

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

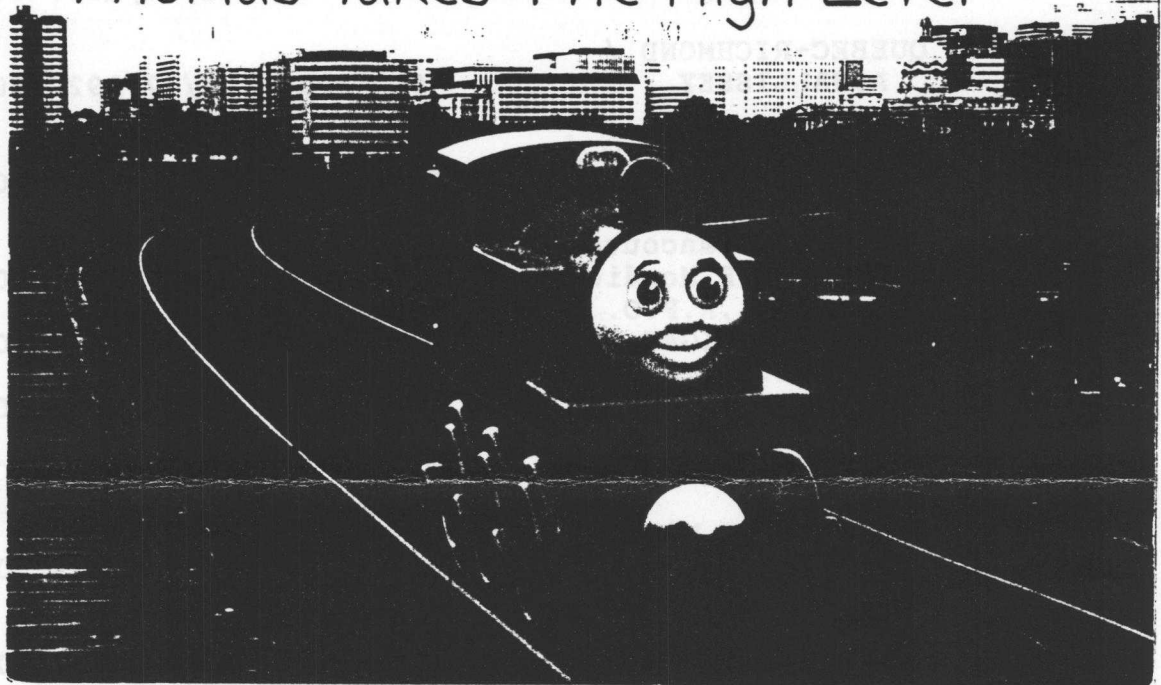
Volume 28 - No.5

Whole No.148

June 2000

MEMBERSHIP - We recently lost two members of the R.P.O.Study Group. Alec Unwin of Bellevue, Washington, Secretary of BNAPS, was a long-time member of this Study Group, and a student of the Trans-Pacific mails to and from Canada. Jack White of Portland, Oregon, another long-time member, was generally interested in postal history of the U.S.A. and Canada. Vernon Kembel of Matsqui, B.C. is still alive, but has given up the study of Canadian R.P.O.s. Our travelling member Rick Parama has moved from England to Japan - where he may be found at 6 Yamate-Cho, Naka-Ku, Yokohama 231-0862. Our mentor, Lionel Gillam has moved to 23, High Trees, Stag Lane, Rotherham, South Yorkshire, S60 3NR, England. Finally, your Editor has moved about a mile from his house of 31 years to an apartment - #301 - 2108 West 38th Avenue, Vancouver, B.C. V6M 1R9, Canada.

Thomas Takes The High Level



IN A LIGHTER VEIN - A Railway Related Card - sent by Keith Spencer, Past President of the Royal Philatelic Society of Canada. It advertises an Edmonton hobby shop, and shows the C.P.R. High Level Bridge over the North Saskatchewan River in Edmonton, with the Alberta Legislature in the background. Those with children will recall the stories about Thomas the Tank Engine.

