

W.G. Robinson
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Vancouver, B.C.
V6M 3A7

THE R.P.O. NEWSLETTER

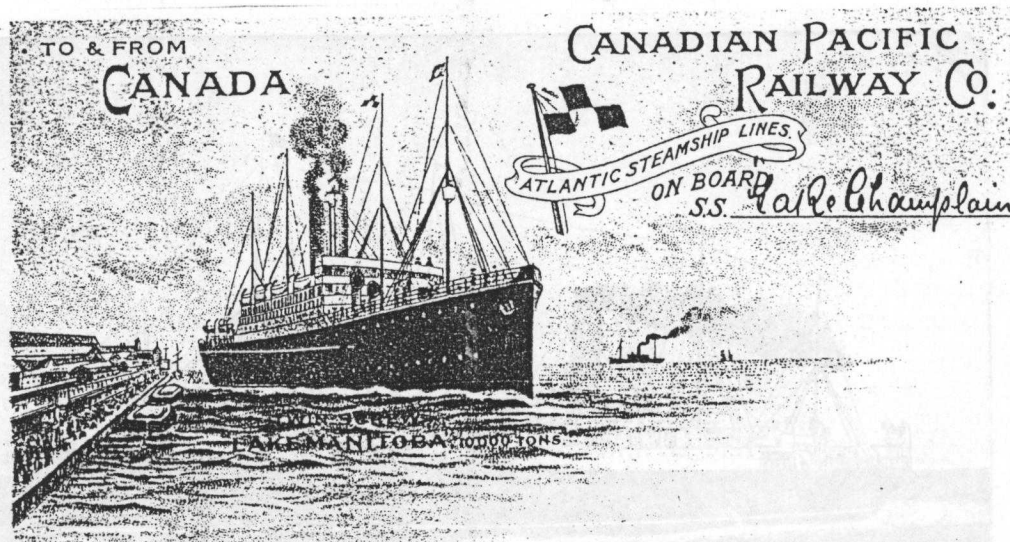
OF THE CANADIAN R.P.O. STUDY GROUP (B.N.A.P.S.)

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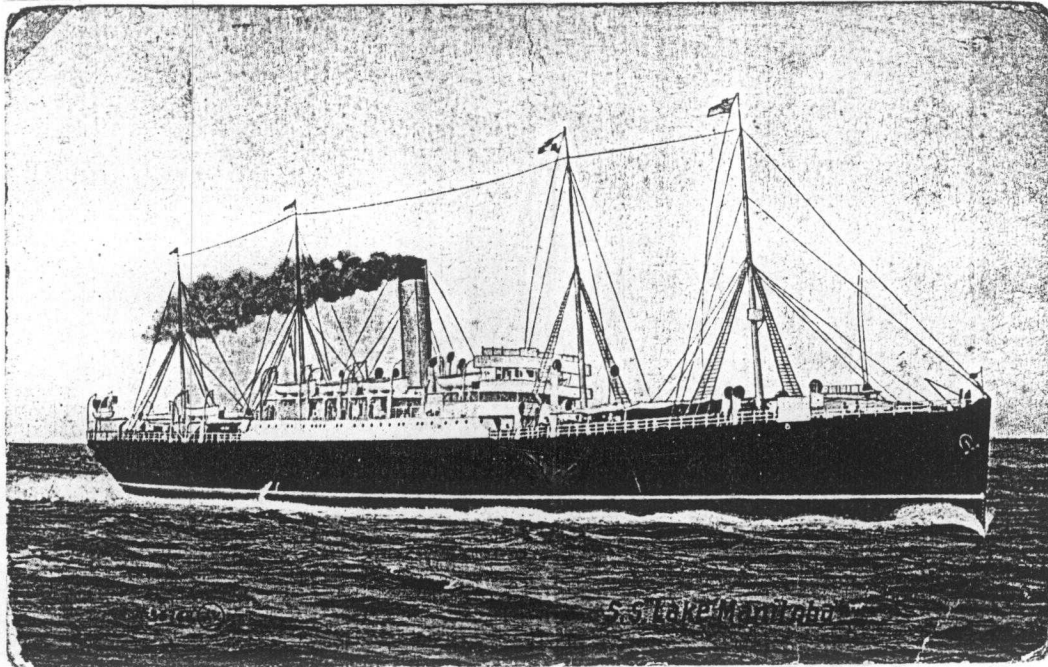
"JUST A FEW LINES" - Our Honorary Member, Lionel Gillam, has now sent a copy of his recent history of the Champlain and St. Lawrence Railroad to all known Study Group members. If anyone hasn't received this, please let me know. I have asked him to check the mailing list he used against our current list just in case he has missed any newer members. If you like the book, please send Lionel a money order for ten pounds sterling at 66 East Bawtry Road, Rotherham, South Yorkshire, S60 4BU, England.



