyllyn Narrow Gauge Railway, Tywyn, Gwynedd, North Wales.

THE GREAT WESTERN BOURSE - Richmond, B.C., 12 - 14 February 1999 - This excellent bourse was held in the Richmond Inn from Friday to Sunday. Among the dealers noted there were our members Bill Longley, Jim Miller, and Hank Narbonne. We also noted members Ron Battersby, John Cheramy, Hugh Delaney, Ken Ellison, John Keenlyside, Ian Mowat, Bob Spencer, and Alec Unwin. Hope I didn't miss anyone. Quite a bit of material was in evidence, and all the visitors enjoyed the outing. Dealers were present from all over Canada and the western United States.

CATALOGUE UPDATING - Chris Anstead has been entering data from the 1982 Catalogue and all Annexes to date with the objective of issuing a new Catalogue in due course. If you have any thoughts, please contact Chris, Jim Felton, Ross Gray, or the Editor. .../2

From The Vernon "Daily News" -

Courtesy of Ken Ellison

September 12, 1895 -

County Court Notice.

NOTICE IS HEREBY GIVEN that a sitting of the County Court of Yale will be holden at the Court House at Vernon

On Monday, October 21st, 1895,

At the hour of 11 o'clock in the forenoon.

By Command.

J. A. MONTEITH,

Government Office, Vernon, B.C., July 24th, 1895. R. C. C. 220-131

Lake View House,

E. FORRESTER, PROPRIETOR.

Sicamous, B.C.

Boats for Tourists, Sportsmen, etc.



THE CHEAPEST, SAFEST AND MOST
Direct Route!

TO EASTERN AND WESTERN POINTS.

Courteous and Obliging Employees.

AN EXCELLENT DINING-CAR SERVICE.

Free Colonist Cars on Every Train.

Local Time Card.

TRAINS carrying Passengers, Freight and Express, will run as below, connecting with main line trains at Sicamous.

DAILY EXCEPT SUNDAY.

GOING SOUTH.	A.M.	GOING NORTH.	P.M.
Sicamous.....	7.35	Okanagan Land'g	14.30
Mara.....	8.10	Vernon	14.50
Enderby.....	8.40	"	dep. 16.05
Armstrong.....	9.10	Larkin	16.30
Larkin.....	9.30	Armstrong.....	16.50
Vernon.....	9.55	Enderby	17.20
"	dep. 10.05	Mara.....	17.50
Okanagan Land'g	10.25	Sicamous	18.25

Str. Aberdeen connects with trains on Mondays, Wednesdays and Fridays, and returns from Pentiction on the following days.

For maps, pamphlets, etc., and full information, write

E. COULET, Agent S. & O., Vernon. G. McL. BROWN, Dist. Pass. Agt., Vancouver.

Kettle River Stage Line

Carrying Mail and Passengers between PENTICTON and GRAND FORKS (Kettle River).

Leaves Pentiction on Thursdays at 6 a.m., arriving at Grand Forks on Saturdays at 6 p.m. Returning, leaves Grand Forks on Mondays at 6 a.m., arriving at Pentiction Wednesday at 6 p.m.

FARE: From Pentiction to Camp McKinney, \$5.00; Itock Creek, \$6.50; Midway, \$7.50; Boundary Falls, \$8.00; Grand Forks, \$10.00. Return, the same.

Connects at Pentiction with the C.P.R. Steamer "Aberdeen."

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M. MILLER, PROPRIETOR.

February 1, 1894 -

Spokane Falls & Northern

—AND—

Nelson & Fort Sheppard

Railway.

—O—

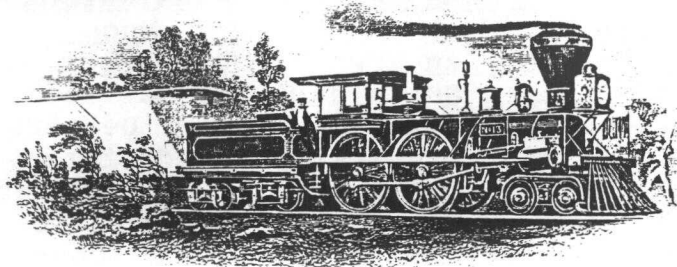
To Take Effect January 8th, 1894.