LOST IN THE YARDS - Does anyone have any information about Eldon Godfrey, Greg Ioannon, James Jenkins, John McCrea or Joseph Nolan ? Their car numbers haven't shown up this year, and we miss them.

.... /2

WILLIAM G. ROBINSON

#301 - 2108 West 38th Avenue, Vancouver, B.C. V6M 1R9, Canada

ANNEX XIX - CATALOGUE OF CANADIAN RAILWAY CANCELLATIONS - 2000

NEW REPORTERS - 338 Christopher Anstead 341 Robert Spencer
 339 Gary J. Lyon 342 Norris (Bob) Dyer
 340 Mike Wood

NEW TYPES -

Nil.

NEW LISTINGS -

Listing	Cancellation	Type	Tr/Dir	Period	RF	Rep.
MA-132C	FROM HAL. & SYD. TR. 6 / H.M. ROSS	22J	6	1/28/1955	500	151
MA-183A	J.D. MCINNIS/TR. N.S. DIV.	7E	7	2/17/1937	500	146
Q-223A	QUEBEC-RICHMOND / A. HALLISSEY	6E	121	2/27/1924	500	142
O-242B	OTT. & N. BAY R.P.O. / J.M. EDWARDS	7B	18	12/19/1924	500	142
W-24F	Calgary & Vancouver /R.P.O. / Stanley F. Moodie	22H	13	10/21/1911	500	142
W-127H	RIV.-SASK., R.P.O. / J.R. FLANNIGAN	17J	3	8/07/1941	500	341
W-198Z	WPEG & N. BAT. R.P.O. / W.F. ROBERTS	7B	6	5/6/1924	500	142
RG-34A	REGISTERED / SO-EX	30J	-	5/11/1876	500*	142
TS-7A	SUP'T. R'W'Y. M'L. SERVICE / LONDON, ONT. (Wax Seal)	21	-	7/07/1915	500*	95
TS-60j	CANADIAN PACIFIC / RAILWAY / LAGGAN, ALBA.	1J	-	8/15/1904	500	258
TS-184cc	NFLD. RY. / BAY ROBERTS	1E	-	11/21/1934 5/11/1948	400	340
TS-194b	N.G. RY. / BAY ROBERTS	1E	-	10/1/1928	500	246
TS-251	REID NEWFOUNDLAND COMPANY / ?	5H	-	12/7/1918	500	246
S-134t	CAN. PAC. RY. CO. / PURSER'S OFFICE / STEAMER TEES	1L	-	10/20/1913	500*	328
S-179	PURSER'S OFFICE / S.S. RUPERT CITY / Mackenzie Bros. S.S. Co. Ltd.	22D	-	2/25/1909	500*	97

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UNCONFIRMED LISTINGS CONFIRMED -

W-125C	RESTON & WOLSELEY R.P.O./					
	H.N.RAINE	6E	246	4/03/1924	500*	151
W-133C	ST.P.& PORTAL W.D./ R.P.O.					
	(U.S.R.M.S.Duplex)	17H	14	8/04/1953	500	337
RR-107	N.B.& C.RAILWAY					
	/ PASS'R.TRAIN No.	6C	-	4/03/1868	500*	4,7

ONLY PROOF KNOWN LISTING CONFIRMED -

N-38U	LABRADOR WEST / NEWFD	4J	-	4/12/1885	500*	342
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CORRECTIONS -

To New Listings - Annex 18 -

MA-13	Change to MA-13m (New Listing)
Q-40D	Change to Q-40E (Duplication)
Q-171Dg	Change to Q-171K (Different type to Q-171D_)
O-107O	Change to O-107P (Duplication)
O-338No	Change to O-338V (different type to O-338N_)
O-357W	Change to O-356D
O-357WW	Change to O-356E (double letter not compatible)
O-357Z	Change to O-356F (duplication of numbers)
O-378A	Change to O-378Ag (Additional listing O-378Am)
O-385Ct	Change to O-385D (different wording to O-385C)
W-180Kj	Change to W-180P (different type to W-180K)
TS-194p	Change from TS-194 (Additional Listing TS-194b)
TS-249W	Change to TS-249w (finger problems)
S-140a	Change to S-140
S-140b	Change to S-140A
S-140c	Delete - explain letter heights of two hammers under S-140A.

