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V6M 3A7

THE R.P.O. NEWSLETTER

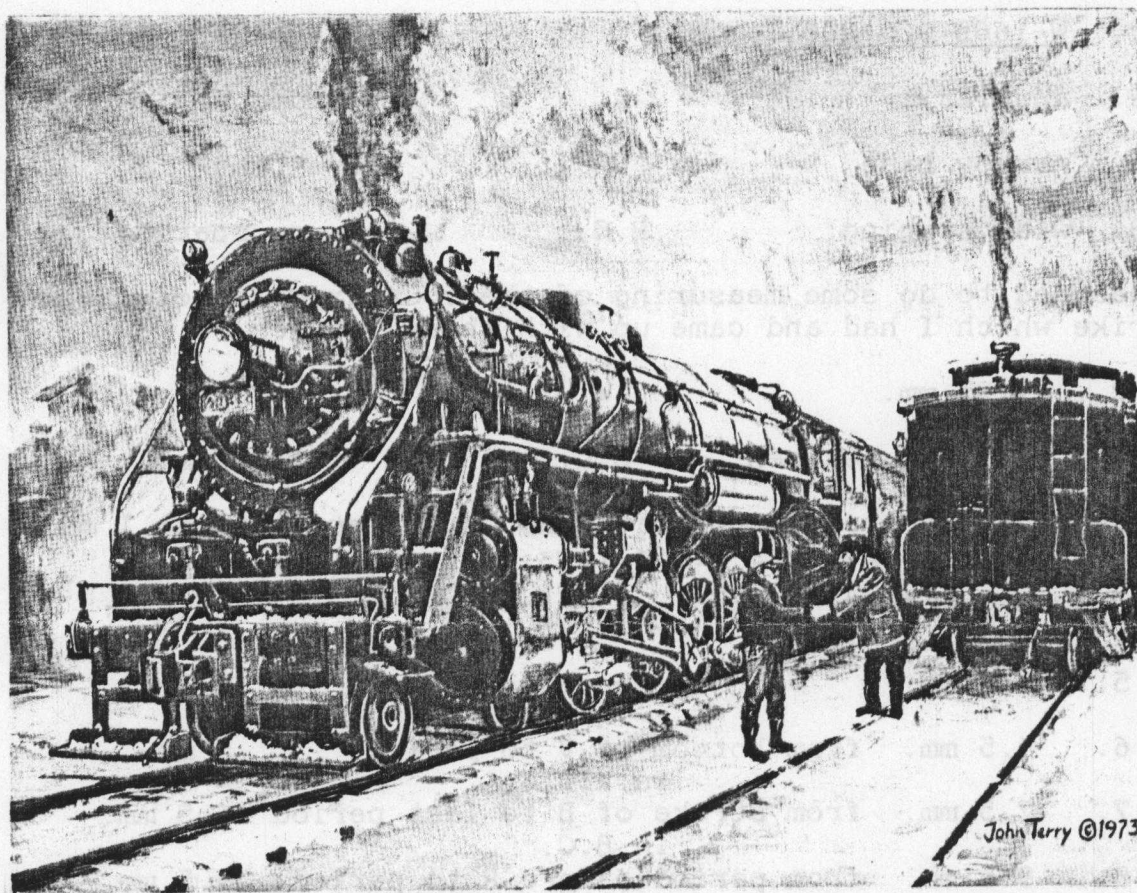
OF THE CANADIAN R.P.O. STUDY GROUP (B.N.A.P.S.)

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Whole No.99

September, 1992

BNAPLEX '92 - ST. CHARLES, ILLINOIS - We are just getting ready for this important annual meeting, and we hope many members of the Study Group will attend. Dr. John McCrea will entertain and instruct us with a paper on the Original Number registration marks applied on RPOs, while Frank Waite will dazzle us with a subject of his choosing. The annual meeting of the Study Group will be held under the chairmanship of Jim Lehr, and a little bird tells us that Jim would like to retire from that position. Anyone interested in taking over ? The annual membership and financial reports will be given, and should appear in the next issue of the Newsletter.

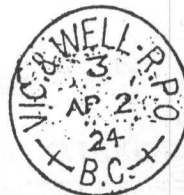


Another fine Christmas Card by John Terry - from the same series as the CNR 6060 shown on Newsletter 95. This one shows a New York Central 4-8-2 Mohawk type engine No.2933 in the yards on a cold winter day. This locomotive is preserved in the National Museum of Transport at St. Louis, Missouri.

From the Ottawa Proof Book -



W-166b



W-166c

Identification of W-166 - VIC. & WELL. R.P.O./B.C.

Bill Robinson asked me to spend some time on the two hammers of this route. The Catalogue states on Page 143 'Ornaments 206 and 208 are somewhat similar and difficult to differentiate'.

The differences referred to in the Catalogue are:

<u>W-166b Orn.206</u>		<u>W-166c Orn.208</u>
1. angular	&	rounded
2. narrow base	W	wide base
3. wide spacing	B.C.	narrow spacing

I decided to do some measuring of the four examples of each strike which I had and came up with these figures:

2.	1.25 mm.	W	1.75 mm.
3.	2.5 mm. between	B.C.	1.5-2 mm.

