

W.G. Robinson
5831 Cartier St.
Vancouver, B.C.
V6M 3A7

THE R.P.O. NEWSLETTER

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

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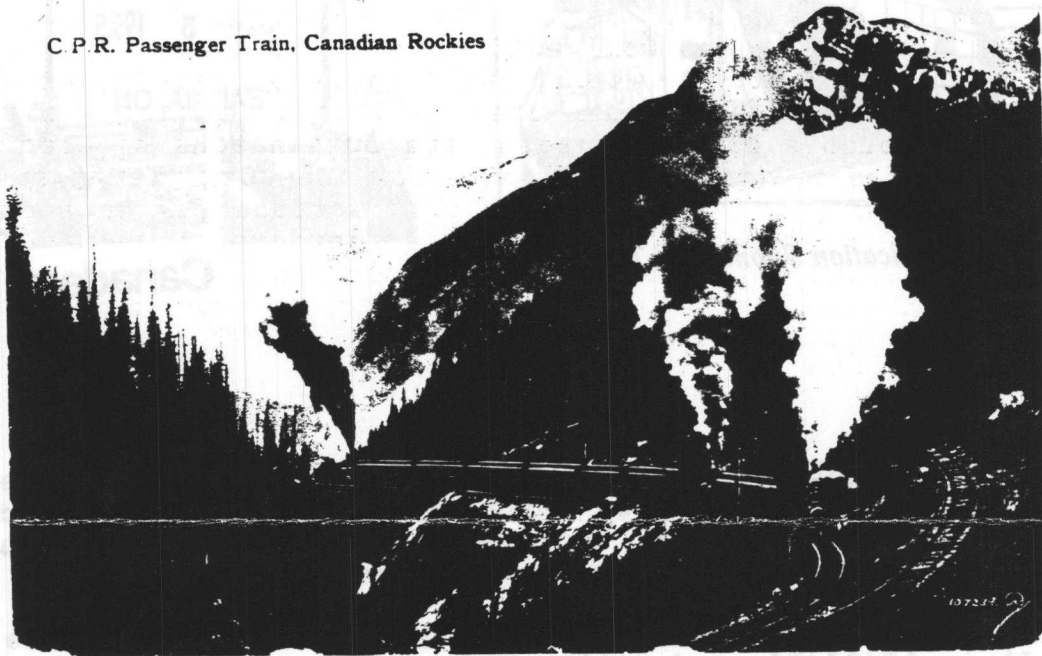
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NEW MEMBER - We welcome David Link, 14745 - 51 Ave., Edmonton, AB, T6H 5E6 to membership.

ABANDONED TRACK - In the last issue we mentioned that mail had been returned from member John F. Edgett. We now know why. Matt Hedley, a long-time BNAPS member, has advised us that John made his last run on February 24, 1995. John worked for the CPR as a fireman from Vancouver to North Bend, and then moved to California, where he worked as a locomotive engineer for Southern Pacific until retirement. He visited Vancouver frequently, and we enjoyed many chats about the early days. We have also lost member Richard J. Chatfield, who passed away suddenly in March. We'll miss them.

UNPAID MEMBERSHIPS - At time of writing, the following members have not paid their 1994-95 membership - Brown, Eggett, Stokes, Perry-Hooker, Richards. They have been removed from membership.

C.P.R. Passenger Train, Canadian Rockies

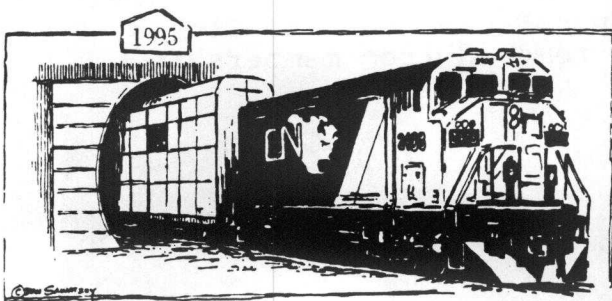


A FAVOURITE RAILWAY VIEW - Here is another postcard showing a CPR train with five passenger cars and a mail/express car being pulled and pushed by three locomotives up the big hill between Field, B.C. and Stephen, B.C. on the Great Divide, before the construction of the famous spiral tunnels. This old grade of 4.2% is now used by the Trans-Canada Highway. Note the runaway track to the right. Your scribe recalls supervising the installation of a concrete highway deck on the railway bridge at left during the winter of 1949-50. The bridge is still standing, but the new highway now crosses the Kicking Horse River on a large pipe-arch culvert to the right of the bridge. The narrow railway trusses would simply not permit sufficient overhang to carry the new wider road. /2

ANNEX 13 - Ross Gray has sent comments and revisions, as follows -
W-133C - he did not report. Who did ? my records don't show anyone else.
MA-117a - Latest date should be 11/01/20 - transposition of Quaker dates.
MA-256 - Earliest 08/17/07 should be for Hammer 5, NOT Hammer 4.
O-221 - the latest date of 10/03/15 should be for hammer 4. Please amend your records accordingly. I'm glad that some of you read the Annexes in detail and keep us honest.
PAGES 5, 6 and 7 - were submitted by Ross Gray. The catalogue changes in these pages will appear in Annex 15. Annex 14 is already filled, and will be published soon. Thanks for your help, Ross.

