

ANNEX VI - CATALOGUE of CANADIAN RAILWAY CANCELLATIONS - 1988

Another year, another annex - our sixth year in a row! Based on reports of the last twelve months, it would appear that the 'Law of Diminishing Returns' is finally beginning to apply itself in the matter of our railway cancellation data. Assuming that we are doing a good job of accurate recording, this is very much to be expected. All categories below are significantly under levels in our previous annexes; still and all, our reports of new earliest and latest dates show that there are still many out there waiting to be found.

In summary of Annex VI, we have eleven new reporters and thirty-eight old reporters for whom we have recorded their contributions of new data in the last year. These forty-nine specialists have presented 104 new earliest and latest years of use, 35 new listings, 45 new train numbers, 19 new direction/time marks and 16 minor corrections to the catalogue. Additionally, there have been two confirmations of 'no report' listings, one confirmation of a listing known only from its proof strike, one relisting of a previously delisted run and one new type description not previously known.

NEW REPORTERS

Eleven new reporters during the past year raise our total to 60 new reporters added since 1982.

Reporter 264 - E. A. Clark	Reporter 270 - P. J. McCarthy
265 - L. R. Paige	271 - N. Sheklian
266 - S. C. Nickle	272 - E. Woodward
267 - W. L. Bradley	273 - J. Malcolm Smith
268 - R. F. Narbonne	274 - R. B. Seymour
269 - B. C. J. Warr	

NEW LISTINGS

With more than 100 new listings reported in Annex V, this year's contribution of only 35 would seem to indicate that we are beginning to get a handle on the totality of this subject; however, it is by no means yet complete - and may never be in our lifetime. In entering these new listings in the catalogue, be sure to cross-reference the Clerk and Train Number Sections. American dates - 'month / day / year'.

Listing #	Cancellation	Type	Tr./Dir.	Period	R.F.	Reporters
N-122A	TRINITY BAY / R.P.O., NFLD.	7A		12/ 1/28	500	151
MA-203A	ST. JOHN & EDMUNDSTON R.P.O. / J. J. MCCARTHY	6E	154	12/18/53	500	151
Q-144L	MONT. SMITHS FALLS / J. C. CONWAY	12A	29	6/12/48	500	268
Q-144Mc	MON., SMITHS FALLS / J. C. CONWAY	12A	29	6/15/48	500	268
Q-144Mh	MON., SMITHS FALLS / M. M. HANTON	12A	30	4/20/49	500	268
Q-146L	MONT. SMITHS FALLS - TOR /	22	36	2/16/49	500	268
Q-151E	MONT. S. FALLS & TOR /	22		6/17/48	450	268
				3/18/50		208
Q-151H	MONT. S. F. TOR / D. H. PROUDFOOT	12A	35	6/17/48	450	268
				3/18/50		208
Q-164Bf	MONT. & TORONTO, R.P.O. / E. A. FONTAINE	7B	18	8/ 5/43	500	151
Q-166C	MONT. & TOR. R.P.O. / T. GREGOIRE	17J	14	1/27/42	500	151
Q-224A	Quebec & Richmond Ry / A. ROUTHIER	23A	East	9/ 5/94	500*	63A
O-34A	BRIDGEBURY & GODERICH • R.P.O. /	17		(1/21/11)	O.P.K.	137
O-66Z	FT. ERIE & / ST. THOMAS / D. A. McCORMICK	1E	5	5/26/37	500	151
O-76H	FT. WM. & WPG. / W. S. OSBORNE	12A	2	7/22/25	500*	173
O-106Z	HAMILTON & OWEN SOUND R.P.O. /					
	W. F. Clancy, Mail Clerk	5H	174	10/26/43	500	151

NEW LISTINGS <continued>

O-197B	North Bay & S. S. Marie /	5	18	4/29/19	500*	142
O-204C	FROM NB&T TR /	22F	46	12/29/60	500	151
O-335D	Train No. / Sud. & Soo. R.P.O.	5I	28	5/ 3/20	500*	142
O-409D	TOR-STRAT / ? WANAMAKER	22G	36	6/ 2/58	500	151

