

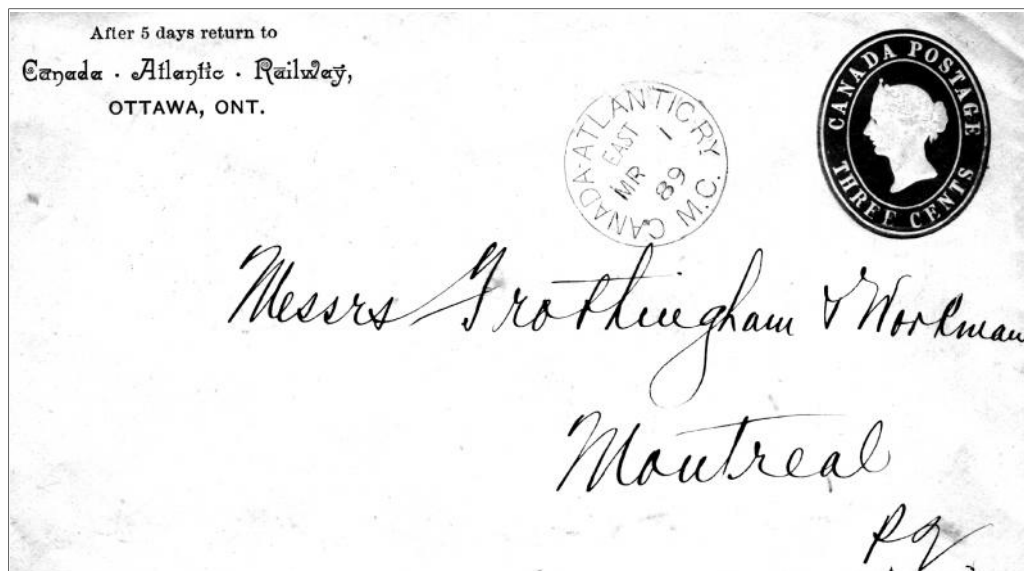


In this issue, we revisit a hammer study, which was last published in the May-June, 2001 newsletter, for the various **C.P.Ry. West of Winnipeg** postmarks. **Bob Lane** has done some remarkable work in updating the study and requests assistance in determining if any of these cancellations were used on branch lines, in addition to the main line between Winnipeg and Moose Jaw.

The postmarks used on the eastern section of the **Canada Atlantic Railway** are reviewed, with requests by the editor for study group members to report their holdings.

Cancellations used on the **Northern Alberta Railways Company** and its predecessors are also studied, with more requests for study group member assistance to fill in the blanks.

Chris Anstead, our Secretary-Treasurer, is including his annual report with the mailing of this newsletter. Also included in the mailing is **Update #1** from **Brian Stalker**, for his popular new book, **Travelling Post Office Postmarks of Newfoundland & Labrador**.



C. P. Ry. West of Winnipeg - RR-28, RR-29 and RR-30 Hammer Study

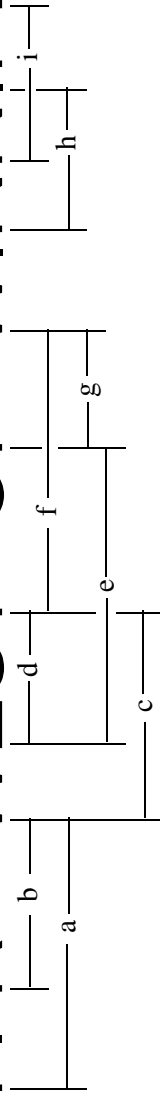
This study of the various C. P. Ry. West of Winnipeg cancellations was originated by **Lewis Ludlow** and published in the July, 1985 and May, 1989 R.P.O. study group newsletters. **Ross Gray** published an updated version of the study in the May-June, 2001 newsletter. **Robert Lane** has now greatly advanced this work through careful, detailed examination of his large collection of these postmarks. His most notable discovery was that the hammer which was formerly listed in the catalogue as RR-27, was actually RR-28b, hammer XII, with most of the “D” removed. In addition, he has concluded that RR-28b, hammer XI does not exist and that there was only one “D” hammer, not three. The poor, damaged condition of the “D” proofs may have led Ludlow to that conclusion.

