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THE R.P.O. NEWSLETTER

Page 1558

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

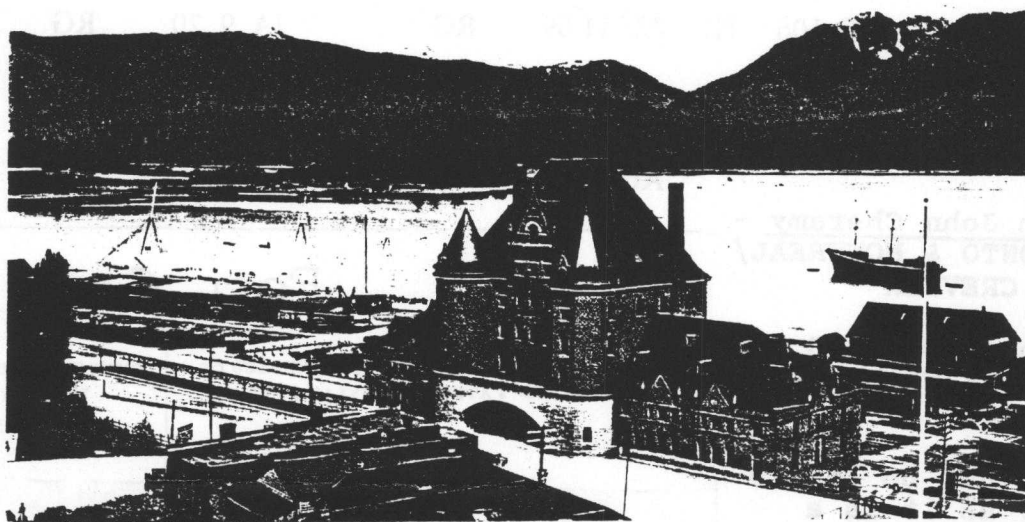
Volume 28 - No.3

Whole No.146

January 2000

BNAPEX 1999 - VERNON, BRITISH COLUMBIA - A most successful 1999 Convention and Exhibition was held from September 16 to 18 with 230 frames of BNA exhibits and 47 literature entries. Twenty-six of our members attended, and a most interesting Study Group meeting was held to discuss a possible new edition of the R.P.O. Catalogue. The only competitive RPO exhibit was Brian Stalkers's "Postmarks of the Great Western Railway" which received a vermeil medal with felicitations, and there was a single frame non-competitive entry by the Study Group showing RPO markings through Vernon.

C.P.R. Station and Burrard Inlet, Vancouver, B.C.

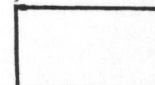


Members entered material in other categories - Jack Wallace and Ken Ellison received gold medals, Joe Smith, Bill Robinson, Ian Mowat and Horace Harrison received vermeils, Doug Hannan (with felicitations), Joe Smith (two) and Ian Mowat received silvers, and Earle Covert a silver-bronze.

The social events including a ladies' program were outstanding, and the Committee which included our members Ken Ellison, Bob Lee, and Doug Hannan, deserve a great deal of credit. We understand that around 180 people registered for the whole program, and 30 part-time attenders paid daily fees. It was a most satisfactory show.

ANNUAL DUES FOR 2000 - are now due and payable. Cash or cheque payable to W.G. Robinson for \$ 10 CAD in Canada, \$ 9 US for American members, and 5 pounds sterling from the UK. Last notice if ticked.

.... /2



HAMILTON & MEAFORD HAMMERS - from Brian Stalker - See Page 1542
Data from Brian Stalker (BS), Ross Gray(RG), Warren Bosch (WB),
Jim Felton (JF). No reports for O-104 Hammers II (No.4) & V (Second No.6).

		ERD		LRD	
O-103	HI	AP 9 99	BS	NO 29 06	BS
	HII	DE 11 99	WB	JA 4 12	BS
O-104	HI	MY 7 06	RG	SP 26 19	RG
	HII	No record			
	HIII	SP 8 12	BS	FE 13 21	RG
		NO 27 26	RG	NO 9 29	RG
	HI'	JU 6 12	RG	AU 12 29	RG
	HV	No record			
	HVI	JU 21 43	WB	JY 25 59	RG
	HVII	JA 15 57	RG	JU 14 60	RG
O-106	HI	AU 11 09	RG	JA 9 20	RG
O-105	HI	AU 8 25	RG	JY 20 42	RG
	HII	AU ?? 24	RG	JU 17 42	RG
		AU 31 51	RG	SP 29 56	RG

From John Cheramy -
TORONTO & MONTREAL/
J.W.CREVIEWER

October 9, 1905
 Train 5 Night West
 Type 17J in purple

Will not be listed
 yet, as it is a
 favour strike on a
 blank postcard.

Hopefully, it will
 show up on a cover
 or facing slip -
 but at least we
 know it exists.

POST CARD.

THIS SPACE MAY BE USED FOR PRINTED OR
WRITTEN MATTER FOR INLAND USE ONLY.



ONLY THE ADDRESS TO BE
WRITTEN HERE.