However, these are not positive enough differences, so I made some other measurements as follows:

4.	7 mm.	arc length	6 mm.
5.	1.5 mm.	arc crossbar	2 mm.
6.	4.5 mm.	from bottom of V to period in VIC.	5 mm.
7.	7.5 mm.	from stroke of B to last period in B.C.	6.5 mm.
8.	8.5 mm.	from period before R to period after O in .R.P.O.	9.5 mm

I also measured WELL. from the bottom of the first stroke in W to the last L but found very little difference even though one has a narrow base W and one a wide base.

The best distinguishing difference is in the ampersand, but if it is not clear in the strike, then perhaps some of these measurements will help, as I did not find 2. and 3. above to be that helpful.

From Dr. John McCrea -

-3-

Re: W-88 - Moose Jaw & Empress RPO - Newsletter # 96 -
February, 1992.

Gillam's question can be put into perspective with some of the stamps I have, and a table from Canada RMS Western Districts for October 1930 - and what isn't in schedules for June, 1927 and October, 1937. Unfortunately, my file of CPR Timetables gaps between 1916 and 1944.

My markings are as follows -

Moose Jaw & Empress(W-88)

Swift Current & Empress

M.JAW & EMP.R.P.O./No.
E/ ?? 24 / 26(No.1)
66/DE 16/52(No.2) LRD
(Wednesday)



W-157 S.CURR.& EMP.R.P.O./No.
E/AP 27/18 (No. ?)
W-158 S.C.& EMP.- R.P.O./No.1
66/SP 15/29
66/OC 31/34
W-158 S.C.& EMP.R.P.O./No.1
66/JUL 28/38
66/JAN 13/39 (Friday)
66/MR 2/48
66/AU 21/53
66/JUN 25/55
65/AU 20/55
65/AP 12/56

Latest Reported

Archives date for end of service
June 29,1956 w/trains 625 & 626.

My analysis of what happened - Swift Current & Cabri RPO was established about 1913. By 1915 the line had been extended to Empress, and the RPO was extended as Swift Current & Empress. In 1916, trains were in operation daily except Sunday - #408 leaving Empress at 7:30 AM and reaching Swift Current at 12:30 PM. The outbound trip, #407, left Swift Current at 4:45 PM, and reached Empress at 9:45 PM. Main line connections at Swift Current were good westbound and eastbound to & from Moose Jaw via Transcontinentals Nos. 1 & 2, and westbound via #13 from St. Paul via Portal and Moose Jaw.(1916 Guide, June,1916).

Toward the end of 1918, Moose Jaw was selected as the base for the Empress trains, and the RPO was re-named Moose Jaw & Empress. The E.R.D. of December 9,1918, and the three examples up to 1924 reported by the Editor in NL#96 probably represent actual Moose-Jaw to Empress trips. My copy in 1926, unfortunately, does not show a month.

The June, 1927, RMS Western Districts Schedule does not show service by Empress-bound trains between Moose Jaw and Swift Current, and the service on the Branch was listed as Swift Current & Empress RPO by Trains 65 and 66 operating west in the evening and east the following morning.

.... /4

There were very poor main-line connections at Swift Current, and the June, 1938, Schedule shows the same.

However, the October, 1930, RMS Schedule yields pay dirt. Train 65 is listed on the main line out of Moose Jaw at noon as a baggage car service, and out of Swift Current at 5:30 PM as the Swift Current & Empress RPO. Eastbound in the morning, #66 made a good connection with Transcontinental #2 at Swift Current, and no evidence is found for #66 east of Swift Current. As I suspect the baggage car service of #65 from Moose Jaw to Swift Current was provided by the postal/baggage combination car that ran on to Empress, it would be easy to schedule a clerk if mail load warranted Moose Jaw & Empress RPO service about Christmas time.

I doubt if trains 411 and 412 via Wymark carried the Moose Jaw & Empress service in the 1930's. In the '40's the story may have been different.

CPR Archives may reveal the story of #65 service between Moose Jaw and Swift Current. From 1944 to 1952 the National Library and National Archives holdings of RMS Schedules might be checked. These are "virgin" books, and do not have the correction paste-ins on which a short term service might appear.

We really need S.C. & EMP. W-158 dates for the years in question - to see if December dates are missing. At least this is a stab at the problem.

Here are your Editor's strikes of W-158 -

With dash after EMP. (Ham.1)
(Proofed 5 MY/26)

66/FE 28/30, 66/OC 13/30
66/NO 3/33, 66/NO 10/33
66/ DE 4/33, 66/MY 28/34
66/MY 6/35, 66/AU 27/35
66/SP 30/35, 66/OC 4/35
66/OC 7/35, 66/NO 28/35
E/DE 3/35, 65/JAN 13/36
66/DE 3/36

With Period after EMP only
Ham.2 (Proofed 29 Oct/37)

66/FE 22/38, 66/JUN 42
65/ SP 8/43, 66/AU 13/47

66/AP 11/52, 66/OC27/52
66/NO 17/52, 66/OC 19/55
66/NO 26/55

Only two of these dates in 1935 and 1936 are in December, and both are early in the month before the Christmas rush would peak. Perhaps Dr. McCrea has fingered the solution.