—O—

Going North. 11.50 A.M. **MARCUS.** Going South. 12.40 P.M.

Commencing January 8th, 1894, on Wednesdays and Saturdays trains will run through to Nelson, B.C., arriving there at 5.40 p.m. same day, making close connections with Steamer "Nelson" for Kaslo and all Kootenay Lake points.

Returning, will leave NELSON at 7 a.m. on Tuesdays and Fridays, arriving in Spokane at 5.30 p.m. the same day.



WILLIAM G.ROBINSON
5830 Cartier Street, Vancouver, B.C. V6M3A7, Canada

ANNEX XVIII - CATALOGUE OF CANADIAN RAILWAY CANCELLATIONS - 1999

NEW REPORTERS - 336 - Colin Troup 337 - Jonathan Cable

NEW TYPES -

5K Circular date printer with arrow, enclosing three lines with Month and Year / Train No./ Clerk Name. Currently known for O-356Z.

NEW LISTINGS -

Listing	Cancellation	Type	Tr/Dir	Period	RF	Rep.
MA-12Z	C & L Tr. / R.L.Gagnon	22H	59	7/20/59	500	151
MA-13	CAMP & LEVIS / M.MOISAN	22H	3	3/21/61	500	151
MA-65A	HALIFAX BR. & YAR. / R.P.O. / J.N.MARSHALL	21F	285	2/20/59	500	151
MA-96A	HX.-C'TON R.P.O. / D.W.UPTON	22H		4/02/70	500	160
MA-173B	MON & CAM / F.J.ROY	22H	626	9/30/59	500	151
MA-198	ST.JOHN & BVILL / V.J.DAIGLE	22H	41	9/03/60	500	151
MA-203C	St.John & Edmondston R.P.O. / H.R.Dayton	7B	154	12/22/48	500	258
MA-223A	FROM ST.JOHN & MONTREAL / E.C.KAINE	22E	41	8/20/?	500	151
Q-36A	P.A.J.PELLETTIER / Levis & Campbellton R.P.O.	7E	2	11/21/32	500	151
Q-40D	De L.C. / J.A.Cloutier	22J	59	8/16/49	500	258
Q-102C	MTL & KING /ONT (probably a U.S.Marking)	22B		4/21/65	500	160
Q-120J	MONT. & N.BAY / L.A.JOHNSTON	3A	2	9/01/49	500	258
Q-151F	MONT. S.FALLS, TOR. / FOY GULICK	12A	35	7/21/59	500	151
Q-156Cb	MONTREAL & TORONTO R-P-O / (Name Removed)	5H	19	1/25/60	500	151
Q-167F	MONT & TOR (Tr.)	22B	17	11/8/60	500	151
Q-171Bs	MONT. & TOR. / M.SWARTZ	22H	3	5/14/49	500	258
Q-171Dg	C.GURNEY / M-T (Tr.)	22I	14	7/15/?	500	160
Q-171F	M. & T. (Tr.)	22B	5-9	6/18/46	500	151
Q-171G	FROM M & T (Tr.)	22F	17	1/24/?	500	151
Q-171H	M & T / B.DESPANOIS	3A	5-9	5/30/59	500	258
Q-171J	M & T / R.GOBEL	22H	14	7/09/49	500	258
Q-172A	MTL. & TORONTO / A.PATENAUDE	12A	5-9	7/15/59	500	151

