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THE R.P.O. NEWSLETTER

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

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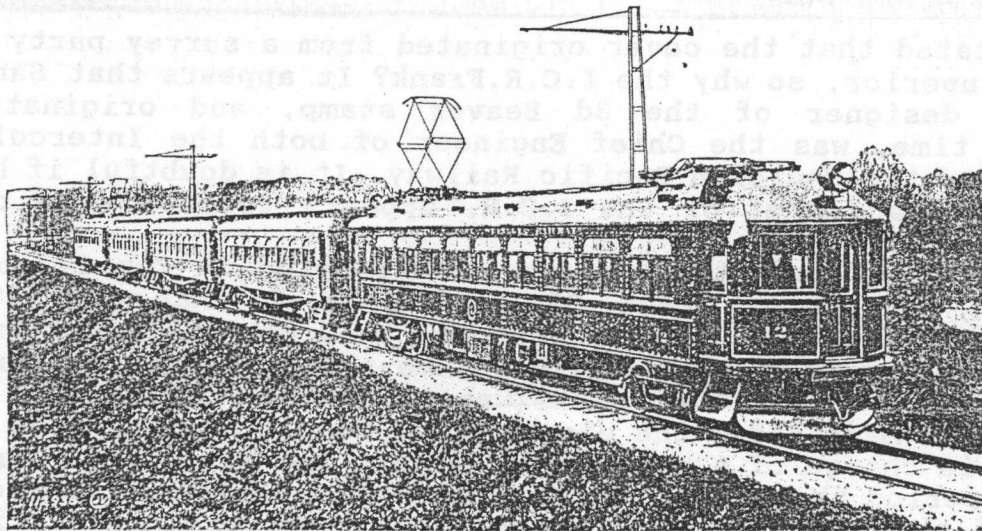
Whole No.124

June 1996

CAPEX 1996 - June 8 to 16 - Toronto, Ontario. This issue is being prepared for distribution to those members who are able to attend this World Exhibition in the Metro Toronto Convention Centre.

MYSTERY MARKING - You may recall on Page 9 of Issue No.121, January, 1996, a question about a shield-shaped ship marking inscribed "STR.P.M.No.5 / P.M.TRANS.Co., dated June 20, 1906. Our sharp-eyed member Malcolm Smith has ascertained that it came from the PERE MARQUETTE No.5, a package freighter of the Pere Marquette Railroad on the Great Lakes. She was built in 1890, and had a varied career until sinking off Massachusetts in 1917. The ship did not carry passengers, so the card probably came from a crew member, and the purser postmarked it with the ship's stamp. Good Work!

Hydro-Electric Train, London and Port Stanley Railway



A Fine Valentine Coloured Card - from member Reg.Hiscocks

A YARMOUTH RAILWAY STATION - Those with very long memories may recall questions on Page 10 of Issue 64, and Page 1 of Issue 74 regarding a photograph of a "Yarmouth" railway station. Our former member Iain Neighbour of Kamloops, B.C. now reports a positive identification of the station at Yarmouth, Maine, on a former Grand Trunk line now operated by the St.Lawrence and Atlantic Railroad. It just goes to show that if you apply enough time and energy the answers will appear. This one has only taken nine years.

LOST MEMBERS - 1995-96 Dues are still owing from -

Stuart Cohn, Earle Covert, Michel Gagné, Eldon Godfrey, Palmer Moffat, Alice Rosborough, Roland Seymour, Martin Shelton, and Bruce Wilson. We hope they return to membership soon. /2

THE CANADIAN PACIFIC RAILWAY SURVEY - George MacManus, of Ottawa, sent this beautiful cover with the frank in red of the CHIEF ENGINEER'S OFFICE of the Intercolonial Railway, dated September 11, 1871.



George stated that the cover originated from a survey party north of Lake Superior, so why the I.C.R. Frank? It appears that Sandford Fleming, designer of the 3d Beaver stamp, and originator of standard time, was the Chief Engineer of both the Intercolonial Railway and the Canadian Pacific Railway. It is doubtful if he had two Franks, and that of the I.C.R. appears to have done double duty.