A C.P.R. POSTCARD courtesy of Reg Hiscock

More from Lionel Gillam - "RR-107 - N.B. & C. Railway Pass'r Train No.1 is illustrated in my History of Canadian R.P.O.s on page 102. This is a hand-drawn illustration of a 'postmark' on cover sent to me about 30 years ago by one of the original members of my R.P.O. Study Group, J. Millar-Allen (Reporter No.7). He died many years ago but I can assure you that such a marking was used on April 3, 1868. I cannot remember whether it was used to cancel the stamp, but it was probably not as the strike was so clear. Despite what Dr. MacDonald says in his article in your wonderful "Canadian Railway Postal History Anthology", I very much doubt if railway postmarks are to be found in the Maritimes prior to Confederation. The 'postmark' I illustrated and those shown in his article are admittedly post-Confederation and we know that the three others are genuine railway postmarks. Fig.4, however, is certainly not. It is my opinion that Fig.4 was a station agent's stamp, in the same category as TS-90-98 used on the Intercolonial Railway." Based on these comments, we will re-list RR-107. I wonder where the example Millar-Allen reported is today? Also, I apologize to Lionel for a misprint in TOPICS. W-20A is inscribed "EMONTON", not "EDMONTON". Our copy was correct, but the Editor re-corrected it. /2

WEST COAST RAILWAY HERITAGE PARK - located at Squamish, some 30 miles north of Vancouver, at the head of Howe Sound, was visited by the members of the Pacific Northwest Regional Group of BNAPS during the trip home from their meeting at Whistler on October 16. The 12 acre site contains the huge 1914 PGE Car Shop, moved from the adjacent rail yards in 1991. The first track on the site was laid in December, 1992, and two diesel-electric locomotives were trucked to the site in May, 1993. There are now over 45 locomotives and cars in the Park, of which 22 are presently available for viewing, including the restored 1890 CPR business car "British Columbia". There are extensive future plans for expansion, which we hope will include a mail car.



Another postcard showing the CPR S.S. Lake Manitoba
(from the Editor's archives)

NEW MEMBER - Bruce R. Wilson - 460 Woodminster Drive, Moraga, CA, 94556.

ANNUAL DUES - It's that time again. 1994-95 Study Group dues of \$ 10 Canadian to Canadian addresses, \$9 US to American addresses, (cheque or money order), and 5 pounds sterling (cash) to UK addresses is requested if the box below is checked in red. Please make cheques or money orders payable to W.G. Robinson.

☐

LAST REMINDER !

From HARRY LUSSEY - TS-272 from his collection - known 8/10/86 to 6/6/87 -

THE "SOUTH EASTERN RR GLEN SUTTON MYSTERY."

These covers carry consecutive Registered Letter numbers 557 & 558 and transit numbers 4836 & 4837. #558 has the corner card of G. W. Brock. Neither one has a postal marking. The South Eastern marking is dated Oct. 18, 1881 whereas Oct. 19, 1886 appears in manuscript on the reverse and is probably correct. Brock operated the General store and was likely the Postmaster, since his initials cancel the stamps on both covers, and possibly South Eastern's station agent. Obviously he handled the mail using the Railroad marking as a postmark and then, apparently, turned it over to a postal car. He changed the day and month on the RR dater but not the year date. Covers not transported by the Railroad carry regular postmarks.



NORTHERN ALBERTA RAILWAYS - 1950 Timetable - from Ed.Harris

NORTHERN ALBERTA RAILWAYS

No. 30



Sept. 24
1950

Local Time Tables (Mountain Time)

Northern Alberta Railways' Trains arrive at and
depart from 100th Street Station,
Edmonton

Tickets and Sleeping Car Reservations may be
secured at City Ticket Offices, Jasper Avenue,
or at Depot Ticket Office:
100th Street, Edmonton

General Offices:

Jasper Avenue, Edmonton, Alberta

J. G. McVICAR,
Traffic Assistant,
Edmonton.

J. M. MacARTHUR,
General Manager,
Edmonton.

NORTHERN ALBERTA RAILWAYS

EDMONTON, LAC LA BICHE AND WATERWAYS

Read Down

Read Up

No. 23 Wed.	No. 7 Mon. Wed. Fri.	Miles	Northern Alberta Rys. STATIONS	No. 8 Tues. Thurs. Sat.	No. 24 Sat.
	A.M. 10.50	0.0	Lv Edmonton Ar (Edm. Station 100th St.)	P.M. 12.15	
	11.10	4.9	Edmonton Junction	11.55	
	11.20	5.6	Dunvegan Yards	11.45	
	f11.28	9.2	Campbell	f11.38	
	11.50	19.2	Carbondale	11.18	
	f11.57	21.9	Excelsior	f11.03	
	12.10	27.5	Bon Accord	10.50	
	12.30	35.7	Fedorah	10.31	
	12.47	42.7	Opai	10.15	
	1.10	49.8	Egremont	9.54	
	1.34	58.1	Thorhild	9.33	
	1.55	65.0	Abee	9.15	
	2.12	72.1	Newbrook	9.00	
	2.32	79.0	Aipen	8.43	
	2.50	84.5	Elliscott	8.29	
	3.10	91.7	Boyle	8.09	
	3.32	97.0	Bondiss	7.50	
	3.53	105.9	Caslan	7.30	
	4.09	112.2	Noral	7.16	
	4.26	119.3	Hylo	7.01	
	4.38	123.4	Venice	6.51	
	5.00	132.3	Ar Lac La Biche Lv	6.30	
	P.M.			A.M.	
	P.M. 8.00	132.3	Lv Lac La Biche Ar	A.M. 5.00	
	f 8.30	140.5	Barnegat	f 4.31	
	f 8.58	148.2	Tweedie	f 4.05	
	9.28	156.7	Imperial Mills	3.35	
	f 9.40	158.5	Pitlochrie	f 3.29	
	10.15	170.0	Philomena	2.45	
	f10.55	180.8	Behan	f 2.10	
	f11.37	192.8	Margie	f 1.32	
	f12.11	202.5	Devenish	f 1.01	
	12.46	212.7	Conklin	12.28	
	f 1.36	222.4	Leismer	f11.34	
	2.09	232.1	Chard	10.58	
	f 2.28	237.5	Pingle	f10.40	
	f 3.16	251.7	Quigley	f 9.52	
	4.02	266.5	Cheecham	9.01	
	f 4.31	272.4	Kinosia	f 8.40	
	5.00	280.7	Anzac	8.11	
	f 5.15	285.2	Lenarthur	f 7.56	
	5.43	293.6	Lynton	f 7.25	
	6.15	301.1	Draper	6.54	
	6.30	304.7	Ar Waterways Lv	6.40	
	A.M. Thurs.			P.M. Fri.	

EQUIPMENT—Trains 7, 23, 8 and 24: First Class Coaches
and Standard Sleepers, Edmonton and Waterways.

STANDARD SLEEPING CAR FARES

Between EDMONTON And	Lower Berth	Upper Berth	Compartment		Drawing Room	
			One Pas'r	Two Pas'r	One Pas'r	Two Pas'r
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
McLennan	2.50	2.00	6.50	7.00	8.00	9.00
Peace River	3.00	2.40	7.50	8.50	9.00	11.00
Hines Creek	3.50	2.80	9.00	10.00	11.00	13.00
Spirit River	3.50	2.80	9.00	10.00	11.00	13.00
Grande Prairie	3.75	3.00	9.50	10.50	12.00	14.00
Dawson Creek	4.50	3.60	11.50	13.00	14.00	16.00
Waterways	5.00	4.00	12.50	14.00	15.00	18.00

A.M. in Light Type.

P.M. in Dark Type.

f—Flag Station.