| Listing | Hammer | | Proof Date | ERD | LRD | Indicia |
|---------|--------|-------------|----------------|------------|------------|----------------------|
| RR-28a | I | 1. | 1882/01/02 | 1882/07/10 | 1900/06/30 | EAST, WEST, E |
| RR-28a | II | 2. | 1882/01/02 | 1882/08/24 | 1900/05/11 | EAST, WEST, E |
| RR-28b | I | Nº 3 | 1882/07/20 | 1882/08/12 | 1904/10/01 | EAST, WEST, E, W |
| RR-28b | II | B. | 1883/08/02 | 1884/08/13 | 1900/08/24 | EAST, WEST |
| RR-28b | III | B. | 1883/08/02 | 1884/05/26 | 1905/06/22 | EAST, WEST, E, W, 96 |
| RR-28b | IV | B. | <i>unknown</i> | 1888/03/12 | 1898/07/05 | EAST, WEST |
| RR-28b | V | C. | 1883/09/09 | 1886/07/31 | 1899/02/23 | EAST, WEST |
| RR-28b | VI | C. | 1883/09/09 | 1887/03/08 | 1899/05/27 | EAST, WEST |
| RR-28b | VIII | C. | 1886/07/16 | 1887/06/22 | 1900/06/13 | E, W |
| RR-28b | IX | C. | 1886/07/16 | 1887/05/20 | 189?/03/?0 | E, W |
| RR-28b | X | C. | <i>unknown</i> | 1887/01/08 | 1900/06/15 | E, W |
| RR-28b | XII | D. | <i>unknown</i> | 1891/02/17 | 1892/12/20 | EAST, WEST |
| RR-28b* | XII | “D” removed | | 1896/03/24 | 1905/09/20 | EAST, WEST, E, W |
| RR-29 | I | Local 1 | 1893/06/02 | 1893/06/27 | 1899/10/13 | E, EAST |
| RR-29 | II | Local 2 | 1893/06/02 | 1899/06/29 | 1907/06/20 | EAST, WEST, E, W, FE |
| RR-29 | III | Local 3 | 1893/06/02 | 1899/07/26 | 1910/09/23 | E, W, 2, 97 |
| RR-30 | I | - C. | 1895/04/19 | 1897/11/22 | 1900/07/09 | E, W, EAST |
| RR-30 | II | - C. | <i>unknown</i> | 1895/05/05 | 1899/07/07 | E, W |

* Formerly listed as RR-27, 2 different hammers. Depending on the quality of the strike, the bottom portion of the “D” and period may be still apparent.

RR-28, RR-29 and RR-30 Hammer Study

C. P. RY WEST OF WINNIPEG



| Listing | Hammer | Dia. | a | b | c | d | e | f | g | h | i |
|---------|-------------|-------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| RR-28a | I | 27 mm | 8 1/2 | 5 1/4 | 8 - | 5 1/2 + | 10 | 8 1/4 | 3 1/2 + | 6 - | 7 |
| RR-28a | II | 27 mm | 9 | 6 | 8 1/2 | 6 | 10 + | 8 | 3 1/2 - | 5 1/2 | 6 1/2 + |
| RR-28b | I | 23 mm | 7 1/2 | 5 | 6 1/2 | 4 1/2 - | 8 + | 6 1/2 + | 2 1/2 + | 4 + | 4 1/2 + |
| RR-28b | II | 23 mm | 8 1/2 | 5 3/4 | 7 + | 5 + | 9 | 7 | 3 - | 4 1/2 | 5 |
| RR-28b | III | 23 mm | 8 - | 5 1/4 | 7 + | 5 - | 9 1/4 | 8 - | 3 + | 4 1/2 | 5 1/4 |
| RR-28b | IV | 23 mm | 8 1/4 | 5 1/2 + | 7 | 5 1/4 | 9 1/2 + | 7 1/4 | 3 | 5 - | 5 1/2 + |
| RR-28b | V | 23 mm | 7 1/2 + | 4 1/2 + | 7 | 5 | 8 1/2 + | 7 | 3 - | 4 1/2 + | 5 + |
| RR-28b | VI | 23 mm | 8 - | 5 | 7 | 5 - | 8 1/2 | 6 1/2 + | 3 | 5 | 5 1/2 + |
| RR-28b | VIII | 23 mm | 7 1/2 | 5 | 7 - | 4 1/2 | 8 1/4 | 6 1/2 + | 2 1/2 + | 4 1/2 | 5 1/4 |
| RR-28b | IX | 23 mm | 8 | 5 1/2 - | 6 1/2 | 4 1/2 | 9 | 7 1/4 | 3 | 4 1/2 | 5 - |
| RR-28b | X | 23 mm | 8 1/4 | 5 1/4 | 7 | 5 | 8 1/2 | 6 1/2 | 2 1/4 | 4 | 4 1/2 |
| RR-28b | XII | 23 mm | 7 1/2 | 5 | 7 | 5 | 8 1/2 | 6 1/2 | 2 1/2 | 4 1/2 | 5 1/2 + |
| RR-29 | I Local 1 | 23 mm | 5 1/4 | 3 | 6 | 4 | 7 | 5 + | 2 1/4 | 3 1/2 | 4 1/2 + |
| RR-29 | II Local 2 | 23 mm | 5 1/2 + | 3 + | 6 + | 4 + | 7 + | 5 1/2 | 2 1/2 | 3 1/2 | 4 1/2 + |
| RR-29 | III Local 3 | 23 mm | 6 - | 3 | 5 1/2 + | 4 - | 7 - | 5 + | 2 + | 3 1/4 | 4 1/4 |
| RR-30 | I -C. | 23 mm | 7 1/2 + | 5 - | 6 1/2 + | 4 1/2 | 7 1/2 + | 5 1/2 | 2 1/4 | 4 1/4 | 5 1/4 |
| RR-30 | II -C. | 23 mm | 8 - | 5 | 7 + | 5 | 8 | 6 + | 2 1/2 | 4 - | 4 1/2 |

Note that it has been decided that there is no evidence that the former **RR-28b**, **Hammer VII** exists. It has been removed from the study but the original hammer numbering has been otherwise retained, allowing for Hammer VII to be reinstated in future.