BAYVIEW RAILROAD MUSEUM

Port Huron & Sarnia - 1995



Official Dedication Submarine Tunnel



THE ST. CLAIR TUNNEL - Gerry Carr has kept us up to date on the new tunnel between Sarnia and Port Huron. Here is a copy of the cover prepared by the Bayview Railroad Museum for the official opening. Page 3 shows the Detroit newspaper coverage, while facts and figures are shown on Page 4.

NEW LATE DATE - Horace Harrison has reported a new late date for RG-35. It is 02/26/78, and will appear in Annex 14.

STUDY GROUP COOPERATION - Marcus Fennell, Chairman of the Perfin Study Group recently sent a cover bearing the rare O-308A, St. Thomas & Petrolia R.P.O. marking, dated 01/18/28. This is the earliest report, apparently from the Ludlow collection. Mark was enquiring about the MCRR perfin on the cover - and we informed him that the Canada Southern system was leased to the Michigan Central Railroad from 1904 to 1928, and the perfin use was legitimate. In 1929 the system was transferred to the New York Central Railroad.

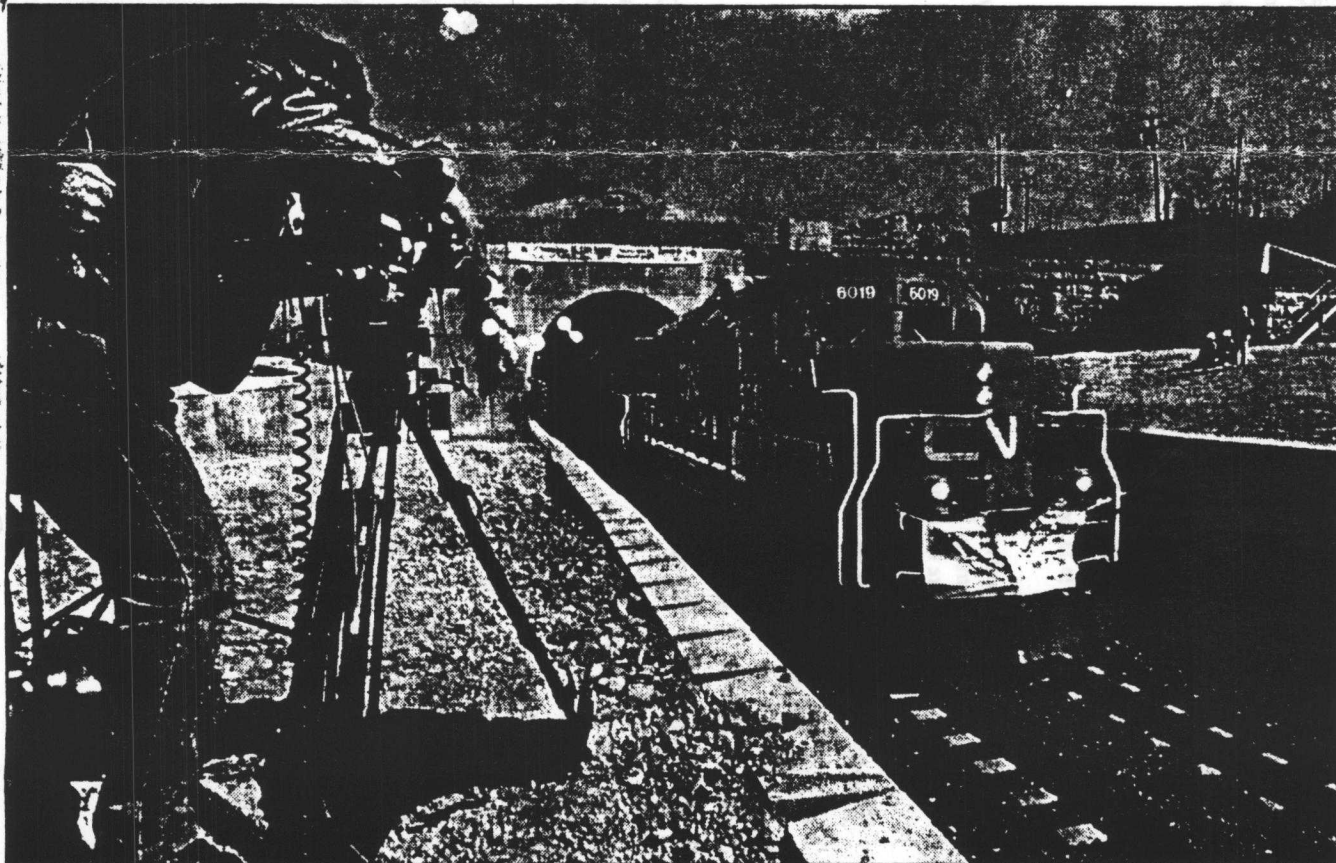
PUBLICATIONS - Our thanks to Peter McCarthy for sending copies of the CN Staff magazine "Keeping Track", and to BNAPS member Walter Plomish for a copy of a special edition of the "CP Rail System News", entitled "Canadian Pacific Remembers" showing CP's contribution to the 1939-45 war effort.