"Men and Meridians", the history of surveying in Canada, by Don W. Thomson, states on Page 85 of Volume 2 that "In 1871 a reconnaissance of the country west of the Great Lakes was made at the instigation of the federal government in order to explore the possibilities of building a railway to the Pacific Ocean. These surveys were made under the direction of Sandford Fleming as Chief Engineer in charge of a staff of surveyors and engineers. During a six year period they traversed the country in various directions in search of the most promising route for a transcontinental line. Fleming laid down several basic principles to govern his reconnaissance staff in their activities:

1. Every effort should be exerted to discover a line through the wooded region (Ottawa Valley to Red River) and thus the shortest and best possible rail link between Central Canada and Manitoba.

2. That line, when discovered, should reach Lake Superior by a spur line or otherwise and so provide the most economic outlet for products of the prairies through the navigable St. Lawrence river system."

The Frank is being listed as - CHIEF ENGINEER'S OFFICE / I.C.R. / (date) / PAID. Type 8G, date 9/11/1871, R.F.500*, Reporter #143.

Canadian Pacific Railway rolls again

Historic name revived as CP announces widespread restructuring

BY MARK HALLMAN

Transportation Reporter *The Financial Post*

In a move to facilitate the potential sale or disposition of its money-losing eastern railway network, **Canadian Pacific Ltd.** will transfer its eastern rail assets to a separate subsidiary of its railway.

The company revealed the planned asset transfer yesterday in announcing that its board of directors had approved the comprehensive restructuring of CP Ltd. and the revival of the name **Canadian Pacific Railway Co.**

CP spokesman Graeme McMurray said the eastern rail assets will be transferred to a new operating unit with headquarters in Montreal.

That, in turn, will be wholly owned by Canadian Pacific Railway Co. — the new name for CP Rail System.

The CPR, the original monicker for the railway, will become a wholly owned subsidiary of a new CP Ltd., created by the parent company's restructuring.

The transfer of eastern rail assets marks a new development for the rail carrier.

When CP first announced its restructuring last fall, railway officials said a new eastern rail unit, aimed at targeting losses in the region, would simply be an operating arm of CP Rail, not a separate company with its own assets.

All non-rail assets of the existing CP Ltd. will be transferred to the "new CP Ltd."

Industry observers said a discrete asset base for the CPR's eastern rail unit will make it easier for the CPR to sell, merge or dispose of the money-losing subsidiary.

McMurray said the CPR is determined to make the eastern operating unit work on its own and is not looking for a merger.

The CPR's western operations run west of Toronto to Vancouver and south into the heart of the U.S. Midwest.

The railway's restructuring also involves a reduction in management and administration that will eliminate 1,450 employees.

In addition, it entails moving the railway's headquarters to Calgary.

Industry observers said the outright purchase of CPR's eastern operating unit by **Canadian National Railway Co.** is the most likely outcome for rail rationalization in the East.

However, CP is said to have approached U.S. railways about closer ties, sources said.

The eastern operating unit has annual revenues of \$700 million and operates between Quebec, Montreal and Chicago and the U.S. Northeast.

The idea behind the new unit is to identify losses for the attention of politicians and to attempt specific remedies in a region with excess rail capacity and intense truck competition.

Robert Ritchie, chief executive of CPR, said last month that the railway and CN will start serious talks this spring to deal with freight overcapacity in Eastern Canada.

"All our options are open, from a

merger with CN in the East, rationalization or sharing of assets, sale of sections to short-line operators, and shutdowns," Ritchie said.

In a related development yesterday, Standard and Poor's affirmed its "single-A-minus" rating on CP Ltd. and its related operations, and removed them from "credit watch," where they were placed Nov. 31.

S&P also said it assigned a "triple-B-plus" senior debt rating to CPR.

The rating is one notch above CN's S&P rating.

The rating agency noted that the rating for the railway "is slightly lower than CP Ltd.'s... because the CPR's earnings and cash flow are less favorable than the consolidated entity, which includes the highly profitable energy company."

The new CP Ltd. will have six operating subsidiaries, including the CPR.

As part of its restructuring, CP said three series of US\$-denominated debentures will remain obligations of the CPR.

