

THE R.P.O. NEWSLETTER

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

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Volume 24 - No.2

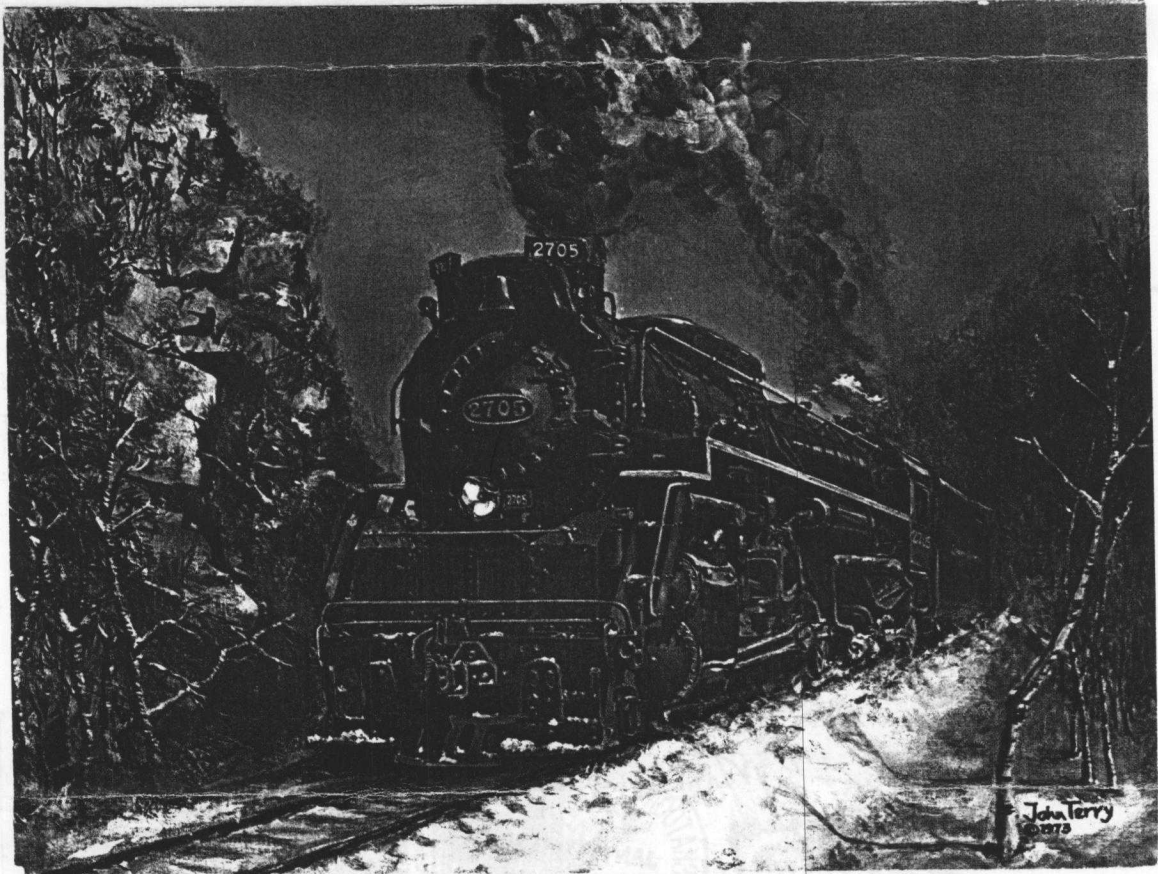
Whole No.121

January, 1996

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NEW MEMBER - We welcome John Cheramy of Box 5214, Station B, Victoria, BC, V8R 6N4 to membership.

RESIGNATIONS - We have received resignations from members Norman Brassler, Richard Colberg and Frank Scheer for various reasons. You may have noticed Norman's fine collection advertised in one of the leading auction catalogues recently.



A CHESAPEAKE & OHIO 2-8-4 in the U.S. Kanawha Valley. A fine Christmas card received from member Wayne Curtis. Wayne is sorry this isn't a Canadian train - but aren't we a cross-border Group?