Annex XVIII - NEW LISTINGS (Cont'd) -2-

O-75w	FT.WM.& WINNIPEG / L.A.WINTERS	17J	1	12/22/56	500	151
O-76J	J.A.CRESSEY / FT.WM.& WPG. R.P.O.	7E	8	1/17/48	500	258
O-76N1	FT.WM.& WPG./ E.A.C.La RIVIERE	1E	6	7/14/59	500	151
O-76Nv	FT.WM.& WPG./ A.G.VEAROYE	1E	4	6/17/42	500	151
O-1070	HAM.and OWEN SD. R.P.O./ K.N.IVISON	22H	174	1/8/?	500	258
O-159M	LON-STH / BOB SAGE	22H	170	3/07/49	500	258
O-197C	North Bay & S.S.Marie / A.M.Dupuis	5H	5	4/25/33	500	336
O-202C	North Bay & Timmins	22	18	5/15/55	500	151
O-271B	Palm & Kinc Tr___ / R.R.Wanamaker	22H	26	10/28/?	500	151
O-330Z	SUD.FT.WM.(Tr.)	22	8	2/01/61	500	151
O-338No	Tor.& Ft.Wm.(Tr) / L.R.OBrien	22G	6	6/04/55	500	151
O-338T	FROM TOR.FT.WM. TR..	22E	6	5/07/55	500	151
O-338U	T.& FT.W./ W J DODD	22H	4	1/10/49	500	258
O-350F	TOR.HAM.LON. / W.E.McDONALD	22H	80	8/21/59	500	151
O-356Z	TOR LON & WIND / TR / RAY ROBINSON	5K	9	11/20/61	500	336
O-357WW	TOR.LON & WIND./ A.K.COPELAND	23A	10-14	9/8/57	500	151
O-357Z	TOR.- LON.- WIND./ M.E.TREVAIL	7B	9	2/16/62	500	336
O-378Am	TOR & NIA.FALLS / P.L.McCALL	7B	105	4/04/?	500	151
O-385Ct	TOR.& NO.BAY, R.P.O./ K.E.THOMPSON	17J	47	4/13/33	500	151
O-385Gma	TOR.& N.BAY / C.E.McCONKEY	12A	46	4/04/33	500	151
O-385T	T & N.B. - (Tr.)	22B	46	4/22/55	500	151
O-385U	Train / R.S.WEST	22G	46	10/25/?	500	151
O-415A	TOR.& SUD. / V.C.COOPER	12A	3	11/11/60	500	151
W-85F	Moose Jaw & Calgary / L.H.KERR	12A	96	5/01/11	500*	151
W-102U	N.Portal & M. Jaw / A.LeClaire	5H	13	2/16/26- 3/02/27	500*	151
W-129B	RIVERS & WATROUS R.P.O./ W.H.THOMAS	3C	8	9/22/19	500*	151
W-180Kj	WPG.DIST.R.M.S./ A.J.JANSSENS	5H	6	7/21/59	500	151
W-190B	WPG.& KAM./ R.P.O./ A.P.MOORE	1E	10	12/30/?	500	151
W-198B	WPG.& NAPINKA R.P.O./ C.H.GREENWOOD	7B	122	6/09/18	500*	151

ANNEX XVIII - NEW LISTINGS (Cont'd) -3-

RR-73A	G.W.R. /MAIN LINE	4B	EAST 3/19/77	500	248
TS-249W	REID NEWFOUNDLAND / COMPANY / WITLESS BAY	3A	7/24/15	500	246
S-140a	BRITISH COLUMBIA / COAST SERVICE / PURSER'S OFFICE / S/S PRINCE ALICE(Ham.1)	1J	9/25/16	500*	97
S-140b	ditto / S/S PRINCESS ALICE (Ham.2, letters same height)	1J	7/12/17	500	151
S-140c	ditto (Ham.3 Initial letters higher)		1931-37	450	97
S-218	CASSIAR	22	6/19/11 9/22/11	500	97
S-248A	STEAMER "NORTHWEST"	22	8/23/07	500	97

UNCONFIRMED LISTINGS CONFIRMED -

O-263A	OTT.& TOR./ J.A.McCANN	23A	33	11/25/?	500	151
O-349A	TOR.HAM & LOND, TR____/ M.J.DURKIN	22B	80	1/17/61	500	151

CORRECTIONS -

MA-173B	Change to MA-173P (Additional Listing)
Q-156C	Change to Q-156Ca. (Additional Listing)
Q-171D	Change to Q-171Df, Type to 22I (")
Q-247	Change <u>I</u> .A.B.Dumas to <u>J</u> .A.B.Dumas, Reporter 270.
Q-249A	Change from Q-269A, Annex 15 (Typo)
O-106D	Change type to 5H, Reporter 258.
O-156C	Change to O-156Ca (Additional Listing)
O-338S	Change clerk to V.C.COOPER.
W-193C	Change MACKENZIE to MacKENZIE, Reporter 258.
S-140	Delete Listing - replaced by S-140a,b,c
S-217	Two Hammers - Ham.1 - 37x5mm, serifed, 1908 Ham.2 - 33x2.5mm, sans-serif, 1918-23