CP also repeated plans for a proposal to buy back its 4% consolidated debenture stock for either cash or common shares, and will exchange its preferred shares for common shares of the reorganized parent.

The company's restructuring is subject to shareholder and court approvals.

CP ordinary shares (CP/TSE) were up 5/8 yesterday, closing at \$27 1/2.

CP Rail set to sell Ottawa Valley line

BY MARK HALLMAN

Transportation Reporter *The Financial Post*

CP Rail System will announce today the start of negotiations to sell or lease its 560-kilometre Ottawa Valley mainline to a Canadian short-line railway.

CP Rail spokesman Barry Scott declined to identify the shortline yesterday, but sources said it's the **Central Western Railway Corp.** of Edmonton.

A spokesman for the CWR did not return telephone calls.

Talks for the sale of the line, which runs between Smiths Falls, Ont., and Sudbury, Ont., follow CP Rail's announcement last Friday that it plans to sell or share 1,400

km of track in the U.S. Midwest, including its Chicago-Kansas City mainline.

Privately held Central Western is probably the most experienced Canadian-owned short-line railway in the country, industry observers said.

It owns and operates 370 km of grain-carrying lines in central Alberta that were previously owned by CP Rail and Canadian National Railway Co., and has a stake in the Société des chemins de fer du Québec, a 145-km short-line railway northeast of Quebec City.

Scott said CP Rail, a division of **Canadian Pacific Ltd.**, will continue to route trains over the Ottawa

Valley line if it's sold by means of obtaining trackage rights from the new owner. CP Rail now operates three trains each way daily over the line.

CN recently abandoned a key segment of its Ottawa Valley mainline and now routes transcontinental freight trains between Montreal and the West via Toronto.

CP Rail is actively chopping marginal trackage and cutting overheads to improve financial results.

CP Rail wants to shed 7,600 km, or 25% of its North American network, over the next five years.

CN has identified 6,400 km of low-density lines (22% of its network) for rationalization by 1999.