W-2L	BLAINE & SEATTLE / R.P.O. (US 'PTS' Duplex)	17H	358	6/15/53	500	3
W-55A	HAVRE & SPOK. / R.P.O. (US 'RMS' Duplex)	17H	4	8/28/11	500*	151
W-91L	M. Jaw. & Shaun. R.P.O. / J. ELLIS	6E	319	8/ 4/21	500	252
W-140F	Sask. & Eston R.P.O. / No.	5C	E	3/23/20	500*	142
W-141Ef	SASK. HARD. & ED. R.P.O. / E. J. VICK	17J	52	7/27/31	500	173
W-188E	WPG. & KAMSACK R.P.O. / D. W. WATSON	5E	9	12/12/40	500	151
W-196B	(change W-196B to W-196Bc)					16
W-196Bb	WPG. & M. JAW R.P.O. / C. BARTON	17J	2	6/21/42	500	151

TS-77	E. STEPHENSON, TICKET AGENT / WHITBY. / ONT. / GRAND TRUNK RY.	8F		9/ 9/85	500*	220
TS-94b	INTERCOLONIAL RY. / DALHOUSIE JUNC.	5D		9/20/93	500*	264
TS-186	(change TS-186 to TS-186h)					16
TS-186s	N. F. R. R. / St. JOHN'S STATION	6F		2/19/92	500*	248

PACIFIC GREAT EASTERN RAILWAY

TS-215	PACIFIC GREAT EASTERN RY. / EXPRESS / / CONSTRUCTION DEP'T	6K		10/??/19	500*	158
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<This listing is a cancellation on a 3¢ brown Admiral on a commercial cover.>

S-151c	CANADIAN PACIFIC STEAMSHIPS LTD. / S. S. MONTCLARE.	3		10/18/34	500#	272
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OTTAWA RIVER NAVIGATION COMPANY

S-183a	STR / EMPRESS / O. R. N. C.	18		8/26/07	500*	151
S-220	M. V. Clareville /	22		9/15/50	500#	151
S-245A	TORONTO/MUSKOKA LAKES*STR. No./H.N.WATSON	21J	S	9/ 4/50	500	226

DELISTED RUN RELISTED

During the year we had one relisting of a run that was delisted in 1982, our first in three years. This makes a total of six that have been relisted out of some 400 that were previously struck down.

O-112	TRAIN No. / Ham. & S'ampton R.P.O.	5I	187	9/ 4/19	500*	19
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"O.P.K." LISTING CONFIRMED

We are now able to confirm one more listing previously known only from its 'proof strike'; however, we still have just over 100 'Only Proof Known' (O.P.K.) listings yet to be discovered.

S-36	VAN - SKAG. R.P.O. / STR. PRINCESS MAY	3C		12/29/13	500*	195
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"NO REPORT" LISTINGS CONFIRMED

In the 1982 catalogue we established a category of 'no report' listings, those for which we had reason to believe in their existence but for which we had no confirmation. The two reported below, added to the 30 reported in previous annexes, still leave us with more than 100 of these listings that need to be confirmed. The Q-161A confirmed for Dr. Bowen, long time Reporter 19, is the only recorded example of this provincial railway cancellation; surely, there must be other Q-161A waiting to be discovered.

"NO REPORT" LISTINGS CONFIRMED <continued>

Q-150A	MONT. S. FALLS & TOR. / W. T. BURKE	12A	36	1/24/49	500	268
				2/16/49		268
Q-161A	MONT. & TORONTO G. T. R. MAIL CLERK / No.	6D	B, UP	12/10/59	500*	19

NEW TYPE ESTABLISHED

We list one new type in this annex; since 1982, only seven new types have been added to the catalogue.

Type 6K Full outer circle, with or without decoration, two half inner circles, lettering in between.
<Currently unique for TS-215.>



NEW DIRECTION AND TIME MARKS

As in Annex V, this year we again have 19 new direction and time marks. The RR-29 mark discovered by Bill Robinson is really quite extraordinary!