EARLIEST AND LATEST DATES FOR PERIOD OF USE -

Listing	Change	Date	RF	Reporter
N-62Ab	Latest	5/30/19	No Change	246
N-114	Earliest H2	10/8/45	No Change	209
	HP	1/25/45		
MA-9	Earliest	7/16/59	No Change	151
MA-55	Latest	12/8/44	No Change	337
MA-56	Latest	11/27/48	No Change	258

ANNEX XVIII - EARLIEST & LATEST DATES (Cont'd) -4-

Q-64A	Latest	4/22/55	No Change	151
Q-165F	Latest	4/08/69	No Change	160
Q-167Cd	Earliest	12/3/54	No Change	151
Q-173Ad	Latest	3/13/37	No Change	151
Q-175A	Earliest	3/07/19	No Change	151
Q-249	Earliest	10/30/79	No Change	246
O-17	Earliest	7/27/31	No Change	258
O-17B	Earliest	4/26/49	RF to 440	258
O-75	Latest	6/01/55	No Change	151
O-103C	First Date	5/04/55	No Change	336
O-107A	Latest	2/21/59	No Change	151
O-138B	Latest	10/20/68	No Change	151
O-138D	Latest	11/06/68	No Change	151
O-155B	Earliest	2/23/37	No Change	151
O-226	Earliest	8/31/72	No Change	270
	Latest	9/02/78	No Change	179
	(Two periods merged)			
O-261A	Latest	10/03/60	No Change	151
O-263Ab	Earliest	8/25/60	No Change	151
O-295	Latest	8/23/49	No Change	258
O-338Ka	Earliest	3/27/33	No Change	151
O-342A	Earliest	10/21/48	No Change	258
O-342E	Earliest	10/19/?	No Change	151
O-350Cb	Latest	10/19/57	No Change	151
O-355Ga	Latest	9/08/60	No Change	151
O-355Gb	Earliest	10/30/54	No Change	151
O-357Q	Earliest	11/11/60	No Change	151
O-357Rd	Earliest	10/18/57	No Change	151
O-383E	Earliest	5/13/20	No Change	151
O-384Ab	Latest	4/11/61	No Change	151
O-415	Earliest	2/15/61	No Change	151
W-26Ei	Earliest	5/02/12	RF to 500	268
	Latest	1/06/17		23
W-61Z	Earliest	7/22/21	No Change	151
W-70(H.1)	Latest	4/10/28	No Change	151
W-87F	Latest	2/09/51	RF to 420	151
W-95	Latest	10/3/30	No Change	151
W-138(H.1)	Earliest	10/24/35	No Change	151
W-145E	Latest	7/22/21	No Change	151
W-146J	Earliest	1/26/50	No Change	151
W-146K	Earliest	2/07/50	No Change	151
	Latest	10/16/54	RF to 360	151
W-179X	Earliest	7/19/63	No Change	160
W-180Cd	Latest	1/24/60	No Change	151
W-180J	Latest	12/28/59	No Change	151
W-196Gf	Latest	12/23/59	No Change	151
RR-81	Earliest	4/08/74	No Change	246
RR-194	Earliest	4/10/79	No Change	337

ANNEX XVIII - EARLIEST & LATEST DATES (Cont'd) -5-

RG-20	Earliest	9/22/75	No Change	246
RG-23	Latest	11/1/86	No Change	95
TS-65	Earliest	3/20/87	No Change	179
TS-18411	Earliest	9/25/29	No Change	246
TS-302a	Earliest	1/23/85	No Change	151
TS-337	Earliest	7/15/97	No Change	270
	Latest	3/20/22	No Change	151
S-22	Earliest	5/06/09	No Change	97
DD-6	Earliest	12/6/17	No Change	337
DD-96	Latest	7/01/03	No Change	337

ADDITIONAL DIRECTIONS OR TRAIN NUMBERS -

MA-18	Train 3	Reporter	151	W-60B	Train 5	337
MA-56	Train 3		258			
Q-165F	Train 50		160	RR-81	South	246
Q-173Ad	Train 5		151			
Q-176A	Train 3		151			
Q-233	DOWN		270			