To Unconfirmed Listing Confirmed - Annex 18

O-263A	Change to O-263Aa (O-263Ab already confirmed)
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To Earliest & Latest Dates - Annex 18

O-357Rd	Change to O-357Rb (more finger problems)
TS-337	Latest date is 3/27/1922 as per Annex 17

To Additional Listings for Clerks -

GURNEY, C.	Change Q-171Dg to Q-171K (see above)
IVISON, K.N.	Change O-107O to O-107P (see above)

DELETIONS -

O-156Ca Annex 18 - Error - actually Q-156Ca. (duplication)

EARLIEST AND LATEST DATES FOR PERIOD OF USE -

Listing	Status	Date	NEW RF	Reporter
N-15a	Earliest	9/29/1888	No Change	339
N-18	Latest	7/07/1917	To 400	246
N-20	Earliest	8/10/1923	No Change	246
N-29	Earliest	11/1/1913	to 350	246
N-48	Latest	6/20/1920	No Change	246
N-54(H.3)	Earliest	3/24/1911	No Change	246
(H.3)	Latest	8/25/1920	No Change	246
N-62	Earliest	1/08/1919	No Change	246
N-104	Latest	12/12/1941	No Change	258
MA-96	Earliest	7/29/1946	No Change	270
	(Hammer 1, Tr.60, HP	6/14/46)		
Q-67	Earliest	7/13/1896	No Change	258
Q-111(2nd.Per.)	Early	6/13/1891	RF to 500	142
	Latest	9/13/1892		142
Q-146	Earliest	6/16/1905	No Change	258
Q-210	Earliest	10/30/1898	No Change	258
Q-257	Earliest	9/19/1938	No Change	258
Q-264	Latest	7/27/1954	RF to 300	270
O-12	Latest	9/18/1926	No Change	151
O-14A	Latest	8/24/1920	No Change	341
O-34	Earliest	2/13/1903	No Change	258
O-64	Latest	7/28/1951	No Change	258
O-78A	Latest	5/02/1924	No Change	151
O-103	Earliest	4/09/1899	No Change	248
O-105	Latest	7/21/1956	No Change	151
O-186	Latest	6/22/1935	No Change	151
O-120	Earliest	10/22/1893	No Change	258
O-165	Earliest	9/02/1900	No Change	258
O-178	Earliest	6/14/1918	No Change	258
O-201	Earliest	1/14/1938	No Change	258
O-204	Latest	4/07/1964	No Change	270
O-271	Earliest	10/31/1927	No Change	151
O-293	Earliest	7/09/1901	No Change	258
O-349	Earliest	6/07/1898	No Change	258
O-377	Earliest	4/29/1949	No Change	258
O-380	Latest	6/09/1886	To 470	151
O-386	Earliest	5/11/1920	No Change	246
O-403	Earliest	5/18/1903	No Change	258

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

Listing	Status	Date	Change to RF	Reporter
W-17	Latest	4/18/1958	No Change	258
W-30a(Var)	Latest	1/31/1918	No Change	320
W-301	Earliest	7/01/1905	No Change	258
W-30w	Earliest	4/27/1955	No Change	258
W-180T	Latest	9/28/1960	to 400	151
W-196Gf	Latest	5/04/1964	to 400	270
RR-17	Earliest	9/08/1886	No Change	142
RR-23(H.1)	Earliest	5/25/1888	No Change	151
RR-40	Latest	9/08/1951	No Change	151
RR-70	Earliest	5/13/1879	No Change	151
RR-182	Earliest	12/22/1877	No Change	151
RG-13	Earliest	4/03/1876	No Change	140
RG-15	Earliest	3/19/1879	No Change	140
RG-18	Earliest	3/01/1880	No Change	140
RG-22	Earliest	2/09/1877	No Change	140
TS-20m	Latest	8/19/1945	No Change	337
TS-184s	Earliest	7/22/1933	No Change	246
TS-188m	Earliest	2/08/1936	No Change	151
TS-320	Latest	7/02/1892	No Change	140
S-185	Latest	1/14/1918	No Change	151