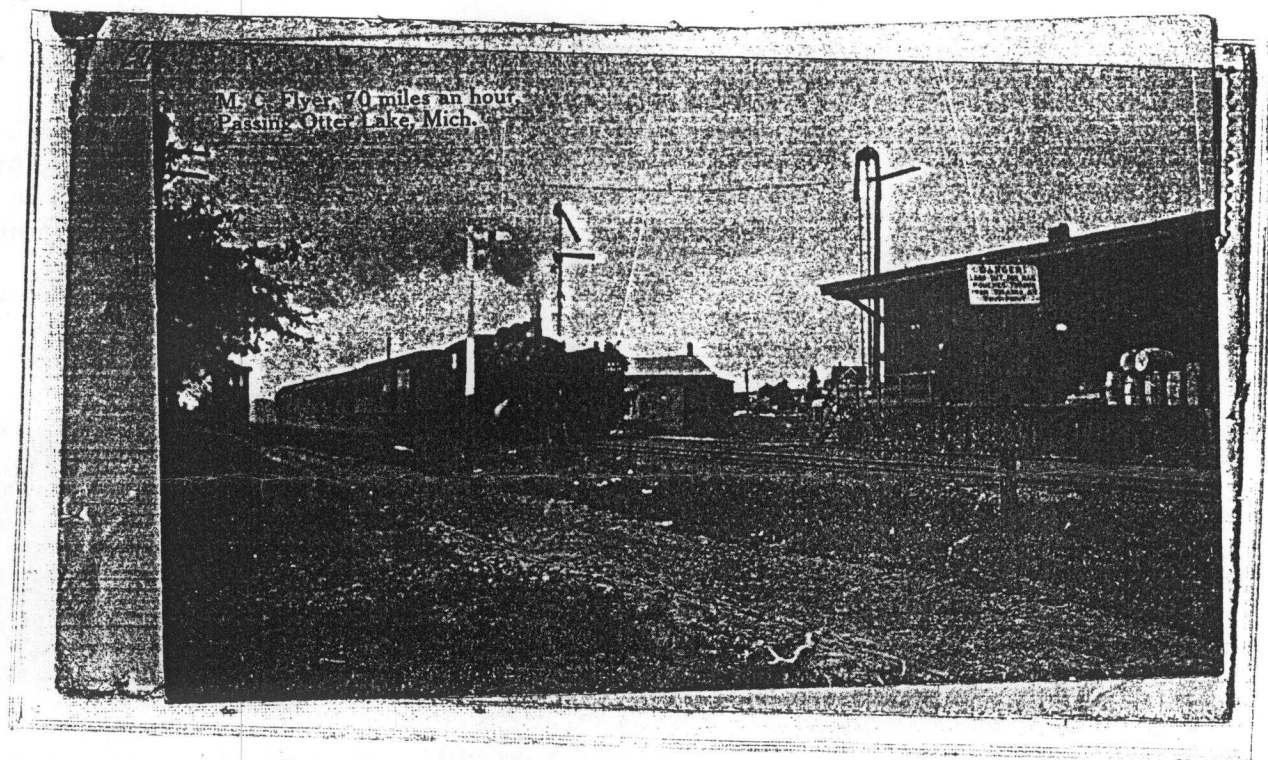
On Page 2 we have an interesting U.S. Sign from Malcolm Smith, and another square boxed "R" marking for registered letters posted on the train. This one is from the Saskatoon & Eston R.P.O. See also Newsletter No.114, November 1994, page 5, for an example from the Edmonton & Prince George run, and Newsletter No.118, July 1995, page 7 for an example from the Edmonton & Dawson Creek R.P.O.

FINAL NOTICE - 64 Members are still unpaid for 1995-6
If the box to the right is checked, you are one of them.



.... /2

AN INTERESTING SIGN - from Malcolm Smith -



The sign on this U.S. Railway Station reads -

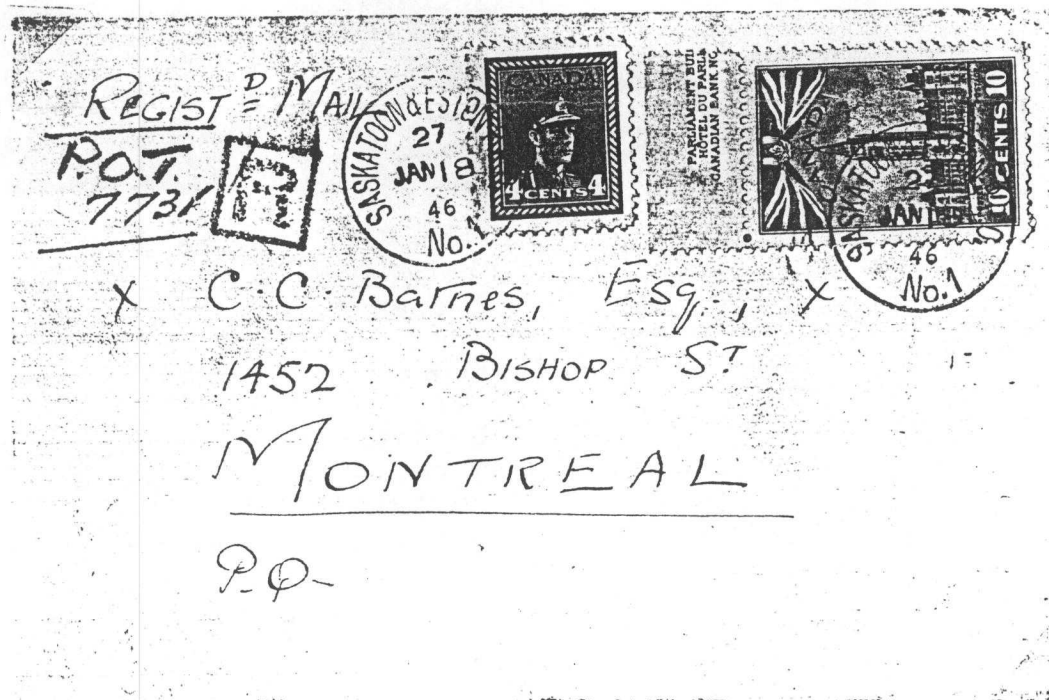
DANGER / LOOK OUT FOR MAIL / POUCHES THROWN / FROM TRAINS AT
THIS POINT

Did we have any similar Canadian signs ?

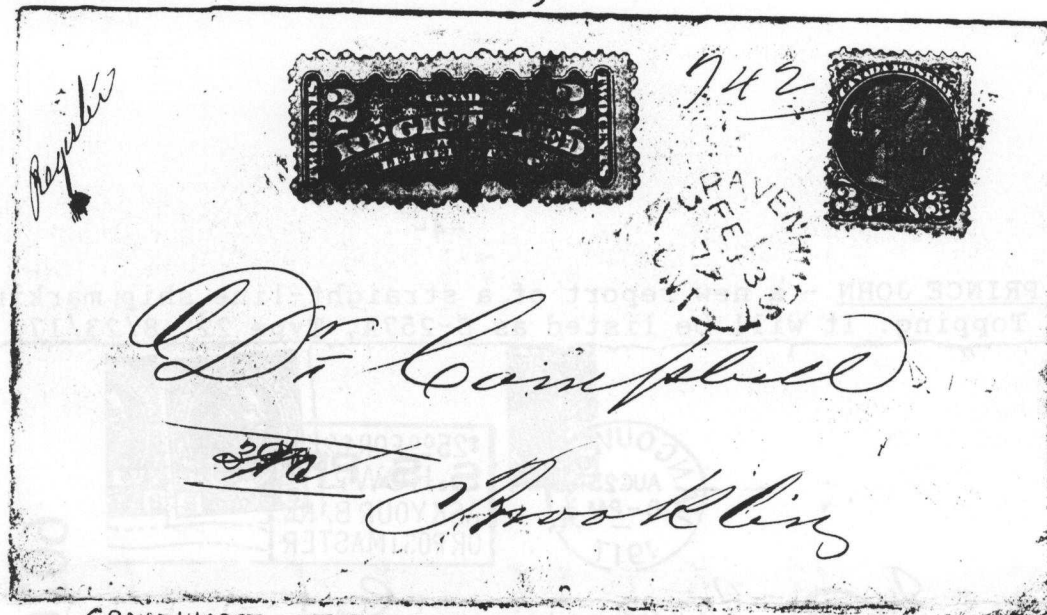
P.O.T. R (Saskatoon & Eston R.P.O.)

