THE R.P.O.NEWSLETTER

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

Volume 24 V. C. V.

Volume 24 - No.6 Whole No.125 August 1996

BNAPEX 1996 - August 30 to September 1 - Fort Worth, Texas. This issue is being prepared for distribution to those members who are able to attend the 1996 Convention and Exhibition in the Worthington Hotel. We hope to see many of you there. Because we will be mailing copies to U.S.members from the show, this issue will be restricted to eight pages because of U.S.postal rates.

ANOTHER VINTAGE PHOTOGRAPH -

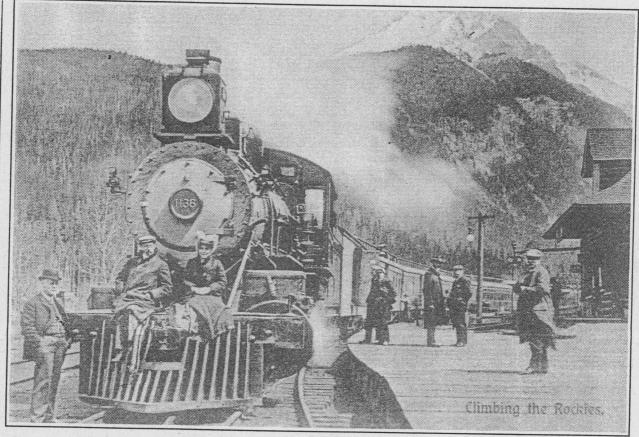


Photo courtesy of the Glenbow Archives

FULL EXPOSURE Passengers didn't really ride the rails this way, but they certainly appear to have enjoyed posing on the cow-catcher of this locomotive at Field Station. This photo is undated but may have been taken at the turn of the century.

REINSTATED MEMBERS - 1995-96 Dues have been received from - Earle Covert, Peter Eggett, and John McCrea. John has agreed to make presentations to the Study Group meeting on several short subjects at Fort Worth - Saturday, August 31, at 3:15 P.M. We are sorry to report that his wife, Faith, recently passed away following a long illness. This explains his absence from the Study Group for the past two years. Glad to see you at CAPEX, and to welcome you back, John.

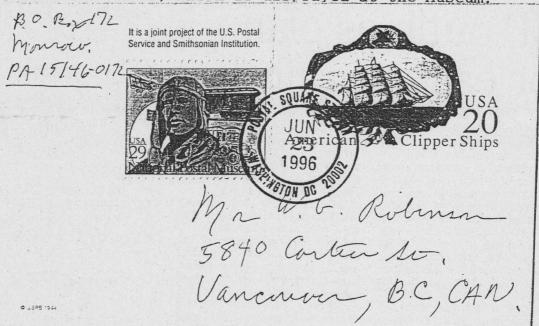
CANADIAN PACIFIC RAILWAY STEAMSHIPS - Carl Cammarata, of Scotts, Michigan, sent this lovely card with the straight-line marking of the Steamer AMUR. It will be listed as S-204Z, 15 May 1907, Type 22, RF 500*, Reporter 316. The back shows Indians in a snow storm, with the m/s notation "Queen Charlotte Islands, B.C."



Yes, Virginia, there was material at CAPEX. John McCrea sends this copy of a fine six-pence trans-border cover with two nice strikes of Q-95, No.4, which he obtained there, along with a few other nice items.



THE U.S.NATIONAL POSTAL MUSEUM - John McCrea also sent this lovely postcard from the National Postal Museum. The stamp shows Southern Railway Mail Car No.39, which is displayed at the Museum.



Peter McCarthy has retired from his Study Group Reporter job, and is now back as a regular member. His new address is 74 Milan Place, London, Ontario, N5Z 5A2. He should have more time for RPOs now - including such reports as the R.P.O.cover below from T.P.G.Shaw to his wife in 1947.



Mrs. D. P. Shaw Orford Lake Que.

CP outlines plan for eastern railway

BY MARK HALLMAN

Transportation Reporter The Financial Post

The St. Lawrence & Hudson Railway, the new name for CP Rail System's eastern rail subsidiary, posted a net loss of \$50 million to \$100 million in 1995 but could become profitable within three to five years, the unit's chief executive said yesterday.

Jacques Coté said SL&H's turnaround strategy is based on selling marginal track, re-engineering train operations, tackling truck competition more effectively and obtaining lower labor costs and tax rates.

The new rail subsidiary, with headquarters in Montreal, will be responsible for rail operations between Montreal, Toronto, Chicago and the U.S. Northeast.

Parent CP Rail, which will be renamed Canadian Pacific Railway Co. under CP Ltd.'s proposed corporate restructuring, has set no deadline for the SL&H to attain profitability, Coté said.

In 1995, CP Rail posted a net loss of \$592.3 million, including a \$1.1-billion restructuring charge and a \$333.5-million income tax recovery.

The SL&H has an asset base of \$580 million and generated revenue last year of \$697.7 million. Import/export containers via the Port of Montreal, automotive traffic and forest products constitute 49% of the unit's workload.

