

In this issue we review the Canadian Pacific Railway R.P.O. services at Lethbridge, Alberta and on the lines in southern Saskatchewan.

Contributors to this issue are **Chris Anstead, Jack Brandt, Manny Brautigam, Hugo Deshaye, Ross Gray, Doug Lingard, Murray Smith and Sean Weatherup.**

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**A New Early Date for RY-130 !**



We are grateful to **Manny Brautigam** for sharing his cover from London, England to St. Vincent, Canada West (*St. Vincent Township, Grey County, P.O. established 1841. Name changed to Meaford in 1865.*) The transit backstamp, **RY-130**, O - S - & - H - R - R / POST OFFICE , DE 8, 1853 , is a new **early date** for this listing, which is the earliest known railway post office postmark used in the present day province of Ontario. After reaching Allandale, the cover had to travel by road to St. Vincent, where it arrived the following day.

The Ontario Simcoe & Huron Rail Road operated from Toronto to Allandale at the time. The line between Allandale and Collingwood was completed in 1855. In 1872, after the name of the railway had been changed to the Northern Railway, the line from Collingwood to Meaford was finished.

## R.P.O.s at Lethbridge

In 1882, the **North Western Coal & Navigation Company** was incorporated to build from Medicine Hat, N.W.T., to the Company's coal mines on the Belly River, with an extension to Fort Macleod. In 1885, it constructed a 108 mile long narrow gauge railway to transport coal from **Lethbridge**, to the C.P.R. main line at Dunmore, near Medicine Hat. A second narrow gauge line was built from **Lethbridge** to the United States border to ship coal to the smelters of western Montana.

In 1891, the line was purchased by the **Alberta Railway & Coal Company**, which was in turn, leased to the **Canadian Pacific Railway** in 1893. The C.P.Ry. converted the railway to standard gauge.

In 1897, the line was extended westward to Macleod and the Crow's Nest Pass. From there, it used the charter of the **British Columbia Southern Railway** to build to Nelson. The railway reached Kootenay Landing, at the south end of Kootenay Lake, in 1898, where lake boats completed the connection to Nelson.

A 20 mile rail link eastward from Nelson to Procter, which was usually an ice free port on Kootenay Lake in winter, was completed in 1901.

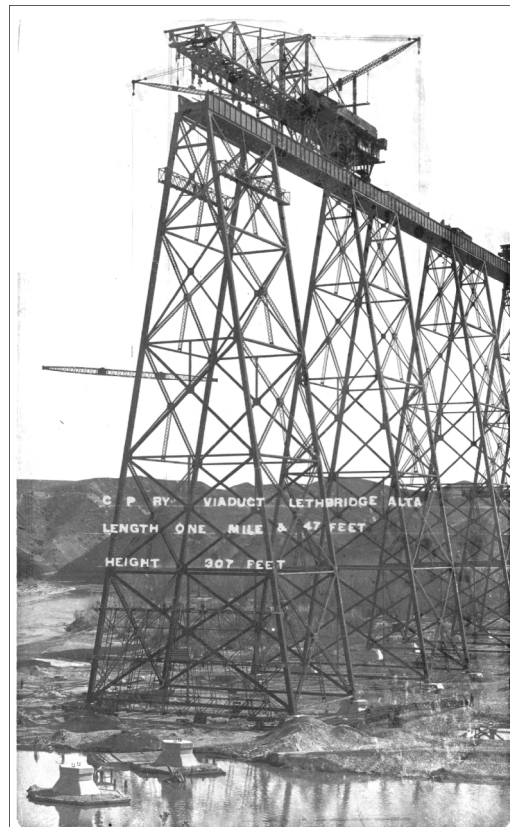
The missing rail link between Procter and Kootenay Landing was not completed until 1931. Prior to that time, freight, passengers and mail depended on bridging the gap by lake boat.

It would be interesting to find out the details of how the mail was handled between Kootenay Landing and Nelson during this thirty year period, since the Medicine Hat & Nelson R.P.O. car only ran as far west as Kootenay Landing.