Boxed "R"

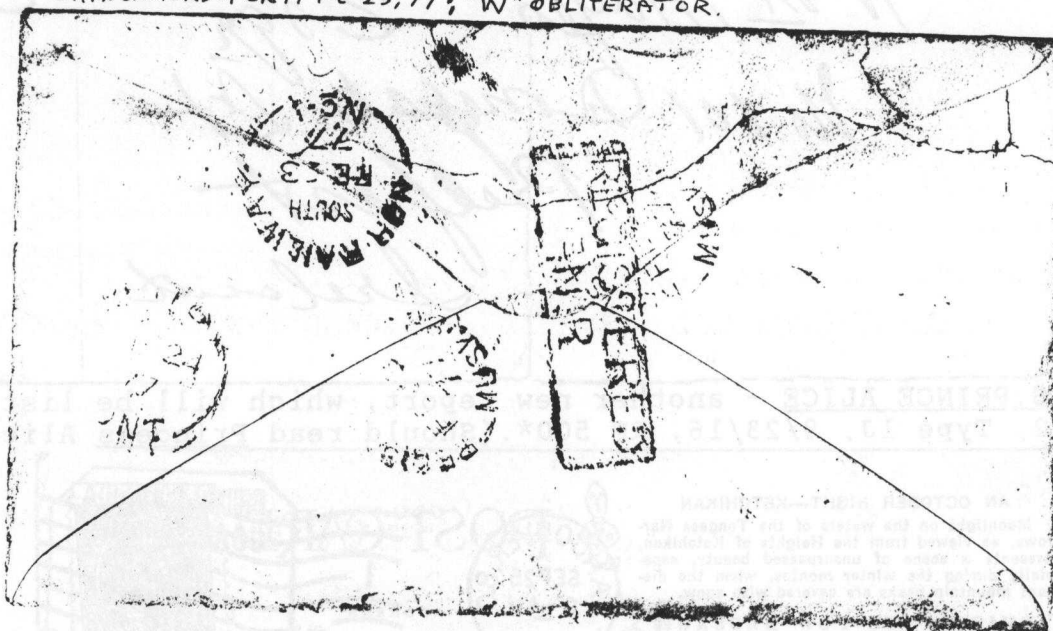
Known: 1946



No. 7731, Train 27, January 18, 1946
(First Report)



GRAVENHURST, ONT. FE 23, 77; "W" OBLITERATOR.



RR109 No 1 SOUTH FE 23, 77; { RG 26 the 3rd recorded strike.
 RG 25 (2 STRIKES) FE 23, 77 REGISTERED/N.R. IN SMALL RECTANGULAR BOX }
 REGISTERED/MUSK. BR
 WHITBY, ONT. FE 24, 77 C.D.S.

Brooklin is 9 miles (approx.) north of Whitby on the Whitby, Port Perry, Lindsay & Victoria Railways. According to Gillam, no mail car was operated on this line until 1878.

Obtained from the Norman Brasser sale at J. A. Henrich, Ltd. Sept. 30, 1995.

Brooklin P.O. failed to backstamp the letter.

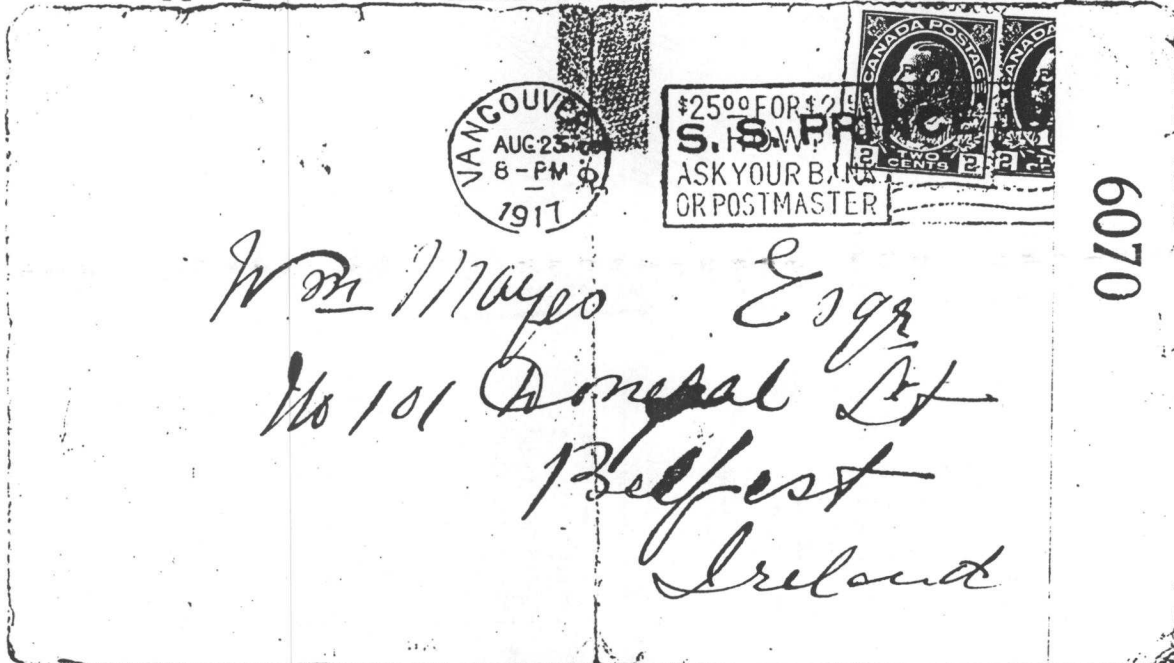
The combination of the Registered Date Stamp type on the same cover with ~~the~~ a boxed undated Registry Mark is very unusual. Only 2nd I've ever seen.

