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THE R.P.O. NEWSLETTER

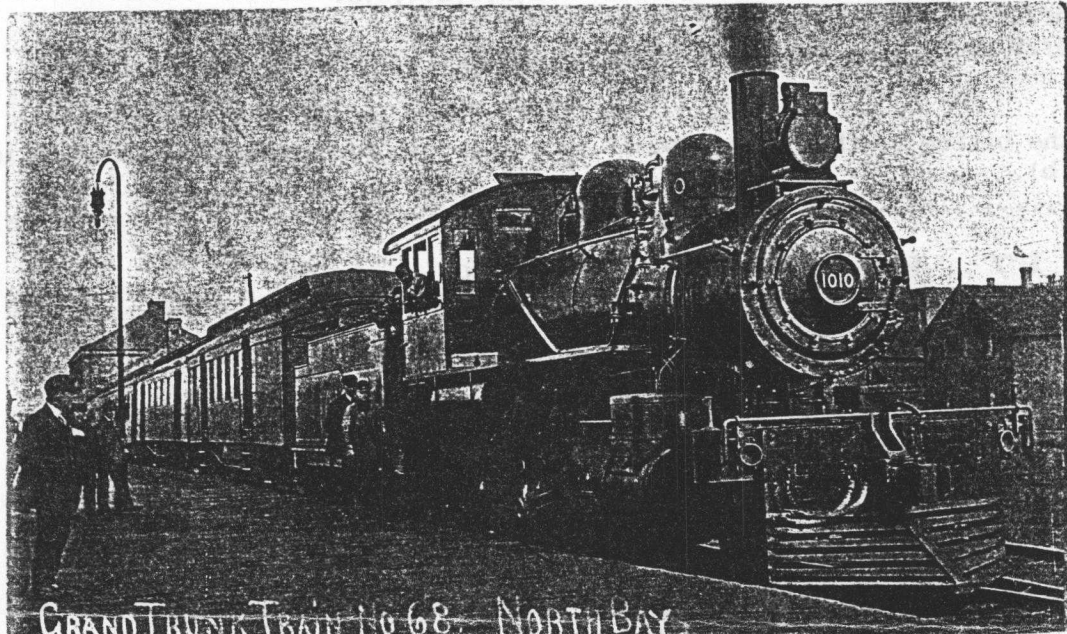
OF THE CANADIAN R.P.O. STUDY GROUP (B.N.A.P.S.)

Volume 23 - No.3

Whole No.116

March, 1995

NEW MEMBER - We welcome Kevin John Cabbage, Box 68, Alta Loma, CA, 91701-0068 to membership. IN MEMORIAM - Unfortunately the Grim Reaper has been with us again to take the wife of our long-time member Geoffrey Walburn of Kelowna, B.C. Bernie had been in extended care for some time, and had not been enjoying life - but it is still a shock. Our sympathy is extended to Geoff. MARRIAGE - Congratulations are extended to Ian Mouat of Victoria, B.C. and his new bride. UNPAID MEMBERSHIPS - At time of writing, the following members have not paid their 1994-95 membership - Brown, Chatfield, Eggett, Stokes, Kalabza, Parama, Pereira, Perry-Hooker, Richards.



GRAND TRUNK TRAIN No.68 at North Bay, from Malcolm Smith

This issue is mostly the work of Ross Grey, who has been closely examining his Ontario R.P.O. collection and re-inventorying it. He has discovered many new bits of information, and we really appreciate his exertions. Your editor was glad to see Ross at PHILEX in Toronto on January 7, 1995, and we had a good talk.

AN ENCLOSURE - We are extremely fortunate in the generous members belonging to this Study Group. From time to time we have received commemorative covers from Jim Karr, Alex Price and Jack Wallace, and a commemorative facing slip from Alex Campbell. The present enclosure comes from Art Brunet, who recently obtained these hammers from G.Fred Shaw. Shaw was a postal employee 1942 to 1979 - first as a Porter at Medicine Hat Station, and then as a Railway Mail Clerk from 1946 on - serving on the Medicine Hat - Nelson and Calgary District runs. W-18E and W-83M will be new listings in Annex 14, while W-18I was unconfirmed. Thanks, Art ! /2

From Ross Gray;

Previously I examined the R.P.O. runs which had Port Arthur as a terminus. Now let's look at the steel hammer listings of its neighbour, Fort William. As usual, I hope that the other study group members will share my interest in this examination and send me data from their material.