Listing #	Dir./T.M.	Reporters	Listing #	Dir./T.M.	Reporters
MA-1	S	142	O-6	N	273
Q-42	ON	16	W-98a	E,W	149
Q-43	N	16	W-199	S	24
Q-43	W2	16	RR-29	FE	151
Q-58	E	16	RR-62	WEST	16
Q-63	D	151	RR-76	WEST	259
Q-205A	E	24	RR-98	SOUTH	180
Q-253A	W	247	RR-145	SOUTH	142
Q-273	P.M.	16	DD-40	2	255
			E-42	AM, PM	146

EARLIEST AND LATEST DATES FOR PERIOD OF USE

Detailed below are 104 new earliest and latest years of use; this doesn't include more than 200 reports of earliest and latest dates that occurred within a few days, weeks or months of the same year already recorded. All dates are American style - 'month / day / year'. Changes from year to year usually - but not always - generate a new rarity factor, as itemized below:

Listing #	Status	Date	New R.F.	Reporter
N-4Ab	Earliest	6/15/59	300	273
N-44	Latest	7/15/54	365	142
MA-36	Earliest	12/13/06	No change	213
MA-48	Latest	10/29/10	230	151
MA-49, I	Earliest	4/28/02	190	142
-49, II	Latest	1/24/30	190	213
MA-135	Earliest	8/29/47	290	254

NEW EARLIEST AND LATEST YEARS OF USE <continued>

MA-173b	Earliest	6/22/95	375	151
MA-179	Early-2nd	9/17/24	No change	273
MA-228, II	Latest	1/ 4/79	No change	146
MA-231b, I	Earliest	3/ 8/91	385	246
-231b, II Only		3/20/89	385	156

Q-68A	Latest	4/ 1/21	No change	179
Q-144	Earliest	11/10/06	325	179
Q-149Ab	(Establish 1929-32, 1st Per.)	16		
	2nd Per.	6/26/48	400	208
		7/17/48	400	268

Q-165E	Latest	8/11/69	300	151
Q-167B	Latest	2/ 8/26	285	179
Q-167Ca	Latest	3/ 5/60	440	151
Q-203	Latest	3/ 4/49	No change	156
Q-214	Latest	11/ 2/60	180	151
Q-206A	Earliest	11/26/48	No change	254
Q-226A	2nd Per.	3/??/80	No change	270

O-78	Earliest	10/14/13	285	273
O-79Z	Earliest	8/12/95	490	255
O-271A	Earliest	12/22/42	475	246
O-357U	Latest	3/ 3/67	480	151
O-390	Latest	8/13/65	105	151
O-413G	Earliest	3/20/58	490	151
O-423	Earliest	12/ 9/90	230	142

W-8A	Latest	9/10/57	460	151
W-26Q	Latest	7/ 6/60	485	255
W-34	Earliest	4/ 1/35	450	151
	Latest	8/16/40	450	151
W-35	Earliest	5/17/32	450	151
	(Establish 1932-35, 1st Per.)	16		
	2nd Per.	1/ 6/50	450	229

W-42	Earliest	11/12/15	125	142
W-49	Latest	1/20/23	240	32
W-62Ea	Earliest	12/ 8/50	420	151
W-66	Latest	4/ 7/55	260	239
W-77D	Latest	9/ 1/13	No change	179
W-86C	Earliest	12/12/41	420	151
	Latest	6/18/51	420	151

W-95	Earliest	11/25/03	220	258
W-97	Latest	9/13/57	205	255

W-103A	Earliest	7/14/15	215	181
W-127G	Latest	12/14/57	480	151

W-137Qa	Latest	1/ 7/56	No change	151
W-145D	Latest	1/10/51	No change	151
W-155C	Latest	1/ 2/51	No change	151

W-169	Latest	2/21/59	No change	142
W-173	Latest	1/ 2/54	No change	142
W-178	Latest	1/15/94	No change	151

