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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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March, 1997

WEST COAST BOURSE - February 14-16, 1997 - A large bourse was held at the Richmond Inn, near the Vancouver International Airport. Many dealers attended - including our members John Cheramy, Bob Lee, Bill Longley, and Jim Miller. Other members we saw included Ross Gray, Jim Karr, Alex. Price, and Alex. Unwin. Doubtless there were others we didn't see. Bill Topping wasn't there because he and his wife Marion were touring the Republic of South Africa. We also noted BNAPS Past President Chuck Firby, Vice-President of Study Groups Doug Lingard, and his predecessor Jon Johnson. A usual attender not present was BNAPS Director Ken Ellison, whose wife, Lyn, passed away on February 12 after a long illness. Our sympathy is extended to Ken and his family.



THE C.P.R. STATION, MOOSE JAW, SASK. (Courtesy of Arthur Brunet)

OUTSTANDING DUES - At present, the following have still not paid their 1996-97 dues of \$ 10 Canadian, \$ 9 U.S. or 5 Pounds U.K. -

Bill Coates, Doug Hannan, Allan Hewitt,
Ron Kitchen, J-C Michaud, George Smalley, Bob Soper, Malcolm Jones,
Kevin Cabbage, and Dick Colberg. **LAST WARNING!**

LIONEL GILLAM - Our condolences are extended to Honorary Member Lionel Gillam whose wife passed away recently after a very long illness. Perhaps he will be at the CPSGB convention in Harrogate.

CONTENTS - The main part of this issue is Annex 16 to the Ludlow R.P.O. Catalogue. There is also some information regarding the Kingston & Pembroke Railroad from our member Chris Anstead. To fill the remaining page we have an article regarding the St. Lawrence & Hudson Railway Co.Ltd. - the eastern lines of the C.P.R.

CPR may sell east network

Says it must have concessions from unions and lower municipal taxes if it is to keep 6,246 kilometres of track in Eastern Canada and the U.S.

BY MARK HALLMAN

The Financial Post

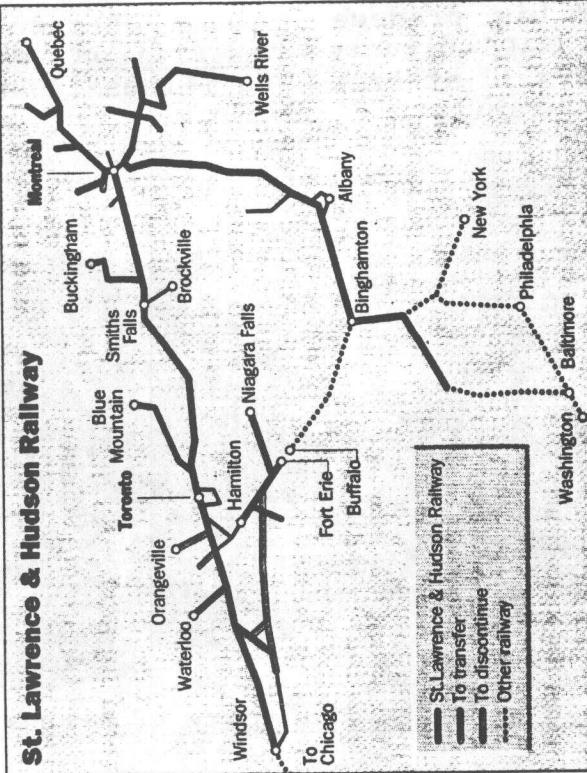
Canadian Pacific Railway Co. says it must have tangible promises of property-tax and work-rule relief for its eastern rail subsidiary by the first quarter of 1997 or it will put the unit on the block.

CPR's St. Lawrence & Hudson Railway Co. Ltd. is a major enterprise, with tracks from Quebec City to Chicago and from Montreal to Washington. It generates annual revenue of \$700 million, runs more than 6,246 kilometres of track in Canada and the U.S. and employs 4,450.

CPR is expected to generate total revenue of about \$3.7 billion for 1996. CPR chief executive Robert Ritchie said yesterday high property taxes and poor labor productivity are strangling the StL&H, which faces fierce competition in Eastern Canada from truckers, U.S. regional railways and short lines.

While the StL&H has made strides and expects to break even this year after posting a \$65-million loss in 1995, Ritchie said that improvement isn't good enough.