TRAIN NUMBERS & DIRECTIONS -

ADDITIONAL CLERK LISTINGS -

Listing	Dir./Tr.No.	Reporter
N-60	A	246
Q-56	38	258
Q-257	15	142
O-41	SOUTH	159
O-107K	173	337
O-271	AM	160
O-371	19	258
O-380	1	151
W-30a(Var)	61	337
W-133C	14	337
W-196Gf	8	270
RR-17	E,W	142
RR-49	AM	151

FLANNIGAN, J.R.	W-127H
HALLISSEY, A.	O-223A
McINNIS, J.D.	MA-183A
MOODIE, Stanley F.	W-24F
ROSS, H.M.	MA-132C

ADDITIONAL RUNS FOR CLERKS
ALREADY LISTED -

EDWARDS, J.M.	O-242B
ROBERTS, W.F.	W-198Z

1 May 2000

End of Annex 19

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

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	4/09/1899	11/29/1906
II	large & unknown	12/11/1899	1/04/1912

O-104 HAMILTON & MEAFORD R.P.O. / Ng

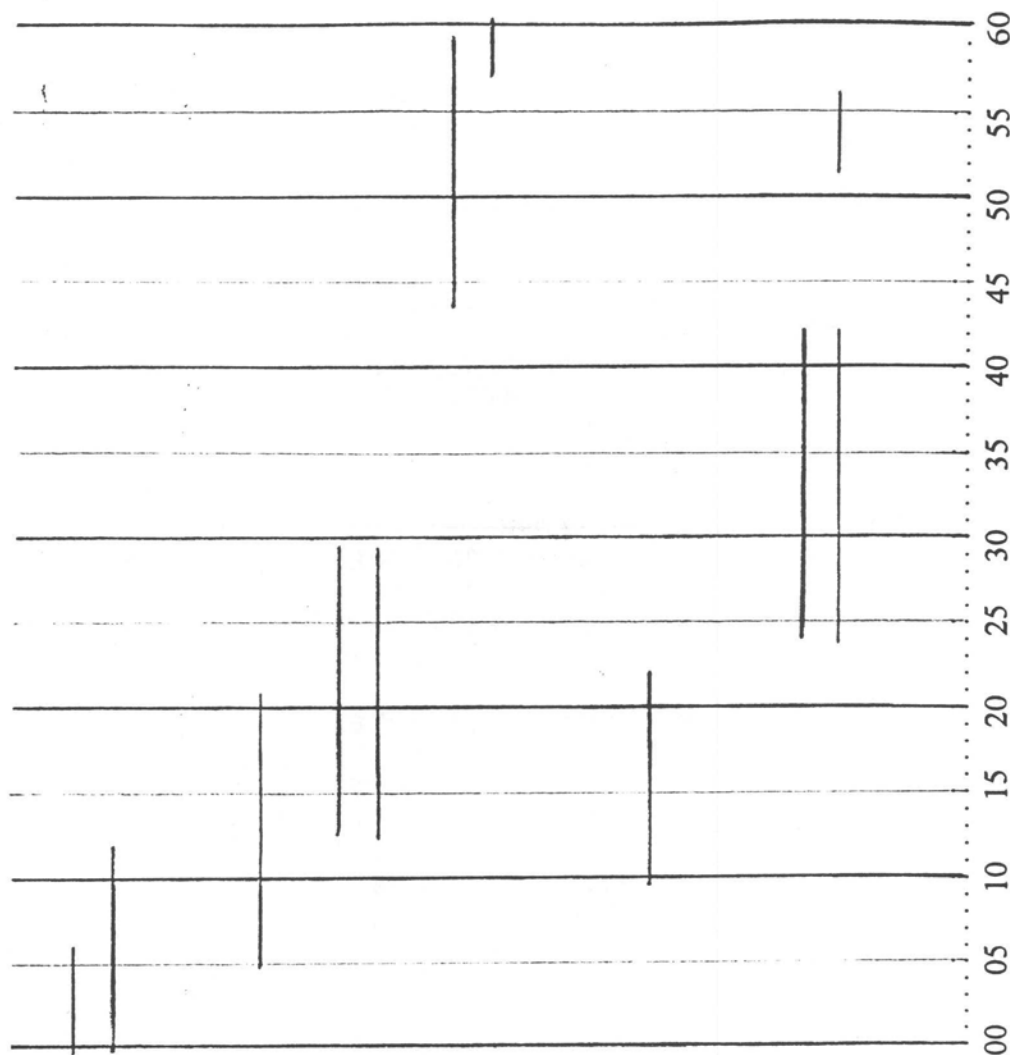
I	No3	10/06/1904	10/27/1904	3/28/1921
II	No4	10/06/1904		
III	No5	4/03/1912	9/08/1912	11/09/1929
IV	No6	4/03/1912	6/06/1912	8/12/1929
V	No6	10/29/1929		
VI	No1	5/25/1943	6/21/1943	7/25/1959
VII	No3	12/11/1956	1/15/1957	6/14/1960