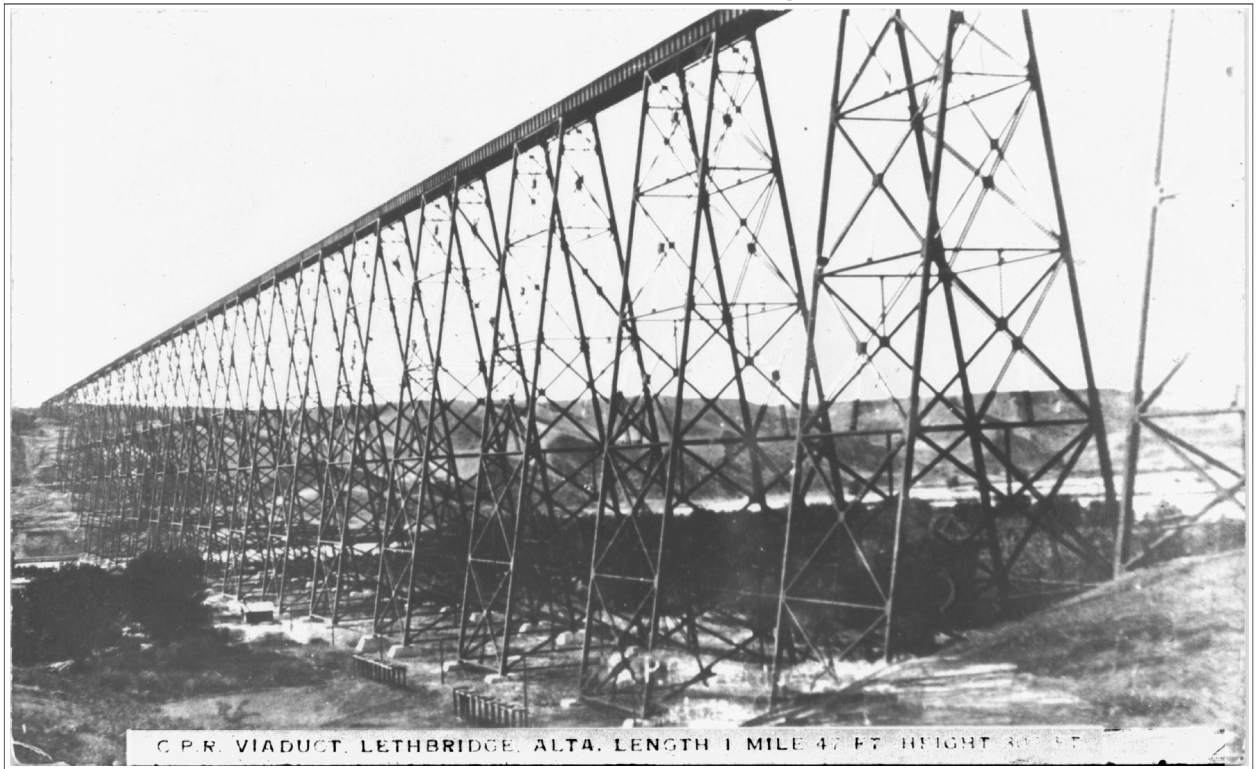
The **Medicine Hat & Nelson R.P.O.** service began in 1901 and ended in 1957. There were also two short-lived runs, one between **Medicine Hat & Lethbridge** from 1949 and 1952 and another, between **Medicine Hat & Cranbrook**, from 1952 until 1954.

In the **July-August, 2007 newsletter**, we looked at the postmarks used over the Crow's Nest Pass route of the Canadian Pacific Railway, between Medicine Hat, Alberta and Nelson, British Columbia, via **Lethbridge** and **Cranbrook**. Continuing west from Nelson, we then examined the Nelson & Midway R.P.O. cancellations.

Now we shall look at the additional R.P.O. postmarks at Lethbridge and the remarkable bridge which was constructed to improve the railway crossing of the Old Man River valley at the west of town.



## R.P.O.s at Lethbridge



The old approach was over steep grades that hampered operations. In addition, extensive cuts and many other bridges were needed to cross various creeks and coulees. Past the St. Mary River crossing, several large cuts had been required. Large bridges were also required, including a 900 ft trestle with a 200 ft span west of the St. Mary River, a 600 ft trestle at Eight-Mile Coulee and another of 900 ft in length near Eight-Mile Coulee. At Sixteen-Mile Coulee there was an 800 ft trestle, 133 ft high with a 200 ft truss span over the creek. The trestles on the original line out of Lethbridge totalled 2.8 miles.

Although the original route accomplished its purpose in allowing the CPR to rapidly complete the railway, it turned out to be expensive to operate. The original bridges were designed to last only about 10 years. **The CPR decided, in 1905 to construct a completely new route** on a better gradient to bypass the original line. The new line was built to the north of the Oldman River. It required two bridges, one in **Lethbridge**, the High Level Bridge, over the Oldman River and another large bridge over the Oldman River again west of Monarch. **This route eliminated many curves and reduced the grade from 1.2 percent to only 0.4 percent. It also saved 5.26 miles of track.**

Construction began in the summer of 1907. Clearing and grading the site, construction of piers, and placement of the footings progressed while the steelwork was being prefabricated. Raising the steelwork began in mid-August 1908. Once the steelwork reached track level at the Lethbridge end, it was possible to begin using a huge travelling crane called an "erection traveller". The traveller was built on site at a cost of \$100,000. It was used to lower the steel beams and girders into place. The last girder was placed in June 1909 and riveting was completed in August 1909. Transport of the steel to the site required 645 railway cars while another 40 were needed to bring in equipment.

**The bridge was designed by J. E. Schwitzer, the engineer who also designed the spiral tunnels at Field.** The contractors were the Canadian Bridge Company (Walkerville, Ontario) and John Gunn and Company (Winnipeg). Construction. When completed, this new bridge was one mile long and 328 feet high at the highest span. It cost \$1,334,525.