"As the owner, the CPR must consider all of its options for obtaining shareholder value for our eastern assets," Ritchie said in a statement issued in tandem with a speech he gave to the Canadian Railway Club in



Robert Ritchie: StL&H improvements not good enough.

challenge to government and labor for some time. The StL&H was hived off from the parent railway last year in anticipation of a possible asset sale, they said.

The StL&H pays almost \$30 million in property tax annually in Ontario and Quebec, 75% of which is levied by municipalities lying between Montreal and Toronto.

"We're talking \$62,000 a day — or one train a day every day, for a year — is needed to pay the taxes."

Ritchie said workforce productivity is a "make-or-break" issue for the eastern rail unit.

Gilles Halle, Canadian director of the Brotherhood of Locomotive Engineers, said the BLE and the United Transportation Union, representing brakemen are waiting for the StL&H to call and initiate talks to improve labor productivity.

The two unions have already agreed to low-labor-cost internal short lines on CN and on one StL&H line and are prepared to broaden their application on the unit, Halle said.

Ritchie said he must know "very soon" whether the StL&H can obtain property tax and work rule relief so that CPR can determine its "ultimate disposition."

CPR has set a first-quarter 1997 deadline for the provinces of Ontario and Quebec to introduce measures to reform municipal property taxes, and for its unions to sign tentative agreements on productivity improvements, observers said. Otherwise, the railway will proceed to explore divestiture.

Analysts have anticipated Ritchie's

Montreal. Ritchie said the choices, if the StL&H cannot position itself to generate positive cash flow and earn its cost of capital, are:

- ◆ Selling all or parts of the network to short line operators;
- ◆ Forming joint ventures with one or more third parties.

Ritchie said negotiations are continuing with Canadian National Railway Co. to eliminate excess rail capacity in the region. No merger with CN is contemplated, sources said.

LEWIS M. LUDLOW
5001 - 102 Lane N.E., Kirkland, Washington, 98033, U.S.A.

ANNEX XV - CATALOGUE OF CANADIAN RAILWAY CANCELLATIONS - 1997

NEW REPORTER - 328 John Cheramy

NEW TYPES - Nil

NEW LISTINGS -

Listing	Cancellation	Type	Tr/Dir	Period	RF	Rep.
MA-77A	T.A. STEEVES / HALIFAX & CAMPBELLTON R.P.O.	6G	1	7/30/31	500*	151
MA-173B	MONCTON & NEWCASTLE R.P.O.	17	S	2/20/17	OPK	16A
MA-180Z	NEWCASTLE & CAMPBELLTON R.P.O.	17	S	2/20/17	OPK	16A
MA-258A	TRURO & SYDNEY	22		?	500	151
Q-150Aj	MONT. S. FALLS & TOR./ W.J. JORDAN	12A	36	7/2/34	500*	142
Q-269A	QUEBEC & THREE RIVERS/ C.A. METHOT	3C	WEST	12/18/?	500*	151
O-77A	GALT & ELMIRA. SOUTH	22		8/03/99	500*	142
O-186B	NORTH BAY & COCH.R.P.O./ R.J. LEACH	6E	18	10/1/23	500*	151
O-316A	Sh.Lake & Renfrew/ J.B. FERGUSON	6E	613	12/14/31	500*	142
O-347M	Tor.H.,&,B / E.A.Frost	22C	71	2/16/33	500*	151
O-347N	TOR.HAM.& BUF./ M.P. TUMMON	12A	82	1/31/34	500*	142
O-354Z	TRAIN No./ Tor. & Lon. G.T.R.R.P.O.No.1	5I	21	10/22/22	500*	142
O-357Rd	TOR.LON.& WIN./ R.A. CROMWELL	23A	10-14	1/27/4?	500	151
O-413H	TOR.,STRAT./W.A.CAMPBELL ("& LON." removed)	12A	29	3/18/40	500	293
W-23K	CAL.& EDMONTON, R.P.O./ L.WRIGHT, M.C.	1K	526	2/24/13	500*	142
W-24E	CALGARY & EDMONTON / RUSSELL M.BURNS	6E	2	9/16/06	500*	282
W-62Ed	KAM.& SASK.R.P.O. / J.P.Bourbonnel	17J	10	10/12/22	500	151
W-138Z	SASK.& EAT.R.P.O. / J.E.OAKES	17J	27	5/27/31	500	151
W-179Y	WINNIPEG DISTRICT / J.BECK	6E	42	3/7/59	500	4
TS-60m	CANADIAN PACIFIC /RAILWAY / LANORAIE, QUE.	1J		8/20/07	500	287
TS-95	(Crown)/ CHIEF ENGINEER'S OFFICE /(date)/ PAID	8G		9/11/71	500*	143