NORTHERN ALBERTA RAILWAYS

EDMONTON, McLENNAN AND GRANDE PRAIRIE

Read Down Read Up

No. 1 Daily Except Sat.	Miles	Northern Alberta Rys. STATIONS	No. 2 Daily Except Mon.
P.M. 5.30	0.0	Lv Edmonton (Edm. Station, 100th St.)	A.M. 7.15
5.50	4.9	Edmonton Junction	6.55
6.00	5.6	Dunvegan Yards	f 6.08
f 6.08	9.2	Campbell	f 6.37
6.29	19.2	Carbondale	f 6.14
6.42	24.9	Morinville	f 6.03
f 7.00	33.4	Mearns	f 5.47
7.05	35.4	Alcomdale	5.42
7.17	40.1	Busby	5.33
7.39	48.6	Picardville	5.12
8.00	57.2	Westlock	4.59
8.22	64.3	Fibroch	4.37
8.37	70.3	Dapp	4.24
9.00	82.1	Jarvie	3.58
9.22	97.1	Fawcett	3.40
f 9.37	92.0	Killsyth	f 3.38
9.52	98.5	Flatbush	3.15
10.09	106.2	Tieland	f 2.58
10.28	114.6	Chisholm	2.40
10.57	127.5	Hondo	2.13
11.15	135.9	Smith	1.35
11.20	135.9	Lv {Ar}	1.30
11.50	142.4	Decrene	f 1.15
11.59	146.2	Spurfield	1.05
f 12.07	148.9	Saulteaux	f 12.59
f 12.20	155.1	Overlea	12.47
12.35	160.6	Mitsue	12.35
12.55	167.3	Slave Lake	12.16
f 1.19	177.2	Wagner	f 11.57
1.32	182.3	Canyon Creek	11.48
f 1.42	186.1	Assineau	f 11.39
2.10	196.1	Kinuso	10.57
2.30	203.9	Faust	10.46
2.46	209.3	Jousard	10.31
f 3.14	223.1	Arcadia	f 10.17
3.32	231.9	Enilda	9.59
3.47	239.2	High Prairie	9.40
f 4.03	244.8	Aggie	f 9.30
f 4.26	252.8	Kenzie	f 9.11
f 4.45	260.5	Kathleen	8.56
5.00	267.1	McLennan	8.40
5.15	267.1	Lv {Ar}	7.55
f 5.19	268.4	Winagami	f 7.51
6.34	275.1	Donnelly	7.37
6.45	278.8	Falher	7.28
f 6.55	282.3	Dreux	f 7.20
7.03	284.4	Girouxville	7.13
7.25	288.1	Culp	6.54
7.53	303.1	Watino	6.19
8.29	312.4	Tangent	5.54
8.48	320.5	Eaglesham	5.36
9.05	327.5	Codessa	5.20
9.21	334.1	Belloy	5.06
9.37	340.6	Wanham	4.52
f 9.53	346.6	Manir	f 4.36
10.09	352.9	Prestrille	4.20
10.25	357.0	Rycroft	4.05
10.40	362.2	Lv {Ar}	3.45
10.45	362.2	Spirit River	3.40
11.15	367.0	Rycroft	3.20
11.27	372.7	Silverwood	3.02
11.41	370.1	Woking	2.48
f 11.57	376.2	Braeburn	f 2.34
12.18	384.6	Webster	2.16
12.38	393.3	Sexsmith	1.53
12.56	400.3	Clairmont	1.37
1.12	406.9	Ar Grande Prairie	1.12
P.M. 1.12		Lv	P.M. 1.12
Daily Except Sun.			Daily Except Sun.

EQUIPMENT—Trains 1 and 2: First Class Coaches, Standard Sleepers, Edmonton and Dawson Creek; Buffet Car, Edmonton and Grande Prairie.

NORTHERN ALBERTA RAILWAYS

GRANDE PRAIRIE, HYTHE AND DAWSON CREEK

Read Down Read Up

No. 1 Daily Except Sun.	Miles	Northern Alberta Rys. STATIONS	No. 2 Daily Except Sun.
P.M. 1.30	406.9	Lv Grande Prairie	A.M. 1.02
2.00	415.7	Dimsdale	12.32
2.19	422.0	Wembley	12.12
2.40	428.2	Hualien	11.51
3.04	435.7	Beaverlodge	11.27
3.19	440.5	Albright	10.59
3.32	445.3	Hythe	10.34
3.57	454.4	Lymburn	10.11
4.20	463.4	Demmitt, Alta.	9.43
4.48	472.3	Tupper, B.C.	9.19
5.12	479.6	Gundy	8.50
5.40	489.2	Pouce Coupe	8.30
6.00	495.2	Ar Dawson Creek	A.M. 8.30
Daily Ex-Sun.			Daily Ex-Sun.

McLENNAN, PEACE RIVER AND HINES CREEK

Read Down Read Up

No. 5 Thurs. Sat.	Miles	Northern Alberta Rys. STATIONS	No. 6 Thurs. Sat.
A.M. 5.45	267.1	Lv McLennan	P.M. 7.25
5.52	263.4	Winagami	7.20
f 6.06	273.5	Roxana	f 7.05
f 6.35	285.0	Springburn	f 6.38
6.55	292.5	Reno	6.17
7.13	298.8	Nampa	5.57
7.39	310.2	Judah	5.32
8.05	317.0	Ar {Lv}	5.02
8.25	326.2	Peace River	4.47
9.10	326.2	Roma	4.14
9.38	332.7	Grimshaw	3.54
9.57	339.7	Berwyn	3.37
10.20	345.9	Brownvale	3.18
10.43	353.1	Whiteaw	2.57
11.03	360.2	Bluesky	2.40
11.21	365.8	Fairview	2.23
11.50	373.2	Gage	2.02
12.10	381.3	Ar Hines Creek	1.40
P.M. 12.10			P.M. 1.40
Thurs. Sat.			Thurs. Sat.

EQUIPMENT—Trains 5 and 6: First Class Coaches and Standard Sleepers, McLennan and Hines Creek.

EDMONTON AND BARRHEAD

Read Down Read Up

No. 7 & 25 Mon. Wed. Fri.	Miles	Northern Alberta Rys. STATIONS	No. 26 & 3 Tues. Thurs. Sat.
A.M. 10.50	0.0	Lv Edmonton (Edm. Station, 100th St.)	P.M. 12.15
11.10	4.9	Edmonton Junction	11.55
11.20	5.6	Dunvegan Yards	11.45
f 11.28	9.2	Campbell	f 11.38
11.48	19.2	Ar {Lv}	11.18
12.00	19.2	Carbondale	10.55
12.20	24.9	Morinville	10.25
12.45	33.4	Mearns	9.56
12.55	35.1	Alcomdale	9.43
1.18	40.1	Busby	9.23
1.50	46.5	Arvilla	9.00
2.20	52.4	Highridge	8.35
2.50	58.7	Manola	8.05
3.20	66.2	Ar Barrhead	7.30
P.M. 3.20			A.M. 7.30
Mon. Wed. Fri.			Tues. Thurs. Sat.

