

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

THE R.P.O. NEWSLETTER

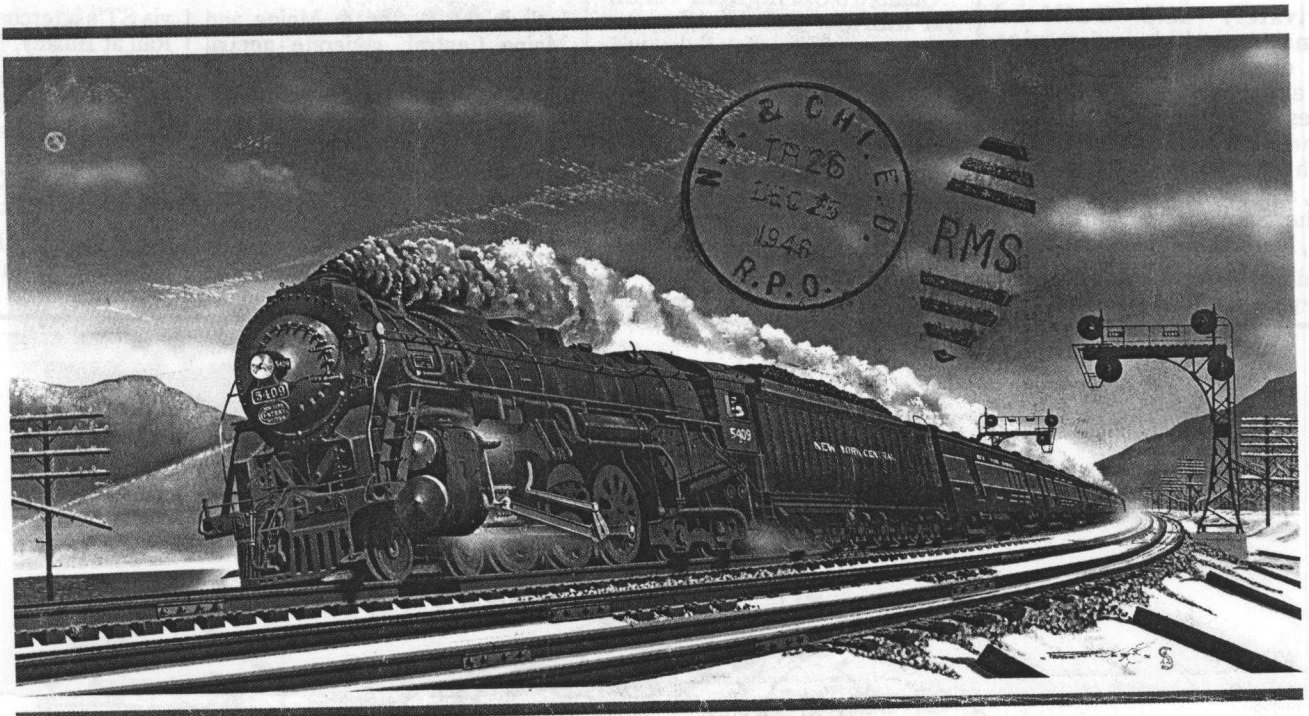
OF THE CANADIAN R.P.O. STUDY GROUP (B.N.A.P.S.)

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Whole No.108

December, 1993

NEW YEARS GREETINGS - to all members of the Group. Sorry you won't have this before Christmas, but many other priorities have got in the way. Many thanks to Dr. Frank Scheer for the fine Christmas card reproduced below - of a New York Central 4-6-4 "Hudson" steaming down the Hudson River toward New York on a fine winter day.



VIMY PILGRIMAGE COVERS - Whitney Bradley asks if anyone has examples of S-152, from S.S. Montrose earlier than November 25, 1935 or later than July 28, 1936? Also, can anyone definitely identify two hammers? One is reputed to have a smaller star at left.

O-411 - TOR. STRAT. & GODERICH - Dr. A.D. Campbell reports an example with the year "8" instead of "38". Can anyone report any other single digit years for this run?

MRS. ALICE ROSBOROUGH - has decided to take over her late husband, Irvine's study of R.P.O.s and remain with the Group. She mentions that she sees our member Beverlie Clark frequently.

Dr. TED BOWEN has sent quite an amount of Canadian postage with his renewal - many thanks, Ted. Several others have assisted in the same way over the past year.

.... /2

U.S. rail firm eyes CP tracks

By Mark Hallman

Financial Post

THE U.S.-BASED holding company for the largest regional rail network in New England said yesterday it wants to take over about 200 kilometres of track that CP Rail System will abandon in New Brunswick.

Privately held Guilford Transportation Industries Inc. of North Billerica, Mass., may also purchase about 90 kilometres of CP Rail track in Maine.

The New Brunswick track, which reaches the port of Saint John, and the Maine track are part of the Saint John-Sherbrooke, Que., line that CP Rail is shedding.

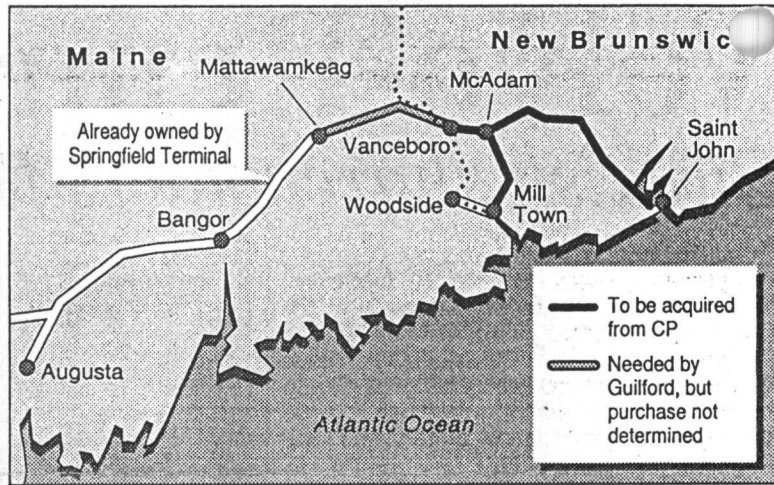
Guilford believes it can make money on the CP lines because it

has a lower cost structure and better productivity.

CP Rail spokesman Tim Humphreys declined comment on the Guilford plan until the company submits a formal proposal. As its first step, Guilford is seeking authority from the New Brunswick legislature to incorporate the New Brunswick Terminal Railway.

Guilford's Springfield Terminal Railway Co. subsidiary has extensive commercial links with CP Rail — one example is a daily intermodal train the two operate between Chicago and a Boston suburb via Albany, N.Y. Guilford proposes to link up with the CP's Maine and New Brunswick lines at Mattawamkeag, Me., 90 kilometres west of the Maine-New Brunswick border.

Guilford's three railways, which



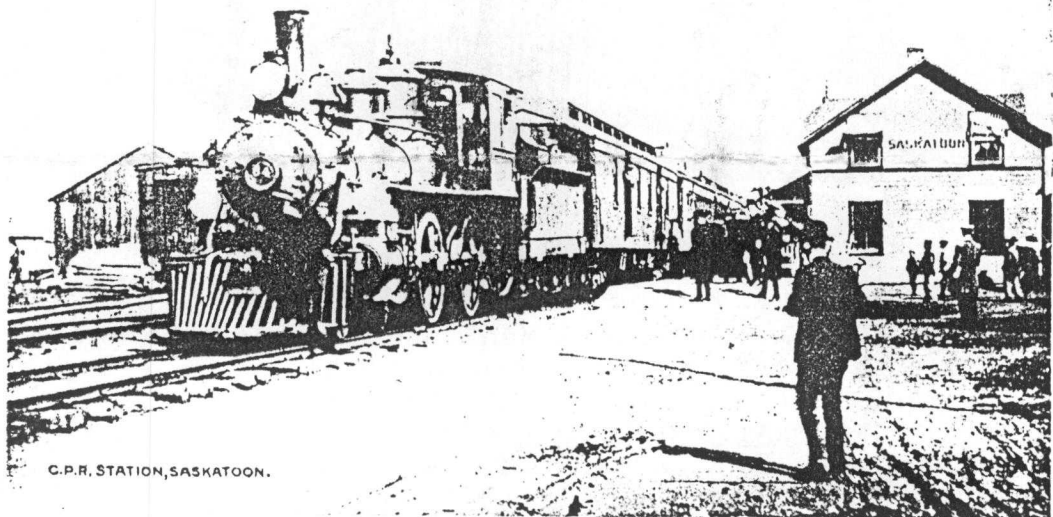
include the Boston & Maine and Maine Central, generate annual revenues of US\$100 million and operate 2,400 kilometres of track.