W-180B	Latest	1/13/65	440	151
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W-185	Latest	6/15/04	185	239
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W-195Cd	Latest	2/23/65	400	254
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W-207A	Latest	12/29/40	390	151
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W-30a	Latest	7/14/24	295	142
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W-30a var.	Late 1st	8/29/10	290	137
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W-57b	Earliest	12/ 8/17	340	173
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W-98a	Earliest	3/23/10	No change	149
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W-111a	Earliest	11/29/16	150	254
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W-111d	Latest	7/31/55	110	151
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W-131c	Earliest	7/??/12	No Change	142
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W-166b	Latest	3/17/26	200	124
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RR-24	Latest	9/24/98	250	174
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RR-36	Latest	8/ 1/47	380	179
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RR-54	Latest	1/ 4/62	No change	142
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RR-55	Latest	7/25/62	No change	19
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RR-105	Earliest	10/31/84	240	151
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RR-122	Latest	9/12/85	450	213
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RR-125	Latest	9/ 4/80	490	213
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RR-133	Earliest	7/10/91	No change	151
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RR-163	Latest	3/ 5/42	340	16
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RG-9	Earliest	8/20/77	No change	273
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RG-11	Latest	3/31/79	325	273
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RG-35	Latest	10/ 1/77	No change	146
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TS-8	Earliest	1/15/17	500	151
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TS-60w	Earliest	7/12/92	No change	179
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TS-60g	Latest	3/ 7/79	500	173
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TS-184e	Earliest	7/23/35	460	209
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TS-184v	Latest	6/12/44	450	258
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TS-335	Earliest	11/12/32	No change	137
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S-130g	Earliest	1/17/67	425#	272
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S-135i	Earliest	7/11/36	450#	151
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S-149a	Latest	4/23/54	360#	149
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S-189e	Earliest	4/26/36	450	195
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S-191b	Latest	7/29/48	450	151
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S-191i	Latest	7/22/40	470	151
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S-255	Latest	4/30/74	260#	195
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DD-32	Latest	12/20/37	460	151
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DD-96	Latest	7/17/02	250	142
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E-15	New Year	2/ 9/66	440	151
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E-45	New Year	9/ 4/44	345	156
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E-50	New Year	3/21/30	490	151
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		7/18/30	490	151
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E-55	New Year	1/19/30	345	151
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E-65	New Year	8/20/30	No change	151
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E-90	New Year	7/13/36	290	226
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E-90	New Year	3/18/37	290	137
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E-95	New Year	8/30/55	No Change	124
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E-96	New Year	10/ 6/71	395	255
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E-100	New Year	8/ 7/30	395	124
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E-100	New Year	1/12/37	395	250
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NEW TRAIN NUMBERS

Compared with more than 100 train numbers in Annex V, the 45 in this Annex is small indeed. We believe the recording of more new train numbers will continue to be reduced in future annexes.

Train No. Listing # Reporters

1	MA-74, II	142
	O-422	16
	W-152A	239
2	O-422	151, 246
	W-35	151
3	Q-8A	16
4	W-43A	273
5	Q-167Ca	151
6	W-30i	273
7	W-26L	255
	W-28E	255
	W-193G	151
8	W-26L	255
	W-30s	255
	W-30v	255
	W-180B	151
9	O-366	142
12	W-127I	142, 273
	W-203A	142
14	O-135	142
15	O-203	142
	O-382	273
	O-393	273
18	Q-167B	142
25-9	Q-165E	151
27-9	Q-164Bh	151
	Q-165G	16
29	Q-147	174
	W-127	239
51-209	Q-165G	151
52	MA-47	142
67	O-360A	142
94	O-74	142, 273
95	O-74	273
97	W-268b	142
	W-30i	273
97*20	O-376	273
103	W-195A	239
104	W-195A	16
168	O-164	273
213	O-263	254
332	O-271A	246
334	O-164	142
552	O-253	273
711	O-207	273