Key routes are Montreal-Chicago, Montreal-Washington and Toronto-Washington.

The SL&H recently gave up on one key market, however. After three years of trying, the rail unit dropped its daily intermodal runs between Chicago and five terminals in the U.S. Northeast because of insufficient volumes, uncompetitive transit times and unsustainable losses.

Coté said CP Rail has no plans to sell the SL&H subsidiary or merge it with Canadian National Railway Co. The SL&H is pursuing a "standalone" strategy, he said, although talks later this year may lead to sharing of track or facilities with CN.

About 1,600 kilometres of the SL&H's 5,700-km rail network will be sold to short-line operators or transformed into lower-cost internal short-lines, Coté said. At present, the SL&H owns 3,800 km of track and operates over another 1,900 km of track owned by other carriers. About 450 of the unit's 4,466 employees could be affected by the rationalization.

The track SL&H will shed is included in parent CP Rail's plan to lease, sell or abandon 7,600 km of track, or one-third of its North America network, over five years. This plan will reduce total rail employment by almost 900.

Coté said the SL&H will concentrate on hauling lengthy blocks of freight cars that do not require significant marshalling in classification yards. He said the SL&H is planning to test the new Iron Highway technology on its corridor between Montreal and Toronto in the fall.

The Iron Highway, developed in conjunction with CSX Corp., uses continuous platform railway equipment to transport standard, non-reinforced highway trailers.

The new technology is essential to competing more effectively with trucks, which control 70% of the freight traffic in the SL&H's market.

Member Brian Hargreaves of London, England, sent examples of these Clerk markings recently.



New Listing -TOR.,STRAT./ W.A.CAMPBELL - Train 29, 3/18/40, Reporter 293. Will be listed as 0-409E, Type 12A, RF 500.



W-1020 - N.P.& M.JAW, R.P.O./ J.D.HILLS, Tr.14 3/7/55.



W-193K - WPG.& M.JAW R.P.O./G.H.LOBB,Tr.3, 12/26/52.



MOOSE JAW, SASK./ R.G.BEATTIE, 5/26/54. A Clerk marking from a static Post Office.

R.P.O STUDY GROUP CANADA

MEMBERSHIP July 16. 1996

John D.Aitken	Box 62503.Rossland	Sq.PO		
	555 Rossland Rd.E.			
	R.R.#1 MG			
	2184 Lafayette St.			2P1
	40 Rollingwood Dr.			
	1054 Yuill St. SE		TlA	
	165 Queen St.N.		N2H	
	Box 5214, Stn.B		VSR	
	924 North Drive		R3T	
Bill Coates	Box 63064.University		L9H	
Earle L.Covert	Box 1070	Hay River, NWT		OR0
	Box 74, Stn.'A'		M5W	
	51 Castlethorpe Cres		K2G	
	6826 Bilberry Drive		KlC	
	14600 Middle Bench R		VAV	
	4014 des Cedres		COA	
	1183 Warsaw Ave.		R3M	
	454 West Mile Road		N6H	
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	342 St.Clair Ave.E.		M4T	
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	4590 Beverley Cr.		V6J	
	5267 Mt.Lehman Rd.		VAX	
	#604 - 155 Navy St.		L6J	
	1387 Pearl St.		KlT L4Y	
	Box 1193.Stn.'B' #203-1139 Sutherland		ATA	
			T6H	
David Link	14745 - 51 Ave.	Mississers ON	L5B	
Bill Longley	155 Hillcrest #1203 74 Milan Place	Mississauda, OM	N5Z	
	58 Hawthorne St.		B2G	
D.McInnis	Box 2063	Sudbury. ON	P3A	
Ivan W.MacKenzie	#2411-420 Gloucester		KlR	
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	790 Cuaulta Cres.		V9C	
	216 Mailey Drive		K7C	
			V7M	
	#107-1345 Chesterfie			
		Yellowknife, NT	XlA	
	22-2nd St.Renforth		E2H	
H.Alex.Price	#74 - 1201 Cameron		VIY	
		Barrie, ON	L4M	
Charles Purdon	Box 33	Mayne, BC	AOM	200

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J Malcolm Smith	11 Abbey Rice	London, ON		178
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Brian A Hardreaves	87 Fordington Rd.	London	NA	ATH
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16 July 1996

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	2310 S.61st Ave.		
	Kendal At Longwood 12		
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16 July 1996

BNAPS STIPEND - received for Editor, "TOPICS", BNAPS President, BNAPS Library, BNAPS Study Group Coordinator, BNAPS Study Group Columnist. Free Copies are also sent to the National Archives of Canada and the Philatelic Library of the National Postal Museum of

Canada.

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	7. Reinstated - Eggett, McCarthy, McCrea.
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	6. Dropped for Mon-Payment of 1995-96 Due Godfrey, Moffat, Rosborough, Seymour,
scneer.	5. Resigned - Brassler, Burega, Colberg, S
vaide. Dan Eaton.	4. Printing costs subsidized by John Keen
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W.G.Robinson Secretary-Treasurer