STAMP

Hamilton & Meaford Hammers - Periods of Use

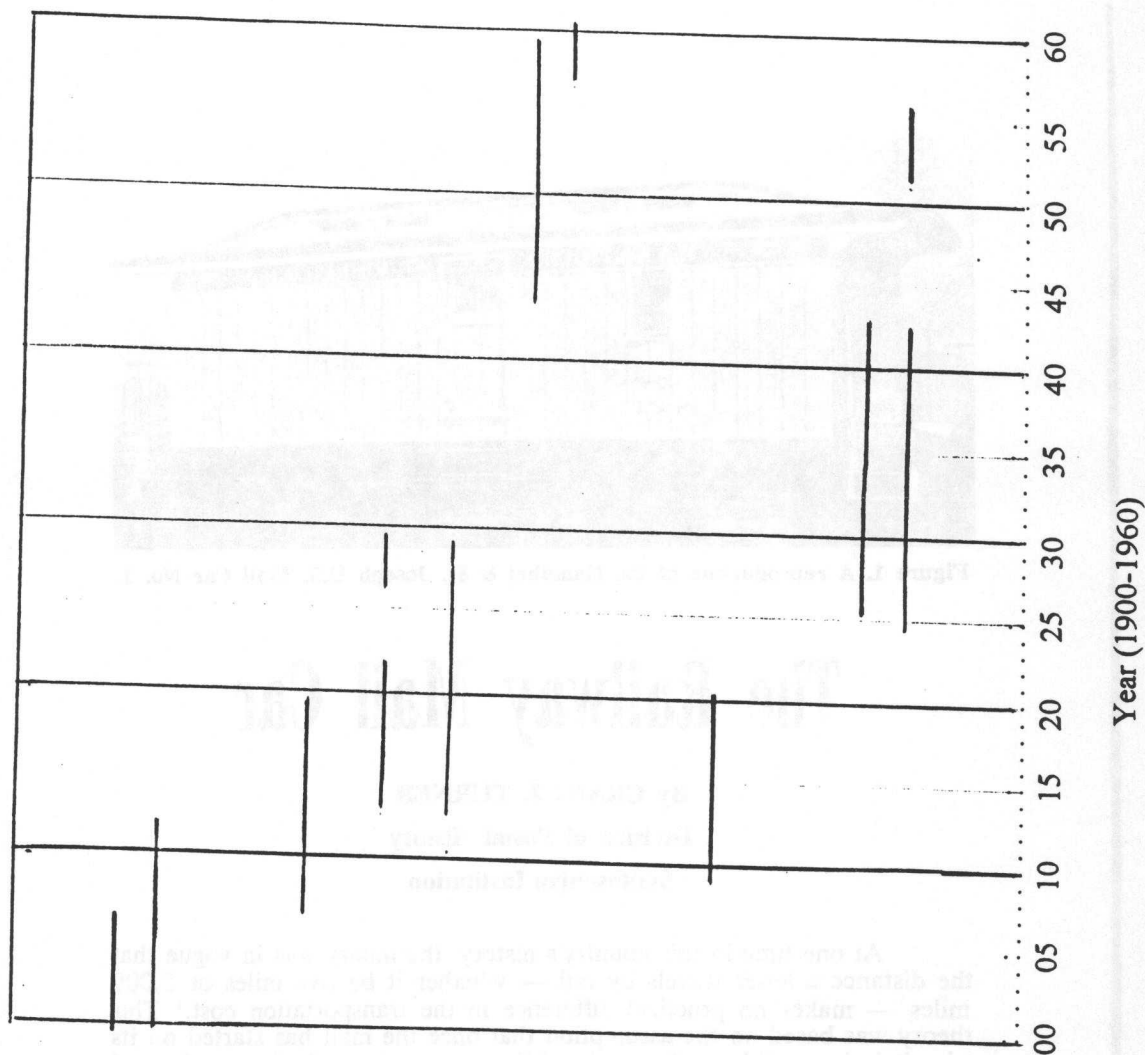
Updated Analysis of Periods of Use of Hamilton & Meaford Hammers

Note from Brian Stalker

This update to the hammer analysis published in The RPO Newsletter Vol 28 No1 includes data provided by Ross Gray, Warren Bosch and James Felton.

As yet, there are no reports of O-104 hammers II (No4) and V (second No6) having been used.

Hammer	Proof Date	Earliest	Latest
O-103 HAMILTON & MEAFORD R.P.O. / .			
I small &	unknown	AP 9 99	NO 29 06
II large &	unknown	DE 11 99	JA 4 12
O-104 HAMILTON & MEAFORD R.P.O. / No			
I	No3 OC 6 04	MY 7 06	SP 26 19
II	No4 OC 6 04		
III	No5 AP 3 12	p1 SP 8 12	FE 13 21
IV	No6 AP 3 12	p2 NO 27 26	NO 9 29
V	No6 OC 29 29	JU 6 12	AU 12 29
VI	No1 MY 25 43	JU 21 43	JY 25 59
VII	No3 11 XII 56	JA 15 57	JU 14 60
O-106 HAM. & MEAFORD R.P.O. / No1			
I	No1 JUN 29 09	AU 11 09	JA 9 20
O-105 HAMILTON AND MEAFORD R.P.O. / No			
I	No1 MY 5 23	AU 8 25	JY 20 42
II	No3 JAN 6 23	p1 AU ?? 24	JU 17 42
		p2 AU 31 51	SP 29 56



From Peter McCarthy - The S.P.A. Journal, February, 1979

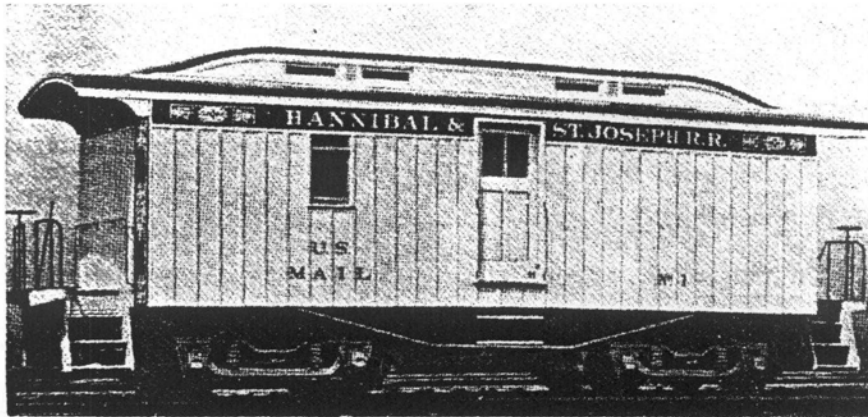


Figure 1. A reproduction of the Hannibal & St. Joseph U.S. Mail Car No. 1.