■ **THE DOW**
Investors
re-evaluated
the big gains
of recent
sessions.
Page 3.

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BUSINESS

Detroit Free Press



PORT HURON-SARNIA TUNNEL OPEN

The first train passes through the new St. Clair River Tunnel Wednesday. Photos, on the Port Huron side, were taken before the wind blew away many of the balloons, right. The trip through the 1.1-mile tunnel will take about two minutes. On average, 24 trains will use the tunnel daily, up from 16 at the old one, because the average speed will increase. Some Amtrak passenger trains also will use it. It will carry 275,000 freight cars a year for Canadian National Railroad and its subsidiary, Grand Trunk Western.

PATRICIA BECK/Detroit Free Press



The journey underway . . .

On September 16, 1993, a \$17 million state-of-the-art tunnel boring machine began an historic journey from Sarnia, Ontario.

Guided by satellite, lasers and computer technology, the monster mole, aptly nicknamed "Excalibore", is now burrowing westward into soft clay deposits to carve a new international rail tunnel beneath the St. Clair River between Sarnia and Port Huron, Michigan.

The CN North America tunnel project is significant not only for the feat of modern-day engineering or for the (CDN) \$200 million investment in new transportation infrastructure it represents. Put simply, it is also the key to a stronger CN because it will enable the company to compete more forcefully in the dynamic North American freight transportation marketplace.

Scheduled to open in late 1994, the large-diameter tunnel will replace an existing smaller tunnel at Sarnia-Port Huron that has served as a strategic international gateway for CN for more than 100 years.

Gateway to business growth . . .

The tunnel is the vital linch-pin in CN's efficient, seamless rail route between Montreal-Toronto-Detroit and Chicago, an increasingly important transportation corridor. Because of restricted clearances, the present tunnel cannot accommodate freight equipment used extensively by the automotive industry. Nor can it handle the movement of double-stack container trains, which are being successfully utilized by railways to improve their productivity, thus attracting freight business from the highways.

As a result, rail operations at Sarnia-Port Huron are complemented by railcar ferry transportation across the St. Clair River.

The new St. Clair River tunnel will be large enough to accommodate larger cars and double-stack

Fascinating facts & figures

The Tunnel

Length - approximately 1,868 metres or 6,130 feet

Outside diameter - 9.5 metres or 31 feet 2 inches

Inside diameter - 8.4 metres or 27 feet 6 inches

River depth - up to 35 feet

Distance below river bed - top of tunnel (crown) is a minimum of 4.6 metres or 15 feet below river bottom . . . there will be no disturbance of the river bed

The tunnel boring machine ("Excalibore")

Weights & dimensions

Diameter - 9.5 metres or 31 feet 3 inches

Overall length - 98.2 metres or 322 feet

Total weight - 724 tonnes

Cuttinghead features

Articulated design - movement of up to 1.8 degrees

Twelve flood control doors

Spade-type teeth - 200

Backloading ripper teeth - 53

Backloading twin disc cutters - 53

Powered by eight 300 horsepower motors

Rotation speed of cutting head - min. 1.5 rpm to a max. 2.5 rpm

Propulsion & support system

Total thrust 6,000 tonnes

30 cylinders (jacks) by 200 tonnes each

Powered by a dedicated electrical substation - 27.6 kv

The tunnel lining segments

Precast steel-reinforced concrete rings

Number of rings - 1,256

Each ring -

- 6 segments and a key
- 1.5 metres wide or 5 feet, 40 centimetres or 16 inches thick
- weight approximately seven tons each

Grand total - 8,792 pieces

The excavated material

Tunnel - 130,000 cubic metres or 250,000 metric tonnes of material

Approaches - 240,000 cubic metres or 463,000 metric tonnes of material

All clean fill - testing indicates no contaminated material present; however, soil will be monitored throughout construction phases

