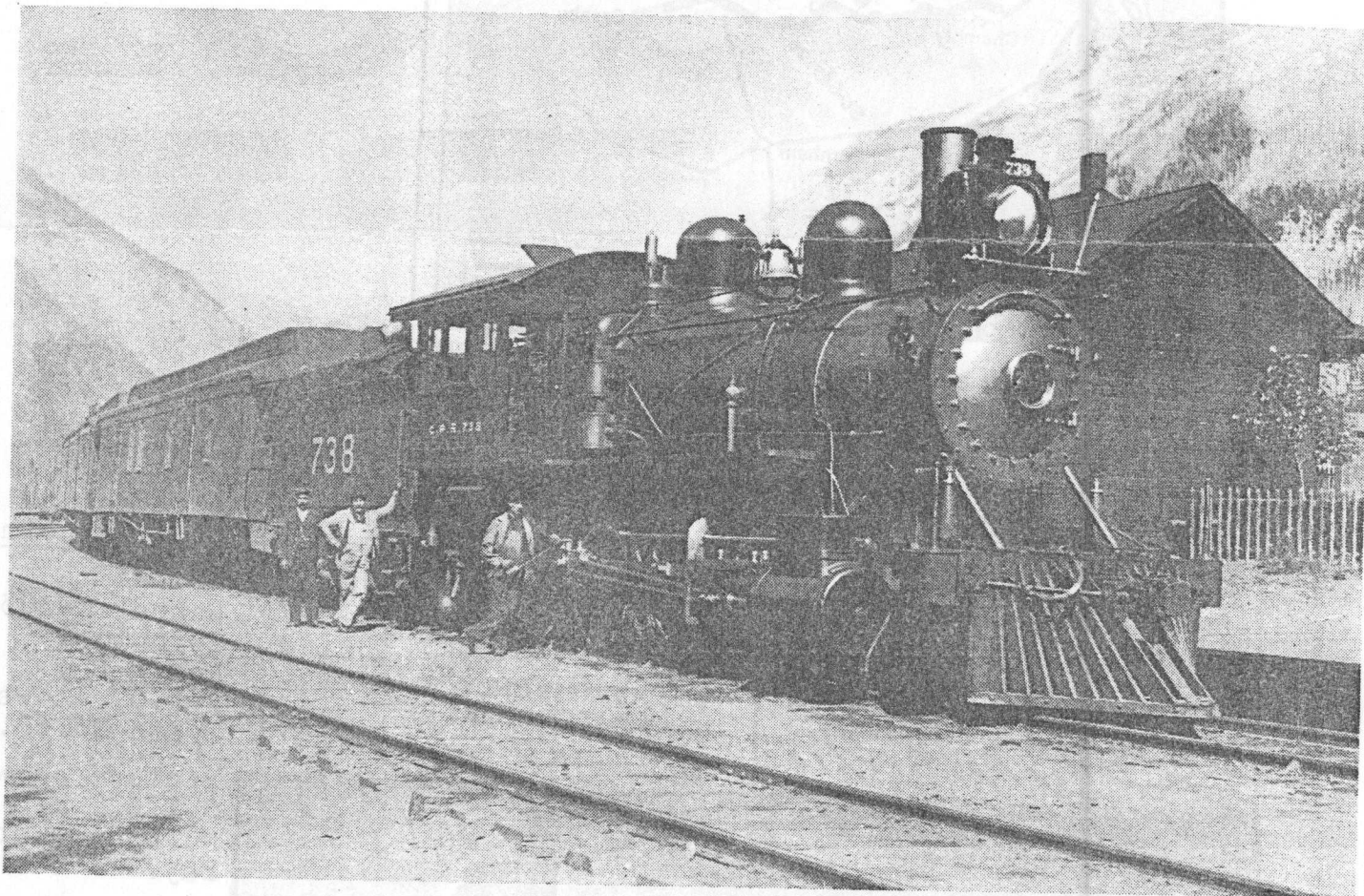


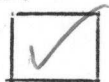
NEW YEAR'S GREETINGS TO YOU ALL. In this issue we will try to clear up many of the loose ends - bits of information and reports which have accumulated over recent months, letters from the members, and lots of interesting things.



Engine No 738 at Field, 1900. Photo by the Vaux Family. From the collection of the Whyte Museum of the Canadian Rockies.