C. P. Ry. West of Winnipeg - RR-28, RR-29 and RR-30 Hammer Study



RR-28a H-I



*RR-28a H-II

* Year date error for 83



RR-28b H-I



RR-28b H-II



RR-28b H-III



RR-28b H-IV



RR-28b H-V



RR-28b H-VI



RR-28b H-VIII



RR-28b H-IX



RR-28b H-X



RR-28b H-XII



RR-28b H-XII Second State



RR-29 H-I



RR-29 H-II



RR-29 H-III



RR-30 H-I



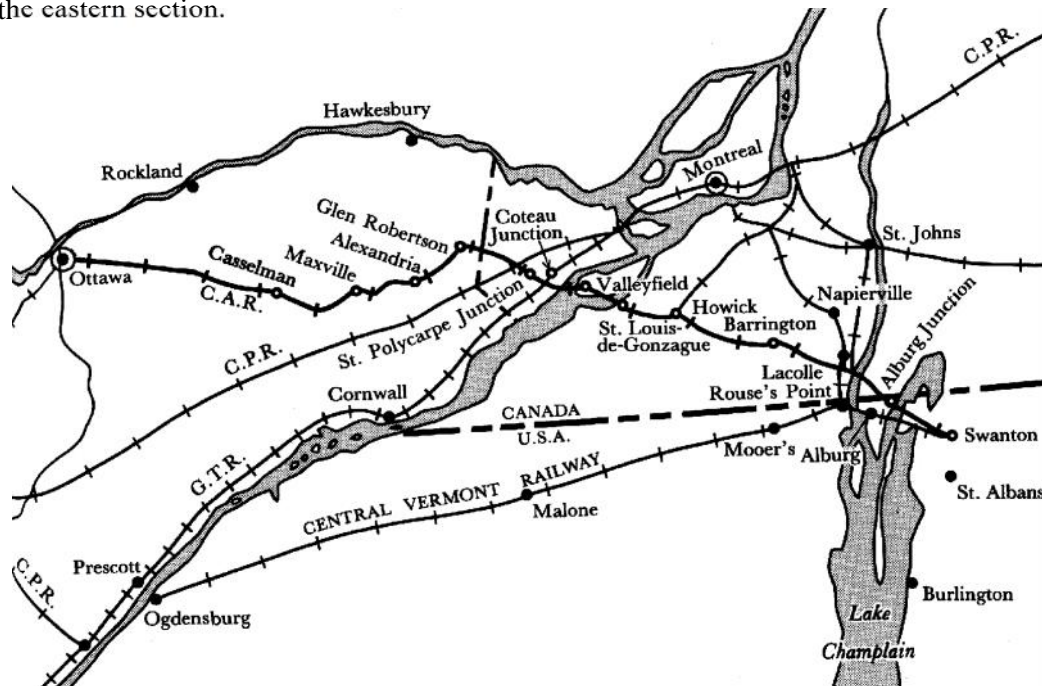
RR-30 H-II

Note that the illustration for RR28b, Hammer IV shown in earlier versions of this study was incorrect and was actually Hammer II. Robert Lane has provided the correct example shown here, as well as RR-30, Hammer II.

Canada Atlantic Railway

On September 13, 1882, a 78 mile long section of the **Canada Atlantic Railway** was completed between Coteau and Ottawa. On July 1, 1883, the railway reached a further 2 miles to Coteau Landing. In 1884, the line was extended another 43 miles, from Clark Island, opposite Coteau, to Lacolle, Quebec. An 8 mile extension from Lacolle, across the United States boundary, to East Alburgh was completed in 1888.

In 1899, the Canada Atlantic Railway took over the **Ottawa, Arnprior & Parry Sound Railway**. The railway post office service on that western section of the line, between Ottawa and Parry Sound and Depot Harbour, was examined in the September-October, 2001 newsletter. This study looks at the cancellations used on the eastern section.