Catalogue listings O-192, O-224 and O-225 require careful measurement of selected chords. To make these measurements, I use a hand held, 7X optical comparator with a 20mm scale graduated in 0.1mm increments. While not absolutely necessary, I recommend use of this device.

O-74 FORT WILLIAM & WINNIPEG R.P.O. / No.

<u>Hammer</u>	<u>Proofed</u>	<u>Earliest</u>	<u>Latest</u>	<u>Indicia</u>
1	unknown	10/25/07	03/28/19	E,W,1,4
2	unknown	08/29/08	03/14/19	E,W,2,4,6
3	unknown	08/29/07	09/19/19	E,1,5,blank
4	11/19/07	08/07/08	10/23/23	E,W,1,2,4
5	unknown	09/18/07	03/14/33	E,W,1,2,4,6
6	05/26/04	08/14/06	01/13/34	E,W,1,2,3,4,5,96
7 (a)	05/26/04	08/14/05	05/04/11	E,W,1,96
7 (b)	12/30/11	08/05/18	03/30/32	2,3,4
8	05/26/04	11/25/06	04/24/19	E,W,1,3,4,6,97
9	05/26/04	06/26/08	04/27/35	E,1,2,4,5
10	05/26/04	??/??/07	09/06/15	E,1,2,4,5,94,96,97

84,95 are listed in the catalogue

The width of the bottom of the "N" of "No.7" is 1 1/2 + mm for hammer 7 (a) and it is 1 mm for hammer 7 (b).

O-76 FT. WM. & WP'G R.P.O. / No.

<u>Hammer</u>	<u>Proofed</u>	<u>Earliest</u>	<u>Latest</u>	<u>Indicia</u>
1	07/29/26	07/11/31	02/01/34	1,2,3,4
2	07/23/27	03/31/31	03/01/63	1,2,3,4,7
3	07/23/27	10/24/29	10/08/49	1,2,3,4
4	06/03/32	12/09/33	03/17/58	1,2,4,5
5	09/23/33	12/31/34	11/16/49	1,2,8
6	03/12/34	01/11/35	09/01/58	1,2,3,4,6
7	03/25/32	05/11/34	09/02/52	1,2,3,4
8 (a)	07/23/27	03/01/32	05/18/46	1,2,4
8 (b)	12/05/53	02/26/55	07/22/56	1,6
9	09/16/35	12/03/35	05/03/52	1,2,4,8
10	12/24/30	10/27/33	01/19/54	1,2,3,4
11	03/25/32	01/08/35	03/14/56	1,2,3,4,18

17,84,96 are listed in the catalogue

The letters of hammer 8 (a) are about 3 1/4 mm high and those of hammer 8 (b) are about 2 1/2 mm high.

Hammers No. 1, 5, 6, 7, 9, 10 and 11 have no apostrophe between the "P" and "G" of "WPG".

Hammers No. 2, 3, 4, 8(a) and 8(b) have an apostrophe between the "P" and "G" of "WPG".

Hammer No. 1 has a hyphen between "WPG" and "R.P.O.".

Hammers No. 2, 3, 4, 5, 6, 7, 8(a), 8(b), 9, 10 and 11 have a period after "WPG".

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O-190 N.B. & FT. WM. / R.P.O.

<u>Hammer</u>	<u>Proofed</u>	<u>Earliest</u>	<u>Latest</u>	<u>Indicia</u>
I	09/19/45	(1945)	(1957)	1,2,17,18 46?,47?

Trains 46 and 47 are listed in the catalogue but seem to be unlikely. Please report if you have an example with either train number.

O-191 NORTH BAY & FT. WILLIAM / R.P.O.

<u>Hammer</u>	<u>Proofed</u>	<u>Earliest</u>	<u>Latest</u>	<u>Indicia</u>
I	07/07/38	(1940)	(1956)	1,2,17,18

I have no examples of either train 17 or 18 in my collection.

O-192 NORTH BAY & FORT WILLIAM R.P.O. / .