AM—Light Type. PM—Dark Type.

NORTHERN ALBERTA RAILWAYS

GENERAL INFORMATION

Time Tables herein are subject to change without notice. They show the time trains should arrive at and depart from stations and connect with other trains, but their arrival, departure, or connections at the time stated is not guaranteed.

LOST TICKETS.—Railway Companies are not responsible for lost tickets and as a precaution passengers upon purchasing ticket should make a note of the form and number of the ticket, also place of sale and date and destination. Similar precaution should be taken in connection with baggage check numbers.

CHILDREN UNDER FIVE YEARS OF AGE, when accompanied by an adult, will be carried free; children of five and under twelve years of age will be carried at half the adult fare. All children twelve years of age and over must pay adult fare.

FARES CANNOT BE ADJUSTED BY CONDUCTORS.—In the event of disagreement with Conductor relative to tickets, privileges allowed, etc., passengers should pay Conductor, take his receipt and refer the case to the Traffic Assistant for adjustment.

TICKETS NON-TRANSFERABLE.—Tickets are good only for the transportation of original purchaser and cannot be used to cover the transportation of any other person.

PASSENGERS ARE ENTITLED ONLY TO THE SEAT OR berth space for which they have paid. Each passenger is permitted to carry in coach or sleeping car a small quantity of hand baggage only which will not discommode other passengers.

BAGGAGE.—150 lbs. of baggage will be checked without charge for every adult passenger, and 75 lbs. for every child travelling on a half ticket. Baggage should be plainly marked with name or initials and address of owner.

A single piece of baggage weighing over 250 lbs. will not be checked.

TICKETS should be purchased and baggage presented at baggage room in sufficient time prior to departure of train to permit of the proper recording, weighing, or measuring, and the issuing of the necessary checks for same.

BAGGAGE FOR FLAG STATIONS, where Agents are not on duty, must be claimed at baggage car door immediately on arrival, otherwise it will be carried to next station where there is an Agent on duty and held for further orders.

BAGGAGE FROM FLAG STATIONS will be accepted and checked by Baggage man on request of passenger, but will not be checked to points on connecting lines from Edmonton.

LOST ARTICLES.—Enquiries for articles left on trains should be made to the General Manager, Edmonton, Alta.

EXPRESS AND TELEGRAPH SERVICES

Operated by

NORTHERN ALBERTA RAILWAYS

to all Points.

General Offices: Jasper Ave., Edmonton, Alta.



NORTHERN ALBERTA RAILWAYS

ROM GOVT. LAND STATIONS
ALSO GOVT. LAND STATIONS
LINES IN OPERATION

ALTITUDES

Edmonton	2,155 ft.	Peace River	1,103 ft.	Hythe	2,446 ft.
Dunvegan Yards	2,234 ft.	Hines Creek	2,168 ft.	Dawson Creek	2,194 ft.
Smith	1,867 ft.	Spirit River	2,072 ft.	Lac La Biche	1,837 ft.
McEwen	2,052 ft.	Grande Prairie	2,150 ft.	Waterways	820 ft.

The Honourable Price Ellison.

*Minister of Finance and Agriculture,
Victoria, B.C.*

SIR,—I have the honour to submit for your approval the Seventh Edition of Bulletin No. 23, a Handbook of British Columbia, revised up to date and containing the latest information regarding the resources and industries of the Province.

I have the honour to be,

Sir,

Your obedient servant.

FRANK I. CLARKE.

*Secretary, Bureau of Provincial Information,
Victoria, B.C., 1913.*

The number and tonnage of vessels entered and cleared at British Columbia ports in 1912 was as follows:—

	Number of Vessels inward.	Tonnage.
From the sea	4,933	4,584,740
Coasting trade	27,265	10,037,904
Total	32,198	14,611,644

	Number of Vessels outward.	Tonnage.
For the sea	4,937	4,560,332
Coasting trade	27,626	10,380,719
Total	32,563	14,941,051

The Canadian Pacific is the principal railway in the Province. It has two main lines, the Canadian Pacific Railway and the Crownsnest Pass Railway, and several branches; also steamboat connections on the inland lakes, besides its large fleet of ocean-going and coasting steamers. The railway mileage of the Province is 2,250 miles, with nearly 3,000 miles under construction.