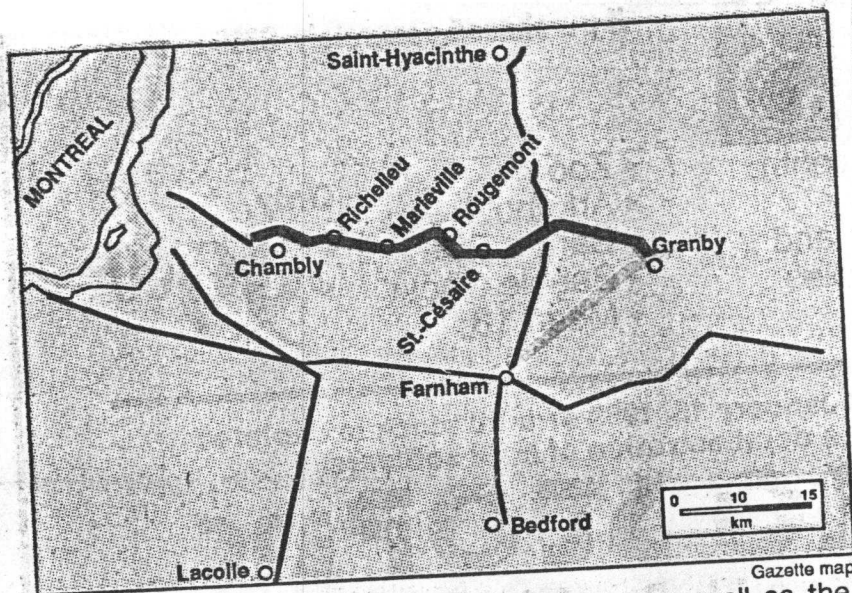
NEW MEMBER - Brian Noble, 11 Trailsmoke Cr., Etobicoke, Ont., M9C 1L9 has decided to join us. Brian is particularly interested in Newfoundland, but also likes the rest of Canada. I'm glad we were able to greet him with the Newfoundland Issue last month.

FROM THE MEMBERSHIP - Notes with 1989 dues from several of you. Thanks ! There are still 12 outstanding - and this will be the last issue sent free. Check the box below. If there is a red tick, you are still free-loading. Please remit ! Whit Bradley sends Map Stamp Study Group Newsletter No.18 - and remarks that this marks the end of six years as Editor. Although he's had lots of contributions, each issue seems harder to put together. Trevor Gartland sends his dues, and remarks that it's difficult to obtain foreign exchange on Masirah Island, Oman. Jean-Pierre Forest has published another excellent article on "Le chemin de fer Quebec Central, 1869 - 1900" in "Philatelie Quebec", December 1988.



1989 Dues Owing

.... /2



Map shows stops along unprofitable rail line as well as the Granby-to-Farnham spur, which is served only "as required." Two trains serve the Granby-Chambly route twice a week.

Map to accompany
Article on Page 3.
Courtesy Bob Miess

5093 *Miss J.*

POST CARD

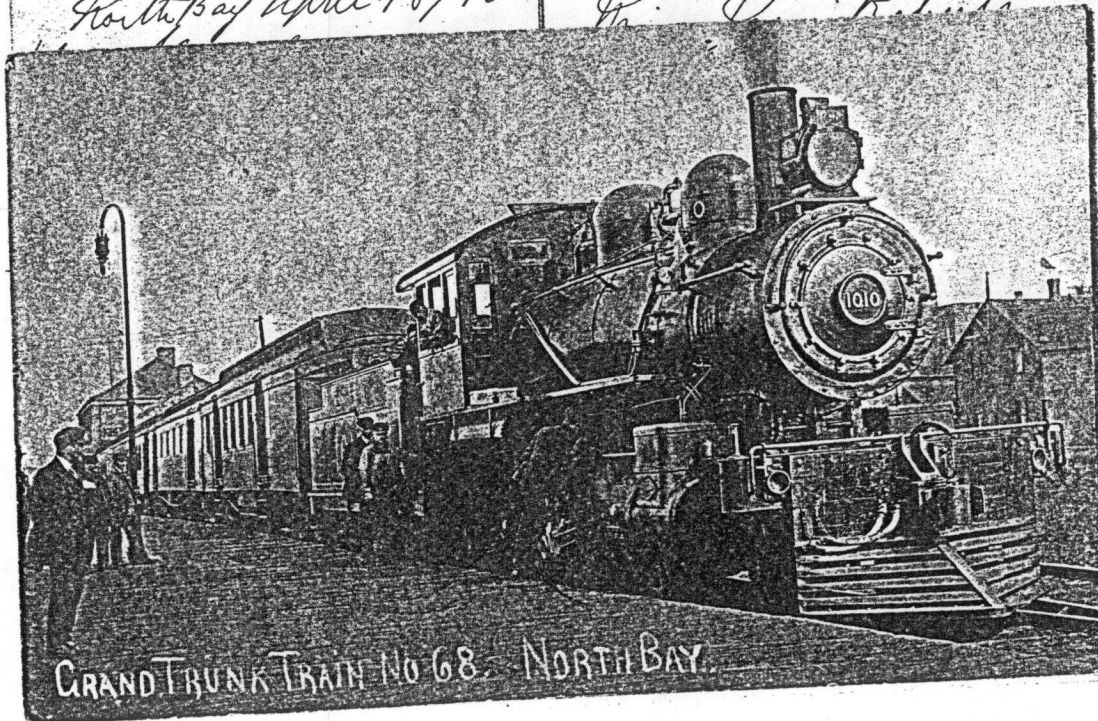


For INLAND POSTAGE only this Space
may be used for Communications

THE ADDRESS ONLY
WRITTEN HERE

North Bay April 18/10

J. V. R. L. T.



Interesting card
from Malcolm
Smith.