cc: Wm G. Robinson
David Sessions.

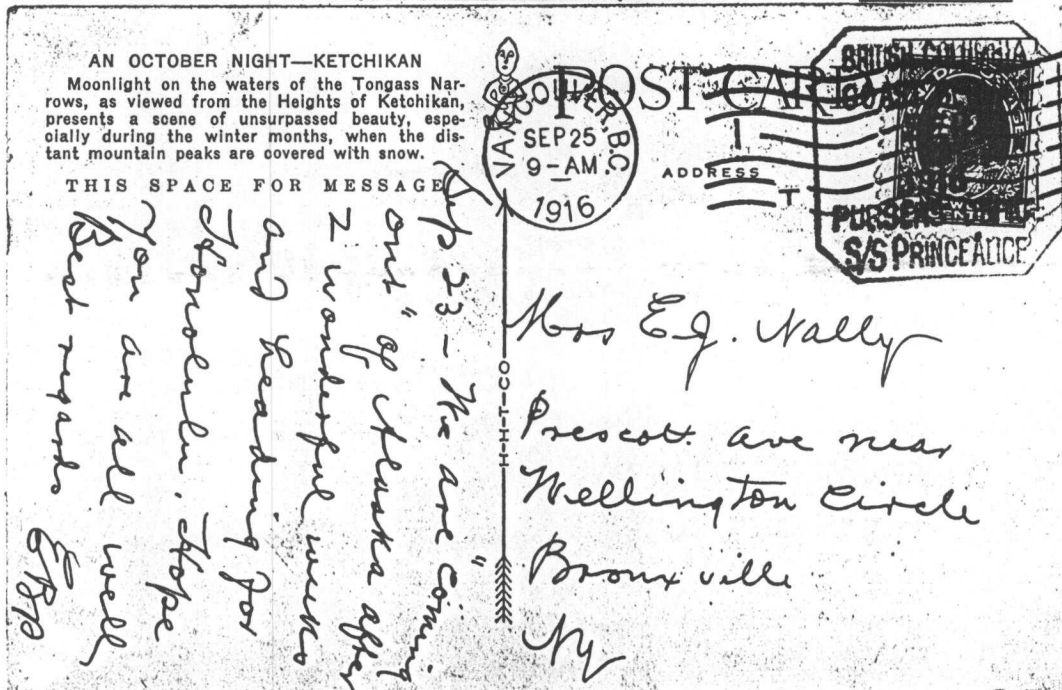
HORACE W. HARRISON
BNA PHILATELIST
1802 INDIAN HEAD ROAD
RUXTON MD USA 21204

10/28/95

S.S. PRINCE JOHN - a new report of a straight-line ship marking from Bill Topping. It will be listed as S-257A, Type 22, 8/23/17. RF500*



S.S. PRINCE ALICE - another new report, which will be listed as S-102, Type 1J, 9/23/16, RF 500*. (Should read Princess Alice)



from Don Wilson

.... / 6



MARINER is published ten times a year for employees and their families.

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We are interested in stories about the day-to-day operations of Marine Atlantic people.

Send submissions to:

MARINER
Marine Atlantic Inc.
100 Cameron Street
Moncton, NB
E1C 5Y6

Editor: Thérèse Thériault



In 1900, the Reid Newfoundland Company operated a fleet of ships in conjunction with the railway and the dockyard in St. John's.

The ships were known as the "Alphabet Fleet," the first being the SS Argyle, followed by the Bruce, Clyde, Dundee, Ethie, Fife, Glencoe, Home, Inverness and the Kyle. These steamers operated along the coasts of Newfoundland and Labrador as well as in the gulf between Port aux Basques and North Sydney. The last of these ships, the SS Kyle, is now high aground and rusting away on a sand bar in Harbour Grace harbour.

Though these ships have long passed into history and been replaced by more modern vessels, they have left behind a legacy to the skill and stamina of the crews who manned them. The technology we take for granted today did not exist back then. Instead, the ship depended on the knowledge, skill and, at times, the bravery of its captain, officers and able seamen. They not only had to contend with rough seas, fog, rain and snow but also ice that clogged the harbours around Port aux Basques and

North Sydney and along the coast of Labrador during the winter and spring.

For years these ships were the main mode of transportation, carrying both passengers and supplies to remote areas along the coast. A mail officer, placed on board by the Post Office, ensured the delivery of mail.

I was part of that life. As a purser and wireless operator, I know what it took for a captain to navigate his ship into the small harbours and inlets of Newfoundland and Labrador. Fog and snow were common hazards in the coastal service and often the captain would have to depend on dead reckoning to figure out how close to land he was. This was done by blowing the ship's whistle and listening for the echo. On occasion, someone on land would help by blowing a fog horn or firing a gun shot. Looking back, I firmly believe these captains carried a chart of every harbour along the coast inside their heads.