The Railway Mail Car

By CRAIG J. TURNER

Division of Postal History

Smithsonian Institution

At one time in this country's history, the theory was in vogue that the distance a letter travels by rail — whether it be five miles or 5,000 miles — makes no practical difference in the transportation cost.¹ This theory was based on the assumption that once the mail has started on its trip, it is impossible to figure the difference in cost, whether a piece of postal matter is left at the first station at which the train stops, or goes to the farthest station along the route. At every station stop, part of the mail will be left and new mail matter will be taken on; one piece in a hundred will perhaps travel the entire distance, consequently, distance costs practically nothing and the postal rates should be the same for all distances. Railroads should base their charges on the cost of the *service provided*. The Railway Mail Service could then be broken down into three different types of service — Local Mail, Express Mail, and Fast Mail.

Matter for LOCAL MAIL would be carried on railroad trains which stop at ALL stations and those other trains which stop within average distances of fifteen miles.

1. Tunnell, George G., *Railway Mail Service: A Comparative Study of Railway Rates and Services* (Chicago, Lakeside Press, 1901).

The EXPRESS MAIL would be carried by trains scheduled to stop within average distances of fifteen to forty miles and to run at a speed of not less than thirty miles per hour.

FAST MAIL would be sent on trains stopping for passengers within average distances of not less than forty miles and scheduled to run at a speed of not less than forty miles per hour.

Railway mail cars would be placed in two categories — ordinary and palace cars — and charges would be made for each type of mail delivery service as follows:

By Local Mail in ordinary cars	\$0.05 per trip.
By Local mail in palace cars	.25 per trip.
By Express Mail in ordinary cars	.25 per trip.
By Express Mail in palace cars	1.00 per trip.
By Fast mail in ordinary cars	1.00 per trip.
By Fast Mail in palace cars	5.00 per trip.

Luckily for the mail-writing public, these theories and concepts were never put into practice. But during the 107-year period from 1862 to 1969 many millions of tons of mail did move — and move expeditiously — over our United States railroads.

To effectively present the story of the railway mail car, we must begin on May 18, 1838, and quote a part of *Niles' Register* which describes the services performed by the route agent on the cars:

Mail cars constructed under the direction of the Post Office Department are now running on the railroads between Washington and Philadelphia. They contain two apartments — one appropriated to the use of the great mails, and the other to the way mails and a postoffice agent. The latter apartment is fitted up with boxes, labeled with names of all the small post offices on or near the railroad lines. It has also a letter box in front, into which letters may be put up to the moment of starting the cars, and anywhere on the road.

The agent of the Post Office Department attends the mail from the post offices at the ends of the route, and sees it safely deposited in his car. As soon as the cars start, he opens the letter box and takes out all the letters, marking them so as to designate the place where they are put. He then opens the way mail bag and distributes its contents into the several boxes. As the cars approach a post office, the agent takes out the contents of the proper box and puts them into a pouch. The engineer slackens the pace speed of the train, and the agent hands the pouch to a postmaster or carrier, who stands beside the track to take it, receiving from him at the same time another pouch with the matter to be sent from that office. This the agent immediately opens and distributes its contents into the proper boxes. Having supplied thus all the way offices, the agent, when arrived at the end of the route, sees the mail safely delivered into the post office.

Inscribed in two-foot-tall letters carved in stone on the Benjamin Franklin Post Office Building in Washington, D.C. are the words, "RAILWAY MAIL SERVICE — 1862." This appears to be conclusive, but

The Railway Mail Car - (Continued)

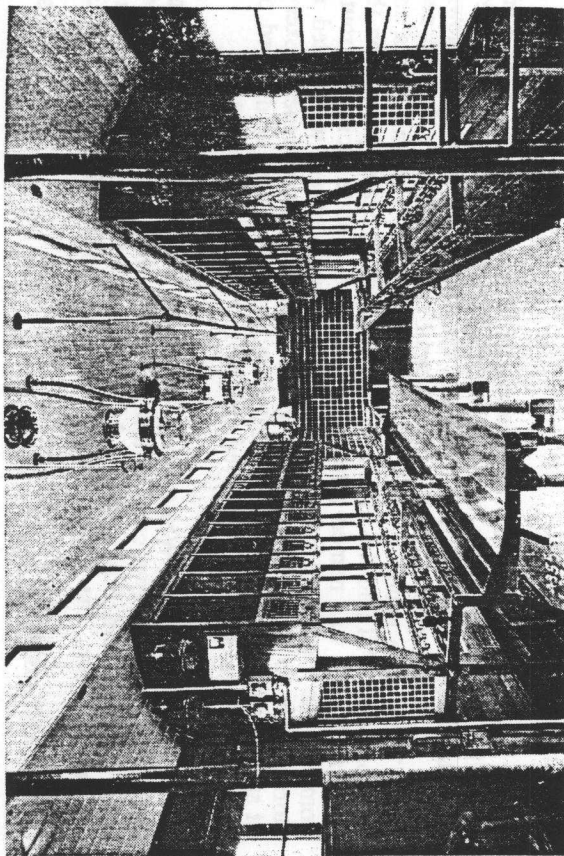


Figure 2. The interior of a wooden sheathed mail car built by the Pullman Co. for the Baltimore & Ohio Railroad in 1898.

due to conflicting viewpoints, there are two different accounts of the Railway Mail Service's beginnings.