O-106 HAM. & MEAFORD R.P.O. / No1

I	No1	6/29/1909	7/08/1909	5/22/1922
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O-105 HAMILTON AND MEAFORD R.P.O. / No

I	No1	5/05/1923	10/16/1923	7/20/1942
II	No3	1/06/1923 p1	2/21/1923	6/17/1942
		p2	8/31/1951	9/29/1956



Brian Stalker
Glaramara
Upper Bryn Coch,
Mold, Flintshire CH7 1PU
18 November 1999

James Felton Esq
Dr Warren Bosch
Ross Gray Esq
Bill Robinson Esq

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Dear Jim, Warren, Ross and Bill,

Hamilton & Meaford Hammers

Stalker's kid has fouled up...again!!! Not only did I make some date typos on the letter I sent out on 24th October, but for good measure I totally ignored the data Bill published on page 4 of the September newsletter. Humble Pie and apologies all round, gents. Herewith the corrected (I hope) version.

Hammer	Date Proofed	Earliest	Reporter	Latest	Reporter
O-103	HAMILTON & MEAFORD R.P.O.			(Type 17)	
Whole Run		4/09/1899	248	1/04/1912	248
I	Unknown	4/09/1899	248	11/29/1906	248
II	Unknown	12/11/1899	156	1/04/1912	248
O-104	HAMILTON & MEAFORD R.P.O. / No.			(Type 17A)	
Whole Run		10/27/1904	173	6/14/1960	142
I (No.3)	10/06/1904	10/27/1904	173	3/28/1921	151
II (No.4)	10/06/1904	NOT SEEN			
III (No.5)	4/03/1912	9/08/1912	248	11/09/1929	142
IV (No.6)	4/03/1912	6/06/1912	142	8/12/1929	142
V (No.6)	10/29/1929	NOT SEEN			
VI (No.1)	5/25/1943	6/21/1943	156	7/25/1959	142
VII(No.3)	12/11/1956	1/15/1957	142	6/14/1960	142
O-105	HAMILTON AND MEAFORD R.P.O. / No.			(Type 17A)	
Whole Run		2/21/1923	147	9/29/1956	142
I (No.1)	5/05/1923	10/16/1923	151	7/20/1942	142
II (No.3)	1/06/1923	per 1 2/21/1923	147	6/17/1942	142
		per 2 8/31/1951	142	9/29/1956	142
O-106	HAM. & MEAFORD R.P.O. / No.1			(Type 17A)	
Whole Run	6/29/1909	7/08/1909	16	5/22/1922	151

Thanks for your co-operation guys.