Many talents went into the make up of each crew. In addition to the captain, officers and sailors, the crew also included pursers, wireless operators, engineers, firemen, oilers, stewards and cooks. Nor should we forget the women who served as stewardesses and worked tirelessly to ensure the comfort of all our women passengers.

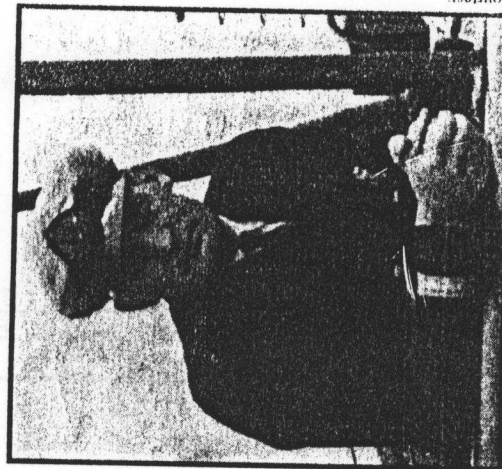
They made their presence felt in other ways as well. On any given voyage, the stewardess could be called upon to sew a button, patch a fireman's overalls or press a shirt or pants for someone going ashore on a date. They also provided an extra set of eyes and warned of any danger ahead.

The crew held the stewardesses in high esteem and God help anyone who even thought about "making a pass" at them. One such lady was Bride Fitzpatrick, who lost her life on the SS Caribou when it was torpedoed and sunk in the Gulf of St. Lawrence in October 1942.

Things have changed today. The ships are equipped with modern navigational gear and the island is no longer as isolated as it was back then. We look back with satisfaction to the contribution we made and remember fondly the people we got to know and serve.

This month's contribution is sent in by Victor Abbott.

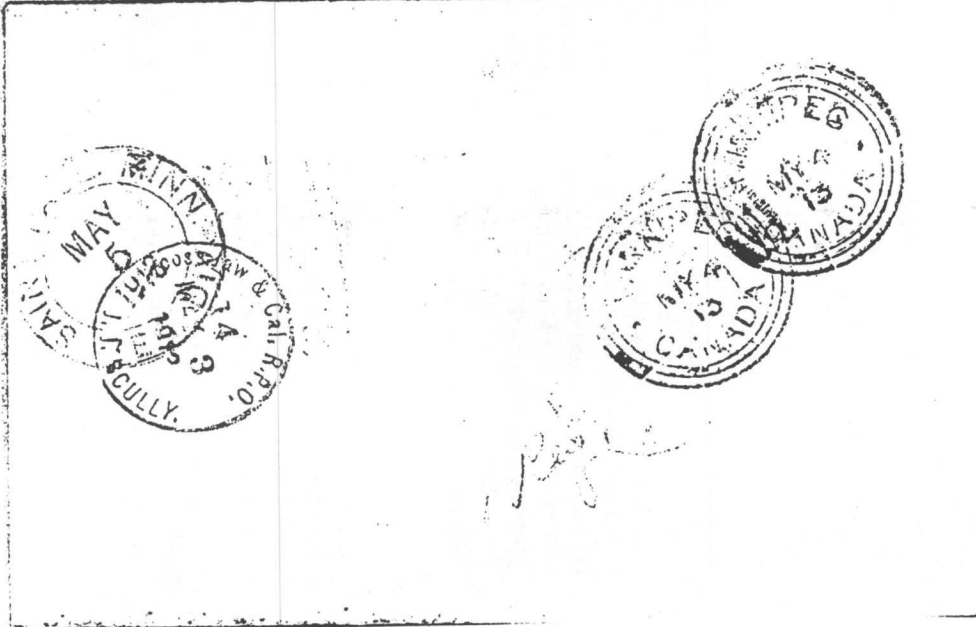
The Abbott family was well known in the old days of the Newfoundland Railway. His father, George, was station master at Argentia for 28 years and his brother, Lloyd was purser/wireless operator on board the SS Burgeo the night the Caribou was torpedoed.



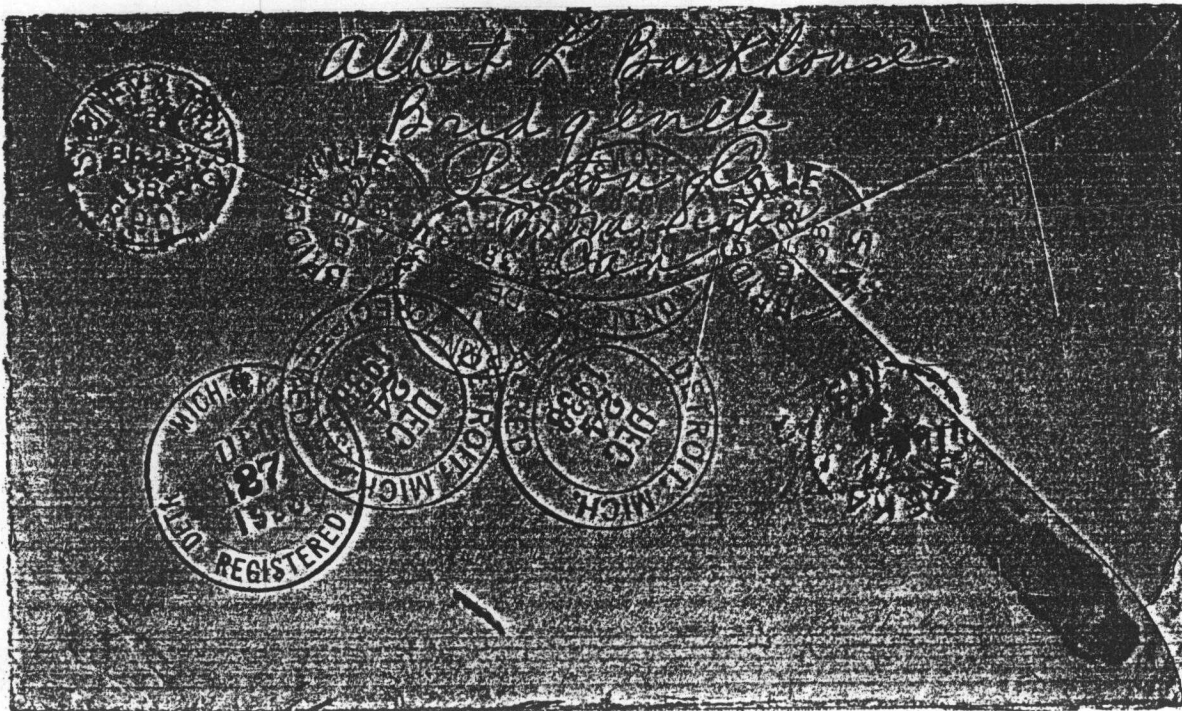
Victor (Sparks) Abbott was a 29 year old wireless operator on board the SS Northern Ranger in 1938.