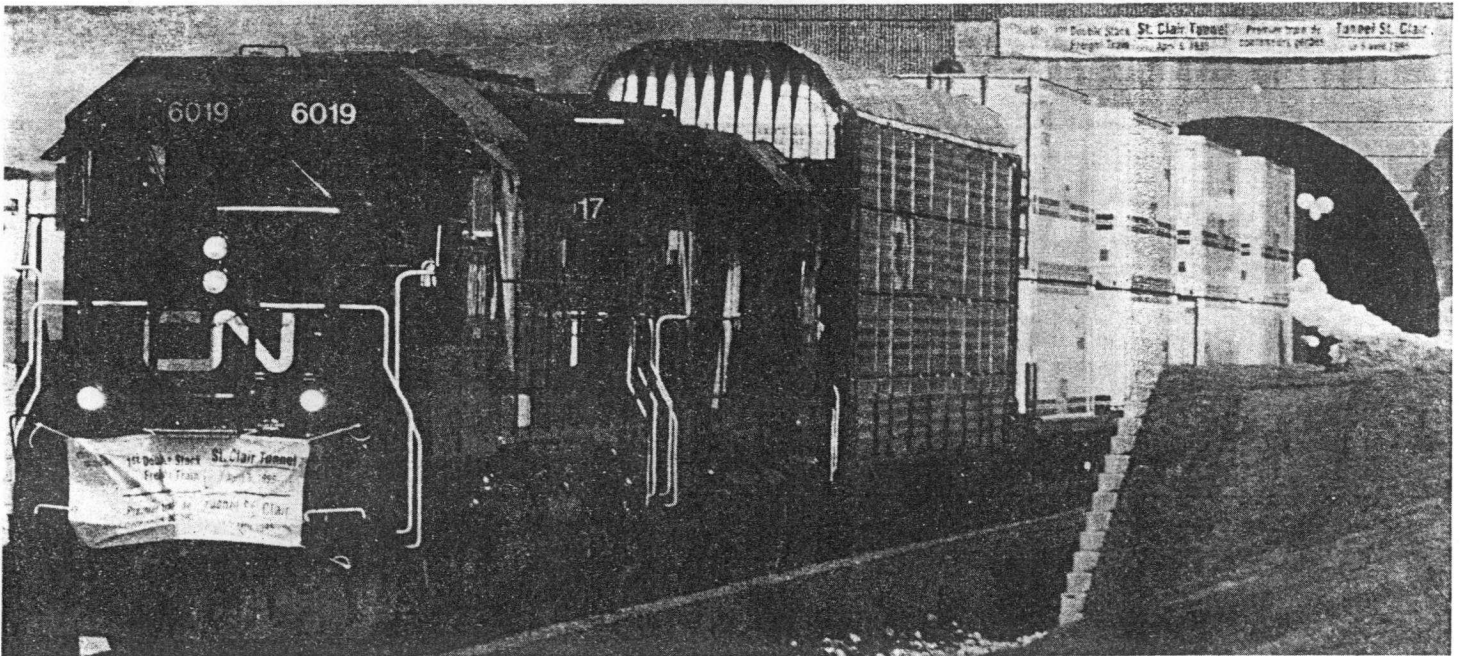
courtesy of member Don Wilson

Trans *ACTION*

Serving Rail, Air, Bus, Shipping, Auto, Truck and Postal Services

VOL. 3 No. 1

TUNNEL SHRINKS DISTANCE



Inaugural passage through St. Clair River Tunnel (Photo Courtesy - CN Rail)

In the ever-increasing competitive world of transcontinental container shipping, 24 hours is an eternity and time means money. It is this fact which motivated CN North America to build a large-diameter rail tunnel linking Ontario and Michigan.

With an interior diameter of 27 feet six inches, the new tunnel beneath the St. Clair River can accommodate high-cube, doublestack containers, multi-level auto carriers and oversized loads.

Replacing a 100-year-old tunnel which had a companion ferry system, the new rail link creates the shortest and most direct route along the Halifax-Chicago rail corridor. The new Sarnia-Port Huron tunnel saves auto carriers up to 24 hours over the old tunnel and as much as 12 hours versus the Detroit River tunnel alternative.

"Containers transferred from a ship to a stack train in Halifax arrive in Chicago long before the arrival of those transferred from the same ship calling at New York," explains a

railroad official. Remarks another, "The tunnel represents a major step forward in the creation of a seamless continental transportation system to serve the huge North American market."

NEW TUNNEL SAVES 24 HOURS TRAVEL TIME ON HALIFAX-CHICAGO RUN

The first train passed through the new tunnel on April 5, 1995. It was the beginning of a new era, streamlining the annual flow of 275,000 freight cars, including specialized auto and container cars.

While transportation officials rejoice at the distance shrunk between Halifax and Chicago on account of the new tunnel, who will not marvel at the far greater gulf which was "bridged" when Jesus Christ died on the cross to reconcile sinners to a Holy God!

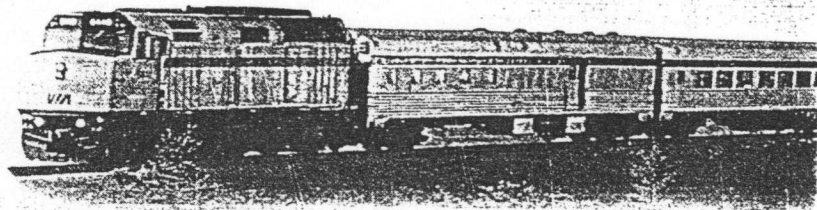
Sin separates man from God. The distance between the two can never be shrunk nor bridged by man and his efforts to please God by good works and religious observance. No matter how hard man tries to reach up to God, his efforts ultimately fail.

Christianity in its essence is God reaching down to sinful man to save him in the Person of His Son Jesus Christ. Only the shed blood of Jesus Christ on the cross could remove the distance between the sinner and his Creator.

No matter how far your sin has taken you away from God - that distance can vanish in an instant upon your repentance and confession of Jesus Christ as your own Saviour. Reach out to Him today. He does not cast even the vilest sinner away.

From Member Wayne Curtis

A suggestion for a trip
while you are at CAPEX



VIA RAIL'S SILVER TRAINS COME TO SOUTHWESTERN ONTARIO

The silver trains bring a new, more comfortable world of train travel to Southwestern Ontario. Here is what to look for:

- modern comfortable seating
- newly designed seat tray and arm rest
- comfort zone temperature control
- a smooth, quiet ride at 145km (90mph)
- more spacious overhead luggage compartments

Why rebuild old cars instead of buying new?