Best Regards

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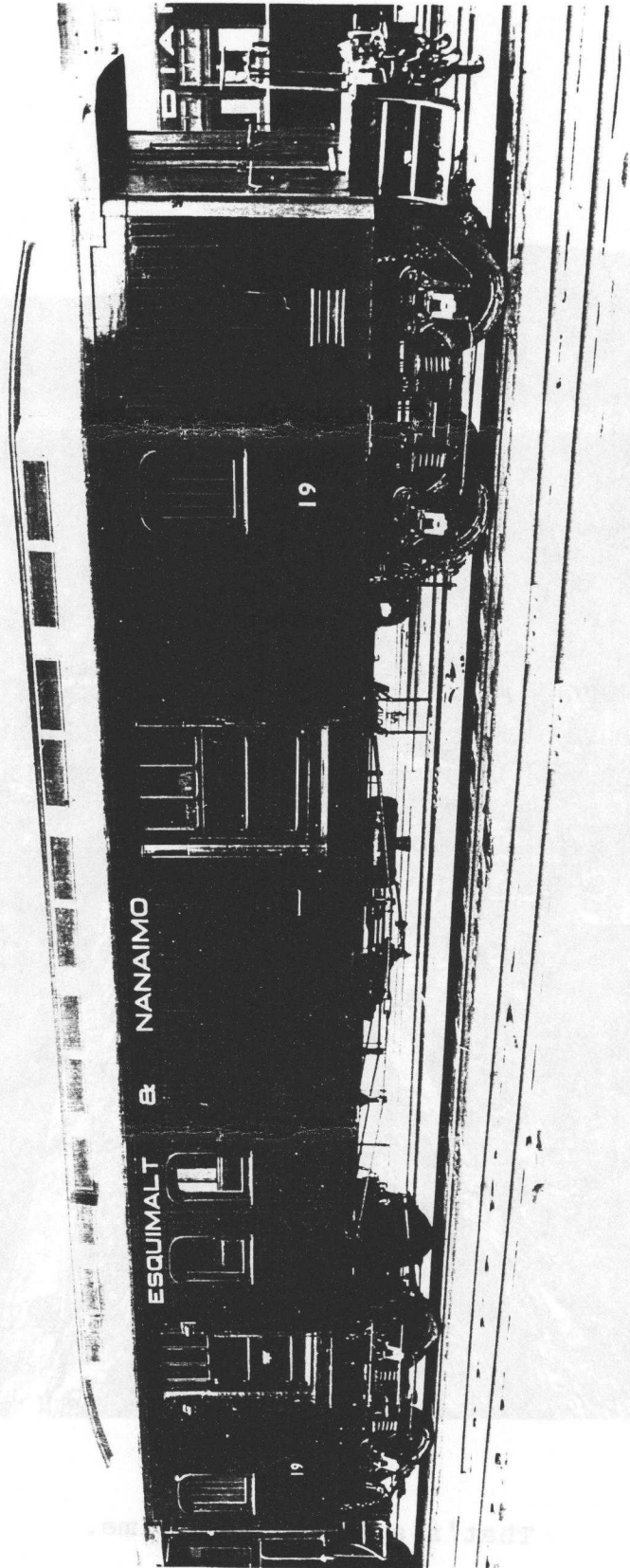
November 10, 1999