The construction schedule

Construction started - March 1, 1993

Excalibore's start-up - September 16, 1993

Average daily advancement - approximately 8 metres or 26 feet

Expected hole-through - Summer 1994

Scheduled to open - late 1994

After completion

Train frequency - approximately one train per hour

Original tunnel -

- to be retired when new one opens
- already recognized as historical landmark
- façades to be protected and maintained

From Ross Gray;

Thanks to fellow study group members, John Aitken, Alex Campbell, Jim Felton and John Watson, I have been able to substantially expand my study of the Fort William, Port Arthur run hammers, as well as the Toronto-North Bay run hammers, published in the March, '95 newsletter. A 4 page up-date is available upon request from me. (postage appreciated)

Jim Felton has suggested that we set up an informal hammer study sub-group for those specifically interested in hammer studies, led by myself. Doing so, would allow us to exchange our draft data first and then complete the study, ready for publishing in the regular newsletter. Members wishing to participate, should contact me.

This is a new . . . date for a rare Quebec listing, Q-1 ARTHABASKA & THREE RIVERS G.T.R. / N^o 1 OC 10, 1871, NORTH, found on a postcard also cancelled with a cork, from ? A. Beaudet, A. & T. R. R. Way Post Office to St. Maurice, Champlain County. The L.R.D. 1510/7/72. (Hennok Sale #82)



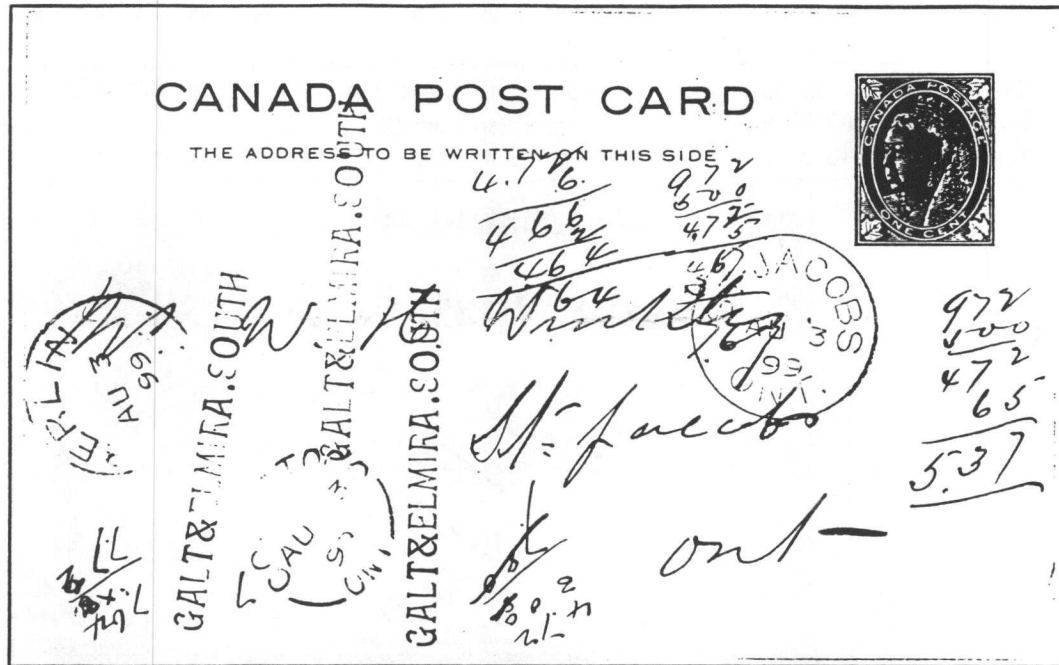
Q-264D is another scarce Quebec section listing. Until now, it was recorded as ROUSES POINT N.Y. & / MONTREAL, R.P.O., based on a partial strike. A new discovery, dated April 12, 1911, shows us that there is no ampersand and that the listing requires correction.