Cancel 0-383,
Toronto &
North Bay
R.P.O. shows
Train No.68.

Picture shows
G.T.R.Train
No.68 at North
Bay.

G.T.R.Locomotive
No.1010 -
a 2-6-0
built by
Kingston
Loco.Works
in 1910
became
CNR No.912
scrapped in
June,1930.

CN told to keep money-losing rail line open

By MIKE KING
of The Gazette

The federal government has ordered CN Rail to maintain more than 56 kilometres of money-losing track on the South Shore.

CN applied in August 1987 to abandon its Chambly-to-Granby line as well as the branch connecting Granby and Farnham.

The National Transportation Agency of Canada ruled Dec. 1 that CN can close the 23-km branch line but forbade the Crown corporation from discontinuing service between Granby and Chambly.

Although the transportation agency concluded that the Chambly-Granby line is currently uneconomical, it did see a "reasonable probability" it may become economically feasible in the near future.

Actual losses increased considerably for CN the three years prior to the application for abandonment. CN lost nearly \$142,000 in 1984 on the line, close to \$266,000 in 1985 and almost \$435,000 the following year. CN did not provide financial figures for 1987 and this year to date.

'Could become profitable'

The eight-page decision states: "In light of the future transportation needs of the area... the agency determines that the continued operation of the branch line, excluding the (West Shefford) spur, would be in the public interest."

The West Shefford spur is the Granby-Farnham line.

"The traffic forecast for this subdivision is significant, enough to suggest the branch line could become profitable," the agency ruled.

"However, the realization of this future will depend on co-operative negotiation between shippers and CN and effective marketing of CN services."

CN official Jean-Guy Brodeur told *The Gazette* last week that the agency must now provide compensation to cover the railway's losses until the line can either become profitable or is eventually abandoned.

CN's application will be reconsidered in two years.

Brodeur, director general of public affairs for CN, said it is difficult to predict what effect the order will have.

Operates 'as required'

In its application, CN said no new rail services were scheduled for the portion proposed for abandonment. It also said operational changes couldn't be made to render the line profitable, as train service was already at a minimum.

Two trains now serve the Granby-Chambly line twice a week. The Granby-Farnham branch line is served only on an "as required" basis.

The Sivaco Quebec Corp. of Marieville, in its submission opposing abandonment, claimed it could double the six rail cars it now uses weekly if CN offered to increase the number of trains to four a week.

The steel company expects its annual carload need to surpass 2,000 beginning next year.

Sivaco is a subsidiary of Montreal-based Ivaco Inc., which has 71 plants, 12,000 employees and annual sales of \$2.2 billion. Ivaco is one of North America's largest steel producers.

Aware of expansion

Richard Beaudoin, commissioner of the Commissariat Industriel Montréalienne, said in a telephone interview from his St. Césaire office Monday that he is "satisfied" the line will remain open "because more businesses will be able to benefit."

Beaudoin said the commissariat is aware of expansion plans linked to the agency decision.

In addition to Sivaco, Papier Rouville Inc. is projecting the need for 125 rail cars a year.

Despite objections to the abandonment by such interveners as the lobby group Transport 2000 Quebec and several politicians, at least one municipal official backed CN.

Richelieu Mayor Pierre Lareau said the transportation agency made a "bad decision."

Lareau said it is "indecent" to make CN continue its service when nobody in his municipality of 2,300 people uses the rail line.

"It costs a lot (through federal taxes) to maintain the tracks, trains and personnel for what we get," Lareau argued. "It isn't worth it for just the few companies that do use it (outside Richelieu)."

He recommended the line be closed all the way to Montreal.

Colorful history

CN has owned and operated the Chambly-Granby line since Dec. 31, 1955. The Grand Trunk Railway Co. of Canada, which controlled the Montreal and Southern Counties Railway Co., had taken over the line in 1906.

The Stanstead, Shefford and Chambly Railroad Co. was incorporated in April 1853 to build track linking Stanstead, Shefford, Chambly and the St. Lawrence River.

In December 1871, the Montreal Chambly and Sorel Co. was incorporated to construct a railway from Sorel via Chambly to Montreal.

On April 8, 1875, the name was changed to the Montreal, Portland and Boston Railway Co. and operated by the South Eastern Railway until July 1, 1891, when operation was taken over by the Central Vermont Railway Co.