- the stainless steel cars are in excellent structural condition
- the brand new interiors give our customers all the benefits of new cars
- the cost of rebuilding was less than the cost of buying new cars

Don't take our word for it - take your next trip on the silver train.

VIA SERVICE IN SOUTHWESTERN ONTARIO

Windsor-Toronto	5 daily frequencies	3 1/2 hour travel time
London-Toronto	8 daily frequencies	2 hour travel time
Niagara Falls-Toronto	2 daily frequencies	2 hour travel time

ECONOMY CLASS

VIA's economy class provides a level of comfort you would expect to find only at first class prices. From the walkabout freedom only the train can provide, to the big, comfortable seats, this is a truly affordable way to travel in style. And, when combined with off-peak fares, discounts for youths and seniors can add savings of up to 50% off the regular economy fares. Ask about our group fares.

VIA 1 CLASS

VIA 1 is the perfect environment for a business meeting on the go. Ask about our convention fares. VIA 1 pampering includes hot meals with aperitifs and wine. VIA 1 travellers also enjoy the convenience of special Panorama lounges in Toronto, Montréal and Ottawa, pre-boarding privileges and amenities such as a credit card phone on board.

HISTORY OF THE SILVER CARS

The silver cars were originally built by the Budd Corporation and purchased by VIA from locations across North America. The interiors were stripped in Halifax at VIA's maintenance centre. The cars were then sent to Montréal to AMF, a CN subsidiary, where Stone Safety Inc., Coach & Car Inc. and Polatec Inc. worked with AMF to build the modern interiors.

By mid 1996, 26 coaches and seven VIA 1 cars will have replaced the 1950's steam heated blue and yellow cars. Total cost of the refurbishment is \$58 million, financed entirely from productivity savings at VIA. The silver cars provide passengers with better

service at a lower operating cost. At the same time, service has improved and no train routes were cut.

These new stainless steel cars symbolize the new VIA - delivering ever better service at lower cost. In 1995 alone, VIA's costs went down \$41 million. In the last three years we have reduced subsidies from the government by 25%.

For more information, call VIA Rail™, your local travel agent or check us out on the Internet: <http://www.viarail.ca>



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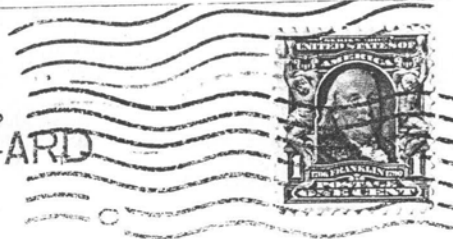
TAKE A LOOK AT THE TRAIN TODAY

• Registered trademark of VIA Rail Canada Inc. ™ Trademark of VIA Rail Canada Inc.

Our new member, John Cheramy, sent the card below - asking if we had any information on Railway Mail Clerk C.A.Hives, operating out of Winnipeg, Manitoba.