Also, what do you make of the "E" direction on December 3, 1935 ?

See also Lionel Gillam's further comments on Page 10.

TRANSFER LIST FOR MOOSE JAW & CALGARY, Tr. I

Tain No. 3

Train No. 2Train No. 4

Calgary.....	n	14 80	C. & V.	Vancouver	Bussano.	s	17 32	Tr. 516	Empress
"	n	14 50	"	Cal. & Ed. 54	Med'ne Hat	d	20 25	"	M.H. & N. 67
Med'ne Hat	n	22 25	"	M.H. & N. 12	Moose Jaw	d	4 30	W. & M.J.	T. Eaton Co.,
"	n	25 25	Tr. 812	Lethbridge	"	d	"	"	Winnipeg
					"	d	4 30	"	Regina
					"	d	4 30	"	Sud. & Ft. Wm.
					"	d	4 30	"	Montreal
					"	d	4 30	"	(Foreign)
					"	d	4 30	"	Montreal
					"	d	4 30	"	Quebec
					"	d	4 30	"	Hamilton
					"	d	4 30	"	Maritime Provs.
					"	d	4 30	"	Quebec Prov.

3

Route 436

P.C. Train 1.....	60 feet
P.C. Train 3.....	60 feet
P.A. Train 65.....	7 feet
P.C. Train 2.....	60 feet
P.C. Train 4.....	60 feet

Trs. 1, 2 use Gleichen Sub. Div. between Gleichen and Sheparc reducing mileage between Moose Jaw and Calgary to 434 miles. Trs. 3, 4 use main line. Mileage 438-1.

Train 1—Letter and paper mail for Swifts, Current Dis. & Co., Cal. & Ed., and M.H. & N. (Alta.). Letter mail for S.C. & Emp., Cal. & Van. and paper mail for Cal. & Van. (Alta.).
Train 2—Letter and paper mail for Mac. & Cal. & Ed. and paper mail for Cal. & Van. (Alta.).
Train 3—Letter and paper mail for Mac. & Cal. & Ed. and M.H. & N. (Alta.). Paper mail for Cal. & Van. (Alta.). Letter mail for Cal. & Van. and Cal. & Emp. & S.C. & Emp.

Train 3—Letter and paper mail for W. & M.J., Suak, and Man. Letter mail for Ottawa Depart-
ments, Br. & For., Ontario, U.S.A. (East), S.C. & Emp., Moose Jaw Branches, Wey. &
Asso., R. & N.B., and Br. & Lan.

Notes—8—Receive from Moose Jaw and despatch to Swift Current by train 65. Mortlach
also despatches to Parkburg; Chaplin to Rush Lake; Rush Lake to Waldeck;
and Chaplin and Ernold to Morse.

Sturgis and Kelvington.				Central Time		Route 380A.	
(Canadian National Railway—47.9 miles.)							
Signal	Train No. 247	Miles from Sturgis	Time Table No. 4.	Train No. 248	Signal		
	B.C.		Sept. 28, 1930	B.C.			
	135			246			
b	16 20	0	STURGIS	9 50	b		
c	17 05	0.4	Preceville	9 25	c		
d	17 40	13.6	Yatesville	8 25	d		
c	18 15	21.0	Hase Dell	8 05	c		
d	18 35	27.1	Okl.	7 40	d		
c	19 15	34.1	Lindlaw	7 20	c		
d	19 40	41.2	Nut Mountain	6 55	d		
c	20 05	47.9	KELVINGTON	6 30	c		
d					d		
S.A.—Train 247..... 3 ft.				S.A.—Train 248..... 3 ft.			
Train No. 247				Train No. 248			
a—Receive from Reg. & S.R.				a—Despatch to Reg. & S.R.			
b—Despatch to Preceville				b—Receive from Preceville			
c—Despatch to Kelvington				c—Receive from Kelvington			
d—Receive from Preceville				d—Despatch to Preceville			
e—Despatch to Okla							
Note.—Train Let/or Box on route							
Reg. & Kelvington.							
Cleared by { Reg. & S.R. R. P.O.							
Vanguard and Swift Current.				Route 381			
(Canadian Pacific Railway—44.0 miles)							
F 17166				F 17146			

Signal		Train No. 407	Miles from Vanguard.	Time Table No. 44. Sept. 23, 1930		Train No. 408
		B. C.				B. C.
		246				246
b	W 13 50	-0	VANGUARD	W 12 30	b e	
c	W 14 20	7-4	Pambrun.	W 11 55	b e	
a	W 10 00	18-7	Neville	W 11 20	c e	
d	W 10 35	21-0	Blumenhof	D 10 45	b e	
b	W 10 10	25-4	Wynack	D 10 05	b e	
b	W 18 45	35-4	SWIFT CURRENT	D 9 30	b e	
b	D 17 20	44-0	B.	P 9 50	b e	

S.A.—Train 407.....3 ft.
Train No. 407
—Receive from Vanguard and dispatch to Swift Current.
—Dispatch to Swift Current.
—Dispatch to Neville.
—Dispatch to Blumenhof.