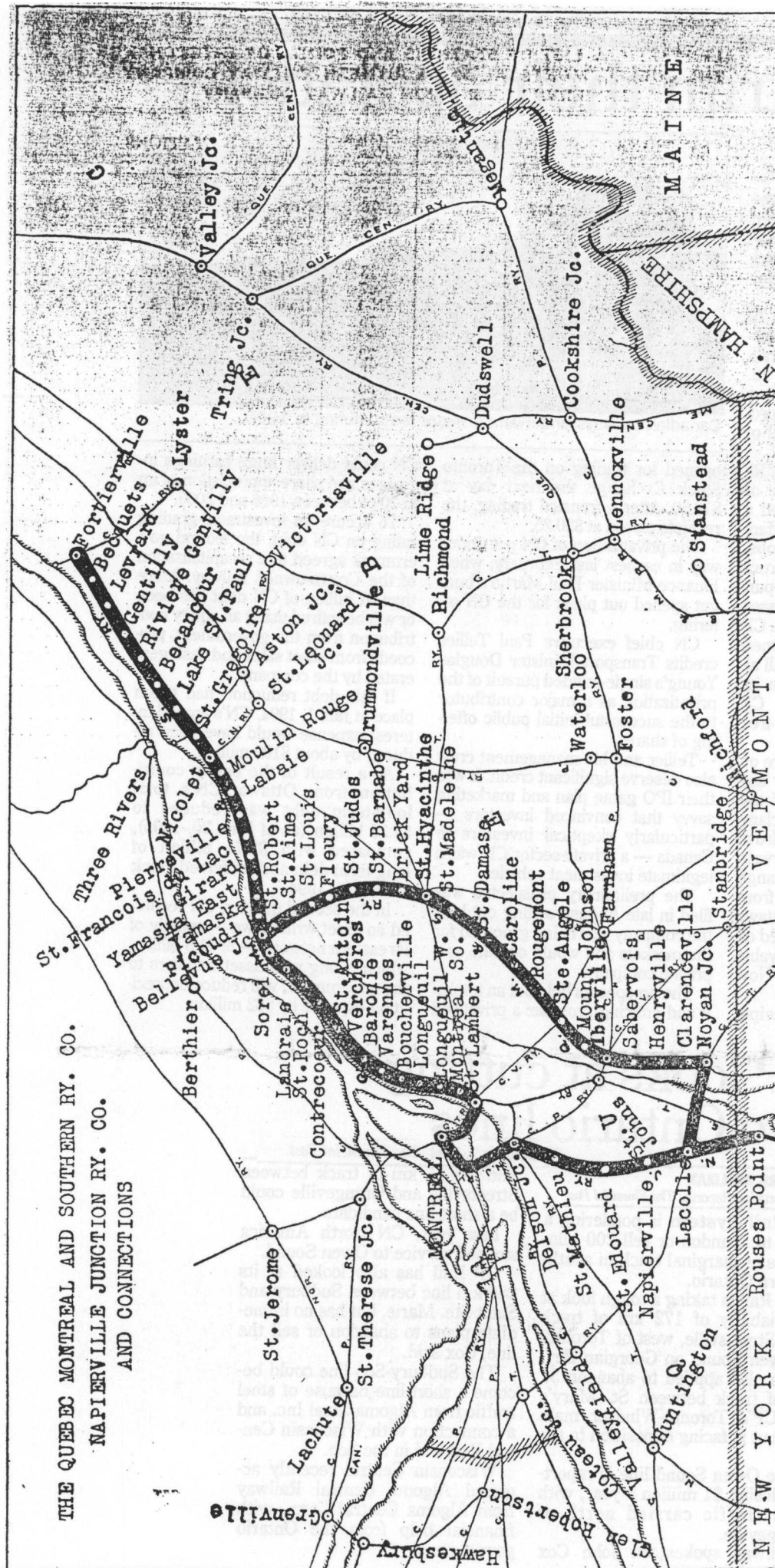
(Courtesy)

Moose Jaw & Cal.R.P.O./ J.J.SCULLY - A new report from member Stan Bednarczyk, which will be listed as W-85D, Type 17J, Train 14, 5/3/13, RF 500.



MONT. & TOR./ J.R.THOMPSON - a report from Malcolm Smith, of a scarce one which is listed as Q-167Cb, Type 12A, Train 19, known 10/23/1934 to 5/18/40, RF 440.





CP Rail gets green light to abandon track

CP Rail System has received authorization from the National Transportation Agency to abandon almost 160 kilometres of track in Ontario and southwestern Quebec.