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RG-62	R#(m/s)/From Ft.Fran.& Wpg.Tr_	30T	20	9/13/37	500	160
RG-63	R KAM.& SASK / No.	30I	10	6/28/46	500	151
RG-64	R/POT # (m/s) (Mont.S.Falls & Toronto)	30I	35	10/11/55	500	313
S-183C	RICHELIEU & ONTARIO / NAV.CO./STEAMER / CAROLINA	1J		9/?/96	500	209
S-188d	S.S.CHEAKAMUS / UNION S.S.CO./ OF B.C.LTD.	22D		8/31/99	159,327	
S-204Z	AMUR	22		3/27/24	500*	179
S-257A	S.S.PRINCE JOHN	22		5/15/07	500*	316
				8/23/17	500*	97

UNCONFIRMED LISTINGS CONFIRMED -

Q-161	MONT.& TORONTO G.T.R.WAY MAIL/ No.	6D	B UP	7/17/59	500	19
O-203A	N.BAY & TIMM. R.P.O./ J.SNODDON	17J	46	5/4/ ?	500*	23
O-261B	Ottawa & Toronto R.P.O./ E.Theriault	5H	33	5/1/55	500*	23
W-22C	CALGARY & ED / R.P.O./ G.SAMUEL, M.C.	3E	524	1/6/17	500*	151

ONLY PROOF KNOWN LISTINGS CONFIRMED

Nil

CORRECTIONS -

Q-46Ag	LEVIS & MONT.R.P.O./ J.O.B.ROY (add third initial)	17J		5/22/28	500*	107
Q-264D	ROUSES POINT N.Y./ MONTREAL, R.P.O. (Delete "&", new late date)	22B		4/12/11	500*	142
O-177	NAP.& TWEED / J.A.McGREGOR (Originally reported as J.A.MacGREGOR)	12A	699	6/09/31	500	151
O-261A	OTTAWA & TORONTO / A.SMYTH (Originally reported as A.S.SMITH)	5H	33	4/10/55	500	151
O-350Cc	TOR.HAM.& LON.R.P.O./ H.W.BREMNER (Originally R.W.BRENNER)	17J	16	5/2/30	500	151
				3/8/31		

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EARLIEST AND LATEST DATES FOR PERIOD OF USE -

N-7	Latest	1/2/37	290	146	88-Q	181
N-45A	Latest	10/31/20	No Change	151	76-Q	181
N-52	Latest	9/2/27	No Change	151	802-Q	181
N-56	Earliest	12/22/56	No Change	151	822-Q	181
N-61-II	Latest	4/4/24	No Change	151	823-Q	181
N-62	Earliest	7/17/19	No Change	151	841-Q	181
N-81-II	Earliest	3/28/88	No Change	151	883-Q	181
N-81-IV	Earliest	9/14/94	No Change	151	942-Q	181
N-91A	Latest	6/5/52	No Change	151	966-Q	181
N-105-I	Latest	5/11/65	No Change	151	982-Q	181
	-II Latest	11/24/65	No Change	151	088-Q	181
	-III Latest	10/4/66	No Change	151	040-Q	181
N-109	Earliest	4/7/37	No Change	151	W-18HP	181
MA-16c	First	12/26/13	No Change	151	825-Q	181
MA-21-II	Earliest	6/24/13	No Change	151	W-26P	181
MA-24a	Latest	1/15/17	No Change	151	W-26Q	181
MA-37	Earliest	3/24/19	No Change	179	W-28D	181
MA-38-II	Earliest	4/6/23	No Change	151	W-28E	181
	Latest	10/3/45	No Change	151	W-34	181
MA-52-I	Earliest	1/15/97	No Change	151	W-104	181
MA-53	Latest	4/4/64 (Last Run)	No Ch.	213	W-138DC	181
MA-61	Latest	10/12/80	No Change	151	W-14	181
MA-72	Earliest	4/18/12	No Change	151	W-20A	181
MA-89A	Earliest	9/20/58	No Change	151	W-20B	181
MA-105	Latest	2/26/49	No Change	151	W-21	181
MA-115-III	Latest	9/1/11	No Change	151	W-21Y	181
MA-117b	Latest(Period 1)	9/6/23	No Change	151	W-22	181
MA-136b	Latest	9/24/14	No Change	151	W-22P	181
MA-186	Earliest	12/10/35	No Change	151	W-182A	181
MA-217	Earliest	4/16/28	No Change	179	W-202A	181
MA-225	Latest	3/26/14	No Change	151	W-22B	181
MA-240-IV	Latest	11/30/59	No Change	151	(II)-RR	181
MA-253-II	Latest	3/29/93	No Change	151	RR-11	181
MA-260B	Latest	2/??/5?	No Change	151	RR-8	181
Q-52Cc	Earliest	5/27/12	No Change	151	RR-112	181
Q-89-VI	Earliest	3/06/56	No Change	151	RR-122	181
Q-93K	Latest	5/30/29	No Change	179	RR-123	181
Q-108A	Latest	3/10/97	No Change	179	RR-124	181
Q-120M	Earliest	11/19/55	No Change	268	RR-125	181
	Latest	12/15/55	No Change	151	RR-126	181
Q-224	Earliest	10/??/79	to 500	246	RR-127	181
Q-231A	Earliest	8/20/96	No Change	151	RR-128	181
Q-264D	Latest	4/12/11	No Change	142	RR-129	181