In one account, the Hannibal and Saint Joseph Railroad introduced a mail handling improvement in 1862 that revolutionized a vitally important segment of overland mail transport. William A. Davis, assistant to the postmaster at St. Joseph, Missouri, believed that if the mail could be sorted on the train it could be transferred to the overland stage coaches immediately upon arrival at route's end and thus permit an earlier start on the long transcontinental race against time to California.

On July 7, 1862, Postmaster General Montgomery Blair authorized Davis to "go ahead" with his mail sorting scheme. Before the month was out, the railroad company had hastily converted an old boxcar for mail handling, and Davis was placed in charge. Figure 1 shows a replica of the Hannibal and St. Joseph Railroad's U.S. Mail Car No. 1.

The sorting of mail in transit for through forwarding was first accomplished between West Quincy and St. Joseph, Missouri, on July 26, 1862, with Fred Harvey, who later headed the great system of railroad restaurants, as one of the mail clerks regularly assigned to the run. The new idea immediately proved a great success and even though bothered by raiders and other wartime hazards, lasted until January 1863.

Other factions recognize George B. Armstrong, assistant postmaster at Chicago, as the "Father" of the Railway Mail Service.

Armstrong, who was an excellent administrator, was a pioneer in

insure fast delivery. It soon became apparent that mail transport required the use of specially designed cars equipped for operation in the fast passenger trains. In 1909, the *Car Builder's Dictionary* gave the following definition for a railway postal car: "A car carrying mail matter, and fitted up with boxes and other conveniences for sorting and distributing it." By now, postal cars were constructed along the same general lines as baggage cars and other head-end passenger car equipment, but the interiors were especially designed to facilitate the handling of mail. Some cars were provided with letter cases and pouch racks for sorting mail enroute; other cars — mail storage — were designed only for the transporting of bulk mail and newspapers. In order to standardize the equipment used by the Railway Mail Service, specifications and floor plans for postal cars and their interior fixtures were established. In 1915, these plans were adopted as "recommended practice" by the Master Car Builder's Association. Figure 3 shows Railway Mail clerks distributing newspapers and parcel mail in a railway mail car apartment specially constructed for that purpose.

Back in 1875 the idea of the "Fast Mail" again reared its head and at 2:30 a.m. on Sunday, the Fourth of July, the New York Central & Hudson River R.R. experimented with fast mail handling from New York City to Buffalo on the Water Level Route. Engine No. 70, a baggage car with a dozen men folding and sorting newspapers for distribution along the route, and two passenger cars made good speed from New York City to Albany where a stop was made to load and unload. Precious time was lost at this stop. Later, when the train reached Syracuse, it was a half hour behind schedule. Between Syracuse and Buffalo (end of the experimental run) Jem Woods was charged with moving the "Special." Engineer Woods and his train attained the astonishing speeds of 65, 70 and 75 miles an hour and certainly demonstrated that the fast movement of mail by rail was possible. The "Fast Mail Newspaper Special" arrived in Buffalo five minutes ahead of schedule. Based on this successful first run, the weekly newspaper train ran an additional eight weeks and was then discontinued.

With the success of the Newspaper Special, the New York Central's thinking process was again stimulated and they envisioned a New York to Chicago mail train, to run faster than any train previously known. Based on this concept, eleven special mail cars were built for the new train. They were gaudy — painted white with buff trim and trucks and maroon roofs. All had the Great Seal of the United States painted on the sides and each was named after a governor of a state along the route. Some of the cars were railway post offices while others were fitted as storage cars to carry bulk lots of general mail and newspapers. Except at special stops, mail would be picked up by catcher arm or dropped off "on-the-fly" in special bags dyed bright red for the occasion.

The "Fast Mail White Train" left New York at 4:15 a.m. September 14, 1875 with five cars in tow. Twenty-seven hours later it pulled into Chicago, and this included 14 stops enroute to load and unload. Before this run, the fastest New York-Chicago running time was 36

FEBRUARY, 1979

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The Railway Mail Car - (Continued) -

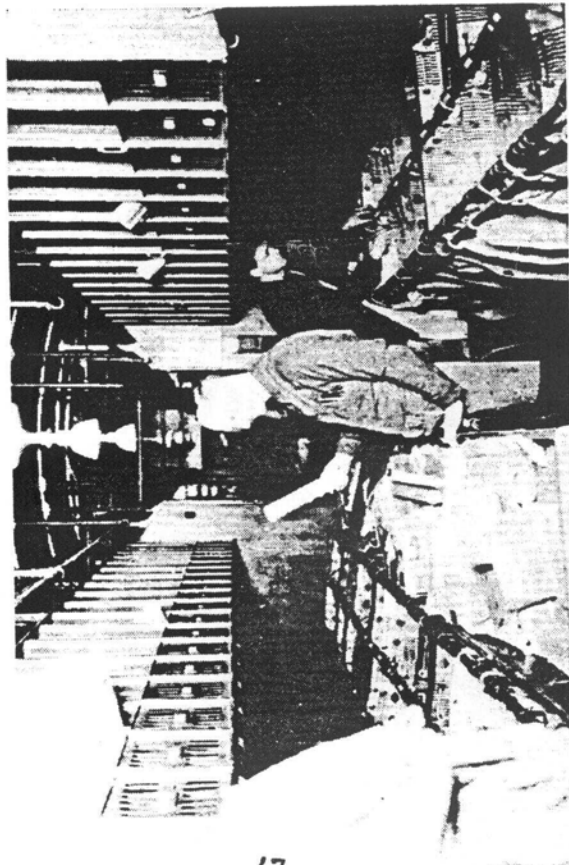


Figure 3. Clerks distributing paper and parcel mail in a car apartment especially designed for that purpose.