Colin Pease, executive vice-president of Springfield Terminal, said the railway would offer New Brunswick industries and the port of Saint John direct access to the U.S. Northeast for the first time. It would also provide a link to the U.S. Midwest and central Canada

via ST's interchange point with CP Rail at Albany, N.Y.

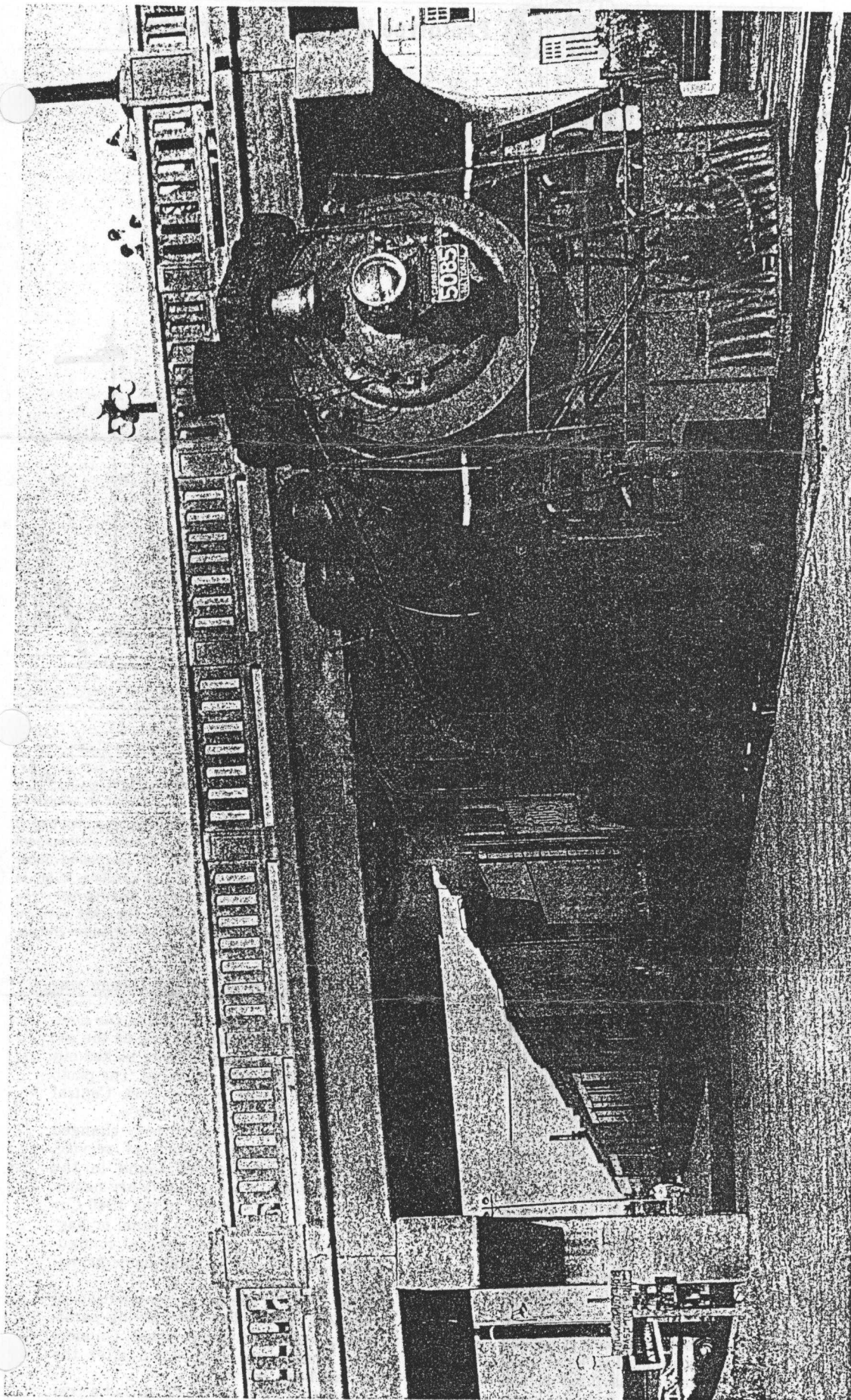
Humphreys said 20 companies, including short-line operator Rail-Tex Inc. of San Antonio, Tex., have expressed interest in buying all or part of CP's line between Saint John and Sherbrooke.

CP has set a Friday deadline for interested parties to submit proposals.



C.P.R. STATION, SASKATOON.

Card from T.Malcolm Jones



The Hutchinson-Matthews Collection

The Canadian Pacific also offered daily passenger service between Prince Albert and Regina via Saskatoon with Trains Nos. 303 and 304. Tri-weekly mixed trains operated to Nipawin, and there was also a bi-weekly mixed service to Meadow Lake.

The two railways maintained separate freight yard and locomotive facilities at Prince Albert. To replace a previous structure, the Canadian National built a 12 stall brick roundhouse in 1954. It was the last roundhouse built in Canada, and was designed to handle diesel as well as steam locomotive servicing and light repairs.

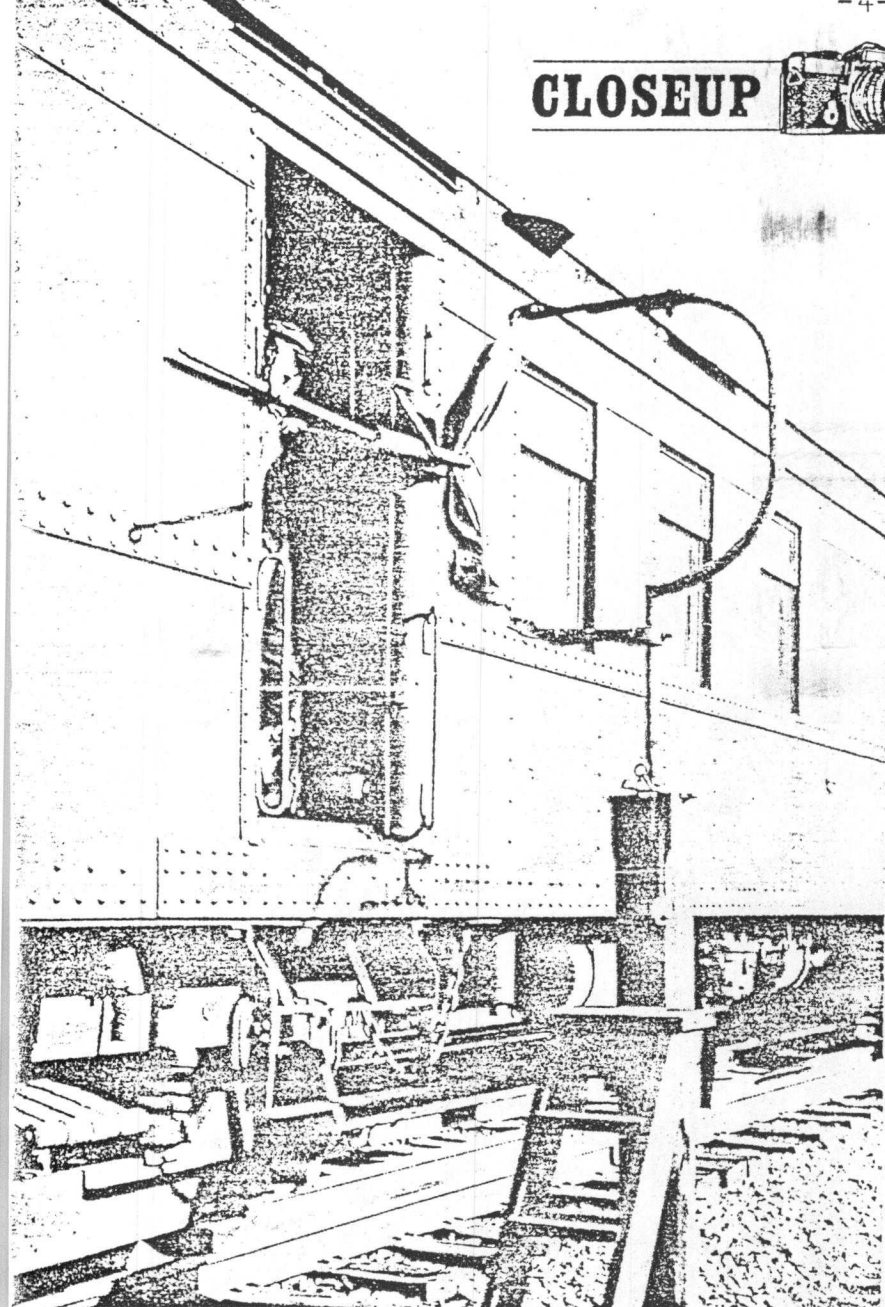
Engine No. 5085 was one of 20 light 4-6-2s ordered for the Canadian Government Railway between 1914 and 1918. It was built by the Canadian Locomotive Company at Kingston, Ontario in 1916 as C.G.R. No. 463, and was scrapped in October 1958. Sister engine No. 5080 has been preserved, and is on display at the Exhibition Grounds in Prince Albert.