<u>Hammer</u>	<u>Proofed</u>	<u>Earliest</u>	<u>Latest</u>	<u>Indicia</u>
I	01/27/15	04/28/15	08/14/20	1,2
II	unknown	03/03/15	02/26/56	1,2,18
III	05/06/19	08/04/22	12/03/55	1,2,18
IV	02/16/24	05/30/33	07/05/36	1,2
V	unknown	10/05/32	05/05/35	2,7?
VI	unknown	10/19/42	04/17/55	1,2
VII	unknown	09/23/52	07/05/55	1,17
VIII	unknown	02/21/16	02/21/16	2

The earliest example of hammer VII is well worn, indicating that much earlier use should be found.

See separate chart of chordal measurements to identify the hammers.

O-193 N. BAY & FT. WM. R.P.O. / .

<u>Hammer</u>	<u>Proofed</u>	<u>Earliest</u>	<u>Latest</u>	<u>Indicia</u>
I	06/03/27	08/24/27	(1956)	1,2 3,17,18

My collection only contains examples with trains 1 and 2.

This hammer was severely damaged between 12/11/28 and 11/07/29. The rim has a large dent above the "O" and a smaller dent between the "R" and "P" of R.P.O. In some strikes the rim may simply appear to be missing in these areas. There is also a small break in the rim to the left of the base dot after 11/07/29.

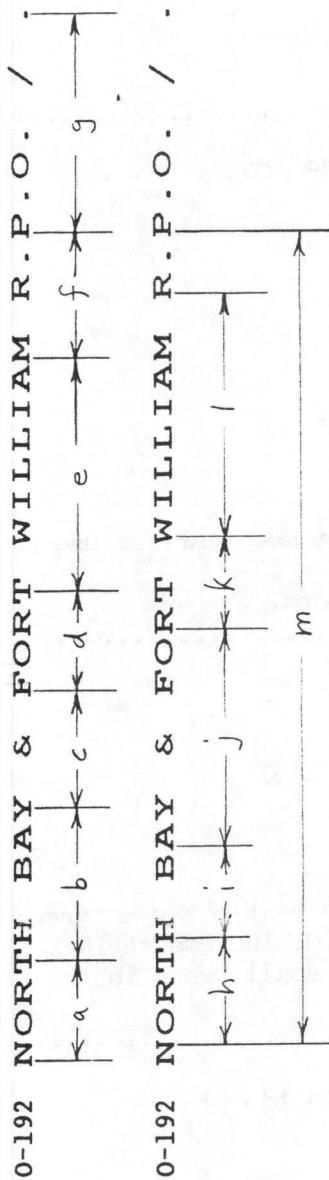
O-193D N. BAY & FT. WILLIAM / R.P.O.

<u>Hammer</u>	<u>Proofed</u>	<u>Earliest</u>	<u>Latest</u>	<u>Indicia</u>
I	07/24/46	12/02/48	04/20/56	1,2,17,18

O-221 OTTAWA & FORT WILLIAM R.P.O. / No.

<u>Hammer</u>	<u>Proofed</u>	<u>Earliest</u>	<u>Latest</u>	<u>Indicia</u>
2	unknown	05/12/06	09/12/12	E,W,2,4,5,6,94
4	unknown	05/04/06	03/24/12	E,W,2,6,94

1 is listed in the catalogue



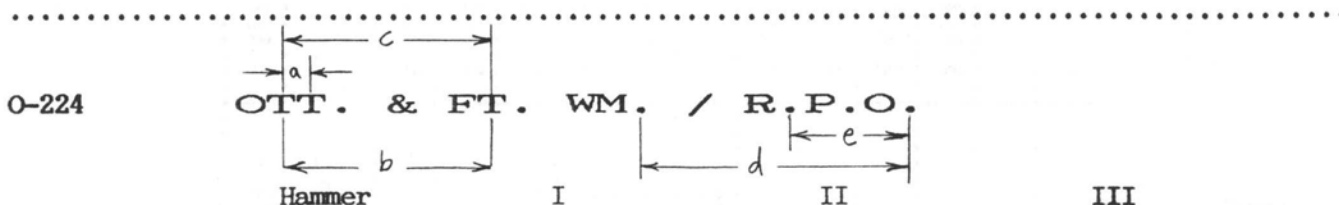
	I	II	III	IV	V	VI	VII	VIII
a	5 1/2 -	5	5 3/4	5 1/2 -	5 +	5 1/2 -	4 3/4 +	5 1/2 -
b	7	7 1/4	6 3/4	6 1/2 +	6 1/2	7 -	6 1/2 +	6 1/2 -
c	2 1/2 +	2 1/2 +	3 1/4	4 +	2 1/4	2 3/4 +	2 1/2 +	2 1/2 +
d	4 1/2	5	5 +	5 1/2 +	4 1/2	5	4 1/2	4 1/2 +
e	8 3/4	9 -	9 1/4	9 3/4 +	8 +	9	8 1/2	8 3/4
f	4 3/4	5	5	5	4 1/2 +	5 -	4 3/4	4 3/4
g	8	7 3/4	8	6 1/2	8 1/2 +	6 3/4	(7 3/4)	8 +
h	5 +	5 +	5 1/2	5 1/2 -	5 +	5 1/4	5 -	5 +
i	3 1/2	3 1/2	4	3 1/2 +	3 1/4 +	4 -	3 3/4 -	3 1/2 +
j	7 +	7 1/2	8 -	9 +	7 -	8 -	7 1/2 -	7 1/2 -
k	3 1/2	4 -	4 1/4	4 1/4	3 +	3 1/2 +	3 1/2 -	3 1/2
l	9 3/4	9 3/4	9 3/4	10 1/2	9	9 3/4	9 1/2	9 3/4
m	10 3/4	10 1/2	10 1/4 +	8 1/2 -	11 1/4 +	10 1/4	11 +	11