many of the early postal reforms. Due to this, he was asked by A. N. Zevely, Third Assistant Postmaster General, to submit his recommendations on how to clear the tremendous amount of Civil War Soldier's and military mail that had accumulated at Cairo, Illinois in 1862.

One of Armstrong's reform ideas concerned "traveling postoffices" and he was given official approval for his "test run" in 1864. On August 28 he ran his first Railway Post Office (RPO) car between Chicago and Clinton, Iowa on the Chicago and Northwestern Railroad. According to contemporary reports, the ride was rough, but the mail sorting went smoothly.

From 1864 on the railroads competed vigorously with one another to win the new mail contracts. Through it all, the railway mail car was treated as the "Queen of the Rails." Normally coupled just behind the engine and tender, the Railway Mail cars escaped most of the rough handling associated with switching moves involving the rest of the train. At first the interior arrangement of railway mail cars was a matter of individual railroad designers and shopmen attempting to out-do each other. Soon the individual district superintendents of the Railway Mail Service stepped in with their plans and specifications for car interiors. Next, the Post Office Department interjected ideas on how a Railway Post Office car was to be outfitted. Figure 2 is an interior view showing one of the myriad of floor plans available to the railroads. Although the cars were owned by the railroad companies, they were under the exclusive control of the postal authorities when in use and this also caused friction.

By 1900, mail was being freely exchanged between railroads to

S.P.A. JOURNAL

St. Louis Fast Mail Train battling upgrade on the Pennsylvania's famed Horse Shoe Curve.

Another railroad to try the Fast Mail concept was the Baltimore and Ohio. The 1890-1898 Royal Blue Train was a sight to behold. The handsome cars afforded the train a great deal of favorable publicity. The usual make-up of the "Blue" was four or five cars pulled by a ten-wheeler steam locomotive which provided high speed service between Washington and New York City. The locomotives were painted shiny black with an abundance of gold filigree and striping. The cars were royal blue identical with present day Baltimore and Ohio blue. They were striped and lettered with gold and emblazoned with a large ornate U.S. and UNITED STATES RAILWAY POST OFFICE on their sides. Both sides of the car were identical though reversed. Seven of these 60-foot railway postal cars were built by the Pullman Car Co. for the B&O and they were used in both the Royal Blue and the Royal Limited (a similar train which ran between Washington and Chicago). Window frames and interiors were of natural varnished oak, roofs were black, clerestory screens and end panels were royal blue, and lettering was gold leaf. The mail never traveled in better company. Figure 6 is a builder's photo of the Baltimore to Chicago Royal Limited Fast Mail car No. 26 taken in Baltimore shortly after it was received from the Pullman Co.

In time these wooden sheathed cars gave way to the heavyweight standard steel railway mail cars of the 1920-1940 era. But before we take up this period of the Railway Mail Car, let us look into Short Line and Branch Line Railroad mail delivery methods.

Near the end of World War I, economics dictated that low density branch lines and spurs that did little railroad business should be cut to the bone. It was during this time that the self-propelled "Doodle Bugs" came into their own. A doodle bug was a one or two-car train configured to carry passengers, baggage, freight and mail as inexpensively as possible. This type of self-propelled transportation had run a natural course of evolution. Early experiments in self-propelled one and two-car trains had

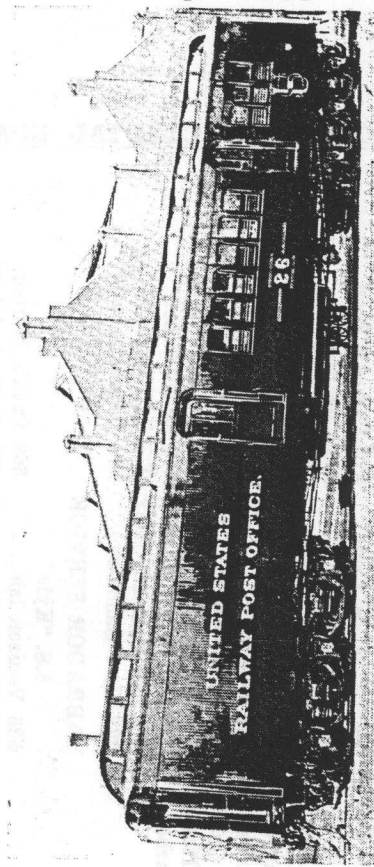


Figure 6. The Baltimore & Ohio's Baltimore to Chicago Royal Limited Fast Mail car No. 26 shortly after delivery by the Pullman Co. in the 1890's.

The Railway Mail Car - Continued)

To be concluded in the next issue.