Located approximately 90 miles north-east of Saskatoon, Prince Albert has always been one of the most interesting railway terminals in Saskatchewan. For some reason, this area was sadly neglected by railfans during the years of steam operation. As steam disappeared from the main lines a few people did venture to the previously neglected branch line territories, and one example of the photographic fruits of their labours is this August 2, 1955 shot. Class J-4-b Pacific No. 5085 stands beneath the Central Avenue viaduct at Prince Albert with Train No. 60, a daily except Sunday service to Saskatoon. The Canadian Pacific had joint trackage rights with the Canadian National at this location, and a surprising number of trains from both railroads shared the C.N.R. depot. This station was set back from the tracks, and is out of sight to the left of the last coach on the train.

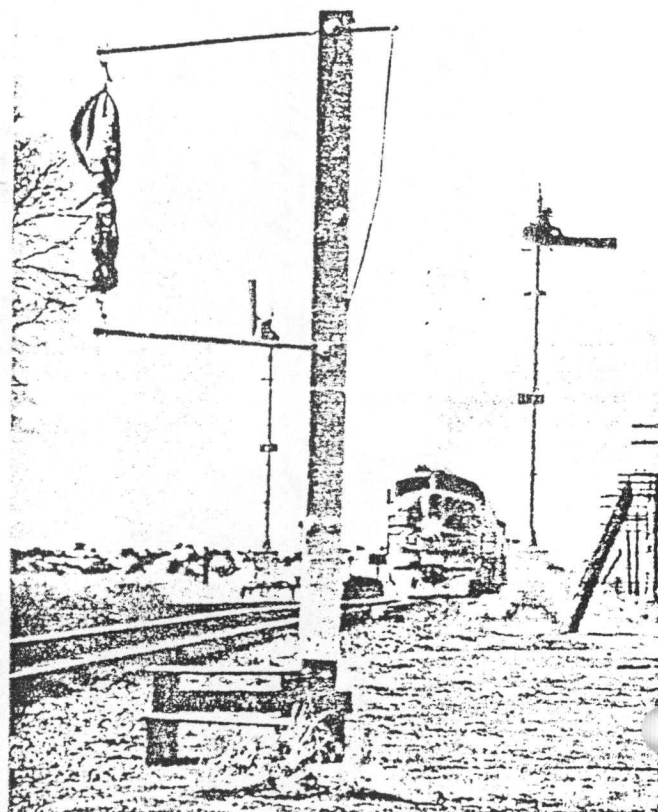
The Canadian National offered daily passenger service with Trains Nos. 7 and 8 between Prince Albert and Regina via Saskatoon, and daily except Sunday Trains Nos. 59 and 60 operated between Prince Albert and Saskatoon with connections to Regina via Trains Nos. 5 and 6. There were tri-weekly passenger trains operating between North Battleford and Hudson Bay through Prince Albert, and as well Trains Nos. 15 and 16 ran tri-weekly between Prince Albert and Dauphin, Manitoba. Mixed trains also ran four times per week to Melfort, and twice a week to Watrous.

from: Canadian National in the West.

.... /4



NYC photo. Kalmbach Publishing Co. collection



Clinton W. Morgan Jr.

Left. A New York Central postal car in the act of snagging a mail bag at speed in the 1930s. A tall step ladder platform was needed so the agent could hang the bags. Fig. 1. Above. The Santa Fe eastbound *Super Chief-El Capitan* about to pick up a mail bag at Los Cerrillos, N. M., in 1962. The crane was a system standard. Fig. 2. Right. This Harrison type crane was made of iron pipe with a cast-iron base. The bags used on the Santa Fe had a rounded bottom. All bags were hung bottom-end up.

Mail crane and catcher

Add the components of on-the-fly mail service

BY GORDON ODEGARD

FOR MORE THAN 100 years U. S. railroads provided fast and efficient bulk mail delivery to most parts of the country. The last run was made June 30, 1977. Full Railway Post Office (RPO) carloads of mail were picked up and delivered to large metropolitan areas, while smaller communities had the mail picked up and delivered on the fly by fast-moving mail trains. Modelers of the steam and early diesel era may want to add this kind of service to their own railroads.

While it would be somewhat difficult to model a working pick-up and delivery

system in any scale, the components of the bag transfer system are useful for lineside scenery and for car detailing. If you're interested in building a working system, refer to Sumner Busse's article "An operating mail crane" published in the June 1979 issue of MR.

HISTORY

Back around 1870 George B. Armstrong invented the standard mail crane and hook that made it possible for a train to pick up mail sacks at speed. The hook, or catcher, was fitted to railroad postal car doorways, and the crane, or holder, was installed on the ground along the tracks near a station. A single mail bag

with metal rings at top and bottom was suspended from the crane. The mail clerk in the postal car doorway swung the hook out so it would snatch the bag as the car went by. At the same time he kicked out the bag of mail to be delivered. The photo (above left) shows a New York Central postal car in action in the 1930s.

The design of the machinery changed very little over 100 years of service. Mail hook specifications found in the 1879 *Car Builder's Dictionary* are nearly identical to those shown in the 1940 *Car Builder's Cyclopedic*. The crane, or bag-holding device, has had several configurations, all using the same basic principles and proportions.

The NYC crane is a combination of wood and metal. The arms swing parallel to the track when not in use. On most types these arms drop down after the bag has been retrieved.

The Santa Fe crane in fig. 1 had a post made of 2 x 6 planks with metal arms.