The Canadian Pacific Railway Coast service employs a large fleet of steamers, many of them model ships of their class, which ply between Coast points, from Victoria, Vancouver, Seattle, Nanaimo, and Ladysmith, to northern British Columbia and Alaskan ports. The Express liners, world-famed for their speed, comfort, and safety, make regular trips from British Columbia ports to Japan and China, while the Canadian-Australian liners give splendid service to Hawaii, Fiji, New Zealand, and Australia.

The Canadian Pacific Railway Company operates the Esquimalt-Nanaimo Railway, running from Victoria to Alberni, on Vancouver Island, a distance of 134 miles. Extensions of the E. & N. Railway are now being built to Covichan Lake and Comox.

The Great Northern Railway maintains connections with its main line in the United States over branches running to Vancouver, Grand Forks, Rossland, Nelson, and Elko, and by ferry to Victoria.

The Grand Trunk Pacific, which will traverse Canada from Prince Rupert, B.C., to Moncton, N.B., has completed the first section of the Western Division, from Prince Rupert eastward for 181 miles, and is operating regular trains for that distance. Work is also progressing from Tete Jaune Cache westward towards Fort George. It is expected that the road will be completed in 1914. The British Columbia Division of the G.T.P. will open to settlement a vast area rich in timber, minerals (including coal), agricultural and grazing lands.

The Grand Trunk Pacific Railway Company has two steamships, the "Prince Rupert" and "Prince George," in the Coast service between Vancouver, Victoria, Seattle, and Prince Rupert. These steamboats are among the fastest, most commodious, and luxurious vessels on the Pacific. The Company also operates several smaller steamers in the coasting trade.

The Kettle River Valley Railway Co. is under contract to build from Midway to Nicola, via Penticton, 150 miles, which will furnish direct communication between the Boundary District and the Coast cities, the line to be completed by 1914.

The Canadian Northern Railway Company has a contract with the Government of British Columbia to construct a railway, to be known as the Canadian Northern Pacific, from the boundary of the Province at Yellowhead Pass, following the Thompson and Fraser River Valleys to Vancouver and connecting by ferry with Victoria, across Vancouver Island to Alberni; thence to a point on Seymour Narrows on the east coast and to Nootka Sound on the west coast. This will give the Province another transcontinental connection. The company is now building both on the Mainland and Island.

The Pacific Great Eastern Railway has begun building a line from Newport, at the head of Howe Sound, to Fort George, where it will connect with the Grand Trunk Pacific.

J'ai lu pour vous

A Book Review by:
MARC-J. OLIVIER, S.P.R.S.

La compagnie de chemin de fer de Québec Central - Étude des marques postales utilisées à bord des wagons postaux - (1879-1971)

Jean-Pierre Forest, La Société philatélique de Québec, décembre 1991

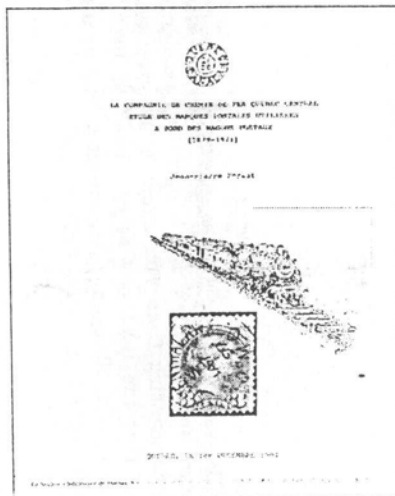
196 pages, impression en photocopie couleur, reliure collée, 50\$

Le chemin de fer du Québec Central demeure bien vivant dans la mémoire des estriens. J'en ai pour preuve la remarque d'un visiteur de passage à la maison. Tombant par hasard sur l'ouvrage de Jean-Pierre Forest, il me dit « — Mais c'est mon chemin de fer! ». Et bien que n'étant pas philatéliste, il m'emprunta l'ouvrage, aguiché par la dimension géographique et historique à laquelle il s'identifie.

Cet anecdote illustre le caractère hybride de cette étude et la diversité des auditoires qui accrochent à l'histoire et à la petite histoire, à la philatélie et à la cartophilie. Car l'auteur nous propose ici un itinéraire sur rails et dans le temps. Avec lui le lecteur revoit le paysage de la Chaudière et traverse les vallons qui forment les Cantons de l'Est.

Cependant, le titre, même bien long, de l'ouvrage est trompeur. C'est bien plus que la compagnie Québec Central, son histoire et ses marques d'ambulants, qui se logent entre les deux couvertures. Ce thème de chemin de fer n'est qu'un prétexte pour lier trois mondes complémentaires: d'abord l'aventure du chemin à lisses de bois de Lévis à Kennébec qui naquit en 1860, puis le chemin de fer du Québec Central en 1869, enfin les péripéties de la construction du pont de Québec.