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O-55	Latest	6/8/32	No Change	273
O-57	Latest	8/9/91	No Change	151
O-71B	Latest	12/20/45	No Change	179
O-203	Latest	2/22/64	No Change	320
O-226	Latest	9/02/78	No Change	179
O-230	Latest	7/11/72	No Change	179
O-245	Earliest	6/05/88	No Change	179
O-263C	Earliest	4/07/65	No Change	151
	Latest	3/28/66	No Change	16
O-294M	Latest	1/30/46	No Change	179
O-360B	Earliest	10/3/07	to 500	142
	Latest	3/06/11	to 500	212
O-380	Latest	9/10/84	No Change	151
O-402	Earliest	10/9/56	No Change	179
W-18Hb	Latest	8/?/56	No Change	313
W-25Z	Earliest	6/26/13	No Change	328
W-26L	Latest	11/13/62	No Change	313
W-26Q	Latest	12/7/60	No Change	313
W-28D	Earliest	12/10/60	No Change	313
	Latest	11/7/62	No Change	313
W-28E	Latest	11/16/62	No Change	313
W-34	Earliest	6/10/21	350	151
W-104	Earliest	3/06/19	No Change	151
W-138Dc	Latest	10/12/56	No Change	313
W-145	Earliest	3/18/22	Ham.1(No.1)	16
	Earliest	12/3/25	Ham.2(No.1)	151
	Latest	3/31/31		239
	Earliest	3/05/32	Ham.3(No.1)	239
	Latest	11/23/49		255
	No Report		Ham.4(No.2)	
W-180Da	Latest	4/28/55	No Change	151
W-195A	Latest	10/11/27	No Change	24
W-209A	Earliest	9/21/23	No Change	179
RR-9(II)	Earliest	10/13/75	No Change	142
RR-51	Earliest	9/11/82	No Change	179
RR-89	Latest	11/21/74	No Change	179
RR-115	Latest	5/19/60	No Change	179
RR-122	Earliest	10/13/82	Ham.1	213)Note: both
	Latest	6/18/84	(Arcs 3.0,3.5)	213)hammers
	Earliest	4/26/81	Ham.2	137)proofed
	Latest	9/18/85	(Arcs 4.0,3.0)	151)1/26/81
RR-125	Earliest	7/05/76	Ham.1	151
	Latest	11/30/77	(No.1 at bot.)	213
	Earliest	10/29/75	Ham.2	213
	Latest	9/04/80	(No.2 at bot.)	213
RR-163	Earliest	2/01/01	Period One	142
	Latest	10/4/07		151
	Earliest	5/07/27	Period Two	151
	Latest	3/05/42		16

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RG-37	Earliest	8/01/75	No Change	179
RG-70	Earliest	10/15/56	No Change	151
S-125	Latest	6/8/32	No Change	151
S-137	Earliest	6/27/29	No Change	97
S-150	Latest	8/14/29	No Change	151
S-156	Latest	5/24/60	No Change	151
S-158	Earliest	9/12/29	No Change	151
S-188b	Earliest	8/20/27	No Change	179