The all-metal pipe crane in fig. 2 is a

Fig. 4 MAIL CRANE AND CATCHER

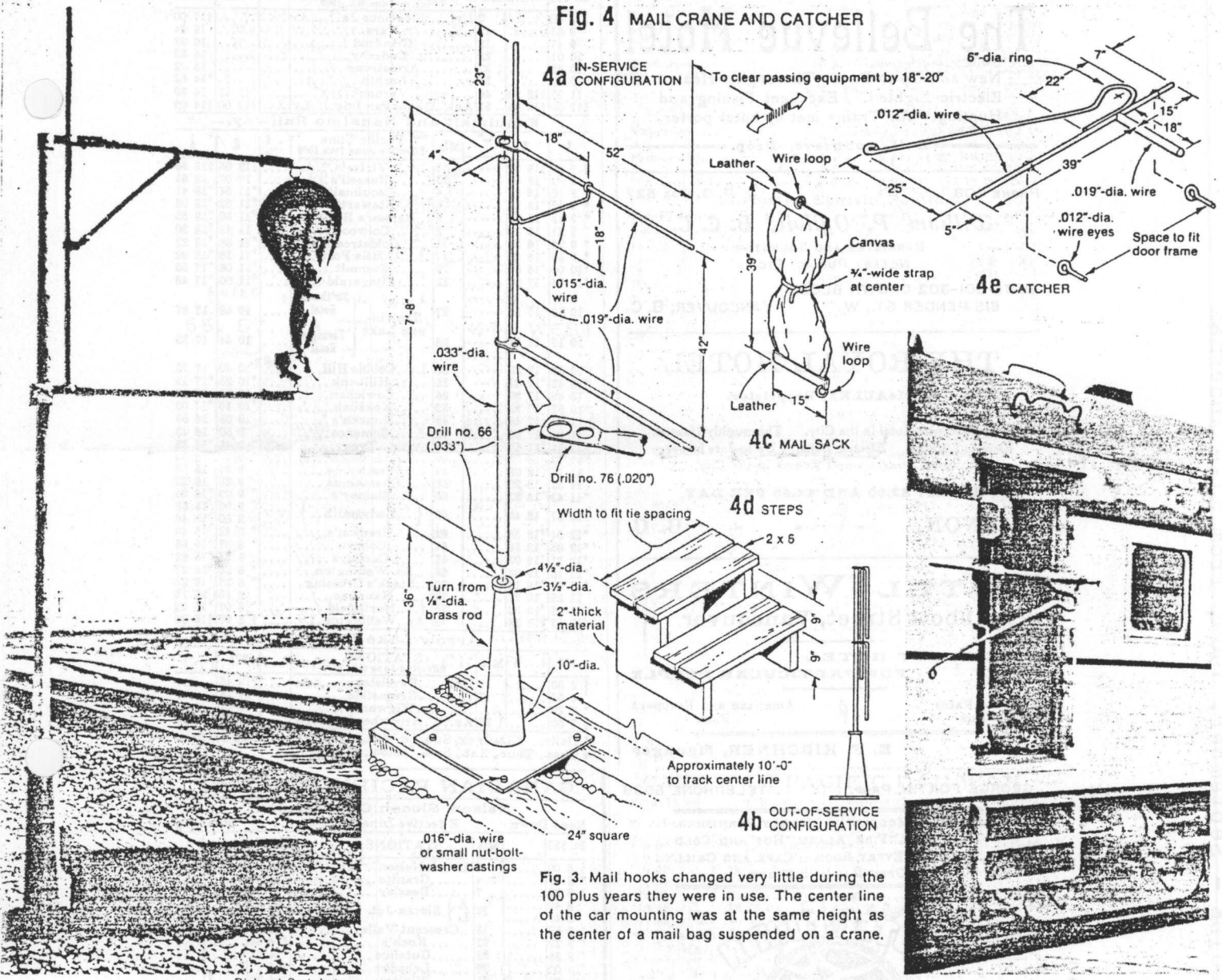


Fig. 3. Mail hooks changed very little during the 100 plus years they were in use. The center line of the car mounting was at the same height as the center of a mail bag suspended on a crane.

Richard Steinheimer

Harrison type, first made in 1903. The leather mail pouch is supported on springs at the ends of the arms.

Note that each crane type has a platform or ladder, usually wooden, so the agent can reach the crane arms to secure the bag.

Figure 3 shows a mail hook fitted to a Chicago & North Western postal/express car about 1950. The hook can be removed and turned to face either direction, on either side of the car, with the center of the door-frame mountings about 8'-9" above the top of the rail.

The rectangular object just above the left door mounting is a metal shield with a glass bottom (front, actually) to protect the eyes of the operator during the catching operation. It measured about 9" x 12" x 6" deep.

MODELING THE CRANE

The fig. 4 drawing corresponds to the pipe crane in fig. 2. All of the wire and rod dimensions are for HO scale. Halve

these measurements for N scale, and double them for O scale. The model is to be made from wire and soldered or cemented together with ACC. The base is turned from brass rod using an electric hand tool and files. Flatten the ends of the wire arms and drill as shown.

Extend the arms to model the crane with a bag in place. See fig. 4a. Use the out-of-service configuration of fig. 4b without the bag.

A representation of a typical canvas and leather mail bag is shown in fig. 4c. It can be made from tissue (paint light gray) with thin top and bottom file-card seams (light brown) top and bottom, and small wire rings to hook over the arms of the mail crane.

Paint the crane white with a black base. Make a step assembly from scale styrene or wood (see fig. 4d), and stain and weather it.

Mount the crane on extended ties positioned so ends of the extended arms are about a scale 18" from the side of the

widest piece of equipment you operate. If you model the crane with collapsed arms, the post mounting distance is not critical, but should be about 10 feet from the track center line. The crane should also be positioned down line a scale 50 feet from the ends of the station platform. Alexander Scale Models (no. 5900) and Sequoia Scale Models (no. 2031) offer HO crane kits

CAR HOOK

A simplified mail hook, or catcher, is shown in fig. 4e. The wire sizes are for HO scale. Make two small wire eyes for each postal car door (usually 34" wide) and mount in the frame. The open end of the hook should face the direction of travel. Cal-Scale (Bowser) has a brass investment cast hook (no. 345) in HO scale. The wind screen shown in fig. 3 can be filed to shape from styrene. I would use a piece of clear casting sprue from a plastic structure kit and paint all but the viewing face black. ☐

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CANADIAN PACIFIC RAILWAY.									
Read Down			Okanagan Branch.				Read Up		
No. 374	No. 372	Mls	STATIONS				No. 373	No. 375	
Effective June 6th, 1909									
9 00		0	Lv.	Sicamous Jc.		Ar		17 00	
9 33		13		Mara				16 24	
9 47		18		Grindrod				16 08	
10 01		23		Enderby				16 52	
10 25		32		Armstrong				16 22	
*10 42		38		Larkin				16 53	
11 05	12 20	46		Vernon			12 15	14 30	
*11 30	12 35	51	Ar.	Okanagan Ldg.		Lv	12 00	14 00	

Esquimalt and Nanaimo Railway.									
1		3	Mls	Pacific Time Effective June 16th 1909		2	4		
9 00	16 00		0	Lv. Victoria	Ar	12 05	18 55		
9 04	16 03		4	Lv. Russell's	Ar	12 02	18 51		
9 10	16 09		10	Lv. Esquimalt	Ar	11 54	18 41		
9 12	16 11		12	Lv. Stewart's	Ar	11 52	18 38		
9 15	16 14		15	Lv. Parson's Bridge	Ar	11 50	18 35		
9 21	16 19		21	Lv. Colwood	Ar	11 45	18 30		
9 28	16 25		28	Lv. Goldstream	Ar	11 38	18 22		
9 50	16 45		50	Lv. 17 Mile Post	Ar	11 16	18 02		
10 00	16 55		60	Lv. Summit	Ar	11 06	17 55		
10 04	17 00		64	Lv. Fitzgerald	Ar	11 00	17 48		
10 15	17 10		75	Lv. Strathcona	Ar	10 48	17 37		
10 19	17 14		79	Lv. Shawnigan Lake	Ar	10 44	17 33		
10 35	17 25		95	Lv. Cobble Hill	Ar	10 40	17 25		
10 42	17 32		102	Lv. Hillbank	Ar	10 25	17 15		
10 46	17 36		106	Lv. Cowichan	Ar	10 20	17 10		
10 52	17 42		112	Lv. Koksalah	Ar	10 10	17 03		
11 00	17 48		120	Lv. Duncan's	Ar	10 05	16 58		
11 07	17 55		127	Lv. Somenos	Ar	9 50	16 43		
11 11	17 59		131	Lv. Tyee	Ar	9 45	16 38		
11 15	18 03		135	Lv. Mt. Sicker	Ar	9 40	16 34		
11 17	18 05		137	Lv. Westholme	Ar	9 37	16 32		
11 32	18 20		152	Lv. Chemainus	Ar	9 25	16 22		
11 43	18 32		163	Lv. Blainey's	Ar	9 09	16 08		
11 57	18 45		177	Lv. Ladysmith	Ar	9 00	15 58		
12 04	18 54		184	Lv. Brenton's	Ar	8 42	15 40		
12 08	18 59		188	Lv. Coburn	Ar	8 37	15 35		
12 11	19 02		191	Lv. Cassidy's	Ar	8 34	15 32		
12 18	19 08		198	Lv. So. Wellington	Ar	8 28	15 27		
12 23	19 13		203	Lv. Stark's Crossing	Ar	8 23	15 22		
12 35	19 25		215	Lv. Nanaimo	Ar	8 15	15 15		
12 46	19 32		226	Lv. Northfield	Ar	8 07	15 09		
12 53	19 38		233	Lv. Ar. Wellington	Ar	8 00	15 00		

Arrow Lake Branch.									
Read Down					Read Up				
No. 370	Mls	STATIONS				No. 371			
Effective June 6th, 1909									
6 30	0	Lv.	Revelstoke.	Ar		\$14 45			
6 53	17		Greenside			\$14 14			
7 20			Wigwam			\$13 52			
7 50	28	Ar.	Arrowhead	Lv		\$13 25			
Daily. † Daily ex. Sun. c Wed. Sat. Sun. * Flag Stations									
Tues. Thur. Sat. Sun. r Mon. Wed. Fri.									