Bracketed measurements are approximate.

0-222 OTTAWA & Ft. WILLIAM R.P.O. / No.

<u>Hammer</u>	<u>Proofed</u>	<u>Earliest</u>	<u>Latest</u>	<u>Indicia</u>
1	unknown	10/25/02	03/07/14	E,W,2,94,95,96

1,97 are listed in the catalogue



a	TT	3 1/4	(3 1/2 +)	3 1/2 -
b	TT. & FT.	9 3/4	(10)	10 1/2 -
c	T. & FT.	11 1/2 -	(11 3/4)	12 1/2 -
d	M. / R.P.O.	8 +	(7 1/2 -)	7
e	R.P.O.	8 1/2 +	(8 -)	8 3/4 +

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The bracketed measurements for hammer II are based on the photo-copied proof and should only be considered as approximate.

<u>Hammer</u>	<u>Proofed</u>	<u>Earliest</u>	<u>Latest</u>	<u>Indicia</u>
I	12/31/12	04/17/13	12/10/15	3,6
II	12/31/12	unknown	unknown	unknown
III	unknown	06/24/15	08/29/15	4,5

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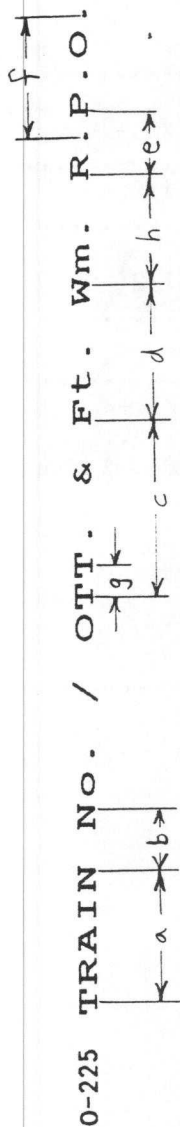
0-225 TRAIN No. / OTT. & Ft. Wm. R.P.O.

<u>Hammer</u>	<u>Proofed</u>	<u>Earliest</u>	<u>Latest</u>	<u>Indicia</u>
I	unknown	07/16/04	01/23/14	2,96
II	unknown	07/15/04	08/24/12	2,5,6,97
III	unknown	08/11/07	10/27/12	1,2,96,97,
IV	unknown	08/28/07	09/27/13	1,2,96
V	unknown	08/22/08	08/30/12	2,6,94,96
VI	03/29/09	03/13/10	08/31/12	2,94,96
VII	01/02/09	08/20/09	08/17/12	2,9(inverted 6?),94
VIII	unknown	05/12/10	02/17/13	2,96
IX	unknown	12/13/13	11/19/15	1,3
X	unknown	06/11/08	09/24/12	2,96

TRAIN-No. / OTT. & FT. WM. R.P.O.

XI	04/25/13	08/01/13	08/26/14	1,2.
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See separate chordal measurement chart to identify the hammers.



0-225 TRAIN NO. / OTT. & FT. Wm. R.P.O.