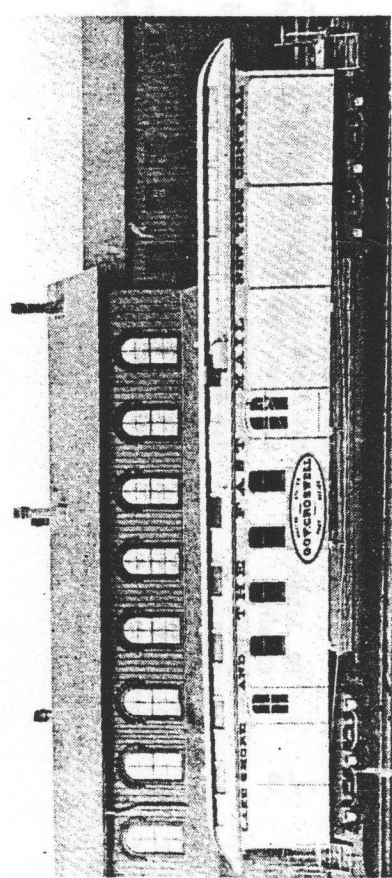


Figure 4. The Gov. Crosswell, one of the 11 cars built for the New York Central's Fast Mail White Train of 1875.

hours. Figure 4 shows the Gov. Crosswell, one of the eleven cars built for the Fast Mail White Train.

Commodore Cornelius Vanderbilt (owner of the New York Central and Hudson River Railroad) thought little of this publicity stunt (hauling the mail was not a paying proposition in 1875). Ten months later he discontinued the White Train. But the white cars built for it continued in use, and every train that carried one or more of them was always known as "The White Mail."

Although the New York Central's White Train received the most publicity, the Pennsylvania Railroad ran a similar Fast Mail Train between New York City, Cincinnati, Indianapolis and St. Louis during the same time period. Their run between New York and St. Louis was completed in 36 hours. Figure 5 shows the Pennsylvania Railroad's New York to

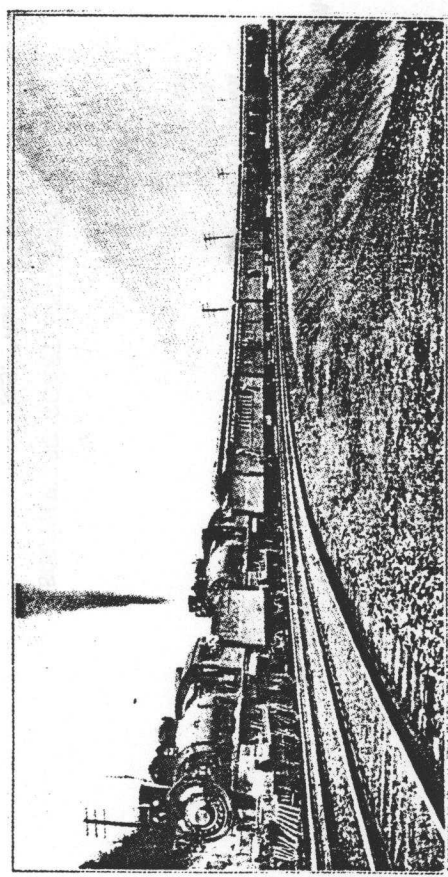


Figure 5. The Pennsylvania Railroad's New York to St. Louis Fast Mail Train pulls up the famous Horse Shoe Curve in 1876.

COASTAL BOAT ROUTES

SHOWING DISTANCES FROM TERMINALS

ST. JOHN'S—HALIFAX

S.S. "Bacallieu"

St. John's	220	Grand Bank	Calling when sufficient
160 Burin	245	English Hr. West	freight offers:
215 Fortune	630	Halifax	Hr. Buffett
			Marystown
			Belleoram
			Hr. Breton
			Gaultois
			Ramea
			Burgeo

SOUTHWEST COAST AND FORTUNE BAY

S.S. "Burgeo"

Argentia	224	Lally Cove	343	Milltown
50 Marystown	230	Bay du Nord	349	St. Alban's
64 Burin	232	Pool's Cove	369	Pushthorough
79 St. Lawrence	242	Belleoram	382	Richard's Harbor
124 Fortune	246	St. Jacques	395	Rencontre West
129 Grand Bank	250	English Hr. West	404	Francois
148 Garnish	253	Mose Ambrose	413	Cape LaHune
162 Point Enragee	266	Coomb's Cove	437	Ramea
175 St. Bernard's	270	Miller's Passage	448	Burgeo
179 Bay L'Argent	276	Little Bay West	478	Grand Bruit
182 Little Bay East	283	Jersey Harbor	488	La Poile
185 Hr. Mille	285	Hr. Breton	503	Rose Blanche
193 Terrenceville	304	Pass Island	513	Burnt Island*
200 English Hr. East	316	Hermitage	517	Isle au Morts*
210 Anderson's Cove	319	Gaultois	523	Port aux Basques
218 Rencontre East	338	Conne River		

*Weather permitting

ST. JOHN'S TO HUMBERMOUTH

S.S. "Northern Ranger"

St. John's	304	Fleur de Lys	445	Hooping Hr.
60 Catalina	326	Seal Cove	455	Canada Harbor
89 King's Cove	337	Western Arm	458	Englee
125 Wesleyville	343	Westport	476	Grey Island
202 Twillingate	360	Hampden	490	Conche
244 Little Bay Islands	374	Sop's Arm	510	St. Julien's
275 LaScie	380	Jackson's Arm	517	Fishot Island
287 Pacquet	420	Big Hr. Deep	531	St. Anthony
299 Coachman's Cove	436	Williamsport	547	Griquet