Page No.	Correction / Addition	Reporters
37	MA-247, change period of use to only 1962 & R.F. to 475	218, 16
41	Q-42, change 'No' to 'NO'	208
62	O-37, change 'ST.' to 'St.'	273
63	O-53, change 'ST.' to 'St.'	273
63	O-54, change 'ST.' to 'St.'	273
65	O-76G, change from Type 1E to Type 1I	16
75	O-280. after 'No.', add '(#)'	273
86	O-396, delete comma after 'TORONTO'	16
86	O-397. change to read TORONTO*St. MARYS & LONDON*Ry.P.O.	273
87	O-413G, Add initials 'D. N.' to 'McKENZIE'	151
106	W-86H, change 'AND' to 'and'	16
112	W-115Ta & b, add comma after period after 'GRON.,'	239
125	W-187, add mid-vertical dot between 'HUMBOLDT' & 'R.P.O.'	239
127	W-207A, change from Type 170 to Type 5E	16
147	RR-7, change 'B. & L. H. R.P.O.' to 'B. & L. E. R.P.O.'	4
174	S-112e, Annex V, change latest from 6/15/44 to 7/15/44	247

Lewis M. Ludlow
Kirkland, Washington
May, 1988

CORRECTIONS TO THE CATALOGUE

Most of the following corrections to the catalogue are very minor in nature; however, they are included herewith for the sake of greater accuracy.

On Page 10 of Issue No.69 - March, 1988, Lionel Gillam asked for help regarding the Sorel and Sutton R.P.O. and the possible reconstruction of the Yamaska River bridge sometime between 1891 and 1895. Tom Hillman, our resident sleuth at the Archives has done some digging and writes as follows - "I have located a resolution from the Municipality of Sorel, dated 14 November, 1895, praying for the reconstruction of the Yamaska River Bridge. There is also an order from the House of Commons, dated 1 April, 1896, asking for correspondence on the subject. A reading of the Journals of the House of Commons failed to produce any further reference to the Order - probably because the election of 1896 was called, and the Honourable Members were busy out trying to get re-elected. These documents do not answer the question about how the mail got through, but I think we can conclude that the bridge was not repaired between 1891 and 1895."

WRITTEN TO

48833

No.

99833

4^u N° 74730

7 January 1896

RAILWAYS AND CANALS.

Subject No. 885

South Eastern Railway

A. A. Brunneau M.P.

Sends resolution of Municipality of Sorel praying for the re-Construction of the bridge over the Yamaska & the re-opening of the railway for traffic.

Gibbs

71156

Libk

Dec 18 8 44/1896

CS

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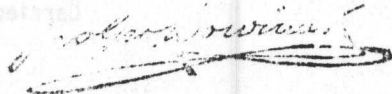
ORDERED : -



That the proper officer do lay before this House copies of all documents, memorials, petitions and correspondence between the Government and the Board of Trade and Corporation of the Town of Sorel and other persons, in relation to the granting of a subsidy for renewing, repairing and rebuilding the railway bridge on the South Eastern Railway, across the River Yamaska, at the village of St. Michel de Yamaska; copies of all documents, petitions and correspondence between the Government, the persons aforesaid, the Pacific Railway Company, the South Shore Railway Company and the United Counties Railway Company, in relation to the application and use of the subsidy of \$50,000 granted under the Act 57-58 Vic., ch. 4, for the repairing and rebuilding of the said bridge.

Attest.

Wednesday, April 1st., 1896.


The Clerk.

XII. Postal and Telegraph Department (continued)

DETAIL (continued).