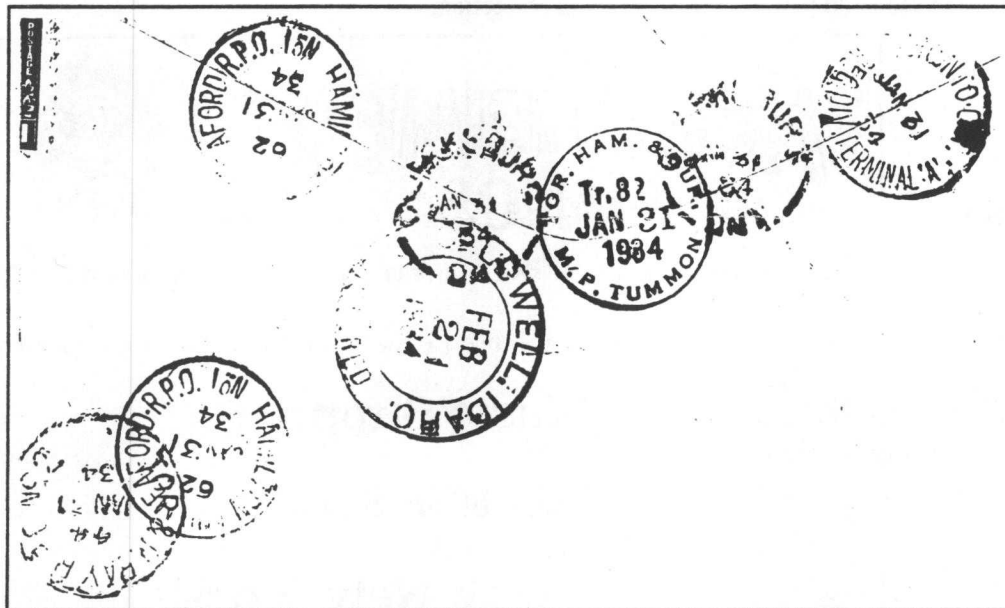
From Ross Gray

This discovery perplexes me; I cannot understand why the clerk on the Galt & Elmira R.P.O. applied his straight-line hand stamp, which was intended only for use on facing slips and other internal forms, not once, but 3 times. It is possible that the card was on his desk, partially hidden by facing slips which he was preparing and was cancelled accidentally. The card originated in CONESTOGO, ONT. AU 3, 99 and was addressed to ST. JACOBS, ONT., arriving there the same day via BERLIN, ONT.

The straight line (type 22), GALT & ELMIRA.SOUTH, is struck in violet. Too bad that the recipient used it for a scratch pad.



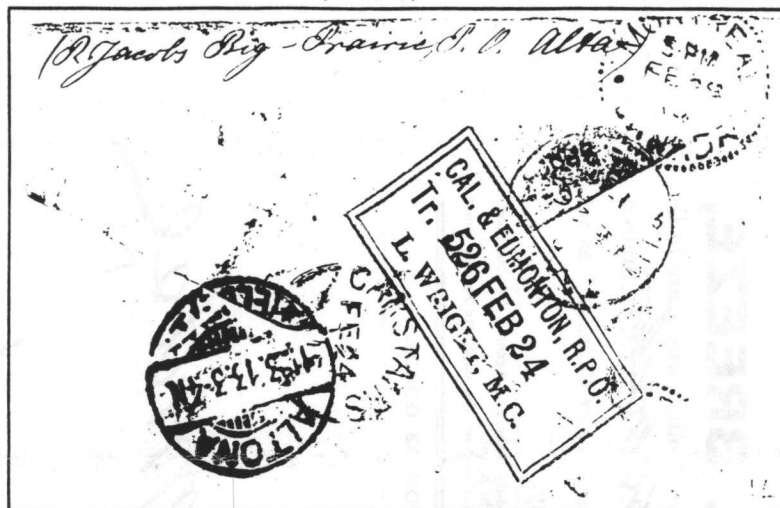
The next item poses a question; was there an R.P.O. operated over the T.H. & B Ry. or did the C.N. Ry Toronto & Niagara Falls R.P.O. operate through to Buffalo? This newly discovered private clerk transit backstamp suggests one of these two possibilities. Does anyone have timetables of the period to help resolve the mystery?