| MONTREAL AND OTTAWA—via Grand Trunk and Canada Atlantic Railways. | | | | | | | | | | | |
|--|---------------|--------------|--------------|------------------------|---------------|---------------|---------------|-------|--|--|--|
| | No. 11 Exp | No. 9 Exp | Miles | G. T. Ry. STATIONS. | No. 10 Exp | No. 12 Exp | | | | | |
| | P.M. | A.M. | | Ar Lv | A.M. | P.M. | | | | | |
| ..... | 8 20 | 11 35 | 0 | Montreal | †9 00 | †6 00 | ..... |  |  |  |  |
| ..... |  |  | 1.50 | St. Henri | *9 07 | *6 07 | ..... |  |  |  |  |
| ..... |  |  | 7.82 | Lachine |  |  | ..... |  |  |  |  |
| ..... |  |  | 10.12 | Dorval |  |  | ..... |  |  |  |  |
| ..... |  |  | 12.58 | Valois-ville |  |  | ..... |  |  |  |  |
| ..... |  |  | 14.48 | Pointe Claire |  |  | ..... |  |  |  |  |
| ..... |  |  | 15.48 | Beaconsfield |  |  | ..... |  |  |  |  |
| ..... | 7 42 | 10 58 | 20.55 | Ste. Anne | 9 35 | 6 35 | ..... |  |  |  |  |
| ..... | 7 36 | | 24.25 | Vaudreuil | *9 41 | *6 41 | ..... |  |  |  |  |
| ..... |  |  | 29.00 | Cedars |  |  | ..... |  |  |  |  |
| ..... |  |  | 31.06 | St. Dominique |  |  | ..... |  |  |  |  |
| ..... |  |  | 34.57 | Riviere Rouge |  |  | ..... |  |  |  |  |
| ..... | †7 15 | †10 30 | 37.48 | Coteau Jc (G.T.) | 10 00 | 7 00 | ..... |  |  |  |  |
| | No. 9 Exp | No. 3 Exp | No. 1 Exp | C. A. Ry. STATIONS. | No. 2 Exp | No. 4 Exp | No. 10 Exp | | | | |
| ..... | 4 30 | 7 10 | 10 30 | 37.74 Coteau Jc.(C.A.) | †10 05 | †7 10 | †9 00 | ..... |  |  |  |
| ..... | 4 23 | | *10 22 | 41.54 St. Polycarpe | | *7 18 | 9 08 | ..... |  |  |  |
| ..... | 4 19 | | *10 17 | 43.84 St. Polycarpe Jc | | *7 23 | 9 12 | ..... |  |  |  |
| ..... | 4 09 | | 10 08 | 48.64 Ste. Justine | | 7 33 | 9 21 | ..... |  |  |  |
| ..... | 4 00 | | 10 00 | 53.24 Glen Robertson | | 7 43 | 9 30 | ..... |  |  |  |
| ..... | 3 45 | 6 32 | 9 45 | 60.74 Alexandria | 10 49 | 7 58 | 9 45 | ..... |  |  |  |
| ..... | 3 31 | | *9 31 | 67.44 Greenfield | | *8 11 | *9 59 | ..... |  |  |  |
| ..... | 3 23 | | 9 23 | 72.14 Maxville | | 8 20 | 10 08 | ..... |  |  |  |
| ..... | 3 12 | | 9 12 | 78.04 Moose Creek | | 8 32 | 10 20 | ..... |  |  |  |
| ..... | 2 56 | 5 48 | 8 55 | 86.14 Casselman | | 8 47 | 10 36 | ..... |  |  |  |
| ..... | 2 41 | | 8 41 | 93.64 South Indian | | 9 00 | 10 50 | ..... |  |  |  |
| ..... | 2 32 | | *8 31 | 98.54 Bearbrook | | *9 11 | *11 00 | ..... |  |  |  |
| ..... | 2 20 | | *8 20 | 104.64 Eastman's | | *9 22 | *11 12 | ..... |  |  |  |
| ..... | †2 00 | †5 00 | †8 00 | 115.64 Ottawa | 12 30 | 9 45 | 11 35 | ..... |  |  |  |
| | P.M. | P.M. | A.M. | Lv Ar | P.M. | P.M. | A.M. | | | | |
| † Daily, except Sunday. * Flag Stations, trains stop only on signal. Buffet Parlor Cars on all trains between Montreal and Ottawa. Can. Atlantic Ry. No. 2 will stop at intermediate stations to leave passengers coming from points on the G. T. Ry. | | | | | | | | | | | |

Grand Trunk Railway Public Timetable - July, 1890

Canada Atlantic Railway

The first postmarks used on the railway named only the railway and not the terminals. Since I have only seen examples of listings RR-11 and RR-10 which originated on the line between Ottawa and Coteau Junction, I speculate that the railway post office service did not operate, south-east of Coteau Junction. I would be very interested in readers reporting any such use beyond Coteau.



RR-11

Proof Date - 1882/01/02

ERD - 1883/01/22

LRD - 1894/01/30

Indicia - E, W, EAST, WEST



RR-13

Proof Date - 1887/09/28

No reported use



RR-14

Proof Date - 1890/06/06

ERD - 1891/04/27

LRD - 1895/10/13

Indicia - E, W



RR-10

Proof Date - 1894/02/06

ERD - 1894/02/22

LRD - 1904/04/05

Indicia - E, W, EAST?

In October, 1905, the full C.A.Ry. system was purchased by the **Grand Trunk Railway** and a new postmark was placed in use for a service, which operated over the former Canada Atlantic Railway between Ottawa and Coteau Junction and between Coteau Junction and Montreal over that section of the Toronto-Montreal Grand Trunk Railway main line. The intermediate Coteau Junction station name was used to differentiate these cancellations from those being used on the C.P.R. between Montreal and Ottawa.