ADDITIONAL CLERK LISTINGS -

CLOUTIER,	J.A.	Q-40D	McCONKEY,	C.E.	O-385Gma
CRESSEY,	J.A.	O-76J	McDONALD,	W.E.	O-350F
DAYTON,	H.R.	MA-203C	O'BRIEN,	L.R.	O-338No
DESPANOIS,	B.	Q-171H	PATENAUDE,	A.	Q-172A
DODD,	W.J.	O-338U	PELLETIER,	P.A.J.	Q-36A
DUPUIS,	A.M.	O-197C	ROBINSON,	Ray	O-356Z
GAGNON,	R.L.	MA-12Z	ROY,	F.J.	MA-173B
GOBEIL,	R.	Q-171J	SAGE,	Bob	O-159M
GREENWOOD,	C.H.	W-198B	SWARTZ,	M.	Q-171Bs
GULICK,	FOY	Q-151F	THOMAS,	W.H.	W-129B
JOHNSTON,	L.A.	Q-120J	THOMPSON,	K.E.	O-385Ct
KAINE,	E.C.	MA-223A	TREVAIL,	M.E.	O-357Z
MARSHALL,	J.N.	MA-65A	UPTON,	D.W.	MA-96A
McCALL,	P.L.	O-378Am	WANAMAKER,	R.R.	O-271B
			WEST,	R.S.	O-385U

ADDITIONAL LISTINGS FOR CLERKS ALREADY REPORTED -

COOPER,	V.C.	O-415A	LA RIVIERE,	E.A.C.	O-76M1
COPELAND,	A.K.	O-357WW	LE CLAIRE,	A.	W-102U
GURNEY,	C.	Q-171Dg	MOORE,	A.P.	W-190B
IVISON,	K.N.	O-1070	VEAROYE,	A.G.	O-76Nv
JANSSENS,	A.J.	W-180Kj	WINTERS,	L.A.	O-75w
KERR,	L.H.	W-85F			

From the Vernon "Daily News" -

Courtesy of Ken Ellison

July 4, 1895 -

May 30, 1895 -

METEOROLOGICAL.

Latitude..... 50°35'
Longitude..... 119°20'
Altitude, above sea level..... 1,216 ft

FOR WEEK ENDING TUESDAY, JULY 2.

	Max.	Min.	Rainfall
Wednesday.....	85	42	—
Thursday.....	89	43	—
Friday.....	92	45	—
Saturday.....	91	53	.01
Sunday.....	78	60	.04
Monday.....	75	44	.14
Tuesday.....	69	47	—

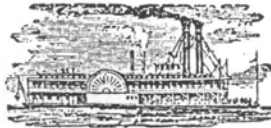
Town and District

Postmaster Venn is making enquiries for a man called John Harry, who some time ago sent a post office order to Toryofkay in Austro Hungary. The address given on the order was insufficient and it was returned by the department in Montreal. Since then Mr. Venn has been unable to find any traces of the sender and would be glad to hear from any person that knows where he may be found.

Mr. Robt. Kerr, general freight and passenger agent, C.P.R., and Mr. Wm. Brown, district freight agent, C.P.R., passed through yesterday and proceeded down the lake on the Aberdeen. They will return on to-day's train and will have an hour or two in town, during which they are anxious to meet representative merchants or farmers and discuss freight rates with them. This is an opportunity which should not be allowed to pass without placing the matter fairly before them, and we trust that such representations will be made as will convince them of the justice of our demands for a greatly decreased freight tariff.

Captain Angus Campbell has decided to remove his little steamer, with which he has for some months been plying on Okanagan lake, to the Columbia, and this week he loaded her upon two flat cars and left with her for Revelstoke, it being his intention to run between that town and Robson for the remainder of the season. Capt. Campbell during his residence at Kelowna has gained the goodwill of the entire community, and the best wishes of the residents of that town as well as those of his friends in this city go with him in his new venture. We regret to state that a few days previous to his departure he had the misfortune to break his arm near the shoulder by a fall from a buggy, but the accident in no way impaired his usual energy and though suffering considerable pain from the fractured limb he personally superintended the work of getting his boat out of the lake and on the cars.

Okanagan Transportation Co.