Estimate of Expenditure for which votes of the Legislature are required.	Estimate 1905-1906	Estimate 1906-1907
(d) Salaries - Labrador		
Salaries:		
Mail Agent, Labrador, T.P.O.....	\$300 00	\$300 00
Batteau.....	4	6
Battle Harbor.....	20	20
Black Island.....	3	6
Black Tickle.....	4	6
Blanc Sablon.....	50	50
Bolster's Rock.....	4	6
Cape Charles.....	4	6
Cape Harrison.....	10	10
Cartwright.....	20	20
Chateau (in summer).....	4	6
Chateau (in winter).....	4	6
Chimney Tickle.....	4	6
Comfort Bight.....	4	10
Dead Island.....	5	6
Domino.....	12	12
Double Island.....	2	6
Emily Harbor.....	10	10
Fanny's Harbor.....	4	6
Fishing Ship's Harbor.....	4	6
Ford's Harbor.....	--	10
Forteau.....	20	30
Francis Harbor.....	5	6
Frenchman's Island.....	--	10
Grady.....	10	10
Hawk's Harbor.....	4	6
Henley.....	4	8
Holton.....	10	10
Hopedale.....	--	20
Horse Harbor.....	10	10
Ilack.....	2	6
Independent.....	2	6
Indian Harbor.....	10	10
Indian Tickle.....	12	12
Iron Bound Island.....	2	6
Lance-au-Loup.....	12	15
Long Tickle.....	6	6
Long Island.....	4	6
Macovik.....	2	6
Carried forward.....	\$587 00	\$697 00

Cost of Labrador Postal Services, continued -

XII. Postal and Telegraph Department (continued)

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required	Estimate 1905-1906	Estimate 1906-1907
Brought forward.....	\$587 00	\$697 00
Salaries-		
Nain.....	--	15
Pack's Harbor.....	6	6
Punch Bowl.....	8	8
Ragged Islands.....	2	6
Red Bay.....	8	8
Rigolet.....	--	6
Seal Islands.....	2	6
Sandy Islands.....	4	6
Ship Harbor.....	4	6
Sloop Cove.....	3	6
Smokey Tickle.....	8	8
Snug Harbor.....	4	6
Spear Harbor.....	4	6
Spotted Islands (or Griffin's Hr.).....	--	6
Square Islands.....	3	6
Turnavick East.....	4	6
Turnavick West.....	8	8
West St. Modest.....	4	8
White Bear Islands.....	6	9
Windsor's Harbor.....	4	6
New Offices.....	38	47
Total salaries, Labrador.....	\$707 00	\$886 00
Couriers Salaries		
Battle Harbor and Blanc Sablon.....	\$120 00	\$120 00
Battle Harbor and Cartwright.....	120	120
Rigolet, N.W. River and Macovic.....	30	45
	\$270 00	\$285 00
	Estimate 1905-1906	Estimate 1906-1907
Steam Subsidies		
Labrador.....	\$18,000 00	\$18,000 00
Hamilton Inlet.....	--	300 00
	\$18,000 00	\$18,300 00
Total for Labrador Postal Services.....	\$18,977 00	\$19,471 00

CPR ENDS PASSENGER SERVICE HERE

After 55 years of service to western travellers, the Canadian Pacific Railways has ended its Winnipeg-Edmonton run.

In fact, except for the once-weekly train to Asquith, the entire C P R passenger service through Saskatoon has been discontinued. The last trains out of Saskatoon left here Tuesday, when

the final Winnipeg train departed at 12:55 p.m., the final Edmonton run at 5:30 p.m. Both trains return here Wednesday, when the service will be officially discontinued.

When the Edmonton train pulled out Tuesday afternoon, only a few persons were on hand to witness the termination of over

half a century of service. Even fewer boarded the train for its final departure from the Avenue A station. That fact alone was significant, for it was because of this poor patronage, resulting in increasing financial loss, that the railway was forced to suspend the service.

Its termination may not affect Saskatoon to a great extent, for the few persons who did rely on the train can turn to other means of transportation. But as train 41 wended its way along the familiar track to Edmonton, many residents in areas west of Saskatoon watched it go, wondering what will happen now.

For a few of the towns, it meant bus service only from now on. For two or three of them, it meant no means of public transportation whatsoever. For all of them, it meant the elimination of a link with Saskatoon, Winnipeg, Edmonton and points east and west.

Most of the area residents have expressed concern over the suspension, not only because it has removed a convenient means of transportation, but also because it will affect them in other ways. Mail service, express delivery, milk runs — these were only a few factors that had to be considered.