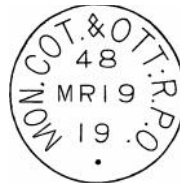
Q-75

Proof Date - unknown

ERD - 1905/10/07

LRD - 1919/03/21

Indicia - 1, 4, 22, 23, 25, 37, 48, 51



Q-74

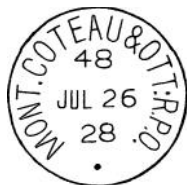
Proof Date - 1919/03/19

ERD - 1919/05/12

LRD - 1922/07/20

Indicia - 48, 51, 151

In 1922, two new hammers were proof struck for the run. Hammer I appears to have been used continuously from 1922 until 1960, by which time it was badly worn. I have one example of hammer II used on September 4, 1924 with train number indicium 51, then it seems to have been shelved, until it resurfaced in 1961, as a replacement for Hammer I. Judging from the sharp, unworn lettering, hammer II saw very little use before 1961. The editor is interested in reports of pre 1961 dates for hammer II.



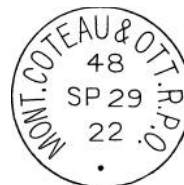
Q-73 Hammer I

Proof Date - 1922/09/29

ERD - 1922?

LRD - 1960/08/26

Indicia - 2, 48, 51, 151



Q-73 Hammer II

Proof Date - 1922/09/29

Only First Period Date - 1924/09/04, Indicum 51

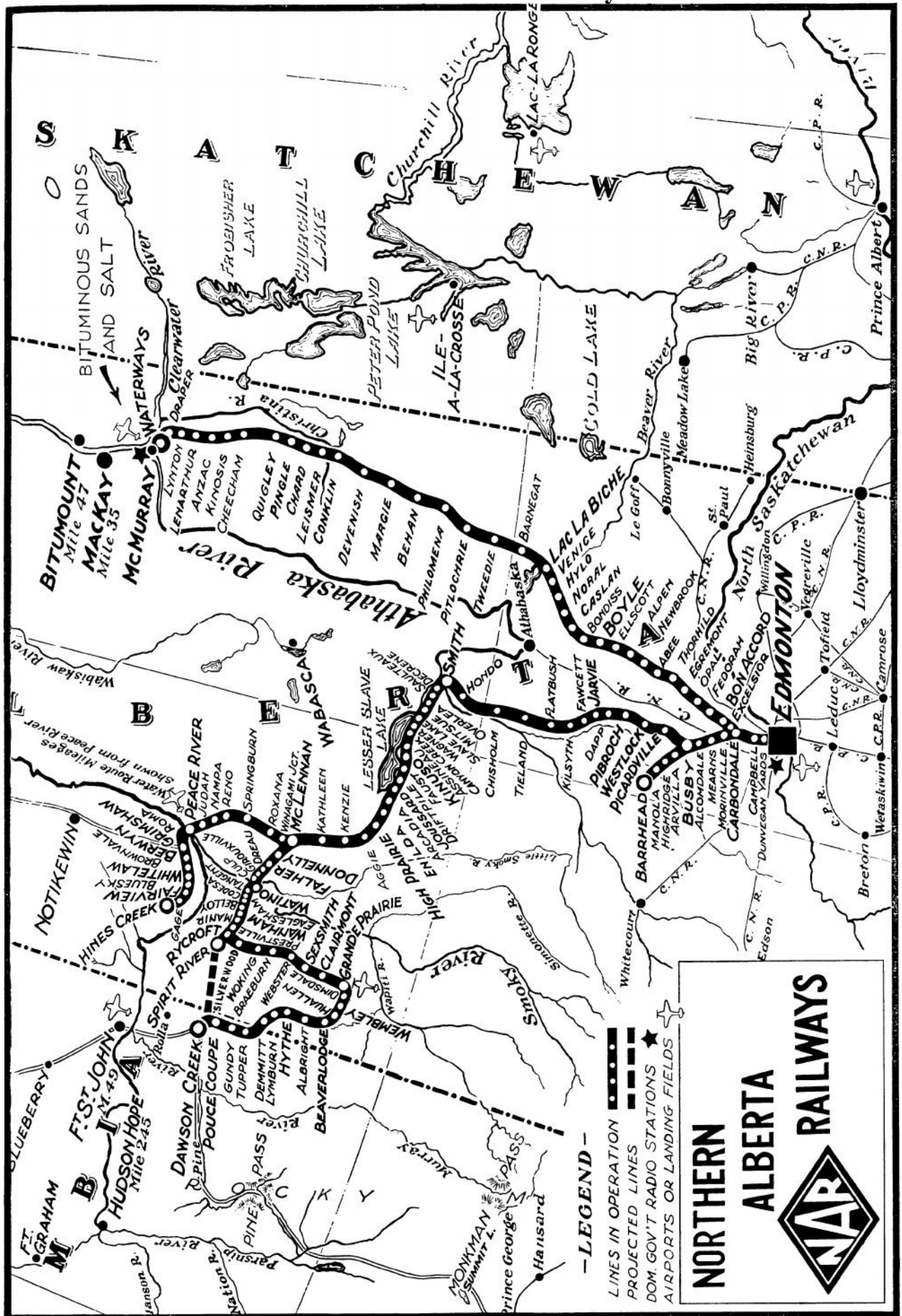
Second Period ERD - 1961/08/02

Second Period LRD - 1963/08/15

Second Period Indicum - 4

Train number indicia 31, 43 and 46 have also been reported for the listing, hammer unknown. Reports of these train numbers are therefore requested. The ERD for the listing is 1922/10/29, hammer unknown.