S.A.—Train 408.....3 ft.
Train No. 408
a—Receive from Swift Current and dispatch to Vanguard.
b—Receive from Swift Current.
c—Dispatch to Pambrun.
d—Dispatch to Neville
e—Receive from M.J. & C. I.

Norm.—Train Letter Box on route.
Cleaned by { Vanguard
Swift Current

Weyburn and Radville

Mountain Time

(Canadian National Railway—26.0 miles)

Route 382A

Sig.	Train No. 70		Miles from Weyburn	Time Table No. 4		Sig.
	B.C.	Dy		Sept. 28, 1930		
b d e	15 30	0-0	B.	WEYBURN	D 12-18	d e
e	16 13	1-7		Clear-sale	x 11-43	e b c
c	16 44	2-0		Clear sale	x 11-32	b c
c	16 44	2-0		RADVILLE	a 11-30	b c
				Train 69		
				a—Receive from Radville.		
				b—Despatch to Weyburn.		
				c—Receive from Regina.		
				d—Despatch to Ceylon.		
				e—Receive from Hardy.		
				B.A. 3 ft.		
				Train 70		
				a—Receive from Weyburn.		
				b—Despatch to Radville.		
				c—Receive from Regina.		
				d—Despatch to Ceylon.		
				e—Despatch to Hardy.		
				B.A. 3 ft.		
				Note.—Train Letter Box on Route, cleared by Weyburn. Radville.		

Train		Miles from Swift Current	Time Table No. 48 Sept. 28, 1930		Train	
No. 65.	R. P. O.		Dy	No. 46.	R. P. O.	Dy
R 17 30		0-3	B	SWIFT CURRENT.	D 11 45	
R 17 45		6-1		(<i>per Jct.</i>)	11 30	
R 18 02		12-9		Cantuar.	11 12	
R 18 18		19-7		Success.	10 55	
R 18 38		28-3		Pennant Sta.	10 37	
R 18 50		33-1		Battrum.	10 26	
R 19 10		40-6		Cabri.	10 07	
R 19 29		47-2		Shackleton.	9 48	
R 19 49		56-7		Abbey.	9 30	
R 20 05		64-2		Lancer.	9 13	
R 20 19		69-9		Portree.	9 00	
R 20 31		75-1		Lensford.	8 48	
R 20 47		81-5		Scaprie.	8 32	
R 21 05		87-8		Prelate.	8 18	
R 21 23		94-3		LEADER.	8 03	
R 21 40		99-5		Weatherham.	7 50	
R 22 00		107-7		February.	7 32	
R 22 17		117-9		EMPRESS.	7 10	
D 22 20			B			

P. C.—Trs 65, 66.....30 ft.

Receipt on Trip East				Despatch on Trip East			
Station	Train No. 66		From	Station	Train No. 66		Via
	Dy				Dy		
Swift Current.	d 11 45			Swift Current.	d 11 45		M. J. & C. 3
"	d 11 45			"	d 11 45		M. J. & C. 2

Receipt on Trip West				Despatch on Trip West			
Station	Train No. 65		From	Station	Train No. 65		Via
	Dy				Dy		
Swift Current.	r 17 30		M. J. & C. 1				
"	r 17 30		M. J. & C. 2				
"	r 17 35		Noose Jaw				
"	r 17 30 61-65		Winipeg				
"	r 17 30 61-63		Regina				

Stoughton and Weyburn.				Canadian Pacific Railway.—37.4 miles.)		Routa \$30	
Signal		Train No. 308	Miles from Stoughton.	Time Table No. 44.	Train No. 307.		Signal
		B. C.		Sept. 28, 1930	B. C.	Dy	
a		n 18 40	0	STOUGHTON			
b		w 18 50	11.4	Froude	d 9 50		
		w 19 12	18.3	Griffin	w 9 26		
		w 19 24	26.3	Stoughton	w 9 11	b	
		w 19 35	37.4	WEYBURN	w 8 50		
		b 19 35	37.4		w 8 30	a	
S.A.—Train 308				S.A.—Train 307			
Train No. 308				Train No. 307			
All offices on route receive from S. & R. train 55 and despatch to Weyburn.				All offices on route receive from Weyburn and despatch to S. & R. train 56.			
—Despatch to Weyburn only.				a—Also despatch to Stoughton.			
b—Also despatch to Griffin.				b—Also despatch to Froude.			
Through h-c-k bag from N.P. & M.J. tr. 5 for S. & R. tr. 56 is handled in tr. 307.—Dy.							