Chord	a	b	c	d	e	f	g	h
Hammer								
I	8 1/2 +	(3 1/2 -)	8 +	7 +	3 1/2 -	7 1/4	2 +	5 1/4
II	8 -	3 1/4	8 1/4	7 1/2 -	4 1/2	7 3/4	2	5 1/2 +
III	8 +	3 1/2 -	7 1/2 +	7 -	4 -	7 3/4	2 +	4 3/4
IV	8 +	3 1/2 -	8 1/2	7 3/4	3 3/4	6 1/4	2 +	4 3/4
V	6 3/4 +	3	8 1/2	7 1/2 -	3 +	6 1/2 -	2 1/2 -	5 +
VI	7 1/2 +	3 1/4	8 1/2 +	7 1/2 +	4 3/4	7 3/4	2 1/2	5 1/2 +
VII	8 -	3 +	9	8 -	3 1/2	6 1/4 +	2 3/4 +	5 1/2
VIII	8 3/4	3 1/2 -	8 1/2	6 3/4 +	3 1/2	6	2 1/2 -	5 -
IX	8 1/4	3 3/4	8 +	7	3 1/2 +	6 1/2 -	2 -	5 1/4
X	8 +	3 1/2 -	(7 3/4)	7	3 1/2 +	7 1/2	(2)	5 1/4

0-225 TRAIN-NO. / OTT. & FT. WM. R.P.O.

XI	7 1/4	2 3/4	7 1/2 +	7 +	4 -	7 1/4	2 1/2 -	5 1/2 +
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Bracketed measurements are approximate

From Ross Gray;

Listing O-256 and companions, O-257 and O-258 are interesting to study. I hope that the following look, based on my own material, will provoke a response from other study group members whose examples might allow us to expand our knowledge of this run.

O-256 C.P.Ry. OTT. & Pt. ARTHUR M.C. / #

<u>Hammer</u>	<u>Proofed</u>	<u>Earliest</u>	<u>Latest</u>	<u>Indicia</u>
1.	unknown	04/25/91	10/07/06	E,W,96
2.	unknown	10/10/97	03/02/98	E
4.	unknown	11/09/90	07/11/08 ::	E
5.	unknown	02/18/90	08/31/08	E,W
6.	unknown	06/21/87 ::	10/14/15	E,W,1,2,3,4,6,94
7.	unknown	12/02/89	06/22/08 ::	E,W
9.	unknown	11/25/89	09/28/96	E
10.	unknown	02/06/90	10/28/01	E,W
11.	10/08/89	08/06/91	08/06/91	E
12.(a)	unknown	03/05/90	03/05/90	E
12 (b)	unknown	03/10/06	08/16/14 ::	E,2,6,96

Note: The most obvious difference between hammers 12a and 12b is the distance between the top of the letters and the rim; about 1 mm for "12a" and about 1.5 mm for "12b".

O-257 OTT. & PORT ARTHUR C.P.R. / No. 8

<u>Hammer</u>	<u>Proofed</u>	<u>Earliest</u>	<u>Latest</u>	<u>Indicia</u>
No. 8	11/16/91	04/06/92	09/18/14 ::	E 1,6 ::

O-258 OTT. & Pt. ARTH. M.C. / No. 3

<u>Hammer</u>	<u>Proofed</u>	<u>Earliest</u>	<u>Latest</u>	<u>Indicia</u>
No. 3	07/26/93	07/11/94	01/08/15 ::	E,W,2,5,6,95 1 ::

:: indicates data from the catalogue or Lew Ludlow, not from my own collection

O-338 Hammer	TOR.	& FT.	WM.	R.P.O.	/ No.
	Proofed	Earliest	Latest	Indicia	
1	12/29/15	04/16/20	06/06/53	3,4,8	
2	12/29/15	02/04/17	10/19/52	3,4,8	
3	12/29/15	06/25/17	08/29/56	3,4,5,6	
4	12/29/15	09/15/17	06/16/52	3,4,8	
5 (a)	12/29/15	unknown	unknown	unknown	
5 (b)	10/02/19	11/16/33	08/17/50	3,4	
6	12/29/15	04/24/18	10/04/52	3,4,8	
7	12/29/15	09/07/17	09/22/55	3,4,6,7,8	
8	12/29/15	08/18/16	07/11/56	3,4,6,8	
9 (a)	12/29/15	02/18/16	06/16/42	3,4	
9 (b)	05/12/48	11/13/49	02/16/55	3,4,6,8	

The ampersands of hammer 5 (a) and hammer 9 (a) are narrow and angular while the ampersands of hammers 5 (b) and hammer 9 (b) are wide and rounded. The "o" of "No" is level with the top of the "N" and has a horizontal line under it on hammer 9 (a) while on hammer 9 (b) the "o" is level with the base of the "N" and has a period after it.