TRAIN NUMBERS AND DIRECTIONS -

Q-111	W	Reporter	246
O-48	555		273
	7		142
O-55	42		273
O-168	152		273
O-169	152		273
O-186B	18		151
O-216	47		151
O-386	43		273
O-423	2		159
W-18Hb	10,14		313
W-26Q	7,8		313
W-28D	7		313
W-28E	8		313
W-83Da	7		313
W-138Dc	E		313
W-138Z	27		151

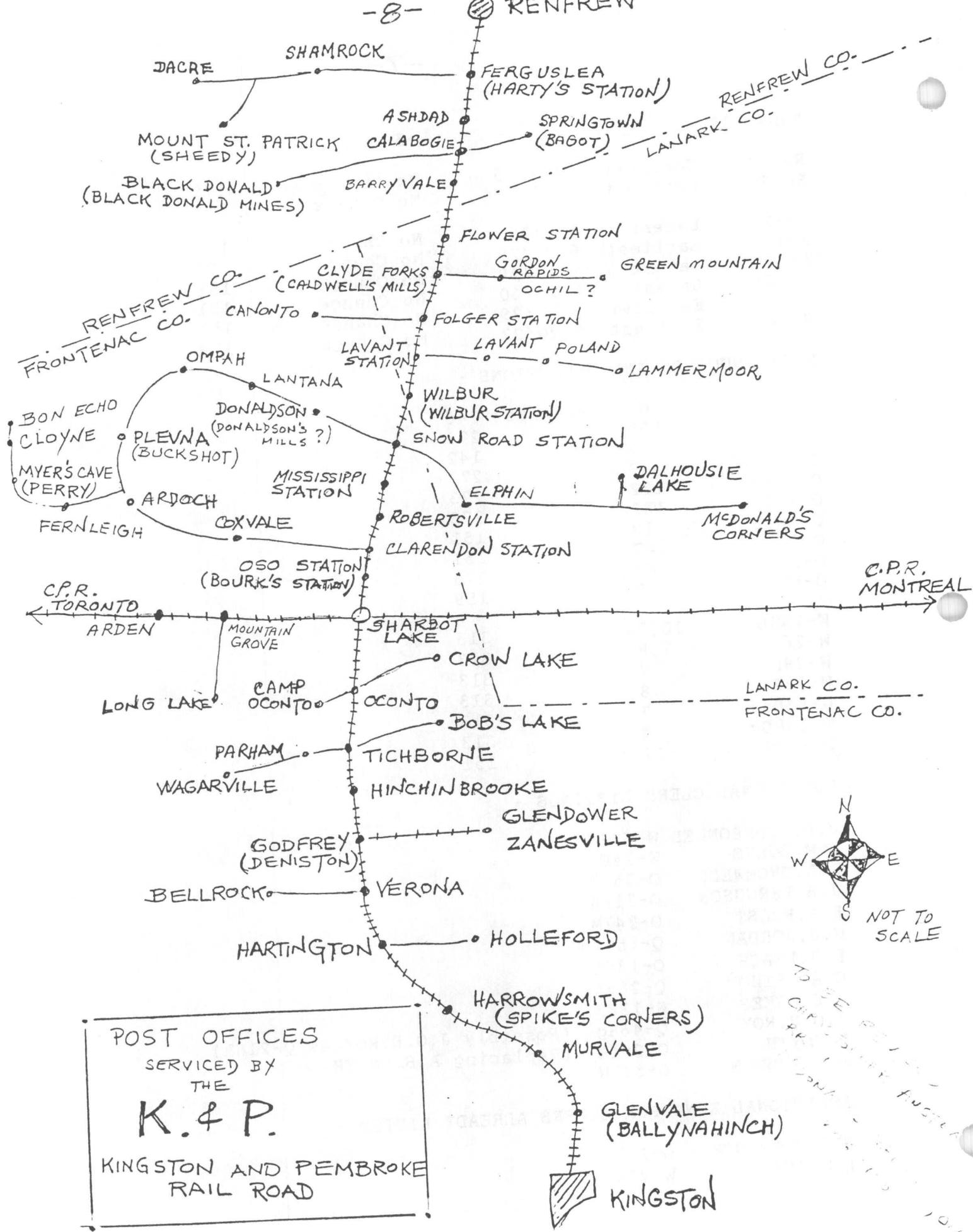
ADDITIONAL CLERK LISTINGS -

J.P.BOURBONNEL	W-62Ed
R.M.BURNS	W-24E
R.A.CROMWELL	O-357Rd
J.B.FERGUSON	O-316A
E.A.FROST	O-347M
W.J.JORDAN	Q-150Aj
R.J.LEACH	O-186B
C.A.METHOT	Q-269A
J.E.OAKES	W-138Z
J.O.R.ROY	Q-46Ag (Possibly J.O.B.ROY as Q-218A)
A.SMYTH	O-261A (Replacing A.S.SMITH)
M.P.TUMMON	O-347N