* Daily. † Daily ex. Sun. c Wed., Sat., Sun. * Flag Stations
* Tues., Thur., Sat., Sun. r Mon., Wed., Fri.

CANADIAN PACIFIC RAILWAY.

Nelson, Slochan City, Sandon.														
Read Down					Effective June 6th, 1909.					Read Up				
No. 353	Mls		STATIONS		No. 354									
8 00	0		Lv. Nelson	Ar	16 20									
8 11	1		Granite		16 09									
8 22	2		Beasley		15 58									
8 40	12	A	Slochan Jct	L	15 40									
8 45		L			15 35									
8 58			Crescent Valley		15 20									
9 29	25		Koch's		14 54									
9 35	29		Gutelius		14 48									
10 00	31		Lebadho		14 27									
10 08	33		Winlaw		14 20									
10 28	37		Perry's		14 00									
10 39	38		Lemon Creek		13 50									
10 55	44		Lv. Slochan City	L	13 30									
11 05	4, 00		Slochan City	Ar	12 50									
11 35	4 25		Enterprise		12 20									
12 05	4 50	61	Silverton		11 40									
12 20	5 10	64	New Denver		11 25									
12 35	5 40	68	Ar. Rosebery	Lv	11 10									

Nakusp and Slochan Branch.									
Read Down					Read Up				
No. 368	No. 369	Mls	STATIONS		No. 368	No. 369			
Mixed	Mixed		Effective June 6th, 1908		Mixed	Mixed			
11 30	17 15	0	Lv. Nakusp	Ar	17 15	17 55			
12 30	18 15	13	Summit		16 15	16 55			
13 05	18 40	24	Hills		15 40	16 20			
14 20	19 45	29	Lv. Rosebery	Lv	14 15	14 55			
14 40	20 05	49	Denver Canyon		13 57	14 37			
14 50	20 15	36	Alamo Concentrator		13 45	14 25			
15 00	20 25	37	Three Forks		13 40	14 20			
15 40	21 05	41	Ar. Sandon	Lv	13 05	13 45			

Nelson, Trail and Rossland.									
No. 360	No. 360		Mls	Effect. June 6, '09		No. 369	No. 365		
\$17 45	\$ 9 15	.....	0	Lv. Nelson Jct. Ar	.....	\$12 10	\$20 60	.....	
18 38	9 46	.....	12	Ar. Slochan Jct. Lv	.....	11 25	20 15	.....	
19 25	10 20	.....	Ar	Ar. Castlebar Jct. Lv	.....	10 35	19 25	.....	
20 60	10 35	.....	26	Lv. Ar. Castlebar Jct. Ar	.....	10 20	19 05	.....	
21 03	11 55	.....	44	Ar. Smelter Jct. Lv	.....	9 00	18 00	.....	
18 00	12 00	.....	0	Ar. Smelter Jct. Lv	.....	.....	17 50	.....	
18 10	12 10	.....	2	Ar. Trail Lv	.....	.....	17 40	.....	
21 03	11 55	.....	44	Lv. Smelter Jct. Ar	.....	9 00	17 55	.....	
\$22 15	\$13 05	.....	55	Ar. Rossland Lv	.....	\$ 8 05	\$17 00	.....	

Phoenix Branch.									
Read Down					Read Up				
No. 365		Miles	STATIONS					No. 366	
			Effective June 6th, 1909.						
\$13 25	0		Lv.	Phoenix	Ar			\$17 00	
*13 35	2			Hartford Jct.				*16 41	
*13 50	5			Silica				*16 19	
*14 05	7			B. C. Jct.				*15 57	
*14 20	10		Ar.	Eholt Jct.	Lv			*15 40	

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CANADIAN PACIFIC RAILWAY

Read Down Nelson and Rossland to Boundary "Read Up

No. 353	No. 305	No. 303	Mls	STATIONS	No. 304	No. 355	No. 354
				Eff'ive Jun. 8, '09			
.....	\$17.00	† 8 05	0	L. Rossland..A	\$22 15	†13 05	.....
.....	9 00	9 00	11	L. Smelter Jt..A	21 03	11 55	.....
.....	\$10 20	†10 20	30	A. Catigar Jt..L	\$20 00	†10 35	.....
† 8 00	†17 45	† 9 15	0	Lv. Nelson..Ar	\$20 50	†12 10	†16 20
† 8 11	†18 11	† 9 25	4	Granite.....	20 39	†11 55	†16 09
† 8 14	†18 15		6	Taghum.....		†11 50	†16 06
† 8 22	†18 22	† 9 33	7	Beasley.....	20 29	†11 42	†15 58
† 8 32	†18 31		10	Up. Bonington..	20 22	†11 32	†15 48
† 8 35	†18 34	† 9 41	11	Bonington Falls..	20 19	†11 29	†15 45
† 8 40	†18 38	† 9 46	12	L. Slokan Jt..L	20 15	†11 25	†15 40
	†18 45	† 9 50	15	Shore Acres.....	20 05	†11 15	
	†18 56	† 9 57	18	Tarry's.....	19 55	†11 01	
	†19 02	†10 04	20	Thrum's.....	19 45	†10 55	
No. 355	19 25	10 20	26	A. Castlegar L	19 25	10 35	No. 305
19 35	20 30	10 25		L. Jct. A	19 25		19 55
19 40	†19 35	10 30	28	West Robson..	19 20		†19 50
		10 42	80	Labarthe.....	18 41		
		†11 14	39	Shields.....	18 21		
		†11 33	43	Coykendahl.....	18 07		
		†12 01	50	Tunnel.....	17 47		
		†12 36	58	Farron.....	17 25		
		†13 01	66	Coryell.....	16 48		
		†13 33	77	Fife.....	16 01		
		†13 48	82	Cascade.....	15 41		
		†14 03	87	Gilpin.....	15 23		
		†14 20	93	R. & G. F. Jct..	15 13		
		†14 30	95	Grand Forks..	15 10		
		†14 35	96	Granby.....	15 00		
		†14 50	100	Fisherman.....	14 50		
		†15 30	109	Eholt Jct.....	14 30		
		17 00	118	Ar. Phoenix..Lv	13 25		
		15 55	117	A. Greenwood Jc.L	13 50		
		†16 09		Boundary Falls..	13 32		
		†16 30	127	Midway.....	13 15		

† Daily. * Flag Stations.

Okanagan Lake Route Steamer "Okanagan."

Read Down	Mls	STATIONS	Read Up
		Effective June 8, 1909	
†12 15	0	Okanagan Ldg.	†10 45
13 55		Okanagan Centre.	8 05
		Shorts	
		Nahun.	
14 35	28	Kelowna.....	7 15
15 10		Gellatly.....	6 45
15 45	41	Peachland.....	6 15
		Naramata.....	
16 35	55	Summerland.....	5 25
†18 00	63	Penticton.....	† 5 00

† Daily ex Sunday. † Daily Steamer calls Sproul's, Rainbow Ldg., Wilsons, Mission, Greta.

CANADIAN PACIFIC RAILWAY

Columbia River Steamers.

South-Read Down North-Read Up

Daily	Mls	Effective June 6th, 1909.	Daily
8 00	0	Lv. Arrowhead.....Ar	12 30
	13	Halcyon Hot Springs..	
10 50	36	Nakusp.....	9 30
19 00	102	Ar. Robson.....Lv	23 00
19 25	102	Lv. Nelson.....Ar	19 35
20 50	130	Ar. Nelson.....Lv	17 45

Steamer will leave Nakusp 2 p.m. Mon. and Thurs. for Deer Park and Intermediate Points; arrive Deer Park about 8 p.m., returning, leave Deer Park midnight, arrive Nakusp Tue. & Fr.