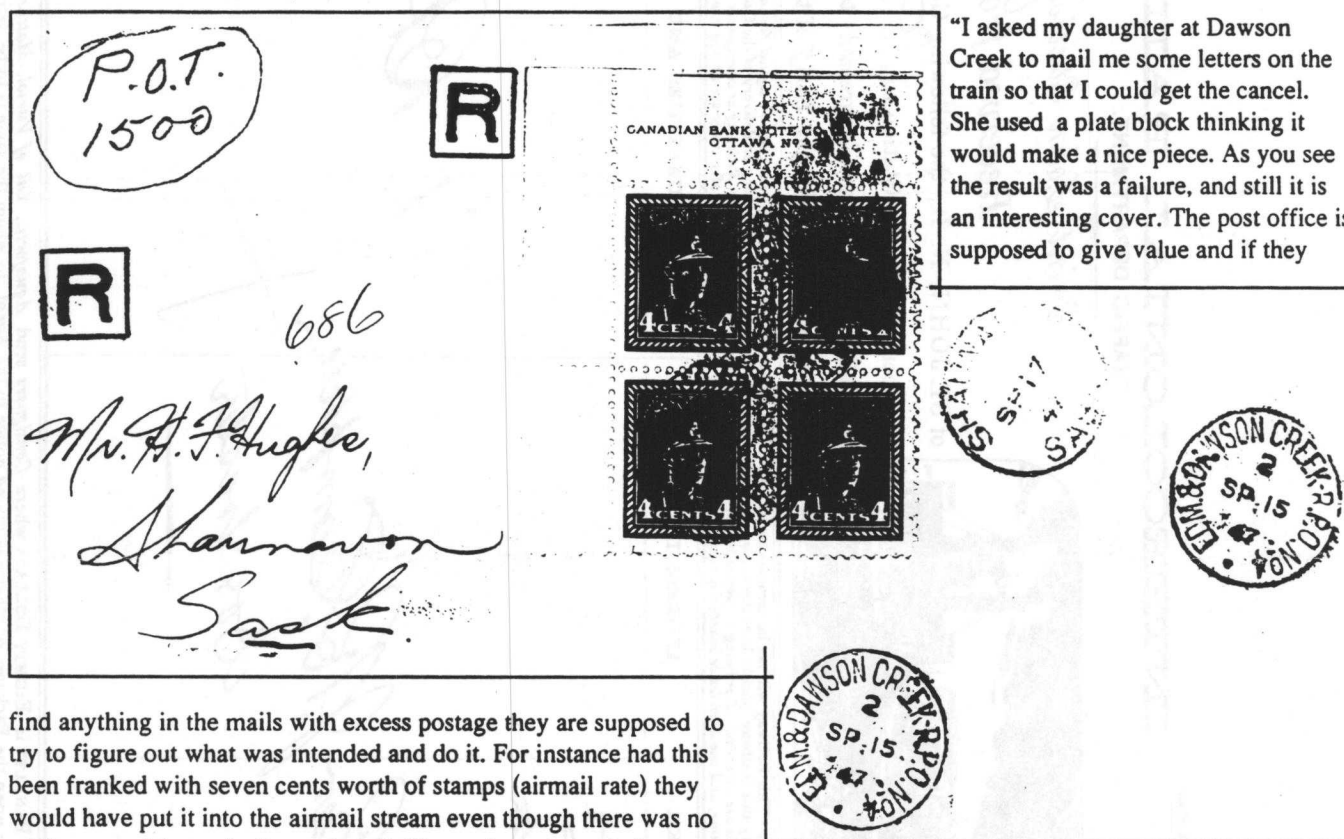
This cover originated at CLARKSBURG, ONT., JAN 31, 34 and arrived in COLDWELL, IDAHO, FEB 2, 1934 via O-105, HAMILTON AND MEAFORD R.P.O. / No 1, 62, JAN 31, 34, then O-385, TOR. & N. BAY R.P.O. No 2, 44, JAN 31, 34, then TORONTO, ONT. / REG. DIV. TERMINAL 'A', JAN 31, 34 and finally TOR. HAM. & BUF. / M. P. TUMMON, Tr. 82, JAN 31, 1934 (struck in violet) before forwarding to the U.S.

From Ross Gray

Appearing as a transit backstamp struck in blue on a registered cover originating at CARSTAIRS, ALTA, FE 24,13, is a previously unrecorded type 1K, private clerk hand stamp, CAL. & EDMONTON, R.P.O. / L. WRIGHT, M.C., Tr. 526 FEB 24. The cover arrived in ALTONA, ELBE, on March 11 via O-225 and MONTREAL.



The use of a small red "R" in a rectangular box is already well known on registered covers originating on R.P.O.'s in the late 1940's, most of them philatelic. Here is an example of one which originated on W-37, EDM. & DAWSON CREEK-R.P.O. No 4, 2 SP 15, 47, where the enclosed letter sheds new light on their use.



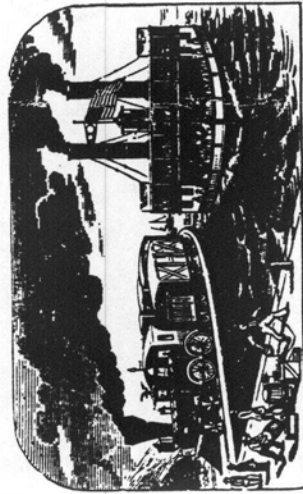
"I asked my daughter at Dawson Creek to mail me some letters on the train so that I could get the cancel. She used a plate block thinking it would make a nice piece. As you see the result was a failure, and still it is an interesting cover. The post office is supposed to give value and if they

find anything in the mails with excess postage they are supposed to try to figure out what was intended and do it. For instance had this been franked with seven cents worth of stamps (airmail rate) they would have put it into the airmail stream even though there was no sticker or writing to indicate airmail. The registered rate is fourteen cents which is the nearest to the sixteen this cover has and so the mail clerk registered it. P.O.T. means "Put on Train" and 1500 is the registration number given the letter by the mail clerk. 686 is the number given the letter by Shaunavon. Note letter is addressed to Shaunavon and that is the only other marking other than the railroad cancel...therefore registration must have been originated on the train. Note the fancy little R they use for trains. This is all new to me for I did not know it was possible to get a registered cover originating on the train. I talked it over with the trainmen who travel out of here and they tell me the above is correct. There is no way in which a sender can get a receipt for a registered letter originating on the train."