The Montreal and Province Line Railway Co. was granted the right on April 23, 1896, to operate the Montreal, Portland and Boston Railway Co.

In 1897, the Montreal and Southern Counties Railway Co. was incorporated and obtained the right to operate railway services until the Grand Trunk Railway takeover in 1906.

● St. Bruno on track to get rail station. Page G-3

"Montreal Gazette"

December 15, 1988

courtesy of

Bob Miess.

Post Office Department, Canada.

OTTAWA, 22nd February, 1897.

The Postmaster General has been pleased to establish a new Branch of the Department to be known as "THE RAILWAY MAIL SERVICE BRANCH," under the controllership of Mr. B. M. ARMSTRONG, who will be designated Controller of the Railway Mail Service with Head Quarters at Ottawa. This arrangement will go into operation on the 1st April, 1897.

The Chief Railway Mail Clerks, who will in future be called Superintendents, and the Clerks who check the Postal Car Returns in the undermentioned Cities will be embraced in the Railway Mail Service Branch, viz.:—

HALIFAX, N. S.	OTTAWA, ONT.
ST. JOHN, N. B.	TORONTO, ONT.
QUEBEC, QUE.	LONDON, ONT.
MONTREAL, QUE.	WINNIPEG, MAN.
VANCOUVER, B. C.	

The Railway Mail Clerks serving in the undermentioned Postal Divisions will be placed under the direction of the Superintendents in the following Cities:—

DIVISIONS.	SUPERINTENDENTS.
THREE RIVERS, QUE., SHERBROOKE, QUE., KINGSTON, ONT., BARRIE, ONT., STRATFORD, ONT.,	QUEBEC, QUE., MONTREAL, QUE., TORONTO, ONT., TORONTO, ONT., LONDON, ONT.

The Superintendents, Railway Mail Clerks, Mail Transfer Agents, and Clerks engaged in checking Railway Mail Clerks' Returns, Time Bills, Transfer Bills, &c., together with all Postal Car operations, matters pertaining to the conveyance of Mails by Railways generally, and the direction and management of all the persons concerned will be transferred to the Railway Mail Service Branch.

It will be observed that a complete separation will be made between the duties of a Post Office Inspector and those of the Controller of the Railway Mail Service Branch. The duties of the latter will be confined to the Railway Mail Service, and its various details, and to the clerks and employes connected therewith. Apart from the withdrawal of the Railway Mail Service duties the functions of the Post Office Inspectors and Assistant Inspectors will continue as at present.

In order to prevent any failure that might, meanwhile, interfere with the efficient working of the Railway Mail Service, Post Office Inspectors and Assistant Inspectors, will be required to afford such aid and assistance as may be applied for by the Controller or by a Superintendent.

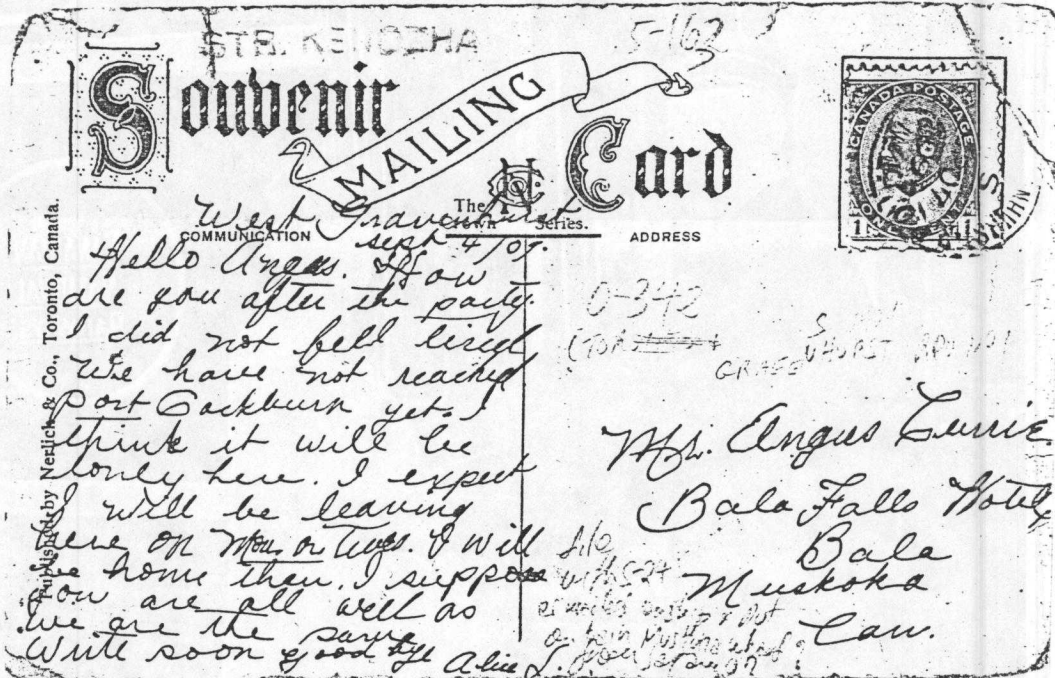
Rules and Regulations will soon be issued for the guidance of the Railway Mail Service Branch.