Nelson-Kootenay Landing Route.

Daily	Mls	SS. "Kuskanook"	Daily
6 00	0	Nelson (City Wharf)..	17 45
10 00	52	Kootenay Landing.....	14 20

SS. "Kuskanook" calls daily on signal at Proctor, La France Creek, Davey, McGregor, Sanca. Sunday only at Wests, Molly Gibson Sawmill.

Nelson-Kaslo-Lardo Route.

Northbound	Mls	SS "Moya," "Kokanee," Lardo See ion and SS "Proctor"	Southbound
\$15 00	14 00	0 Lv. Nelson.....Ar	† 9 00
17 00	16 00	22 Proctor.....	
	25	Pilot Bay.....	
	32	Alnasworth.....	
\$18 30	17 25	45 Ar. Kaslo.....Lv	† 5 30
	17 30	Lv. Kaslo.....Ar	† 20 55
	19 00	63 Ar. Lardo.....Lv	19 05
	19 10	Lv. Lardo.....Ar	18 50
	19 33	71 La Blanche.....	18 27
	†19 48	75 Howser.....	18 12
	20 08	80 Bosworth.....	17 55
	20 33	87 MacInnes.....Lv	17 30
	†21 00	97 Ar. Gerrard.....Lv	17 00
	†21 05	Lv. Gerrard.....Ar	16 55
	†23 00	114 Trout Lake City.....	15 00

Steamer "Kokanee" calls at Grey's Creek every Tuesday and Saturday.

Slocan Lake Route.

	Mls	SS. "Slocan"	
r14 10	† 7 10	0 Lv. Rosebery.....Ar	†13 35
14 25	7 25	4 New Denver.....	12 20
14 40	7 45	7 Silverton.....	12 05
15 20	8 25	17 Enterprise.....	11 35
r17 00	† 9 50	25 Ar. Slocan City.....Lv	†11 05

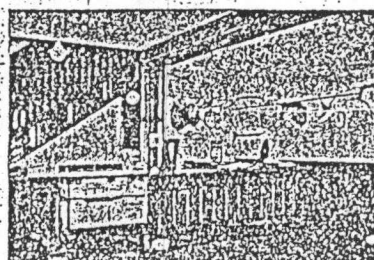
† Daily ex Sun. r Mon., Wed., Fri. s Tues., Thur. Sat. s Tue., Thur., Sat., Sun. g Mon., Wed., Fri., Sat., h Sun., Tue., Thur.

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CANADIAN PACIFIC RAILWAY

Lacombe Branch.
Effective June 6th, 1909

No. 228	No. 227	Mls	STATIONS	No. 228	No. 227
18 45	11 15	0	Lv. Lacombe Ar.	18 45	11 15
19 08	10 52	10	Chigwell	19 08	10 52
19 30	10 29	19	Fees	19 30	10 29
19 49	10 11	27	Alix	19 49	10 11
20 11	9 49	34	Nevis	20 11	9 49
20 37	9 33	42	Erskine	20 37	9 33
20 45	9 15	51	Ar. Stettler Lv.	20 45	9 15
Wetaskiwin Branch					
16 40	9 45	0	Lv. Wetaskiwin Ar.	16 40	9 45
17 10	9 20	9	Gwynne	17 10	9 20
17 30	9 02	15	Bittern Lake	17 30	9 02
18 15	8 40	25	Camrose	18 15	8 40
18 35	8 20	34	Ohaton	18 35	8 20
18 55	8 00	42	Bawlf	18 55	8 00
19 05	7 40	51	Daysland	19 05	7 40
19 35	7 20	61	Strome	19 35	7 20
19 55	7 00	70	Killam	19 55	7 00
20 15	6 45	77	Sedgewick	20 15	6 45
20 30	6 30	84	Loughheed	20 30	6 30
21 00	6 00	95	Ar. Hardisty Lv.	21 00	6 00

† Daily. † Daily ex. Sun. † Daily ex. Sat.
Flag Stations. † Dining Stations

CANADIAN PACIFIC RAILWAY

Medicine Hat-Kootenay Landing
Via Crowsnest Pass.

No. 235	No. 236	No. 213	Mls	STATIONS	No. 214	No. 8	No. 236
† 9 45	† 1 30	22 00	0	L. Medicine Hat A	† 4 55	† 1 30	† 1 30
10 25	1 30	22 00	0	L. Coleridge A	4 30	1 30	1 25
10 45	1 30	22 00	8	Bull's Head	4 30	1 30	1 16
11 00	1 30	22 00	16	Seven Persons	4 30	1 30	1 11
11 14	1 30	22 00	24	Whitla	4 30	1 30	1 07
11 28	1 30	22 00	31	Winnifred	4 30	1 30	1 03
11 45	1 30	22 00	40	Bow Island	3 05	1 30	1 00
11 58	1 30	22 00	47	Burdett	2 33	1 30	1 00
12 14	1 30	22 00	55	Grassy Lake	2 33	1 30	1 00
12 32	1 30	22 00	64	Purple Springs	2 33	1 30	1 00
12 50	1 30	22 00	75	Reliance	2 33	1 30	1 00
13 00	1 30	22 00	77	Taber	1 53	1 30	1 00
13 13	1 30	22 00	82	Barnwell	1 53	1 30	1 00
13 31	1 30	22 00	91	Chin	1 53	1 30	1 00
13 49	1 30	22 00	99	Coaldale	1 53	1 30	1 00
14 25	1 30	22 00	109	Lethbridge	2 45	1 30	1 00
14 42	1 30	22 00	111	Whoopee	2 45	1 30	1 00
14 53	1 30	22 00	116	St. Mary's	2 45	1 30	1 00
15 21	1 30	22 00	126	Kipp	2 45	1 30	1 00
15 42	1 30	22 00	135	Pearce	2 45	1 30	1 00
16 00	1 30	22 00	143	L. Macleod	2 45	1 30	1 00
16 05	1 30	22 00	149	Paikan	2 45	1 30	1 00

† Daily. † Daily ex. Sun. † Daily ex. Sat.
Flag Stations. † Dining Stations

CANADIAN PACIFIC RAILWAY

Read Down Calgary and Macleod. Read Up

No. 240	No. 238	Mls	STATIONS	No. 239	No. 237
17 45	8 30	0	Lv. Calgary Ar.	120 35	11 40
18 02	8 46	6	Turner	120 35	11 22
18 14	8 57	11	Midnapore	120 35	11 11
18 35	9 17	19	De Winton	120 35	10 52
18 57	9 35	28	Okotoks	120 35	10 28
19 29	10 00	40	High River	120 35	10 00
19 50	10 25	50	Cayley	120 35	9 37
20 07	10 42	58	Nanton	120 35	9 17
20 40	11 15	73	Stavelly	120 35	8 45
21 05	11 40	82	Clareholme	120 35	8 15
21 35	12 15	94	Granum	120 35	7 43
22 05	12 50	106	West Macleod	120 35	7 10
22 15	13 00	108	Ar. Macleod Lv	120 35	7 00
22 43	13 20	108	Lv. Macleod Ar	120 35	6 20
24 35	15 00	147	Ar. Lethbridge Lv	120 35	4 45

Calgary and Edmonton.

No. 223	No. 221	Mls	STATIONS	No. 222	No. 224
14 00	8 00	0	Lv. Calgary Ar	16 15	22 40
14 05	8 05	2	Calgary Jct.	16 15	22 35
14 24	8 25	11	Beddington	16 15	22 14
14 44	8 48	21	Airdrie	16 15	21 53
15 06	9 10	31	Crossfield	16 15	21 30
15 30	9 36	41	Carstairs	16 15	21 03
15 47	9 53	48	Didsbury	16 15	20 46
16 09	10 17	58	Olds	16 15	20 24
16 36	10 43	69	Bowden	16 15	19 56
16 55	11 03	77	Innisfail	16 15	19 32
17 15	11 22	86	Penhold	16 15	19 13
17 35	11 45	95	Ar. Red Deer Lv	16 15	18 50
17 45	11 55	95	Lv. Red Deer Ar	16 15	18 40
18 16	12 28	107	Blackfalds	16 15	18 15
18 32	12 47	114	Lacombe	16 15	17 57
18 52	13 08	123	Morningside	16 15	17 35
19 11	13 26	130	Ponoka	16 15	17 17
19 38	13 55	142	Hobbema	16 15	16 51
20 05	14 23	152	Wetaskiwin	16 15	16 29
20 30	14 46	162	Millet	16 15	16 05
21 00	15 16	174	Leduc	16 15	15 40
21 11	15 30	184	Nisku	16 15	15 30
21 25	15 45	186	Ellerslie	16 15	15 15
21 40	16 00	192	Ar. Strathcona Lv	16 15	15 00

† Daily. † Daily ex. Sun. † Daily ex. Sat.
Flag Stations. † Dining Stations.