INTERCOLONIAL RAILWAY - Bills of Lading - This and the next page were submitted by Charles Purdon - along with a donation of mint Canadian postage which helps the treasury. Thanks, Charles.

Form No. 18

INTERCOLONIAL RAILWAY. TRAFFIC DEPARTMENT.



Saint John Station, June 12 1888

Received from **D. BREEZE,**

of ST. JOHN, N. B., the following Goods or Merchandise, which are to be transported from this Station to Dorchester Station and delivered as addressed, agreeably to the "Conditions of Carriage" as set forth in the *General Freight Tariff* of this Railway.

Notice.—This Railway will not be accountable for any articles unless the same are PLAINLY MARKED—signed for, as received by a duly authorised Agent. Persons sending Freight by this Railway, should have duplicate receipts in this form, filled up, ready for signing on delivery of the Goods to the Freight Agent. When Goods are intended, after being conveyed by this Railway, to be forwarded by some other Railway or conveyance to their final destination, the duplicate receipt must specify the same, and the articles be marked accordingly. This Railway will not be responsible after they are so delivered.

MARKS.	ADDRESS IN FULL.	QUANTITIES AND DESCRIPTION OF GOODS.
J.B.C. Dorchester	Rev J.B. Campbell Dorchester	1 Barrel 130

The PENALTY is EIGHTY DOLLARS where Consignors send *Aquaforis*, Oil of Vitriol, Matches, or GUNPOWDER, without distinctly marking their nature upon the Package, or otherwise giving notice to the Agent, to whom the same is to be delivered.

Another Intercolonial Railway bill of lading from Charles Purdon.

INTERCOLONIAL RAILWAY.

TRAFFIC DEPARTMENT.

When Goods are intended, after being conveyed by this Railway to be forwarded by some other Railway or Conveyance to their final destination, the duplicate receipt must specify the same, and the articles be marked accordingly. This Railway will not be responsible after they are so delivered.