5596 Published by The Minnesota News Company, St. Paul Minn.,
Leipzig, Dresden.

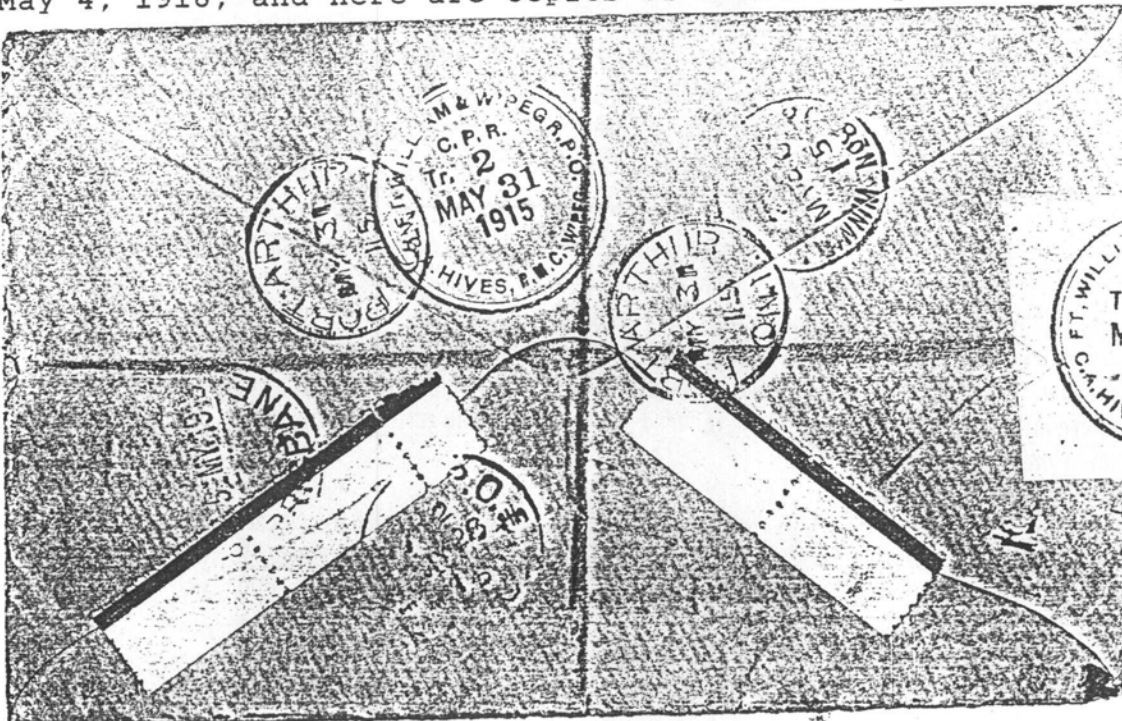
607



Mr C. A. Hives
Railway Mail Clerk
Winnipeg,
Canada.

THIS SIDE IS FOR THE ADDRESS ONLY.

Luckily, we had recently listed marking O-73Ac, a Type 7B double-ring marking with the inscription - FT.WILLIAM & W'PEG R.P.O./C.P.R./ C.A.HIVES, R.M.C.W'PEG. It is known from May 31, 1915 to May 4, 1918; and here are copies of those examples.



Recently received from the National Postal Museum -



La voie rapide ***The Fast Track***

POSTE ➤ MAIL

From the Vernon, B.C.
Daily News, November
10, 1921.

MAIL CAR BURNS ON SICAMOUS TRAIN

**Many Bags Lost When Fire of
Unknown Origin Gains
Headway.**

Troubles never come singly. After anxiously awaiting the arrival of the mails which had been first delayed by the slide at Palliser and next by the floods at Coquitlam, the mail car on the Sicamous-Landing train was burned to the trucks at Mara last Thursday. How the fire started is not known. Whether there was something in the mail bags that became ignited or whether it was from the stove has not been learned.

The mail car was a double compartment coach the mail clerks doing the sorting in one room with the other being used as the 'store room' or compartment in which second class mail was carried. No one worked in this room hence the fire not being noticed until Mara was reached.

The clerks at once jumped into the room and threw out all the bags that they could, but the flames had secured the better hand.

When it was found impossible to save what mail there was in that compartment the clerks turned their attention to the first class mail in the sorting room and were successful in saving a large number of letter bags.

The train was delayed about two hours and when it arrived in Vernon the clerks were stamping and sorting letters in the baggage car as best they could using boxes for tables and in many other ingenious ways performed their duties.

Courtesy of member
Ken Ellison

The Canadian Museum of Civilization
and Canada Post Corporation

cordially invite you
to celebrate the official opening
of the interactive exhibition

THE FAST TRACK

Sorting the Mail the Mechanized Way

Presented by the
National Postal Museum
Sunday, May 5, 1996
11:00 a.m.

David M. Stewart Salon
Canadian Museum of Civilization
100 Laurier Street
Hull, Quebec

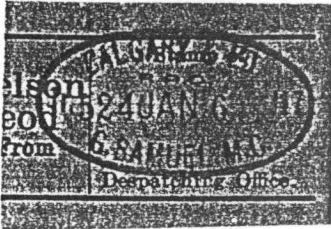
The official opening will be
followed by tea and pastries
in the David M. Stewart Salon.