WILLIAM WHITE,
Deputy Postmaster General.

The "Magna Carta" of the Railway Mail Service -
courtesy of Bill Pauluk, Calgary.

The Muskoka Lakes Steamer Service - Courtesy of Malcolm Smith

The 1913 schedule shows "Kenozha" docking overnight at Bala, departing at 0720 for Bala Park, Mortimer's Point and Port Carling- where she met the other ships. From there she went into Lake Rosseau. The "Sagamo" went from Port Carling to Gravenhurst, arriving 1930, while the "Medora" arrived at Gravenhurst from Port Carling at 1150. This information is from "The Steamboat Era in the Muskokas - Vol.2" by Tatley.

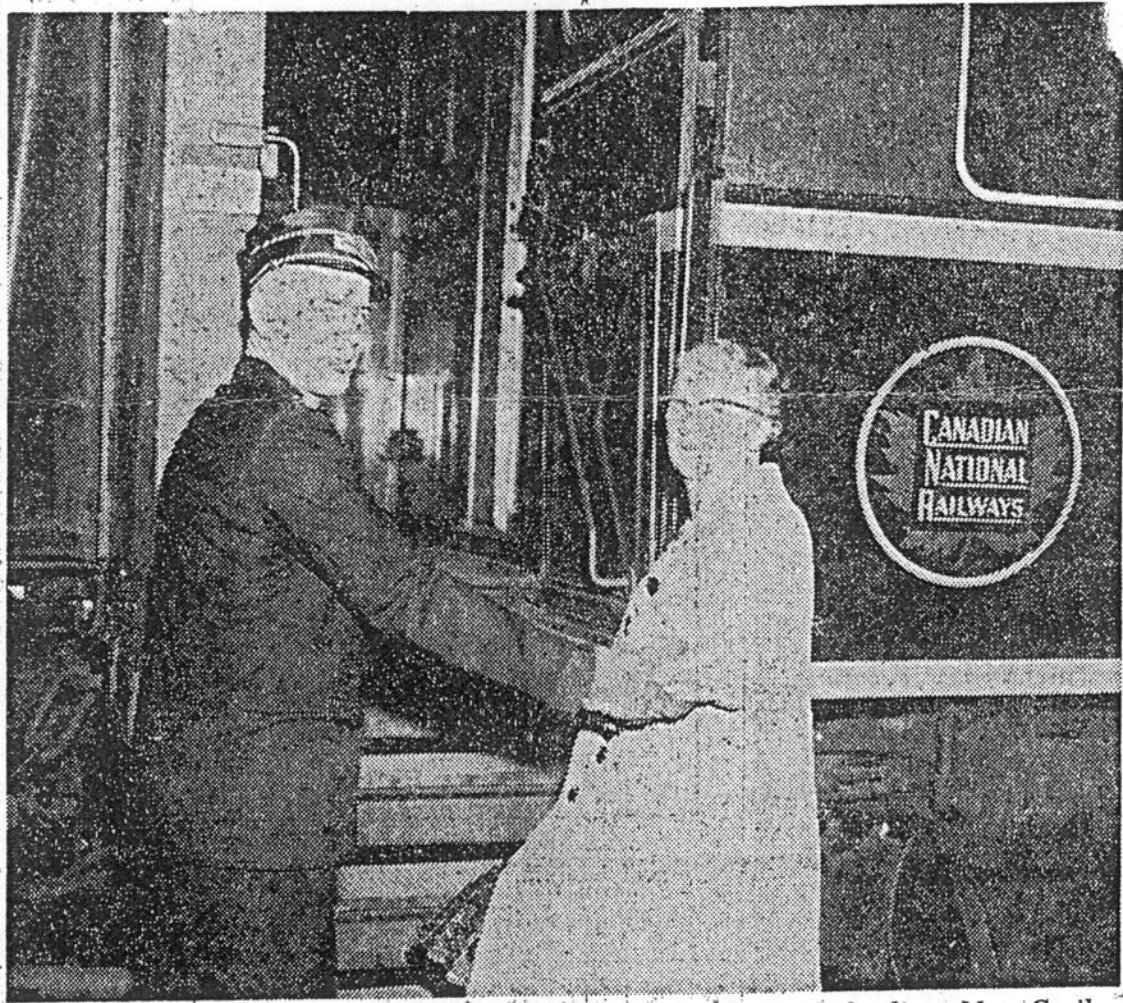


This card originated at West Gravenhurst, and shows C-342, TOR. & GRAVENHURST R.P.O. South, Sep 7, 1909. From Gravenhurst it apparently travelled by boat to Bala. Note the straight-line "KENOZHA" in violet at the top.