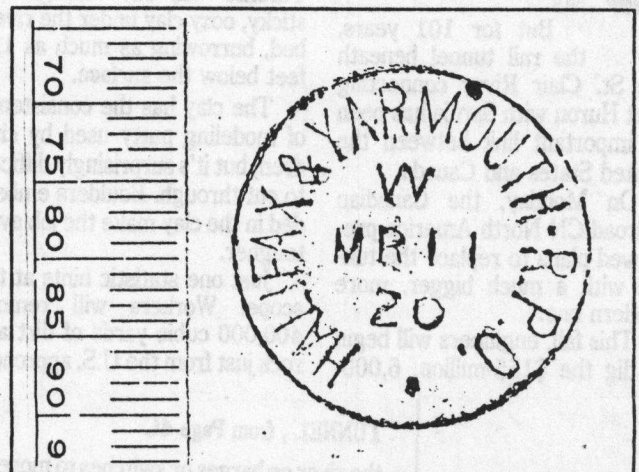
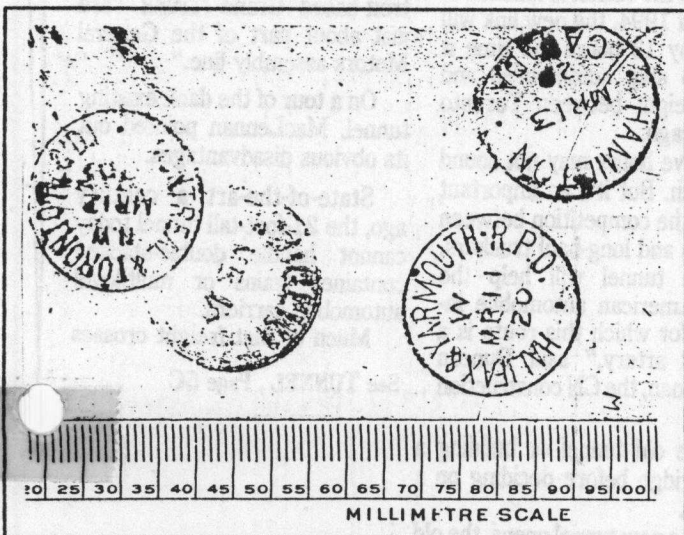
Still more from Ross Gray -

MA-138 A NEW HAMMER ?

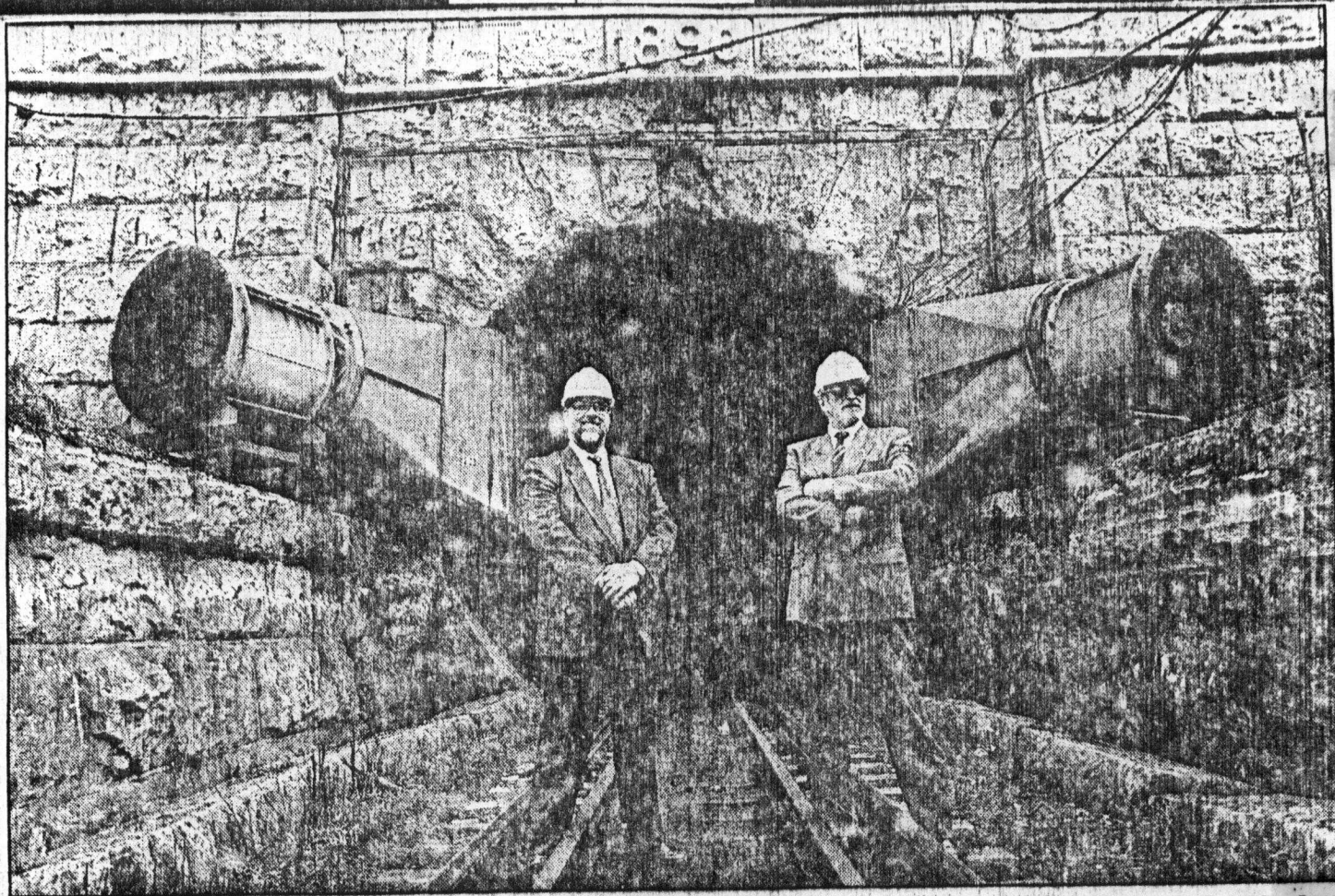
After several attempts to identify the hammer of this clearly struck MA-138, used as a transit stamp on a registered cover from Midville Branch, N.S. to Hamilton, I can only conclude it is a previously unidentified hammer. The envelope is a soft paper, hence the uncertainty about the possible double period after the "R" of "R.P.O." From the crisp quality of the strike, the hammer was either quite new or little used at the time.