Northern Alberta Railways



Northern Alberta Railways

The **Edmonton, Dunvegan & British Columbia Railway** was incorporated in 1907, to build from Edmonton, to a point at or near **Dunvegan** and then to a point at or near, Fort George, B.C. Construction began in 1912, but the line did not reach Dunvegan. It stopped at **Spirit River**, with a branch south from **Rycroft** to **Grand Prairie**, which was completed in 1916. In 1924, a 15 mile extension was completed to **Wembley** and in 1928, a further 24 miles was built to **Hythe**. In 1930, the **Northern Alberta Railways Company** completed the line to **Dawson Creek**.

Two hammers were made using the railway name but there are no reports of them being used.

W-38I Hammer 1
Only known from proof



W-38I Hammer 2
Only known from proof

The first R.P.O. service on the railway was between Edmonton and Spirit River. There are 3 hammers for the listing but I have only seen hammer 2 used. Reports of hammers 1 and 3 are requested. Direction indicium W is known for the listing; hammer unreported. The ERD for the listing is 1922/07/04; the LRD for the listing is 1928/09/27.



W-44 Hammer 1
Proof Date - 1922/06/02
ERD - unknown
LRD - unknown
Indicia - unknown



W-44 Hammer 2
Proof Date - 1922/06/02
ERD - 1922/07/26
LRD - 1928/08/11
Indicia - E



W-44 Hammer 3
Proof Date - 1922/06/02
ERD - unknown
LRD - unknown
Indicia - unknown

The Edmonton-Spirit River run was replaced by the Edmonton-Wembley run in 1928. There are also three hammers for this listing, all of them reported as used. Direction indicia N, S, E and W have been reported as well as train number 2. The editor requests indicia and date reports for these hammers. The ERD for the listing is 1928/11/15; the LRD for the listing is 1935/06/22.



W-46 Hammer 1
Proof Date - 1928/10/16
ERD - 1929/08/14
LRD - 1934/02/03
Indicia - N, S, E



W-46 Hammer 2
Proof Date - 1928/10/16
ERD - 1929/10/26
LRD - 1930/08/18
Indicia - N, S



W-46 Hammer 3
Proof Date - 1928/10/16
ERD - 1930/09/08
LRD - 1935/05/15
Indicia - S, 2

The **Central Canada Railway** was incorporated in 1913, to build a line from **Winagami Junction**, just west of McLennan, to **Peace River Crossing**. Construction was completed in 1916. The line was progressively extended, first 23 miles to **Berwyn**, in 1921, another 13 miles to **Whitelaw** in 1924 and another 14 miles to **Fairview** in 1928. In 1930, the **Northern Alberta Railways Company** completed the line to **Hines Creek**, an additional 16 miles.

Northern Alberta Railways

The McLennan-Hines Creek railway post office run was instituted in 1939. Two hammers were used initially, with train number indicia 5 and 6, followed by a third hammer in 1943, which used a S direction indicium initially and a 5 and 6 train number indicium later. Train 5 reports for hammers 2 and 3 are requested. ERD for listing **W-72** is 1939/02/17; LRD for listing **W-72** is 1959/03/24.



W-72 Hammer 1
Proof Date - 1938/10/20
ERD - 1943/10/05
LRD - 1958/09/04
Indicia - 5, 6



W-72 Hammer 2
Proof Date - 1938/10/20
ERD - 1944/09/30
LRD - 1955/07/05
Indicia - 6



W-72A Hammer 3
Proof Date - 1942/10/03
ERD - 1943/02/09
LRD - 1959/06/27
Indicia - S, 6

The **Edmonton, Dunvegan & British Columbia Railway** and the **Central Canada Railway** were built and operated by J.D. McArthur Co. of Winnipeg, until 1920, when, due to financial difficulties, the Alberta Provincial Government took over the two lines and entered into a 5 year agreement with the **Canadian Pacific Railway** to operate them. The C.P.R. continued operation until November 1926, when the Provincial Government took over operation of the lines, as well as the **Alberta & Great Waterways Railway** (Carbondale - Waterways), which had been completed the previous year. In 1927, the **Pembina Valley Railway** was constructed from **Busby** to **Barrhead**.

The Alberta Government accepted a joint offer from the **Canadian Pacific Railway** and **Canadian National Railways**, to purchase the four lines and in January, 1929, the **Northern Alberta Railways Company** was federally incorporated as a separate company.

The Edmonton-Dawson Creek railway mail service replaced the Edmonton-Wembley run in 1935 and lasted until 1959. The first three hammers used are listed as **W-38**, with indicia E, W, N, S, 1 and 2. The editor requests reports of indicia not shown here for these three hammers. ERD for listing **W-38** is 1935/07/12; LRD for listing **W-38** is 1960/03/25.

Additional hammers, listed as **W-37**, were placed in use in 1942. ERD for this listing is 1942/12/31; the LRD is 1960/04/29.