LAST RUNS ON THE PRAIRIES - Courtesy of Dean W. Mario, Saskatoon -
Trains 9 & 10, Winnipeg to Calgary, via Saskatoon - May, 1963.

Last Trip West



MORE THAN 52 YEARS after she first rode the Goose Lake line, Mrs. Cecil Miller of Delisle boarded CN train No. 9 Wednesday night for a sentimental journey on the last passenger run from Saskatoon to Calgary. Trainman S. Pidjurski, Saskatoon, assists Mrs. Miller, a steady railroad passenger since March 1911 when she first came to Saskatoon from Grafton, North Dakota, and boarded the early version of No. 9 for the trip to her new home near Delisle. About 30 passengers boarded the two-day coaches of the five-car diesel Saskatoon-to-Calgary train before it left the station here for the last time. With the train's return from Calgary Friday morning, passenger service will be withdrawn after 54 years of operation.

Carl A. Anderson
1120 - 12th Street East
Saskatoon, Sask.



*Last Run Train #10.
"Saskatoon-Winnipeg"*

Backstamp



THE CIGGT RAILWAY LIBRARY SERIES

A Statutory History of Railways in Canada 1836-1986

Robert Dorman/D.E. Stoltz



A Statutory History of Railways in Canada 1836-1986

Robert Dorman/D.E. Stoltz

When the Statutory History of the Steam and Electric Railways of Canada was published in 1938, it was hailed as the definitive source of information on the establishment of Canadian railway companies. Two generations of historians, lawyers and railway buffs have used the original edition and the Addendum as a reference.

Since 1938, the structure of the Canadian railway system has changed. As a result, Transport Canada began an update of the Statutory History and asked The Canadian Institute of Guided Ground Transport to finish the work and ensure its publication. In addition to post-1938 statutory citations and the 1986 status of railway companies, this update contains numerous revisions and additions to the pre-1938 citations.

Robert Dorman was a long-time employee of the Department of Marine who began the Statutory History as a labour of love. He was still keeping track of statutes as late as 1947 as the Department of Transport archivist. Doug Stoltz was a law student at Queen's University while researching this update. He has since served in the House of Commons Law Branch and the Faculty of Law at the University of Ottawa. He is currently with the Department of Justice, Legislation Section.

Other CIGGT publications of interest include:

The Politics of Freight Rates by Howard Darling
Canadian Railway Freight Pricing by W.G. Scott

The Canadian Institute of Guided Ground Transport

The Canadian Institute of Guided Ground Transport is a non-profit organization which specializes in systems-oriented, multi-disciplinary research in the ground transport sector. It has wide experience in the evaluation of transportation investment/technology/operations trade-offs. CIGGT has provided support to the private and public sector since 1970.

For further information, contact:

The Executive Director,
The Canadian Institute of Guided Ground Transport
c/o Queen's University, Kingston, Ontario K7L 3N6

ISBN 0 88911 268 1

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Oldtimers Watch Last Train

ABERDEEN — A considerable number of local residents, mainly old-timers of the village and district, met at the CNR station on Saturday May 18, to watch the last passenger train operating between Saskatoon and Winnipeg pass through the station.

Among the residents were two sisters, Miss Margaret Friesen and Mrs. Anna Schellenberg, who saw the first train go through here almost 59 years ago.

Miss Friesen recalls seeing the first passenger train from her farm home, which was located near the tracks about two miles from the village. Mrs. Schellenberg claims she did not remember seeing the first train, but her sister said the whole family was out that evening in the fall of 1904 to see it. At that time the sisters were in their teens.

Mrs. Schellenberg, however, recalls the early freight trains in that year as they carried men and materials from the east to enable the continuation westward of railway construction.

Miss Friesen recalled the most imposing sight of the first passenger train was the light off the locomotive at night as the powerful beam contrasted with the dim lights of kerosene lamps and lanterns.

In 1904, Aberdeen was a hamlet with one general store, a hardware, a blacksmith shop and a cafe. Oddly, the two sisters make their home now in the same building that served as a cafe in those early days.

Courtesy Dean W. Mario

.... / 8

POST CARD



MADE IN CANADA

ADDRESS ONLY

Printed by The Heliotype Co. Ltd., Ottawa.