Du premier sujet, l'expérience retient que les rails en érables ne sont pas une solution heureuse dans notre climat et que ceux de fer leur sont préférables. Cette histoire s'incruste dans les efforts d'indus-



trialisation depuis Lévis en remontant la Chaudière. Son histoire philatélique est liée aux frappes de sa poste ambulante et aux grandes raretés qui en subsistent.

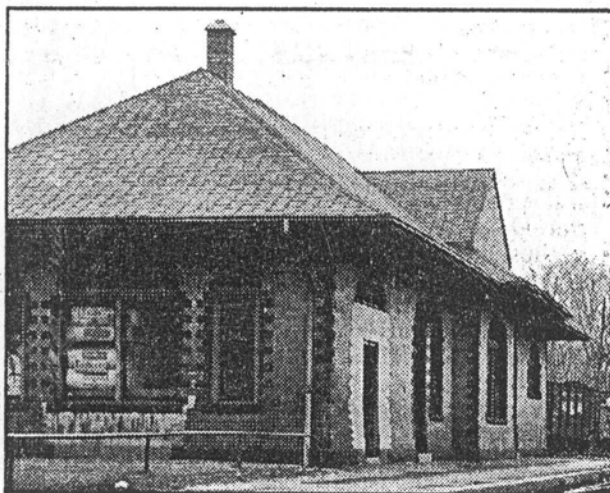
Le cœur de l'étude de Jean-Pierre Forest, la compagnie Québec Central, érige ses remblais en s'éloignant de Sherbrooke. Étape par étape, elle rejoint la vallée de la Chaudière et intègre la Lévis et

Kennébec, poussant des embranchements vers le lac Mégantic et le lac Frontière.

Au chapitre suivant, l'auteur s'attarde sur les gares et le transport ferroviaire entre Lévis et Québec. C'est ici qu'intervient la longue saga du pont de Québec, des tentatives de construction, des accidents répétés. L'auteur dresse un répertoire illustré des cartes postales émises sur le sujet. Elle réjouira le cartophile québécois, car il existe peu d'ouvrages qui dressent un inventaire des cartes d'ici.

Vient ensuite une reconstitution du parcours du Québec Central et une classification des marteaux de sa poste ambulante, jusqu'à la prise de contrôle par le Canadien Pacifique.

Côté technique, l'ouvrage impressionne par l'ampleur de la recherche historique derrière chaque sujet abordé. La recherche picturale est manifeste comme en font foi les nombreuses photographies d'époque et cartes anciennes reproduites. La recherche philatélique est omniprésente et l'auteur nous y ramène sans cesse à chaque section de son ouvrage. Le recours intensif à la photocopie couleur ajoute au charme indéniable à la présentation.



The 84-year-old Waterloo train station on Regina Street may soon have a new tenant.

1966 photo

BOOK REVIEW continued --Postal Markings used on Mail Cars of the Quebec Central Railway - by our member Jean-Pierre Forest.

LECTURES PHILATÉLIQUES

Le lecteur philatélique remarquera certaines sections plus que d'autres mais il sera partout bien servi par le choix de l'auteur: développer à fond chaque section et reproduire abondamment en couleur les pièces significatives exceptionnelles.

L'ouvrage pêche bien par quelques petits défauts auquel on ne doit pas accorder trop d'importance: une introduction sur la poste ambulante française et ses frappes n'est pas au diapason avec la nôtre, le mariage est peu développé entre le titre de l'ouvrage et la section sur le pont de Québec. Ce sont là des défauts bien légers devant l'exigence de fond de cette étude. Le seul regret sérieux que je ressens s'accroche à la reproduction manuscrite des libellés de marteaux de la poste ambulante. L'auteur n'utilise pas un de ces nouveaux logiciels d'écriture curviligne pour reconstituer le libellé des couronnes. De quoi reprendre le vieil adage et l'appliquer à l'informaticien plutôt qu'au cordonnier!

Cette publication est un point tournant dans la littérature philatélique québécoise: il réussit le tour de force d'intéresser plusieurs publics différents. C'est sans doute la

clé de l'avenir de la publication d'histoire postale au Québec.

En cela tous les amateurs de l'histoire, quelle soit locale, ferroviaire, postale, qu'il soit philatéliste ou cartophile, devraient y référer pour leur bibliothèque personnelle s'ils sont mordus, ou en demandant

à leur bibliothèque municipale de le rendre disponible pour les autres.

Merci à Jean-Pierre Forest et à la Société Philatélique de Québec de nous offrir un tel ouvrage de qualité.



Pli en provenance de Québec adressé à Zéphirin Vézina, protonotaire de Saint-Joseph-de-Beauce, le 8 septembre 1879 affranchi de quatre exemplaires du trois cents *Petite Reine* et oblitéré avec cachet de la poste ferroviaire Lévis et Kennébec Railway (RR-098), direction sud. (Source: ex: Guy Des Rivières ⁴⁰ et ex: George April).