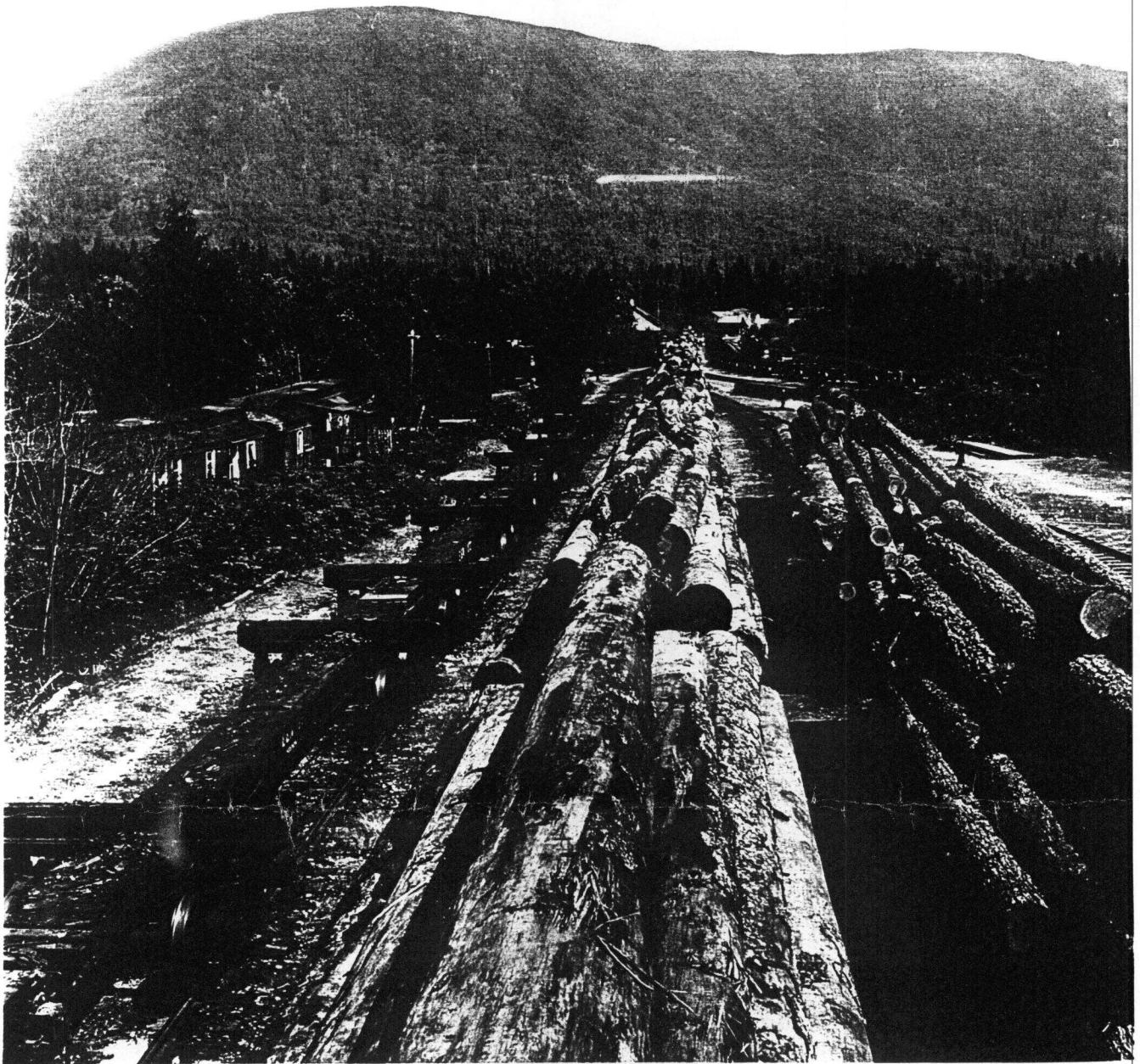
Dear Bill,

About 25 years ago, Jim Shields, of the CPR Corporate Archives, and the doyen of all things to do with CPR rolling stock, wrote to me to ask me if I could locate a certain car. The car in question, is the E & N combination mail and baggage car No. 19, photo enclosed. The story behind this car is as follows: It is a "one of a kind" readily identifiable as a former QMO&O baggage and mail car the CPR sold to the E&N in 1913. CP archives found in their files a photograph taken at the Montreal Angus Shops in 1913. The car is believed to have been built by the firm of Patten and Son, Bath, Maine, in 1876 or 77 for the QMO&O Western Division between Montreal and Ottawa. Both car and railway were acquired by the CPR in 1882. The car was sold to the E&N in 1913 and according to the equipment ledgers, scrapped at Victoria in 1926. However, Jim learned that two E&N passenger cars of sorts were lying derelict at Lake Cowichan and the second photo enclosed shows them at that point in 1944. The one furthest from the camera is the one described above. In 1975 Jim asked me if the two cars were still at Lake Cowichan. I made enquiries and the answer was "no." Interesting to note the "heyday" of log movement by rail at that time.

Regards,

Alex





That's all for this time.

Bill