339 Quirpon	723	West St. Modeste	858	Daniel's Hr.
346 Ship Cove	732	Lance au Loup	872	Parson's Pond
373 Raleigh	740	Forteau	878	Cow Head
379 Cook's Hr.	757	Flower's' Cove	899	Rocky Harbor
383 Mary's Harbor	764	St. Barbe Bay	901	Lomond
384 Battle Harbor	775	Brig Bay	906	Norris Point
385 Cape St. Charles	783	New Ferrole	908	Bonne Bay
381 Chimney Tickle	793	Bartlett's Hr.	921	Trout River
377 Henley Harbor	806	St. John's Is. Hr.	948	Lark Harbor
379 Chateau	816	Old Port au Choix	972	Curling
379 Red Bay	828	Port Saunders	974	Humbermouth

LABRADOR SERVICE

S.S. "Kyle"

St. John's	535	Venison Isld.	668	Pack's Harbor
41 Brigus	540	Hawk's Hr.	696	George's Island
51 Bay Roberts	548	Bolster's Rock	703	Indian Island
55 Harbor Grace	553	Comfort Bight	737	Rigolet
73 Carbonear	559	Frenchman's Is.	783	Indian Hr.
377 Trinity	561	Punch Bowl	786	Smokey
378 Catalina	563	Webber's Cove	796	White Bears
385 Wesleyville	566	Flat Islands	809	Emily Harbor
372 Twillingate	569	Sandy Islands	810	Horse Harbor
374 St. Anthony	574	Ratteau	816	Holton
377 Battle Harbor	578	Black Tickle	840	Sloop Cove
377 Spear Hr.	583	Spotted Islands	850	Cape Harrison
379 Port Hope Simpson	584	Domino	858	Ragged Islands
380 Francis Harbor	589	Red Point	883	Long Tickle
385 Fishing Ships Hr.	595	Indian Tickle	891	Iron Bound Isld.
380 Ship Harbor	602	Wolf Islands	900	Makkovik
377 Occasional Hr.	623	Black Islands	909	Ailik
315 Square Islands	626	Grady	914	Turnavik
380 Dead Island	633	Long Island	952	Hopedale
383 Snug Harbor	650	Cartwright		

ST. JOHN'S—CHANGE ISLANDS

S.S. "Sagona"

St. John's	183	Valleyfield	272	Gander Bay†
382 Trinity	188	Wesleyville	276	Victoriast
385 Port Union	207	Lumsden	291	Horwood†
387 Catalina	226	Offer Wadham*	306	Stag Harbor
316 King's Cove	231	Peckford's Isld.*	309	Indian Island
377 Eastport	237	Musgrave Hr.	314	Seldom
384 Flat Islands	244	Ladle Cove	327	Tilting
380 St. Brendan's	252	Carmanville	334	Joe Batt's Arm
383 Deer Island	259	Frederickton†	339	Fogo
385 Indian Bay	269	Main Point (Big Bight)†	345	Change Islands
373 Greenspond				

†Fishing season only.

†One Way alternative.

NEWFOUNDLAND COASTAL BOAT ROUTES - 1940 - from Don Wilson

204 HAND BOOK OF NEWFOUNDLAND

GREEN BAY

S.S. "Clyde"

Lewisporte	165 King's Point, S.W. Arm†
22 Exploits	168 Rattling Brook†
33 Fortune	179 Burlington,
43 Cottrell's Cove	N. W. Arm†
53 Pt. Leamington	188 Nipper's Harbor
72 Triton West	200 Tilt Cove
81 Piley's Island	204 Shoe Cove
84 Roberts Arm*	
88 Port Anson	

*Outward only. †One way.

NOTRE DAME BAY

S.S. "Clyde"

Lewisporte	176 Twillingate
11 Campbellton	187 Tizzard's Hr.
35 Laurenceton*	193 Moreton's Hr.
43 Botwood*	206 Summerford†
73 Exploits	214 Newstead†
85 Moreton's Hr.	226 Campbellton
91 Tizzard's Hr.	237 Lewisporte

*Outward only. †Inward only.

PLACENTIA BAY—WEST RUN

S.S. "Home"

Argentina	119 Epworth
21 Merasheen	133 St. Lawrence
26 Presque	146 Lawn
29 St. Kyran's	156 Lord's Cove†
40 Little Paradise*	160 Point au Gaul†
41 Paradise*	164 Lamaline
44 South East Bight†	
48 Petit Forte	

*Alternatel †Once Monthly. ‡Weather permitting.

PLACENTIA BAY—BAY RUN

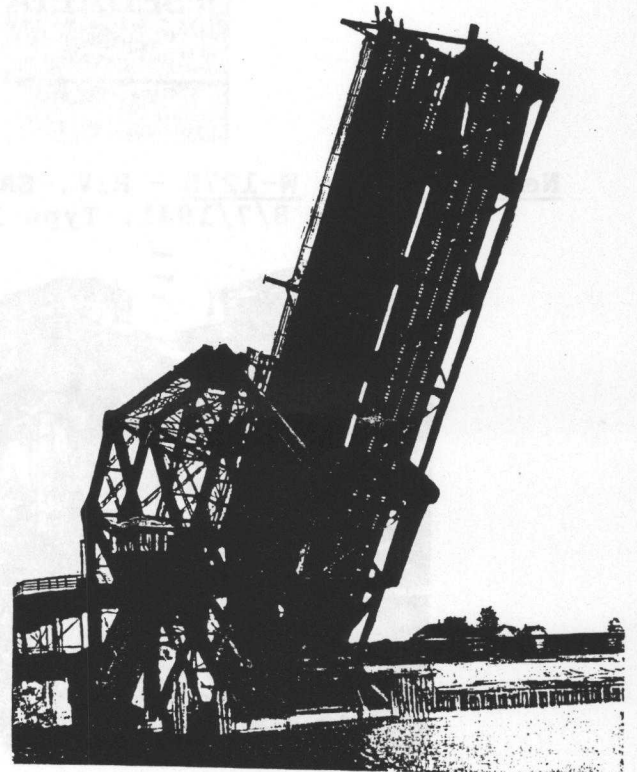
S.S. "Home"

Argentina	99 Tacks Beach
5 Ship Harbor	106 Davis Cove
12 Iona	116 Clattice Hr.
20 Red Island	119 St. Leonard
28 Rose au Rue	121 Isle Vilen
33 Kingwell*	
43 Hr. Buffett	

*Outward only.