*We wish to thank
PROFAC Management Group,
a national facilities
management company,
for their financial support
of this opening event.*

PROFAC

Canada

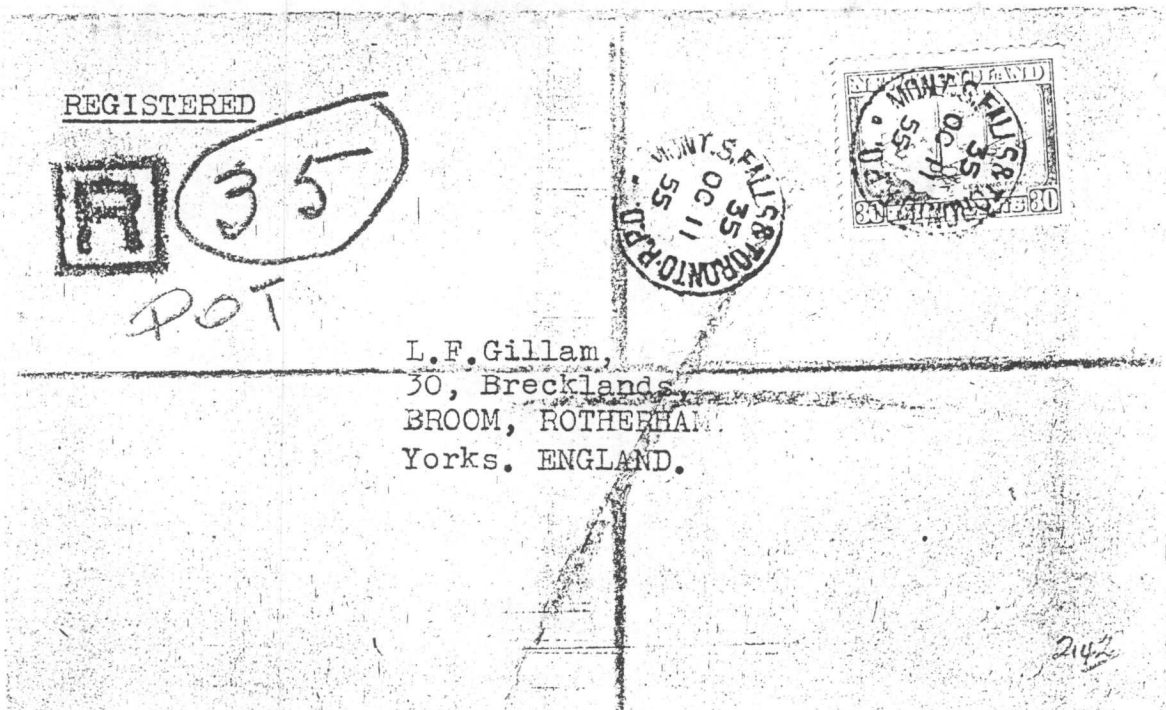
Here are two recent arrivals which will be listed in Annex 15 -



CALGARY & ED./ R.P.O./ G.SAMUEL, M/C.

An oval marking, Type 3E, which will be listed as W-22C, known January 6, 1917, Train 524, R.F.500. Confirmed by 151.

From member Malcolm Jones comes this Registered report -



R / POT # (m/s) (from Mont., S.Falls & Toronto)
Will be listed as Catalogue No. RG-64, Type 30I, Train No.35,
10/11/55, R.F.500, Reporter 313.



Here is a new report from Robert Parsons of S-183C, originally reported by 159 and 209 with partial strikes. We can now make a full listing