	I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XII	NEW
H·R	X	X	X	-	.	.	.	.	.	.	.	X	-
R.P	.	.	.	..	.	.	.	.	.	.	.	.	..(?)
base dot	.	+	.	.	.	.	.	.	.	.	.	.	.
a H	1	1	1	1 1/2	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/2	1 1/4	1 1/2	1 1/4
b M	1 1/2	1 1/4	1 1/2	1 3/4	2	1 3/4	2	1 1/2	2	2	2	2	2
c H	1	1	3/4	1 1/4	1 +	1	1 1/4	1 +	1 1/4	1	1 1/4	1 1/2	1 1/4
d H-X	11	9	9 1/2	11 1/4	10 1/2	10 3/4	10	11 1/4	11	11	10 1/2	11	9 3/4
e X-R	7 1/2	6 3/4	6 1/2	9	6 1/2	6 1/2	6 3/4	6 1/2	7	7	6 +	7 3/4	6 1/4
f M-T	6 1/4	5 1/4	6	6 1/4	6 1/4	6 1/4	6 3/4	6 1/4	6 1/2	7	6 1/4	7	6 1/2
g M-R	9 1/2	8 1/4	9	9 1/2	9 1/4	9 1/2	10 +	9 3/4	10	9 3/4	9 1/4	10	10
h M-P	11 1/2	10 1/2	11 1/4	12	11 1/2	11 1/2	12 +	12 +	12	12	11	12	11 3/4



Tuesday, April 14, 1992



ALAN KAMUDA/Detroit Free Press

J.Q. Anders, chief design and construction engineer with Grand Trunk Railroad, left, and Duncan MacLennan, chief of construction for CN, in front of the rail tunnel beneath the St. Clair River connecting Port Huron with Sarnia.

LINKED TO THE FUTURE

BY JOHN GALLAGHER
Free Press Business Writer

PORT HURON — Most people don't know it exists.

But for 101 years, the rail tunnel beneath the St. Clair River connecting Port Huron with Sarnia has been an important link between the United States and Canada.

On Monday, the Canadian railroad CN North America previewed plans to replace the tunnel with a much bigger, more modern one.

This fall, engineers will begin to dig the \$155-million, 6,000-

foot tunnel parallel to the first, in sight of the Blue Water Bridge.

During two years of work, an enormous boring machine built in Toronto will cut through the sticky, oozy clay under the riverbed, burrowing as much as 120 feet below the surface.

The clay has the consistency of modeling putty used by children, but it's surprisingly difficult to cut through. Boulders embedded in the clay make the job even tougher.

Just one statistic hints at the scope: Workers will remove 400,000 cubic yards of dirt and rock just from the U.S. approach-

es to the tunnel. The material will be used as fill on railroad property in the Port Huron area.

When the tunnel is finished in the fall of 1994, the new link will reduce by 12 hours the time it takes to ship automobiles and other freight between Toronto and Chicago.

Twelve hours may not sound like much. But it's an important edge in the competition between railroads and long-haul truckers.

"The tunnel will help the North American automobile industry, for which this route is a principal artery," said Duncan MacLennan, the CN construction

engineer in charge of the project.

With today's precisely timed manufacturing schedules, he said, railroads like CN and Detroit-based Grand Trunk "are just about part of the General Motors assembly line."

On a tour of the dank existing tunnel, MacLennan pointed out its obvious disadvantages.

State-of-the-art a century ago, the 21-foot-tall tunnel today cannot handle double-stacked container trains or multilevel automobile carriers.