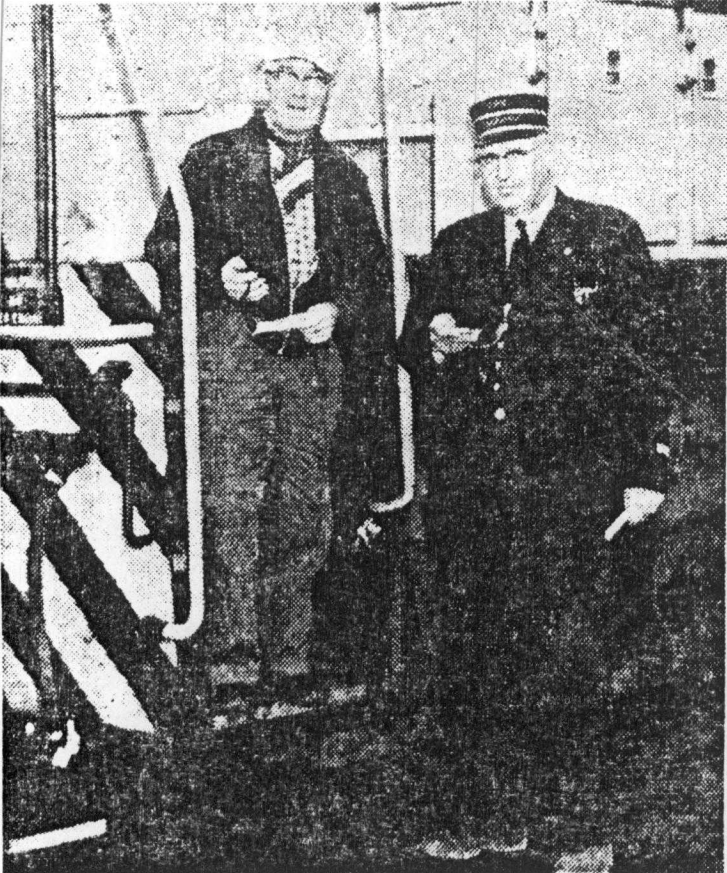
CPR personnel have also been affected by the move. With a shuffling of positions, most employees have been taken care of in other departments of operation. Some of the train crew, however, will have to bid for new jobs. Since the railroad is operated on a seniority basis, some of the crew will have to "bump" back. For instance, there are seven firemen who may have to take on less senior duties for awhile.

Also affected by the termination are engineer P. Overguard and conductor O. O. Monseese, who took train 41 on its last Edmon-

ton run, and engineer W. Huff and conductor H. M. Roden, who were aboard the last Winnipeg trip. These four are all veteran railroaders, for whom the company has made places elsewhere.

With the suspension of passenger service, the CPR has closed its ticket office and baggage room at the Avenue A station. The business office over the station will continue operations, as will the adjoining express office. Freight trains will still operate in and out of the city.

The Second Avenue ticket office will continue operations as usual for railway and steamship reservations, as well as telegraph business. And for Saskatonians who wish to travel CPR in the future, there is a good chance that a special inter-city bus service will be set up to connect with the CPR main line in Regina.



CPR ENGINEER Pat Overgard and conductor Ora Monseese prepare to take passenger train 41 on its final Saskatoon-Edmonton trip. The train returns to the Avenue A station today, when it will be taken out of operation, terminating 55 years of service to Saskatoon by the CPR.



We welcome two new members to the Study Group this time -

Roland B. Seymour
9950 S. Richeon Ave.
Downey, CA 90240

Lawrence B. Scott
351 S. Deer Run Road
Carson City, NEV 89701

Enjoy yourselves, and good hunting !!

That's all for this time. Hope there is a little meat for everyone. We'll be back with another issue for BNAPEX '88 in Virginia Beach. Your scribe has entered 4 frames (64 pages) of British Columbia Coast steamer markings (all commercial or tourist mail - no C.T.O.s) and there may be other R.P.O. exhibits in the show. Hope to see many of you there.

Bill

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