W-38 Hammer 1
Proof Date - 1935/06/21
ERD - 1935/12/14
LRD - 1958/07/28
Indicia - E, 1, 2



W-38 Hammer 2
Proof Date - 1935/06/21
ERD - 1936/11/10
LRD - 1958/01/24
Indicia - N, S, 1, 2



W-38 Hammer 3
Proof Date - 1935/06/21
ERD - 1940/02/03
LRD - 1957/06/10
Indicia - S, 1, 2



W-37 Hammer 4
Proof Date - 1942/12/10
ERD - 1947/09/15
LRD - 1959/05/13
Indicia - 1, 2



W-37 Hammer 5
Proof Date - 1942/12/10
ERD - 1946/08/27
LRD - 1958/07/25
Indicia - 1, 2



W-37 Hammer 6
Proof Date - 1942/12/10
ERD - 1950/06/13
LRD - 1959/05/12
Indicia - 1, 2



W-37 Hammer 7
Proof Date - 1943/12/29
ERD - 1950/01/26
LRD - 1957/06/18
Indicia - 1, 2

The catalogue lists train number indicium 3 and direction indicium E for W-37. The editor requests reports of these two indicia, both which he considers to be doubtful.

Northern Alberta Railways

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. | | | A.M. |
| 5:30 | 0.0 | Lv Edmonton Ar | 8:50 |
| | | (Edm. Station, 100th St.) | |
| 5:48 | 4.9 | Edmonton Junction | 8:32 |
| 5:55 | 5.6 | Dunvegan Yards | 8:27 |
| f 6:02 | 9.2 | Campbell | f 8:20 |
| 6:22 | 19.2 | Carbondale | f 8:00 |
| 6:33 | 24.9 | Morinville | f 7:50 |
| f 6:48 | 33.4 | Mearns | f 7:35 |
| 6:52 | 35.4 | Alcomdale | f 7:32 |
| 6:59 | 40.1 | Busby | 7:24 |
| 7:18 | 48.6 | Picardville | 7:07 |
| 7:36 | 57.2 | Westlock | 6:50 |
| 7:58 | 64.4 | Pibroch | 6:36 |
| 8:11 | 70.8 | Dapp | 6:25 |
| 8:31 | 79.2 | Jarvie | 6:09 |
| 8:48 | 87.1 | Fawcett | 5:53 |
| f 8:58 | 92.0 | Kilsyth | f 5:44 |
| 9:10 | 98.6 | Flatbush | 5:31 |
| f 9:27 | 106.3 | Tieland | f 5:16 |
| 9:44 | 114.6 | Chisholm | f 5:00 |
| 10:08 | 127.5 | Hondo | f 4:37 |
| 10:25 | 135.9 | Ar {Lv} Smith {Lv} Ar | 4:20 |
| 10:30 | 135.9 | Decrene | 4:15 |
| f 10:49 | 142.4 | Spurfield | f 3:54 |
| 10:56 | 146.2 | Saulteaux | f 3:47 |
| f 11:03 | 148.9 | Overlea | f 3:41 |
| f 11:14 | 155.7 | Mitsue | f 3:29 |
| f 11:22 | 160.6 | Slave Lake | f 3:21 |
| 11:33 | 167.5 | Wagner | 3:10 |
| f 11:51 | 177.2 | Canyon Creek | f 2:53 |
| 12:01 | 182.3 | Assineau | 2:43 |
| f 12:08 | 186.1 | Kinuso | f 2:36 |
| 12:30 | 196.1 | Faust | 2:14 |
| 12:49 | 203.9 | Driftpile | 1:59 |
| f 1:00 | 209.3 | Jousard | f 1:48 |
| 1:12 | 216.3 | Arcadia | 1:36 |
| 1:24 | 223.1 | Enilda | 1:24 |
| 1:44 | 231.9 | High Prairie | 1:07 |
| 2:01 | 239.2 | Aggie | 12:52 |
| f 2:12 | 244.8 | Kenzie | f 12:40 |
| f 2:28 | 252.8 | Kathleen | f 12:25 |
| f 2:40 | 260.5 | Ar {Lv} McLennan {Lv} Ar | f 12:13 |
| 2:50 | 267.1 | Winagami | 12:01 |
| 3:40 | 267.1 | Donnelly | 11:10 |
| 3:43 | 268.4 | Falher | 11:06 |
| 3:57 | 275.1 | Dreau | 10:52 |
| 4:06 | 278.8 | Girouxville | 10:41 |
| f 4:15 | 282.3 | Culp | f 10:33 |
| 4:21 | 284.4 | Watino | 10:29 |
| 4:39 | 293.1 | Tangent | f 10:13 |
| 5:07 | 303.1 | Eaglesham | 9:46 |
| 5:37 | 312.4 | Codesa | 9:20 |
| 5:52 | 320.5 | Belloy | 9:06 |
| 6:06 | 327.6 | Wanham | 8:53 |
| 6:19 | 334.1 | Manir | 8:41 |
| 6:32 | 340.4 | Prestville | 8:29 |
| f 6:45 | 346.6 | Rycroft | f 8:18 |
| 6:59 | 352.9 | Ar {Lv} Spirit River {Lv} Ar | 8:05 |
| 7:10 | 357.0 | Rycroft | 7:55 |
| 7:30 | 362.2 | Silverwood | 7:35 |
| 7:35 | 362.2 | Woking | 7:30 |
| 8:00 | 357.0 | Braeburn | f 6:54 |
| 8:11 | 362.7 | Webster | f 6:41 |
| 8:25 | 370.1 | Sexsmith | f 6:28 |
| f 8:39 | 376.2 | Clairmont | f 6:10 |
| 8:57 | 384.6 | Grande Prairie | 5:51 |
| 9:18 | 393.3 | | 5:38 |
| 9:31 | 400.3 | | 5:11 |
| 9:55 | 406.9 | | |
| A.M. Daily Except Sun. | | | P.M. Daily Except Sun. |