STEAMER "FAIRVIEW"

WILL LEAVE Okanagan Landing for Kelowna and Penticton on Mondays and Fridays, after the arrival of the train; returning on the following day. On Wednesdays will run from the Landing to Kelowna only, returning Thursdays.

For rates, etc., apply to CAPT. T. RILEY, or to W. B. COUSON, Manager.



County Court Notice

NOTICE IS HEREBY GIVEN, THAT sittings of the County Court of Yale will be holden as follows:

At Osoyoos, on Friday, 9th August, 1895.

At Midway, on Monday, 12th August, 1895,

at the hour of 11 o'clock in the forenoon.

By Command.

C. A. R. LAMBLY,

Government Office,

DEP. R. C. C.

Osoyoos, May 14, 1895.

212-111



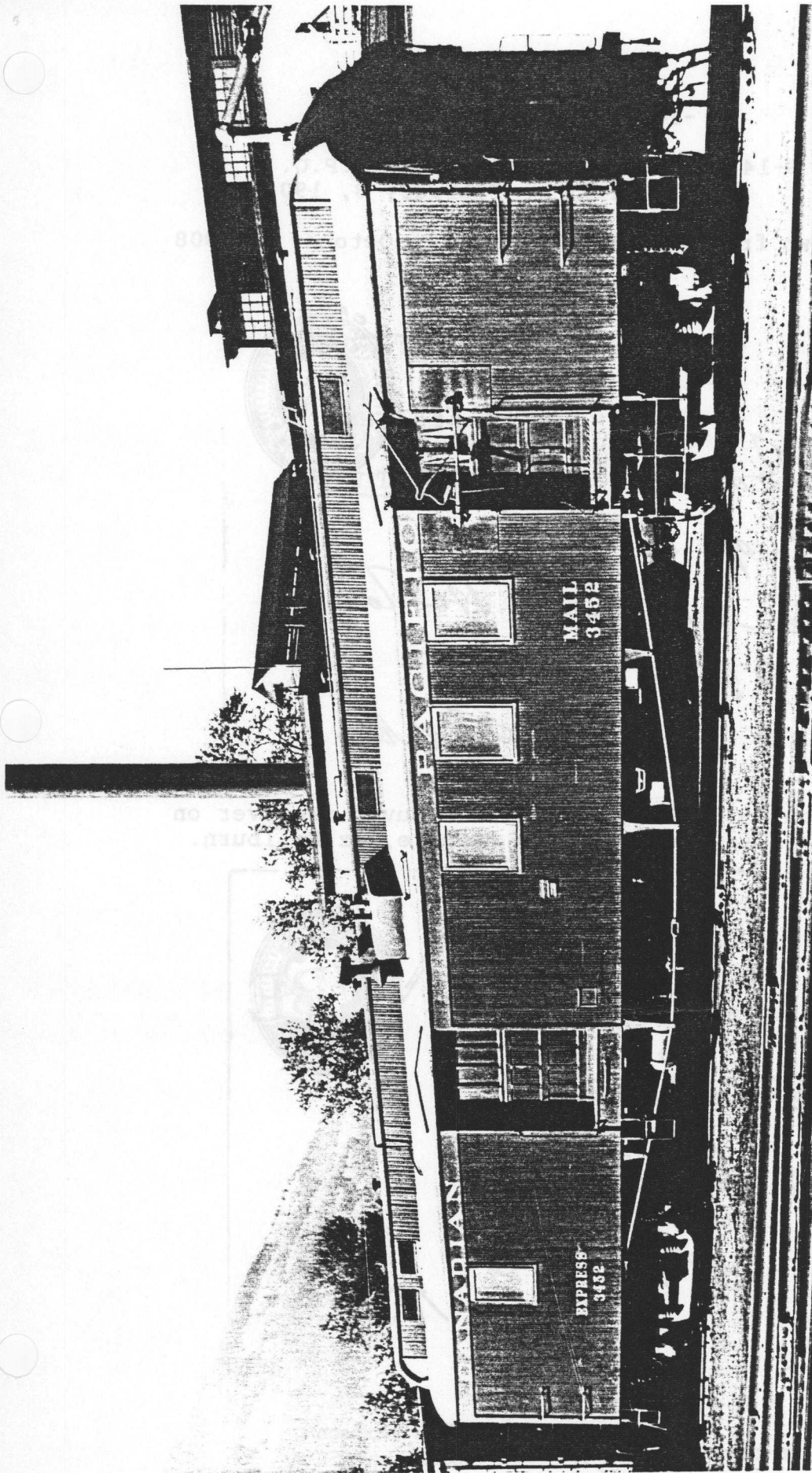
COURTS OF ASSIZE.