ADDITIONAL RUNS FOR CLERKS ALREADY LISTED -

J.A.McGREGOR	O-177
L.WRIGHT	W-23K

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Post Offices that sent and obtained their mail from the Kingston and Pembroke Railroad either directly or through an arterial route. Stations on the K&P are indicated (*).

Post Offices are presented alphabetically within county

FRONTENAC COUNTY	OPENED	CLOSED	REMARKS
Ardoch	1865	open	
Ballynahinch	1858	1863	became Glenvale
Bellrock	1861	1923	
Bob's Lake	1912	1964	
Bon Echo	1905	1936	summer office
Bourk's Station	1878	1878	became Oso Station
Buckshot	1872	1872	became Plevna
Camp Oconto	1925	1970	summer office
Clarendon Station	1880	open	
Cloyne	1859	open	
Canonto	1911	1969	
Coxvale	1913	1957	
Crow Lake	1894	1930	
Deniston	1854	1878	became Godfrey
Donaldson	1904	1969	
Donaldson's Mills	1891	1901	became Donaldson ??
Fernleigh	1902	1980	
Glendover	1869	1927	
Glenvale	1858	1914	formerly Ballynahinch
Godfrey	1878	open	
Harrowsmith	1857	open	formerly Spike's Corners
Hartington	1867	open	
Holleford	1894	1914	
Kingston	1789	open	southern terminus of K&P
Lantana	1912	1919	
Mississippi Station	1878	open	
Murvale	1855	1913	
Myer's Cave	1894	1930	formerly Perry
Oconto	1881	1931	
Ompah	1865	open	
Oso Station	1878	1952	formerly Bourk's Station
Parham	1862	open	
Perry	1884	1894	became Myer's Cave
Plevna	1877	open	formerly Buckshot
Robertsville	1883	1885	
Sharbot Lake	1879	open	major railroad junction
Snow Road Station	1890	1986	
Spike's Corners	1849	1857	became Harrowsmith
Tichborne	1874	open	
Verona	1858	open	
Wagarville	1899	1969	
Wilbur	1901	1913	formerly Wilbur Station (Lanark)
Zanesville	1886	1893	

LANARK COUNTY	OPENED	CLOSED	
Caldwell's Mills	1883	1930	became Clyde Forks
Clyde Forks	1930	1966	formerly Caldwell's Mills
Dalhousie Lake	1903	1952	
Elphin	1861	1970	
Flower Station	1886	1969	
Folger Station	1896	1928	
Gordon Rapids	1913	1921	
Green Mountain	1912	1930	
Lammermoor	1885	1927	
Lavant	1868	1947	
Lavant Station	1883	1969	
McDonald's Corners	1853	open	
Ochil	1877	1882	
Poland	1860	1967	
Wilbur Station	1884	1890	became Wilbur (Frontenac)
RENFREW COUNTY	OPENED	CLOSED	
Ashdad	1879	1966	
Bagot	1848	1888	became Springtown
Barryvale	1889	1968	
Black Donald	1896	1944	became Black Donald Mines
Black Donald Mines	1944	1965	formerly Black Donald
Calabogie	1857	open	
Dacre	1865	open	
Ferguslea	1892	1914	formerly Harty's Station
Harty's Station	1886	1892	became Ferguslea
Mount St. Patrick (1)	1852	1887	became Sheedy
Mount St. Patrick (2)	1887	1967	
Renfrew	1848	open	northern terminus of K&P
Shamrock	1859	1916	
Sheedy	1887	1901	formerly Mount St. Patrick (1)
Springtown	1888	1967	formerly Bagot

We hope to have another issue published in May, then No. 5 in July, and No. 6 in time for the Annual Meeting of the Study Group at St. John's on August 30. The Group has asked for a frame at the show to advertise our specialty. If anyone has any ideas about content, please contact the Editor.

Your Editor plans to exhibit the Travelling P.O.s of Newfoundland at St. John's, and hopefully there will be some other R.P.O. exhibits there.

That's all for this time. Keep the reports coming.



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