EQUIPMENT—Trains 1 and 2: First Class Coaches, Standard Sleepers, Edmonton and Dawson Creek.

NORTHERN ALBERTA RAILWAYS

DIMSDALE, HYTHE AND DAWSON CREEK

Read Down Read Up

| No. 1 Daily Except Sun. | Miles | Northern Alberta Rys. STATIONS | No. 2 Daily Except Sun. |
|----------------------------------|-------|-----------------------------------|----------------------------------|
| A.M. | | | P.M. |
| 10:14 | 415.7 | Dimsdale | 4:55 |
| 10:26 | 422.0 | Wembley | 4:43 |
| 10:38 | 428.2 | Huallen | 4:32 |
| 10:52 | 435.7 | Beaverlodge | 4:18 |
| (11:03 | 440.6 | Albright | f 4:10 |
| 11:13 | 445.3 | Hythe | 4:01 |
| 11:28 | 454.4 | Lymburn | 3:48 |
| (11:43 | 463.4 | Demmitt, Alta. | 3:32 |
| 12:03 | 472.3 | Tupper, B.C. | f 3:12 |
| f 12:17 | 479.6 | Gundy | f 2:58 |
| 12:34 | 489.2 | Pouce Coupe | 2:41 |
| 12:45 | 495.2 | Ar Dawson Creek Lv | 2:30 |
| P.M. Daily Ex. Sun. | | | P.M. Daily Ex. Sun. |

McLENNAN, PEACE RIVER AND HINES CREEK

| No. 5 Tues. Thurs. Sat. | Miles | Northern Alberta Rys. STATIONS | No. 6 Tues. Thurs. Sat. |
|----------------------------------|-------|-----------------------------------|----------------------------------|
| A.M. | | | P.M. |
| 4:10 | 267.1 | Lv McLennan Ar | 10:50 |
| 4:16 | 268.4 | Winagami | 10:45 |
| f 4:29 | 273.5 | Roxana | f 10:31 |
| f 4:53 | 285.0 | Springburn | f 10:03 |
| 5:11 | 292.5 | Reno | 9:44 |
| 5:25 | 298.8 | Nampa | 9:27 |
| 5:50 | 310.2 | Judah | f 9:02 |
| 6:14 | 317.0 | Peace River | 8:24 |
| 7:10 | 326.2 | Roma | 7:46 |
| 7:26 | 333.7 | Grimshaw | 7:22 |
| 7:58 | 339.7 | Berwyn | 7:04 |
| 8:23 | 345.9 | Brownvale | 6:49 |
| 8:40 | 353.1 | Whitelaw | 6:32 |
| 8:58 | 360.2 | Bluesky | 6:14 |
| 9:16 | 365.8 | Fairview | 5:54 |
| 9:50 | 373.2 | Gage | 5:35 |
| 10:10 | 381.8 | Ar Hines Creek Lv | 5:15 |
| A.M. Tues. Thurs. Sat. | | | P.M. Tues. 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 Mixed Tues. Fri. | Miles | Northern Alberta Rys. STATIONS | No. 26 Mixed Tues. Fri. |
|------------------------------------|-------|---|----------------------------------|
| A. M. | | | P. M. |
| 8:30 | 0.0 | (Mountain Time) Lv Edmonton (Edm. Station-100 St.) | Note A |
| 8:48 | 4.9 | Edmonton Junction | |
| 9:15 | 5.6 | Dunvegan Yards Ar | 5:50 |
| f 9:25 | 9.2 | Campbell | f 5:40 |
| 9:50 | 19.2 | Carbondale | 5:15 |
| 10:05 | 24.9 | Morinville | 4:50 |
| 10:25 | 33.4 | Mearns | 4:25 |
| 10:35 | 35.4 | Alcomdale | 4:15 |
| 10:50 | 40.1 | Busby | 4:00 |
| 11:15 | 45.6 | Arvilla | 3:30 |
| 11:40 | 52.4 | Highridge | 3:05 |
| 12:05 | 58.7 | Manola | 2:40 |
| 12:30 | 66.2 | Ar Barrhead Lv | 2:10 |
| P.M. | | | P.M. |
| | | Note A—Revenue Passengers transported by Motor Car to Edmonton Station. | |
| Tues. Fri. | | | Tues. Fri. |

A.M.—Light Type
f—Denotes Flag Station.

P.M.—Dark Type

Northern Alberta Railways Public Timetable October 27, 1957

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