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CANADIAN PACIFIC RAILWAY

Read Down Medicine Hat, &c.—Cont. Read Up

No. 235	No. 7	No. 213	Mls	STATIONS	No. 214	No. 8	No. 236
16 30	1 30	22 00	157	Chokio	1 30	22 00	12 47
16 52	1 30	22 00	163	Brockton	1 30	22 00	12 37
17 13	1 30	22 00	172	Pincher	1 30	22 00	12 20
17 30	1 30	22 00	179	Cowley	1 30	22 00	12 06
17 41	1 30	22 00	183	Lundbreck	1 30	22 00	11 56
17 55	1 30	22 00	190	Burmis	1 30	22 00	11 44
18 12	1 30	22 00	197	Frank	1 30	22 00	11 28
18 20	1 30	22 00	199	Blairmore	1 30	22 00	11 20
18 30	1 30	22 00	202	Coleman	1 30	22 00	11 12
18 45	1 30	22 00	206	Sentinel	1 30	22 00	11 03
19 15	1 30	22 00	212	Crownest	1 30	22 00	10 50
19 35	1 30	22 00	217	Loop	1 30	22 00	10 15
19 40	1 30	22 00	219	McGillvray	1 30	22 00	9 55
19 55	1 30	22 00	224	Michel	1 30	22 00	9 30
20 08	1 30	22 00	230	Sparwood	1 30	22 00	9 30
20 16	1 30	22 00	235	Olson	1 30	22 00	9 06
20 30	1 30	22 00	240	Hosmer	1 30	22 00	8 48
20 50	1 30	22 00	248	Fernie	1 30	22 00	8 48
20 58	1 30	22 00	250	Cokato	1 30	22 00	8 48
21 08	1 30	22 00	256	Morrissey	1 30	22 00	8 48
21 26	1 30	22 00	266	Elko	1 30	22 00	8 48
21 41	1 30	22 00	274	Galloway	1 30	22 00	8 48
21 53	1 30	22 00	279	Jaffray	1 30	22 00	8 48
22 05	1 30	22 00	285	Jukeston	1 30	22 00	8 48
22 15	1 30	22 00	289	Wardner	1 30	22 00	8 48
22 32	1 30	22 00	297	Mayook	1 30	22 00	8 48
22 40	1 30	22 00	301	Fort Steele	1 30	22 00	8 48
22 55	1 30	22 00	306	Eager	1 30	22 00	8 48
23 05	1 30	22 00	311	Ar. Cranbrook Lv	1 30	22 00	8 48
23 30	1 30	22 00	0	Lv. Cranbrook Ar	1 30	22 00	8 48
23 55	1 30	22 00	7	Wanklyn	1 30	22 00	8 48
24 10	1 30	22 00	9	Wycliffe	1 30	22 00	8 48
24 30	1 30	22 00	10 05	Ar. Marysville Lv	1 30	22 00	8 48
24 45	1 30	22 00	10 35	Ar. Kimberly Lv	1 30	22 00	8 48
25 00	1 30	22 00	11 20	Lv. Cranbrook Ar	1 30	22 00	8 48
25 15	1 30	22 00	317	Loco	1 30	22 00	8 48
25 30	1 30	22 00	320	Swansea	1 30	22 00	8 48
25 45	1 30	22 00	331	Moyle	1 30	22 00	8 48
26 00	1 30	22 00	333	Aldridge	1 30	22 00	8 48
26 15	1 30	22 00	341	Tochty	1 30	22 00	8 48
26 30	1 30	22 00	346	Ryan	1 30	22 00	8 48
26 45	1 30	22 00	352	Yahk	1 30	22 00	8 48
27 00	1 30	22 00	354	Curzon	1 30	22 00	8 48
27 15	1 30	22 00	0	Lv. Curzon Ar	1 30	22 00	8 48
27 30	1 30	22 00	8	Ar. Kingsgate Lv	1 30	22 00	8 48
27 45	1 30	22 00	13 15	Lv. Goatfell	1 30	22 00	8 48
28 00	1 30	22 00	13 42	Kitchener	1 30	22 00	8 48
28 15	1 30	22 00	14 00	McNeillie	1 30	22 00	8 48
28 30	1 30	22 00	14 08	Erickson	1 30	22 00	8 48
28 45	1 30	22 00	14 18	Creston	1 30	22 00	8 48
29 00	1 30	22 00	14 31	Wynndel	1 30	22 00	8 48
29 15	1 30	22 00	14 50	Sirdar	1 30	22 00	8 48
29 30	1 30	22 00	15 00	AKootenay Idg L	1 30	22 00	8 48
29 45	1 30	22 00	15 30	Ar. Nelson Lv	1 30	22 00	8 48

† Daily. † Daily ex. Sun. † Daily ex. Sat.
Flag Stations. † Dining Stations.

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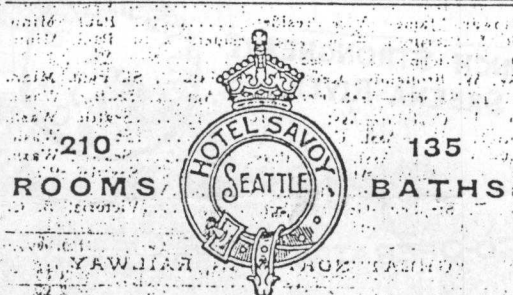
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K. J. Burns—General Agt. Vancouver, B. C.
E. R. Stephen—General Agt. Victoria, B. C.

GREAT NORTHERN RAILWAY

Victoria and Sidney Railway.

No. 3 Ex. Sun	No. 1 Ex. Sun	Mls	Effective March 1st, 1909 Pacific Time	No. 2 Daily	No. 4 Ex. Sun
3 00	7 45	0	Lv. Victoria. Ar	8 30	10 55
3 10	7 53	1	 Hillside.	8 22	10 45
3 25	8 05	5	 Royal Oak.	8 10	10 20
3 32	8 10	7	 Beaver Lake.	8 05	10 10
3 40	8 15	8	 Elk Lake.	8 00	10 00
3 55	8 22	11	 Keating.	8 54	9 47
4 10	8 28	14	 Saanichton.	8 47	9 35
4 35	8 40	18	Ar. Sidney. Lv	8 35	9 15

Train No. 5 Sunday only. Leaves Victoria at 9.45 a. m., arriving at Sidney at 10.45 a. m.

Victoria Terminal Railway and Ferry Co.

Read Down		Pacific Time		Read Up	
398		Mls	Effective July 12th, 1909		397
7 00		0	Lv. Guichon.	Ar	8 00
7 05		1	Challuckthan.		8 55
7 15		4	Inverholm.		8 45
7 40		11	Oliver.		8 25
7 50		12	Southport.		8 10
8 10		17	Cloverdale.		8 55
8 30		22	Port Kells.		8 40
8 55		31	Liverpool.		8 05
9 20		33	Westminster.		8 50
9 30		34	Sapperton.		8 25
9 50		39	Ardley.		8 10
10 00		41	Burnaby.		8 00
10 05		43	Still Creek.		7 50
10 20		47	Ar. Vancouver.	Lv	7 30

Light face figures indicate a. m.; dark face p. m.

† Daily except Sunday. * Flag Station.

THE WESTERN GUIDE 39

GREAT NORTHERN RAILWAY.

Seattle, Bellingham, Portland & Vancouver.