Much of that freight crosses

See TUNNEL, Page 5C

TUNNEL, from Page 4C

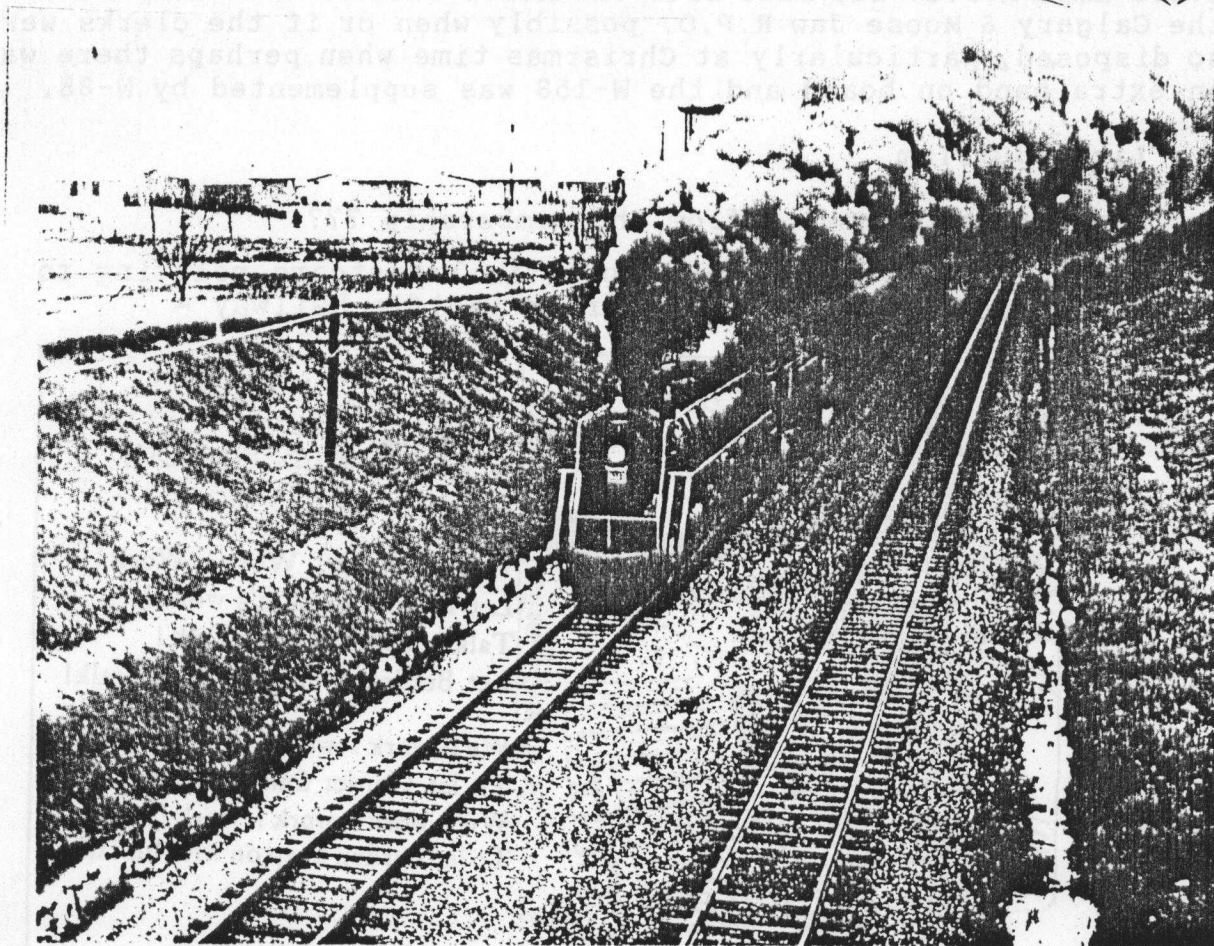
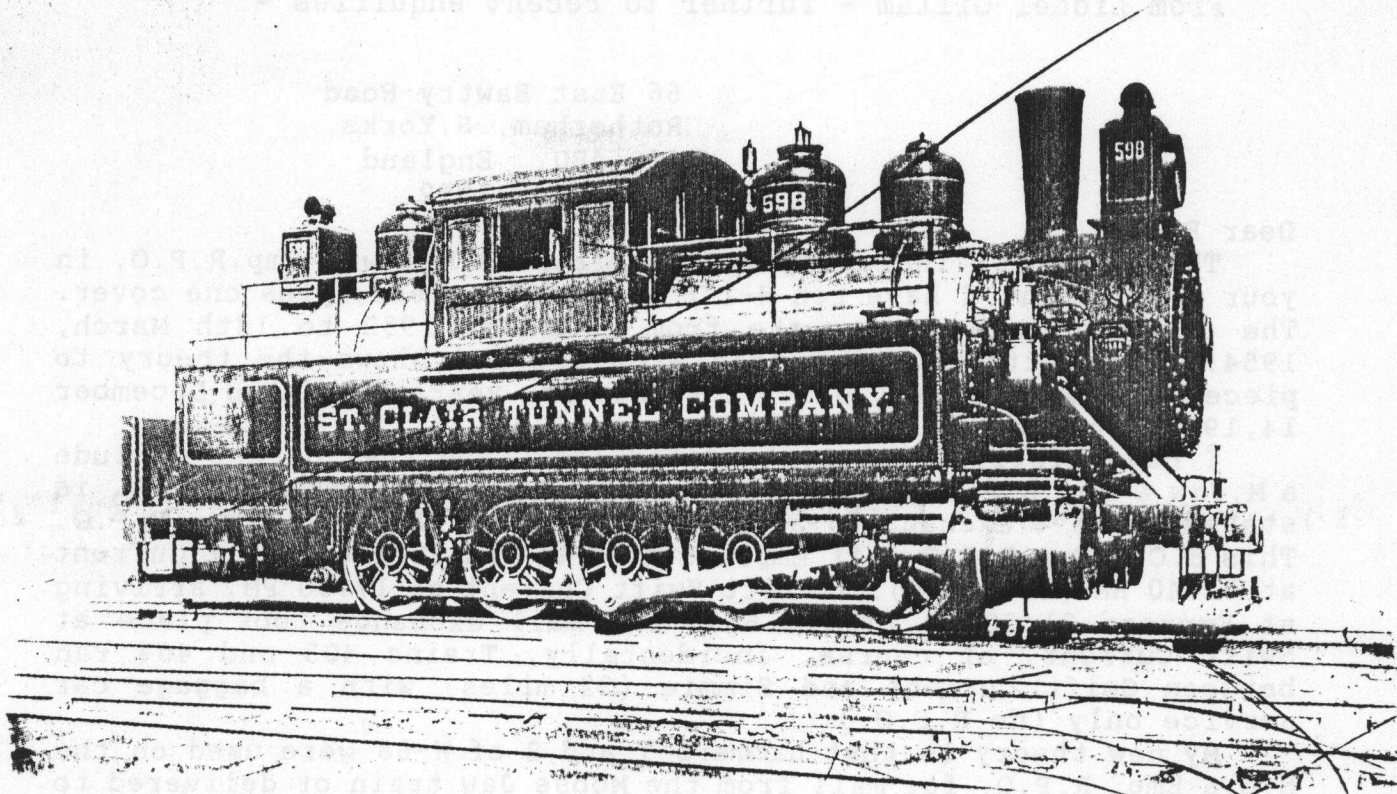
the river on barges or switches to more round-about rail lines.