The Financial Post Tuesday, January 10, 1995

CP Rail set to abandon another 114 km of track

BY MARK HALLMAN

Transportation Reporter The Financial Post

CP Rail System picked up its pace of rail-line cuts yesterday by announcing plans to abandon 114 kilometres of track in southwestern Ontario.

Analysts said CP Rail was expected to make further cuts due to last month's rejection by Ottawa of its \$1.4-billion bid for the eastern assets of CN North America. Failure to make the deal raised pressure on the railway to eliminate its money-losing lines in the East, they said.

Yesterday's move comes just days after CP Rail concluded deals to sell or transfer 650 km of track east of Sherbrooke, Que., to a U.S. group, Canadian American Railroad Co., and two unrelated and newly created short-line railways owned by New Brunswick-based J.D. Irving Ltd. CP Rail had been losing \$50,000 a day on the lines.

In Ontario, CP said it will ask the National Transportation Agency to approve the abandonment of a line between Orangeville, northwest of Toronto, and Owen Sound on Georgian Bay. CP said losses on operations between the two centres averaged \$1 million a year between 1991 and 1993.

CP Rail said yesterday the future of 56 km of track between Streetsville, Ont., where the branch line joins CP's Montreal-Chicago corridor west of Toronto,

and Brampton and Orangeville remain in question.

The railway, saying revenues must rise and expenses fall on this segment, challenged shippers to increase traffic and municipal officials to cut right-of-way taxes.

The railway has also examined the viability of 286 km of track between Sudbury and Sault Ste. Marie, Ont., but has no immediate plans to abandon or sell the line.

CP Rail has more lines on the block. It expects to sell to short-line operators a further 220 km of track between St-Jean, Que., just east of Montreal, Sherbrooke and Wells River, Vt. It has recently abandoned lines north of Sherbrooke.

The railway, meanwhile, refused to divulge the financial terms of the transaction with the Irving group, signed late Friday, which includes transfer of track from McAdam to St. Stephen, N.B., to Irving subsidiaries.

As part of the deal, CP relinquished most of the New Brunswick Railway Co. system and lands that it leased under a 990-year agreement, signed in the last century, from the NBR, an Irving company.

Termination of the lease enables Canadian Pacific Ltd. to end an obligation to guarantee and pay interest on 4% consolidated debentures of NBR, which is traded on the International Exchange in London.

RailTex wins ruling to buy CN U.S. line

The Financial Post Dec. 10, 1994

RailTex Inc. has won a key regulatory ruling to complete its proposed US\$40-million purchase of CN North America's Central Vermont Railway Inc.

The sale, part of CN's strategy to divest itself of marginal lines and build traffic density in key corridors, had been bitterly opposed by rail unions and legislators in the state of Vermont.

RailTex, the largest short-line holding company in North America with 23 railways, including two in Ontario and Nova Scotia, said the U.S. Interstate Commerce Commission confirmed the company's authority to acquire CV under expedited ICC rules.

The 520-kilometre CV, to be renamed the New England Central Railroad, runs between East Alburgh, Vt., southeast of Montreal, and New London, Conn., where freight connections can be made to Boston and New York.

The railway will remain a source of traffic for CN North America.

RailTex expects the acquisition to close in early 1995, with CV's current 161 employees given priority for the 95 new positions on the New England Central. Those losing jobs will be given priority in hirings by other U.S. RailTex railways.

From Ross Gray;

The Toronto & North Bay run, on the Grand Trunk/Canadian National line, was one of the busiest in Ontario and lasted about 75 years. It is not surprising therefore, that there are many readily identifiable hammers amongst the several listings (excluding clerk and facing slip hand-stamps) for this run. It should be interesting to see what the study group can contribute to expand our knowledge in this area, starting with the following data;

O-382 TORONTO & NORTH BAY M.C. G.T.R. / No. 3

<u>Hammer</u>	<u>Proofed</u>	<u>Earliest</u>	<u>Latest</u>	<u>Indicia</u>
No. 3	03/16/95	04/03/95 ₁₁	04/30/42	N, S, 41, 44, 46, 47, 50, 61, 64 15, 63, 132 ₁₁

O-382A TORONTO & NORTH BAY M.C. C.T.R. / No. 3

<u>Hammer</u>	<u>Proofed</u>	<u>Earliest</u>	<u>Latest</u>	<u>Indicia</u>
No. 3	05/14/43	05/26/44	07/13/44	46, 47 44, 68 ₁₁

O-383 TORONTO & NORTH BAY R.P.O. / No.