Read Down	No. 270 Daily	No. 272 Daily	No. 276 Daily	No. 274 Daily	Mls	Pacific Time Effective July 12, 1909	No. 273 Daily	No. 271 Daily	No. 275 Daily	No. 269 Daily
8 15	10 00	3 00	12 15	4	0	L. Port'nd A	8 35	7 00	4 00	10 30
10 00	4 30	1 55	4	0	1	Kalama	7 00	5 00	2 10	9 35
12 05	1 15	0 25	3 45	90	0	Chehalis	5 05	2 25	12 05	7 25
12 25	1 30	0 40	4 00	96	0	Centralia	4 50	2 10	11 50	7 10
2 15	3 00	8 35	5 45	143	0	Tacoma	3 05	12 15	9 40	6 30
4 00	4 20	10 15	7 30	184	0	Ar. Seattle Lv	1 15	10 40	8 00	4 10
12 25	4 35	11 45	8 05	0	0	Lv. Seattle Ar	3 35	9 40	7 45	3 55
4 50	12 01	8 20	4	0	4	Interbay	3 20	7 30	7 30	3 55
12 05	12 05	8 25	5	0	5	Ballard	3 15	7 25	7 25	3 55
12 13	12 13	8 25	11	0	11	Metum	3 07	7 18	7 18	3 55
12 27	12 27	8 49	14	0	14	Richmond	2 52	7 02	7 02	3 55
12 35	12 35	8 58	17	0	17	Edmonds	2 42	6 52	6 52	3 55
12 45	12 45	9 07	22	0	22	Meadowdale	2 29	6 40	6 40	3 55
12 53	12 53	9 14	25	0	25	Mosher	2 21	6 32	6 32	3 55
1 03	1 03	9 26	29	0	29	Mukilteo	2 10	6 21	6 21	3 55
1 52	5 52	1 20	9 44	33	0	Everett	1 52	6 07	2 35	3 55
2 18	1 42	10 05	41	0	41	Marysville	1 35	5 45	2 10	3 55
2 45	1 59	10 20	48	0	48	English	1 15	5 25	1 50	3 55
2 55	2 09	10 31	52	0	52	Ilwaco	1 00	5 13	1 40	3 55
3 07	2 20	10 46	57	0	57	Stanwood	12 47	4 58	1 30	3 55
3 20	2 35	11 05	64	0	64	Fir	12 30	4 41	1 20	3 55
3 35	2 50	11 22	70	0	70	Mt. Vernon	12 15	4 28	1 10	3 55
3 50	3 05	11 40	74	0	74	Burlington	12 01	4 15	1 00	3 55
4 00	3 13	11 48	76	0	76	Belleview	11 48	4 01	0 50	3 55
4 10	3 25	12 01	81	0	81	Bow	11 36	3 50	0 40	3 55
4 20	3 38	12 12	85	0	85	Samish	11 26	3 38	0 30	3 55
4 30	3 50	12 28	91	0	91	Chuckanut	11 15	3 23	0 20	3 55
4 40	4 12	12 50	97	0	97	Bellingham	10 55	3 00	0 10	3 55
4 50	4 28	1 05	104	0	104	Brennan	10 35	2 37	0 00	3 55
5 00	4 42	1 13	106	0	106	Perndale	10 28	2 30	0 00	3 55
5 10	4 50	1 28	112	0	112	Enterprise	10 20	2 20	0 00	3 55
5 21	5 10	1 45	119	0	119	Custer	10 13	2 12	0 00	3 55
5 35	5 25	2 00	123	0	123	Blaine	9 55	1 50	0 00	3 55
5 50	5 37	2 14	128	0	128	White Rock	9 39	1 30	0 00	3 55
6 00	5 49	2 25	131	0	131	Crescent	9 27	1 16	0 00	3 55
6 10	6 03	2 37	136	0	136	Oliver	9 17	1 05	0 00	3 55
6 25	6 20	2 55	142	0	142	Townsend	8 50	12 45	0 00	3 55
6 37	6 24	3 08	142	0	142	Westminster	8 45	12 37	0 00	3 55
6 44	6 35	3 10	147	0	147	Sapperton	8 34	12 07	0 00	3 55
6 49	6 43	3 15	150	0	150	Burnaby	8 29	12 02	0 00	3 55
7 00	6 48	3 19	152	0	152	Ardley	8 25	11 57	0 00	3 55
7 00	7 00	3 30	155	0	155	Still Creek	8 16	11 45	0 00	3 55
7 00	7 00	3 30	155	0	155	Ar. Vanc. Lv	8 16	11 45	0 00	3 55

† Daily. * Flag Stations.

Light face figures indicate a. m.; dark face p. m.

NEW MEMBERS - We welcome -

Eldon C. Godfrey
2 Varbow Place N.W.
Calgary, AB T3A 0B6

Richard J. Chatfield #1807
45 Kingsbridge Garden Circle
Mississauga, ON L5R 3K4

Martin W. Scott
328 Sawyer Road
Oakville, ON L6L 3N7

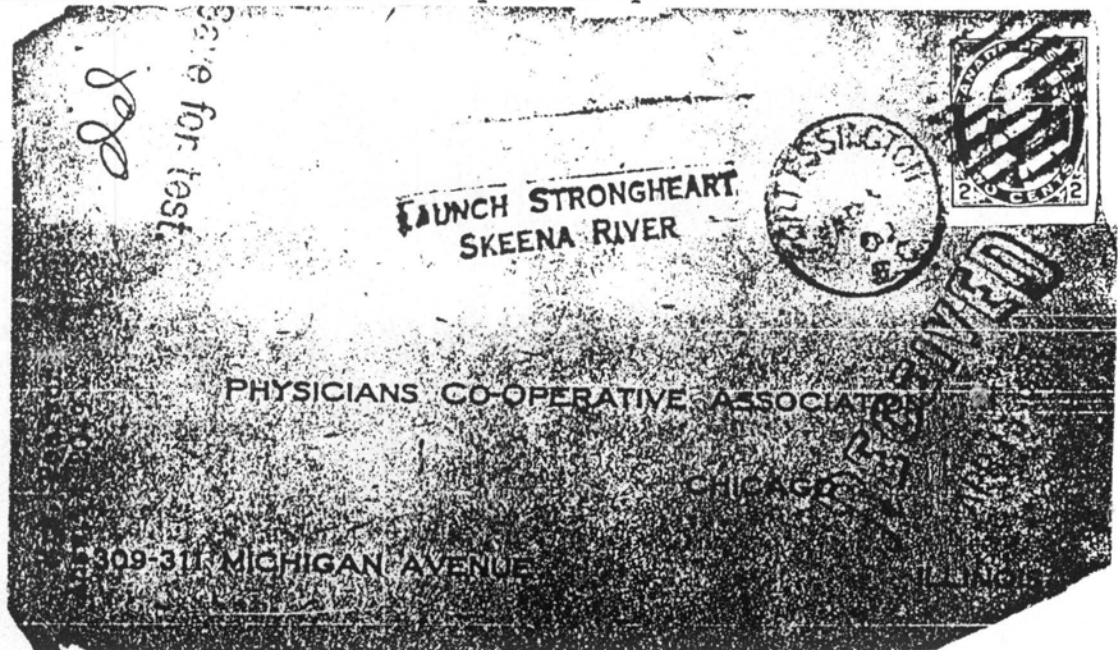
Address Changes -

William Barry
Box 33030
Regina, SK S4T 7X2

Jon Johnson
9604 Kalamalka Road
Vernon, BC V1B 1L3

We also welcome back - Jim Brown, Bob Soper, Lionel Pereira, and Ted Woodward, who were somewhat late with their 1992-93 dues.

Annual dues for 1993-94 are now payable. At present there are 15 Canadian members and 8 U.S. members unpaid. If there is a red X in the square below, please remit \$ 10.00 Cdn or \$ 9.00 U.S. Cheques should be made payable to W.G. Robinson. This will be your last reminder. Thanks for all your help.



NEW LISTING- S-276C, Type 22I, 3/1/1909, RF 500*, From Bill Topping

DUES OWING - U.S. - Cammarata, Cohn, Colberg, Felton,
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Kaye, Miller, Mowat, Noble,
O'Reilly, Price, Reid, Richards,
Rixon, Topping, Walburn.