The new tunnel will be 31 feet high, big enough to accommodate any rail

panding the old tunnel or building a new rail bridge before deciding on a new tunnel.

When the new tunnel opens, the old one will be closed but not forgotten. The entrance portals on both sides of

Two nice photos from Gerry Carr -



GTR # 6323 SOMEWHERE IN MICHIGAN YEAR?

From Lionel Gillam - further to recent enquiries -

66 East Bawtry Road
Rotherham, S.Yorks,
S60 4BU, England
24th May. 1992

Dear Bill:

Thank you for including my query re the M.Jaw & Emp.R.P.O. in your newsletter. I have ten W-158 on stamp & piece, plus one cover. The dates of the former are from 25th Oct 1932 to 18th March, 1954!! The latter was recently acquired and blows the theory to pieces. My W-88 cover, which I've had for years, is dated December 14, 1953. On stamp I have 21 December 1939.

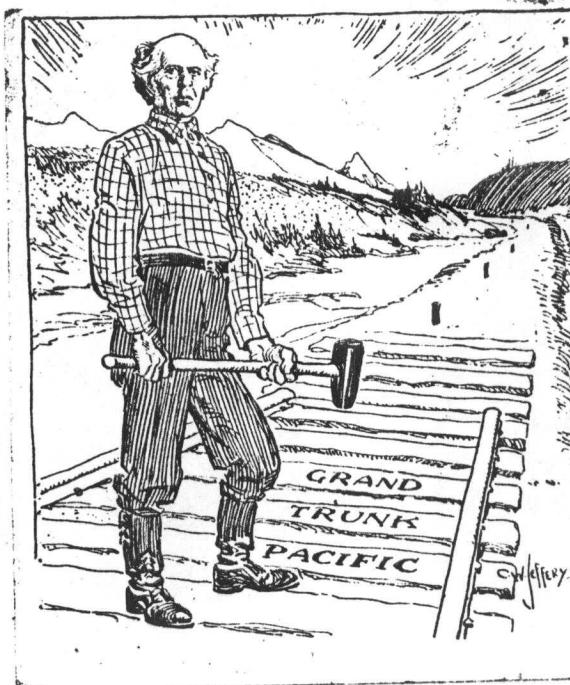
I have Distribution Lists dated 1952, and they do not include a M.Jaw & Emp.R.P.O. However, the Swift Current & Empress R.P.O. is stated to have exchanged mails with the Moose Jaw & Calgary R.P.O. This S.C. & Emp.R.P.O. left Empress at 7 AM and arrived Swift Current at 11:40 AM (Train 66). It left Swift Current at 17:30 PM, arriving at Empress 21:20 PM (Train 65). The mail exchange took place at Swift Current, of course. Incidentally, Trains 403 and 404 ran between Swift Current and Simmie (32 miles) with a baggage car service only (no R.P.O.).

My new theory is that hammers 1 and 2 of W-88 were used on the S.C. & Emp. R.P.O. for mail from the Moose Jaw train or delivered to the Calgary & Moose Jaw R.P.O. possibly when or if the clerks were so disposed, particularly at Christmas time when perhaps there was an extra hand on board and the W-158 was supplemented by W-88.

Lionel Gillam

Any further comments from the membership ???

From Horace Harrison - a 1908 political postcard relating to the construction of the Grand Trunk Pacific Railway -



The Campaign Cry.

Work! Work! Work! Work!
Let Laurier finish his work!
Talk! Talk! Talk! Talk!
Let Borden keep on with his talk!

We'll work! work! work! work!
To let Laurier finish his work!
We'll work! work! work! work!
To let Borden keep on with his talk!

W.G. Robinson
5830 Cartier St.