CP abandons four Quebec rail lines

Dow Jones

OTTAWA — Canada's National Transportation Agency authorized Canadian Pacific Ltd. to abandon operations of money-losing Quebec central railroad lines.

The agency said that in operating the four lines, or subdivisions,

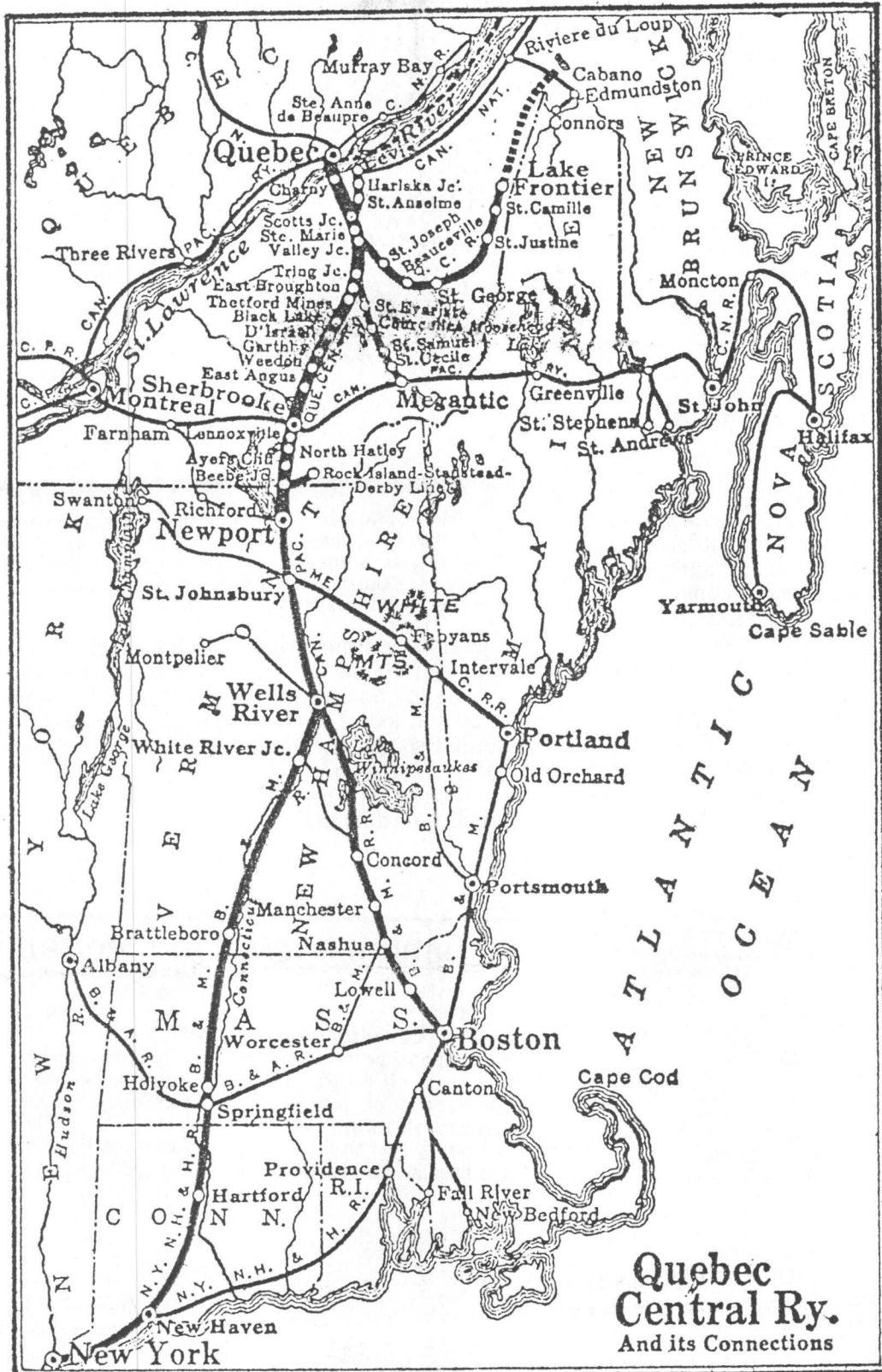
Canadian Pacific had losses of \$1.7 million 1993 and \$1.4 million in 1992.

The lines, which total 379.8 kilometres, are known as the Vallee, Chaudière, Lévis and Tring subdivisions. The 208-kilometre Vallee subdivision links Sherbrooke, and Thetford Mines.

Another New Listing - E-38 - EMERGENCY MOBILE / MID-WEST DIVISION (Bilingual) - Type 35K, used at Headingly, MB, October 22 to November 2, 1992, RF 500, Reporter 151.

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The Quebec Central Railway and connecting lines -
from Peter McCarthy



That's it for this issue.

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