Service will be abandoned on the 114-kilometre section of CP Rail's Owen Sound subdivision, running from Orangeville, Ont., to Owen Sound, Ont.; and the 46-kilometre Cornwall subdivision from Soulages, Que., to Cornwall, Ont.

CP Rail lost almost \$3 million on both lines between 1988 and 1994.

The agency said there was no evidence to show that levels would increase to eliminate losses incurred by CP Rail in operating the lines.

CP Rail has offered for sale, as a shortline railway, a 10-kilometre section of its Owen Sound subdivision from the Streetsville area of Mississauga north to Orangeville.

CP Rail believes the line segment has enough traffic to be viable under low-cost short-line management.

Mark Hallman/FP

CP Rail pushing to shed track

BY MARK HALLMAN
Transportation Reporter, The Financial Post

CP Rail System is accelerating its drive to shed marginal track east of Montreal.

The railway has renewed talks with six parties interested in buying a 380-kilometre rail network in southern Quebec and Vermont.

Jacques Côté, vice-president of development for CP Rail, said there "is an urgent need" to shed non-core operations to improve viability of its mainline network east of Winnipeg.

Although the network on the block is a marginal operation, the railway has "people queued up outside the door who are very keen on buying it," CP Rail spokesman Tim Humphreys said yesterday.

The network, running from St-Jean east of Montreal to Lennoxville, Que., and extending into northern Vermont, is an ideal candidate for a feeder shortline.

Iron Road Railways Inc. of Washington, D.C., a holding company that invests in and manages short-line railways, acquired the 285-km CAR and the 672-km, Maine-based Bangor & Aroostook Railroad Co. from Forestrest Cannon Inc. of Kannapolis, N.C., on March 17 for US\$100 million.

IRR, which now has rights to run its trains over CP track between Montreal and Sherbrooke, is said to be a prime candidate to acquire the latest offering.

CP Rail said it expects to make a decision by mid-June.

CN, CP trim their operations

BY MARK HALLMAN

Transportation Reporter *The Financial Post*

The competitive landscape of the Canadian railway industry changed forever in 1995 when **Canadian National Railway Co.** entered the private sector in a wildly successful initial public share offering.

For the first time in more than 70 years, Canada now has two investor-owned transcontinental national railways. The offering closed Nov. 28. The result: the sale of 83.8 million CN shares, generating gross proceeds for the federal government of almost \$2.3 billion.

Change was not limited to CN. Rival **CP Rail System**, a division of Canadian Pacific Ltd., announced a massive restructuring Nov. 20. Management said it will cut 1,450 jobs, move headquarters to Calgary from Montreal and establish a special-purpose operating unit to tackle losses racked up by its eastern network. CP Rail will also become a wholly owned subsidiary of CP, a move that will allow it to tap capital markets on its own. Eventually, analysts say, CP might shed the railway in a tax-free spin-off to its shareholders.

Interest in the CN public share offering was first tepid, but grew significantly in the latter days of the marketing program. Investors clamoring for a piece of the railway drove Ottawa, on the advice of underwriters, to hike the initial pricing range of CN shares to \$25.50-\$27.50, from \$22.50-\$25.50. On Nov. 16, Ottawa priced the heavily oversubscribed offering of shares at \$27 each, payable in two instalments: \$16.25 on Nov. 28, and \$10.75 due a year later.

CN's first instalment receipts



Canadian railways underwent a major restructuring in 1995.

opened for trading on the Toronto Stock Exchange the next day at \$19.50. After a frenzied trading, the receipts closed at \$20.25.

The privatization of CN got under way in earnest last February, when Finance Minister Paul Martin's budget spelled out plans for the CN offering.

CN chief executive Paul Tellier credits Transport Minister Douglas Young's single-minded pursuit of the privatization as a major contributor to the successful initial public offering of shares.

Tellier and his management crew also deserve significant credit. It was their IPO game plan and marketing savvy that convinced investors — particularly skeptical investors in Canada — a private-sector CN was a legitimate investment vehicle.

The preliminary prospectus was filed in late August, setting out how the company was being groomed for the markets and would operate as a private company.

The prospectus held out an implicit and enticing promise: a privatized

CN could deliver huge earnings increases and share appreciation of up to 200% between 1996 and 2000.

To secure an investment-grading rating on CN debt, the federal government agreed to a recapitalization of the Crown-owned railway. More than \$1 billion of CN debt has been or will be retired using an equity contribution from the government, proceeds from asset sales and cash generated by the company.

If this debt reduction had taken place at Jan. 1, 1994, CN's annual interest expense would have been reduced by about \$100 million.

As a result of the equity contribution from Ottawa, CN's total long-term debt was reduced to \$1.35 billion (as of June 30, 1995), compared with \$2.71 billion of long-term debt and preferred stock at Dec 31, 1994.

In the second quarter, CN recorded an asset write-down — mostly of its eastern network — of \$1.3 billion, which, along with asset transfers to the government, will reduce depreciation expense by \$62 million.

CP looks at cutting two Ontario lines

December 7, 1994 *The Financial Post*

BY MARK HALLMAN

Transportation Reporter *The Financial Post*

CP Rail System is pondering a move to abandon or sell 200 kilometres of marginal track in southwestern Ontario.

CP Rail is taking a tough look at the viability of 172 km of track from Streetsville, west of Toronto, to Owen Sound on Georgian Bay. It has also applied to abandon 31 km of track between St. Mary's and CP's Toronto-Windsor main line, but is facing opposition to the plan.

The Owen Sound line is reportedly losing \$1 million a year, with little traffic carried north of Orangeville.

Railway spokesman John Cox

said the 55 km of track between Streetsville and Orangeville could be a short-line candidate.

Last year, CN North America stopped service to Owen Sound.