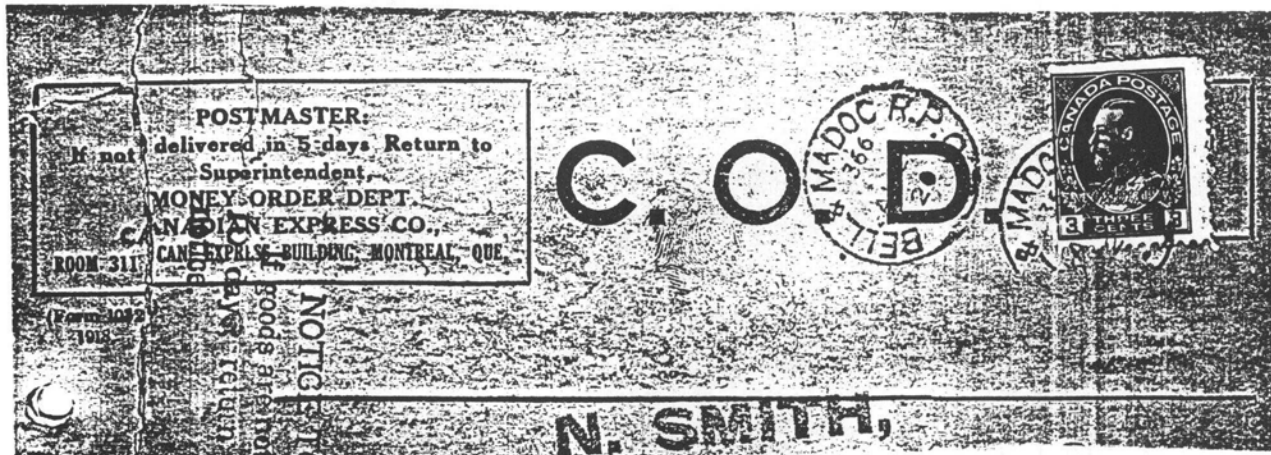
MA-106 - HX-DIG.& YAR. / R.P.O.
 Hammer 10, proofed 12/19/1941
 11/24/1954 useage. Note rim
 damage over "HX". from John
 Watson (also card).



C. P. R. Bascule Bridge, Fort William, Ont., Canada.

The only double-decked bridge of its kind in the world
 Takes 2400 tons weight to lift it.

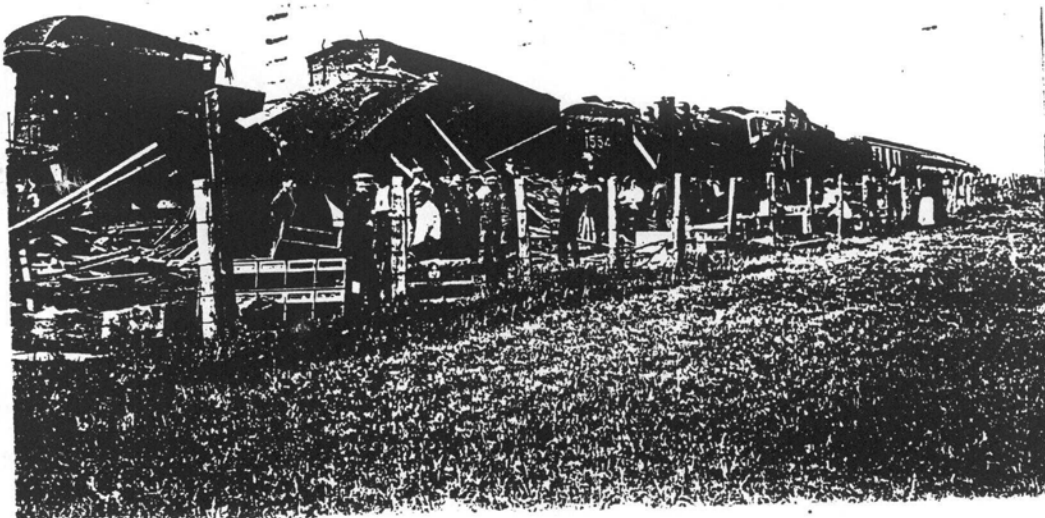
New Reports from Bob Spencer -



O-14A - BELL. & MADOC R.P.O. - Train 366. 8/24/1920 - New Late Date.



New Listing - W-127H - RIV.-SASK., R.P.O./ J.R.FLANNIGAN - Train 3, 8/7/1941, Type 17J, RF 500.



Wreck at Azilda on the C. P. Ry., Sept. 12, 1906.

Postcard from Rick Parama - Azilda is in Rayside Township, Algoma East Riding, Ontario. C.P.R. Locomotive 1554 is involved, and there are probably mail car(s) in the mess. Are those sorting boxes in the foreground by the fence?

That's all for this time.

Bill

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