*Ulla -
How are you.
On Friday
sorry you are
not here, but
really you know
it can't be.
I helped your son*

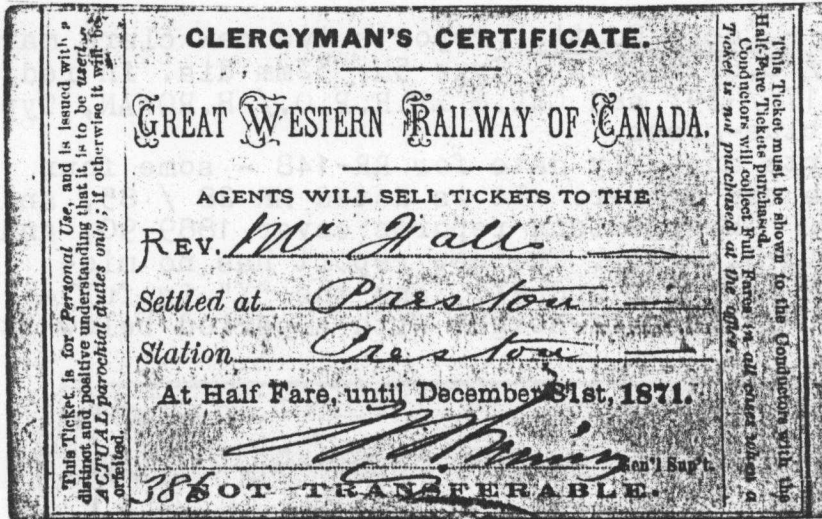
*Miss D. Humphreys
Grand Forks
B.C.*

At Bob Lee's recent auction in Vernon I was fortunate to acquire the Nels & Mid R.P.O. Tr 11 July 3, 1920 R.J.D.Keron, a very nice clerk's strike, in blue, on a post card. I believe that this is an unreported clerk's name and therein lies a story.

I had a personal interest in trying to add this item to my collection. Rennie Keron is a friend of mine who lives in Kerrisdale. He is 89 years old, a widower. I have been visiting him off and on for some five years and pumping him for mail clerk stories. Needless to say, when Bob Lee offered the above item, I was pleasantly surprised. Yesterday I took it over to Rennie's apartment to show it to him, but, before doing so, I talked with him about the use of the rubber stamp containing the clerk's name. He emphasized strongly that he used it only on facing slips, tags and so on, never on mail. I then confronted him with the subject postcard. He thought for a while and then told me a story, most of which I had already deduced, to the effect that the postcard was his, and the message and signature thereon were also his, and that he had addressed it to Brenda Humphreys in Grand Forks, his girl friend's sister, and, for this reason, used his personal rubber dater. He was very surprised that an item of 68 years ago would come back to him in such a fashion. He repeated, however, that he never, never, would use this rubber dater on mail. His mail clerk service included the following runs:

Calgary and Vancouver
Nelson and Midway
Okanagan Landing and Sicamous
Penticton and Okanagan Landing
Steamers Okanagan and Sicamous
Victoria and Courtenay
Robson and Arrowhead
Steamers Minto and Bonnington
Prince George and Prince Rupert

Since his name has not appeared on markings from any of these runs it may well be that he lived up to his expressed disciplines and the above marking could be unique. He said that his years on the mail cars were the happiest of his life



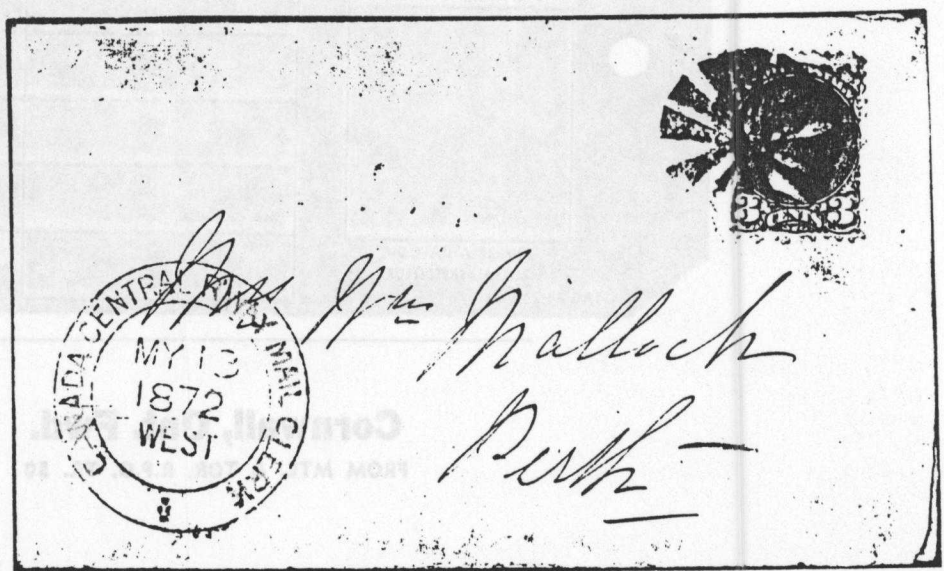
Courtesy of
Dave Mayerovitch

⚠ This Ticket is intended to be issued to Clergymen having permanent charge of Congregations on the immediate line of the Great Western Railway, or its Branches, and engaged for no part of their time in any other Profession, or Business, and to such only. It is expected by this Company that when the person holding this Ticket ceases to fulfil the above requirements either by relinquishing the active Ministry, or by removal from the Line of the Great Western Railway, he will return it to the office of the General Superintendent.