<u>Hammer</u>	<u>Proofed</u>	<u>Earliest</u>	<u>Latest</u>	<u>Indicia</u>
No. 1	unknown	05/26/00	07/26/15	N, S, 44, 46, 61, 68, 69
No. 2(a)	unknown	12/19/99	01/28/05	N, S, 61
No. 2(b)	unknown	06/30/06	09/07/16	41, 44, 46, 47, 50, 61, 64, 68
No. 3	04/09/19	unknown	unknown	unknown
No. 4(a)	unknown	06/22/06	08/18/13	46, 47, 50, 51, 64, 68
No. 4(b)	04/19/14	08/18/14	10/07/63	41, 44, 46, 47
No. 5	unknown	10/17/06	06/21/11	46, 61, 64, 68
No. 6	unknown	11/17/07	04/01/10	50, 61, 64, 68
No. 7	10/26/04	05/25/07	02/16/10	46, 61, 68
No. 8	10/26/04	09/01/06	03/23/10	61, 68
No. 9	10/26/04	04/11/06	10/11/06	61, 68
No.12	04/26/12	11/13/12	02/24/36	4, 40, 44, 46, 47, 61
No.15	08/06/18	04/06/29	07/17/30	44, 46

O-383C TORONTO & NORTH BAY / R.P.O.

<u>Hammer</u>	<u>a</u>	<u>b</u>	<u>c</u>	<u>Indicia</u>
I	8	7 3/4	13	
II	8 3/4	7 +	12	
<u>Hammer</u>	<u>Proofed</u>	<u>Earliest</u>	<u>Latest</u>	
I	05/29/65	06/18/66	10/25/69	84, 673, 674, 676
II	05/29/65	05/19/67	05/19/67	83

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TOR. & NORTH BAY R.P.O. / No.

<u>hammer</u>	<u>Proofed</u>	<u>Earliest</u>	<u>Latest</u>	<u>Indicia</u>
o. 1	11/29/27	11/29/30	08/20/66	41, 44, 46, 47, 673, 676
o. 3	unknown	12/30/11	12/30/11	61
o. 8(a)	12/19/08	12/23/08	12/24/17	44, 46, 47, 68
o. 8(b)	02/19/25	09/16/26	02/29/32	41, 44, 46, 47
o. 9	10/26/08	10/30/08	07/17/14	46, 47, 61, 64, 68
o.10	10/26/08	04/09/09	08/07/18	41, 44, 46, 61, 64, 68
o.11(a)	10/26/08	03/16/09	12/30/26	9, 16, 41, 44, 46, 47, 61, 65, 68
o.11(b)	05/08/29	01/13/31	06/12/31	41, 46

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TOR. & N. BAY R.P.O. No. / .

<u>hammer</u>	<u>Proofed</u>	<u>Earliest</u>	<u>Latest</u>	<u>Indicia</u>
o. 2	01/29/22	05/16/22	11/11/67	41, 44, 46, 47, 676
o. 4	01/29/22	08/14/28	02/08/39	44, 46, 47
o. 5	01/29/22	12/10/28	03/15/58	41, 44, 46, 47
o. 6	01/29/22	12/01/24	10/29/38	41, 44, 46, 47
o. 8	04/06/38	06/23/41	10/07/62	41, 44, 46, 47
o. 9	04/06/38	05/11/42	06/24/69	41, 44, 46, 47, 673
o.10	04/06/38	06/28/38	11/04/60	41, 44, 46, 47

-385A

TOR. & N. BAY R.P.O. G.T.R. / No. 9

<u>hammer</u>	<u>Proofed</u>	<u>Earliest</u>	<u>Latest</u>	<u>Indicia</u>
o. 9	10/10/13	08/22/14	12/29/16	41, 47 44,,

indicates data from the catalogue or Lew Ludlow, not from my own collection

That's all for this time.

Bill

A new Travelling Post Office
hammer for British Columbia.
It will be used at stamp
shows and other philatelic
affairs.