Table Showing the Dates and Places of Courts of Assize, Nisi Prius, Oyer and Terminer and General Gaol Delivery for the year 1895.

FALL ASSIZES.

Clinton.....	Thursday, 26th September
Richfield.....	Monday, 30th September
Kamloops.....	Monday, 7th October
Vernon.....	Monday, 14th October
Lytton.....	Friday, 11th October
New Westminster.....	Wednesday, 6th November
Vancouver.....	Monday, 11th November
Victoria.....	Tuesday, 19th November
Nanaimo.....	Tuesday, 26th November





W.G. Kennedy

The new electrically lighted lightweight steel cars in the 3600 series replaced these wooden cars on trains 11 and 12 in January, 1951.

Mail compartments varied in size in the early years of postal cars in Canada, but eventually were standardized at two: a 30-foot and 60-foot. The first 60-foot cars were of wooden construction, but all-steel cars of this length appeared in 1915 for mainline trains. About this time 60-foot cars were assigned to trains 11 and 12 east of Nelson, where the volume of mail was heavier than that carried west of Nelson.

There were also many 80-foot cars, built in the 1920s for transcontinental trains; these contained a 20-foot baggage compartment, used by the Post Office to store sacked mail taken on board at principal cities across Canada, destined for overseas. This mail, defined by the Post Office Department as 'British and Foreign', was carried directly to ships sailing for Europe.

The final day of the Railway Post Office service on the Boundary Subdivision was September 30, 1957, highway trucks taking over the transport of mail in southern British Columbia. The change eliminated forever the efficient mail service that had been enjoyed since inception of the mail car.

Boundary Subdivision cars originally were manned by one postal clerk, with the title Clerk-in-Charge. But as the volume of mail increased in latter years an assistant also worked the car from Nelson west as far as the meet with No. 12, where he boarded the eastbound car and returned to Nelson.

Shown at Nelson in 1950, mail and express car No. 3452 is a good example of Canadian Pacific's early 1900s wooden head-end passenger train equipment. This car is illuminated by Pintsch gas, made from crude petroleum. The gas is stored in tanks under the car body. Piping may be seen along the roof and a branch line down to the lower deck roof is visible. Weighing 51 tons, No. 3452 was constructed in 1909. Sixty feet over the frame, it provided the thirty-foot working mail compartment required by the Post Office Department for Trains 11 and 12 between Nelson and Midway. Floor plans show that originally there was no door at the mail end of the car, but later cars were equipped with end doors, suitably barred to prevent unauthorized entry. Access to the mail compartment from the express section was by means of a two-foot square creep door.

In later years many of these cars were equipped with steel centre sills and steel reinforced ends, permitting them to be run in trains of heavy steel cars. No. 3452 was one of these. A few in the series were equipped with six-wheel trucks.

The catcher arm at the mail door was lowered by the postal clerk when approaching a mail crane, or catch-post as it was also known, to engage the mail sack suspended there by the local post office at points where the train did not stop. For many years two such catch-posts were located on the Boundary Subdivision, one at Paulson, mile 62.5, on the west side of the Farron hill, the other at Boundary Falls, 3.7 miles west of Greenwood. Not shown on the car was a removable glass-fronted cinder guard, clipped at eye level to the door post.

From Gray Scrimgeour - S-14 - VANCOUVER & NAAS HARB.R.P.O. /
STR. TEES February 8, 1904

This marking is known from September 9, 1901 to October 6, 1908



*Dr. Franz Boas
Depart-^t of Ethnology
Museum of Nat. History
77th St. & 8th Ave
New York.*

Also from Gray Scrimgeour - S-227 - DANUBE. Vancouver receiver on
back April 13, 1902. This is the reporting example, ex Wellburn.

DANUBE



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That's all for this time.

Bill

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