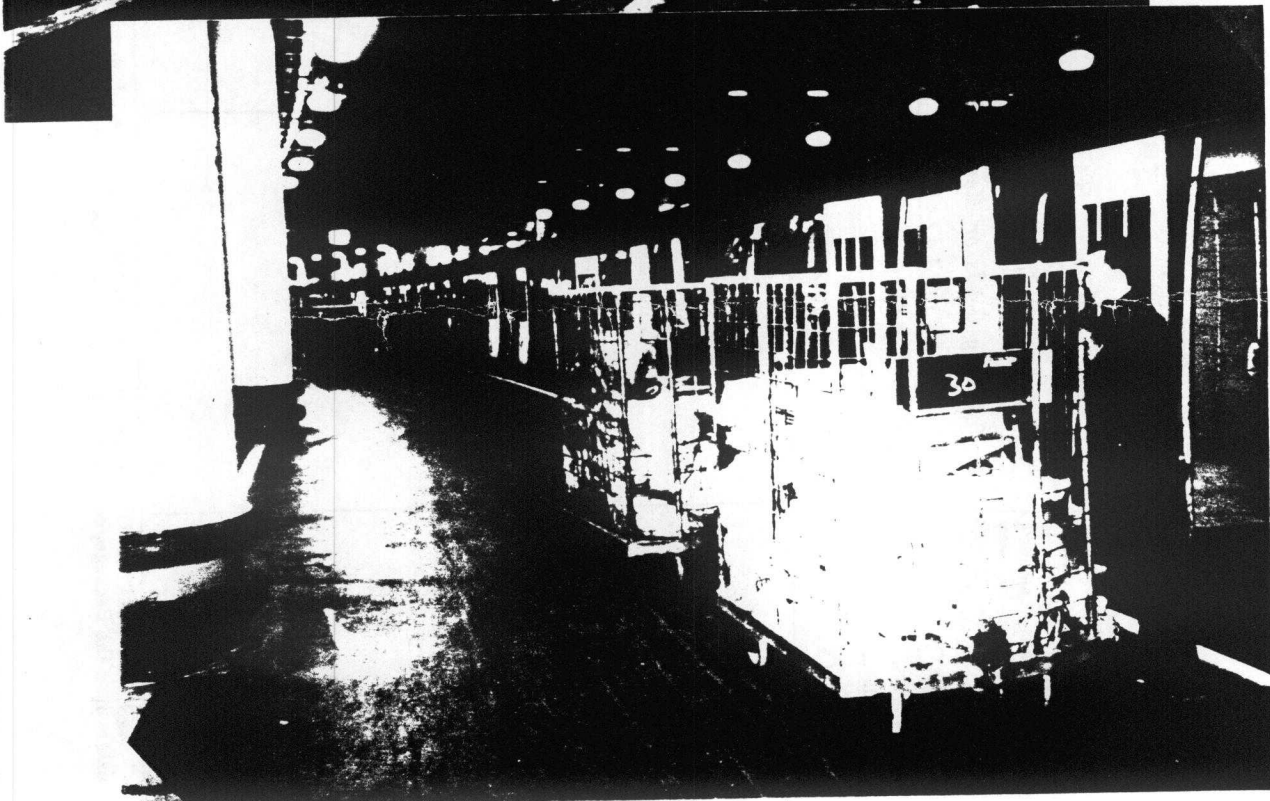
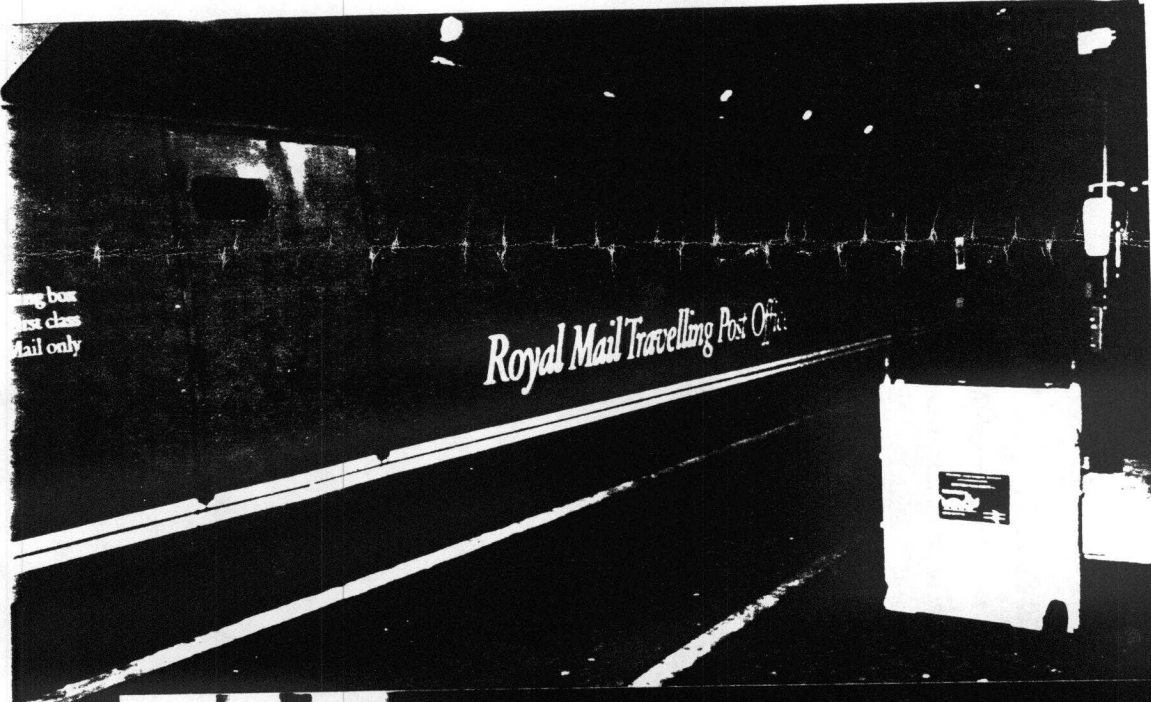
This Railway will not be accountable for any articles, unless the same are PLAINLY MARKED, signed for, as received, by a duly authorized agent. Persons sending Freight by this Railway should have duplicate receipts, in this form, filled up, ready for signing on delivery of goods to the Freight Agent.

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SAINT JOHN STATION, Aug 13 1888
Received from **W. H. THORNE & CO.,** of Saint John, N. B.,
the following Goods or Merchandise, which are to be transported from this Station to
the *W. H. Thorne & Co.* Station and delivered as addressed, agreeably to the
"Conditions of Carriage," as set forth in the General Freight Tariff" of this Railway.

MARKS.	ADDRESS IN FULL.	QUANTITIES AND DESCRIPTION OF GOODS.
LB	Lensil Boro Bolton	2 Springs 110 1 Box nails 25 1 Parcel 10

THE PENALTY IS EIGHTY DOLLARS, where Consignors send Aquafortia, Oil of Vitriol, Matches or GUNPOWDER, without distinctly marking their nature upon the Package, or otherwise giving notice to the Agent to whom the same is delivered.

BRITISH TRAVELLING POST OFFICES - Malcolm Smith submitted these two photos showing that the Royal Mail are still using Travelling Post Offices, taken at St. Pancras Station, London, in March, 1995. He has copies of O-167A, O-241A and O-355M available at \$ 15 each, and O-355K at \$ 10. Write him at 11 Abbey Rise, London, ON, N6G 1Y8.



That's all for this time,

SM