Conductors are instructed to take up any Ticket presented by other than the person named therein.

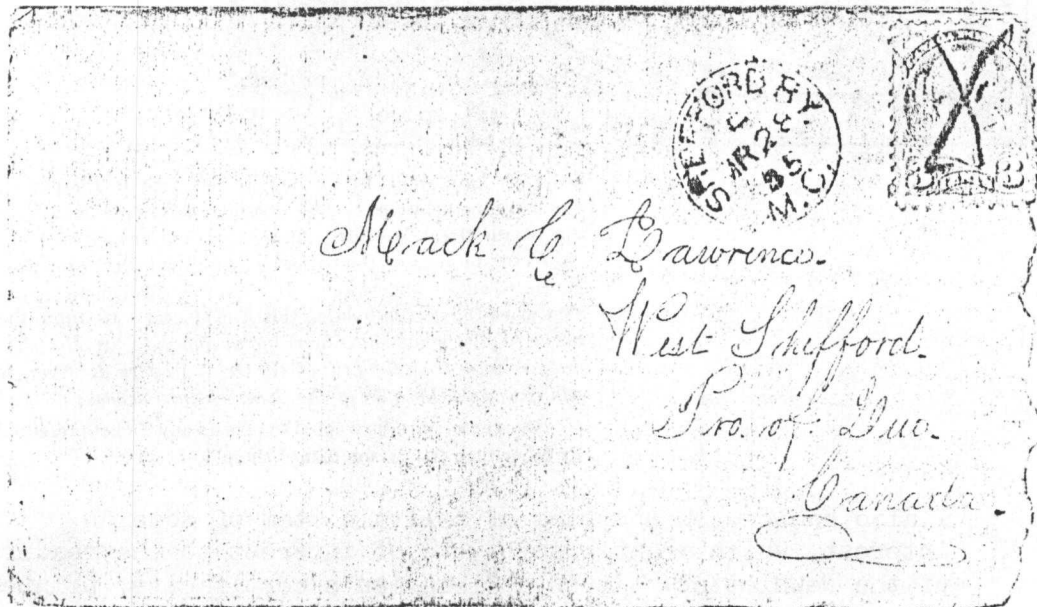
I also enclose photocopies of a little item of some RR interest, which might possibly be of interest to the readers of the Newsletter. It is a Clergyman's certificate, printed in red, on a light green card, and was issued to Rev. A.S. Falls, who seemed to move around somewhat. The card issued in 1871, states he was settled at Preston, Ontario. My 'research' shows him to be located at The Rectory in Adelaide, Ont. in 1869, - in Berlin, Ontario in years following, then as Rector of Christ's Church, in Amherstburg, Ont. in 1876. I have somehow mislaid a letter to him, from the Bishop, advising him that he would not be welcome in Berlin, by the parishioners, but he decided to take the post anyway.

Horace Harrison
had this nice
item on consign-
ment at BNAPEX 88




FROM THE MEMBERSHIP - Cecil Coutts reports two new clerk marks - CALGARY & ED.R.P.O./ E.RUTHERFORD, Type 5H, 32mm dia. in red, Indicia - 23 / Feb 17 / 39; and CAL.& ED.R.P.O./ H.ROWAN, Type 17J, 24mm dia. in blue-green.

Peter McCarthy reports an early date for RR-148 - some four years earlier, and a new hammer. It is dated MR 28 / 85, and is 22mm in diameter. The previous reports cover 1889-90, and the hammer is 24mm in diameter. The new report has no mid-vertical dot between SHEFFORD and RY., and the "Y" is full-height. The former "Y" is half-height with a period below it.



Ed.Maloney sends a bag tag and numerous lock-bag labels from the Montreal & Toronto R.P.O.

 CANADA POST OFFICE POSTES CANADIENNES DATE STAMP OF DESPATCHING OFFICE TIMBRE A DATE DU BUREAU EXPÉDITEUR TAG 79-24-2-64	Outside registers as listed must accompany this mail bag to	Les objets recommandés hors sac ci-dessous doivent accom- pagner le présent sac à des- tination de:											
	<table border="1"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>												
USE REVERSE SIDE IF NECESSARY AU BESOIN SE SERVIR DU VERSO													

Cornwall, Ont. Fwd.

FROM MTL. & TOR. R.P.O. TR. 50

W.G. Robinson
 5830 Cartier St.
 Vancouver, B.C.
 V6M 3A7

All the best for 1989. Keep those reports coming

Bill