RICHELIEU & ONTARIO / NAV.CO./ STEAMER /
CAROLINA

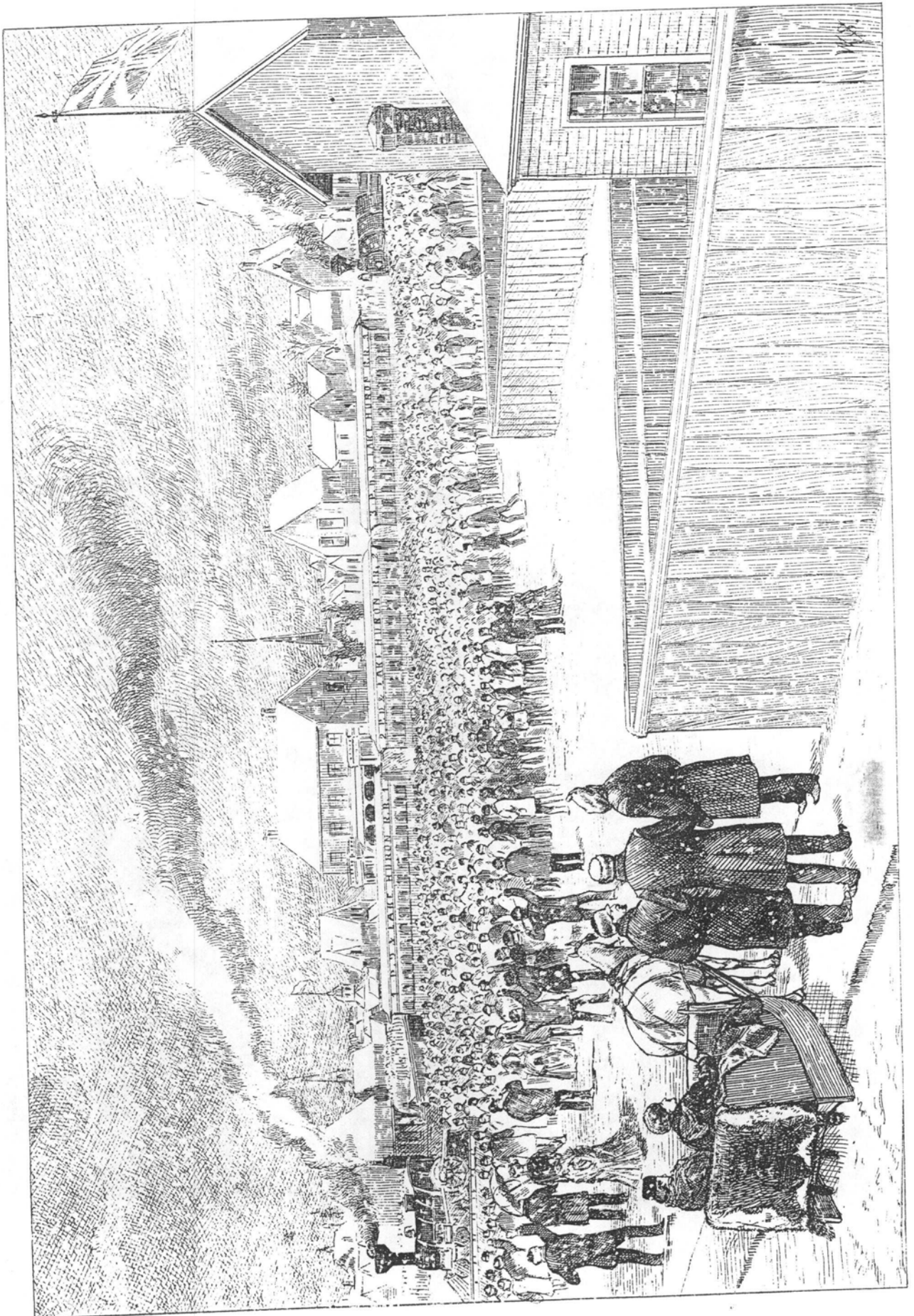
It is Type 1J, known from 9/?/96 to 8/31/99, with an R.F. of 500, Reporters 159 (Carr), 209 (Moffat) and 327 (Parsons).

It is only by many small steps such as this that we make progress.

courtesy of member Malcolm Smith -



Last mail train between Owen Sound and Toronto will leave Scott of Toronto, who took the last CPR train to Owen Sound out of Owen Sound at 5:30 p.m. today to mark the end of rail-carried mail begun in 1872 by the old Toronto, Grey and of North Toronto station 27 years ago, and the first Dayliner out of Toronto to Owen Sound in October, 1956. He made his first run as conductor 35 years ago.



Arrival of the first train of the Port Dover & Lake Huron R.R., Stratford, Ontario

Good Hunting!

Bill