CP Rail has also looked at its 286-km line between Sudbury and Sault Ste. Marie, but has no immediate plans to abandon or sell the line, Cox said.

The Sudbury-Soo line could become a short-line because of steel traffic from Algoma Steel Inc. and a connection with Wisconsin Central Railroad in the Soo.

Wisconsin Central recently acquired Algoma Central Railway from Algoma Central Corp., with financial help from the Ontario government.

MAP SHOWING THE ROUTE OF THE EASTERN ARCTIC PATROL, 1939



MYSTERY MARKING - This shield-shaped mark, dated June 20, 1906, appears to read "STR.P.M.Mo.5 / P.M.TRANS.Co." Can anyone identify it, or does anyone have another like it?

PRIVATE POST CARD.

THIS SPACE MAY BE USED FOR CORRESPONDENCE

THIS SPACE IS FOR ADDRESS ONLY

Miss Ida Kilbourne.
Winnipeg.
Manitoba.

Irving to buy CP's Maine track for new rail network

By Mark Hallman

The Financial Post

The powerful Irving group plans to buy 160 kilometres of CP Rail System track in Maine to link with 190 km of track it owns in New Brunswick to ensure continued access to northeastern U.S. markets.

The Irving plan surfaced after CP Rail terminated talks late Friday for the sale of operating assets on its 658-km line between Sherbrooke, Que., and Saint John, N.B., to NorRail Transport Inc.

NorRail, a consortium of Canadian and U.S. investors and transportation specialists, was stunned by CP's decision and said its financing and operating plans were all in place.

A CP Rail spokesman refused comment on the failed negotiations, other than to say it had become clear NorRail's acquisition could not be completed. Observers suggested NorRail was unable to line up sufficient shipper volumes to make its plan workable.

CP Rail has regulatory approval to abandon service between Sherbrooke and Saint John on Jan. 1.

Under the new plan, the Irving group — until now a background player despite its ownership of all CP's rail lines in New Brunswick — will take a direct role in preserving rail competition in the region.

CP leases its New Brunswick lines from Irving-owned New Brunswick Railway Co., under a 999-year agreement signed in the late 1890s. Part of the Irving-owned trackage forms a key segment of CP's main line between Montreal and Saint John. However,

CP owns outright the trackage between Montreal and the Maine-New Brunswick border.

Larry Armstrong, vice-president of J. D. Irving Ltd. of Saint John, said yesterday that Irving plans to acquire the CP-owned track in Maine as a building block for the new rail network.

The CP line earmarked for acquisition runs between Brownville Junction, Me., and the border with New Brunswick. Irving will combine this track with 190 km of New Brunswick track now leased to CP.

In turn, Armstrong said, Irving would contract operation of the network between Brownville Jct. and Saint John to Guilford Transportation Industries Inc. of North Billerica, Mass.

Guilford, owner of the largest regional railway network in New England, interchanges with CP's Maine trackage at Mattawamkeag, Me. The Bangor & Aroostook Railroad Inc., also hooks up with CP at Brownville Jct.

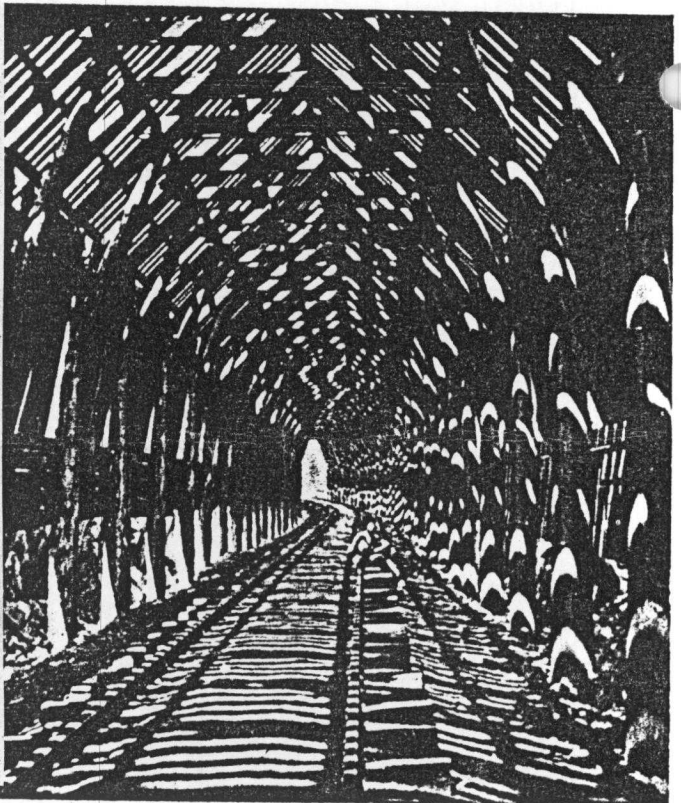
CP Rail spokesman Tim Humphreys said CP is confident a buyer can be found for 297 km of track between Sherbrooke and Brownville Jct. This would assure a continuing rail link between Saint John and central Canada.

Armstrong said Irving would be prepared to grant operating rights between Brownville Jct. and Saint John to the purchaser of the Sherbrooke-Brownville Jct. segment.

Robert Schmidt, chief executive of Iron Road Railways Inc. of Washington, D.C., said his company will investigate the purchase of the Sherbrooke-Brownville Jct. segment. IRR is already scouting CP Rail lines for sale between Montreal and Newport, Vt.



NEW G. T. RY. STATION, COATICOOK, QUE.



On the right - Light Patterns inside a free-standing snow shed. (Probably Rogers Pass on the C.P.R. main line. From member Malcolm Jones.)

THAT'S ALL FOR THIS ISSUE. DON'T
FORGET THOSE 1995-96 DUES

W.G. Robinson
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