## R.P.O. s at Lethbridge

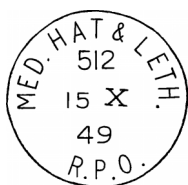
These cancellations were used on the Medicine Hat - Lethbridge - Nelson C.P.R. line.

### Medicine Hat & Nelson

WT-340,	M. HAT & NEL. R.P.O. /B.C.	E,W	1900/10/31-1910/10/17
WT-341,	M. H. & N. R.P.O. /B.C.	E,W,21,22	1905/01/23-1910/10/22
WT-342,	MED. HAT & NELS. R.P.O. /.	E,W,63	1906/07/13-1910/10/23
WT-343,	MED. HAT & NEL. R.P.O. /.	E,W,12,67,68	1906/02/01-1957/07/15
WT-344,	MED. HAT & NEL. R.P.O. /No #	E,W,11,12,13,14,67,68	1910/11/08-1957/12/17
WT-347,	M. HAT & NEL · R.P.O. /No #	E,W,11,12,67,68	1924/06/30-1957/08/28
WT-348,	MED. HAT. & NELSON R.P.O. /No 3	E,W,11,12,67,68	1931/08/13-1957/07/12

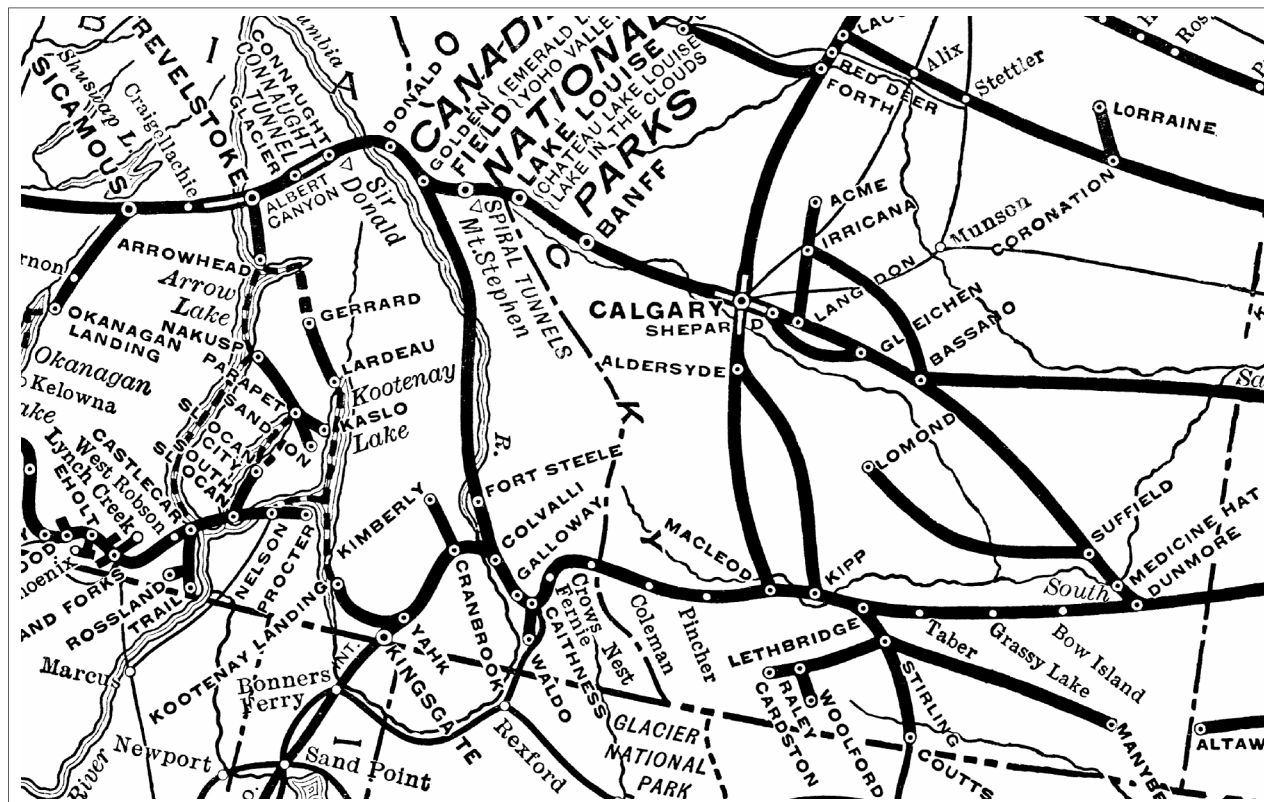
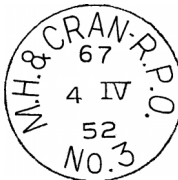
### Medicine Hat & Lethbridge

WT-339,	MED. HAT & LETH. / R.P.O.	511,512	1949/11/12-1952/04/19
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### Medicine Hat & Cranbrook

WT-337,	M. H. & CRAN . R.P.O. /No. #	11,12	1952/04/30-1954/11/01
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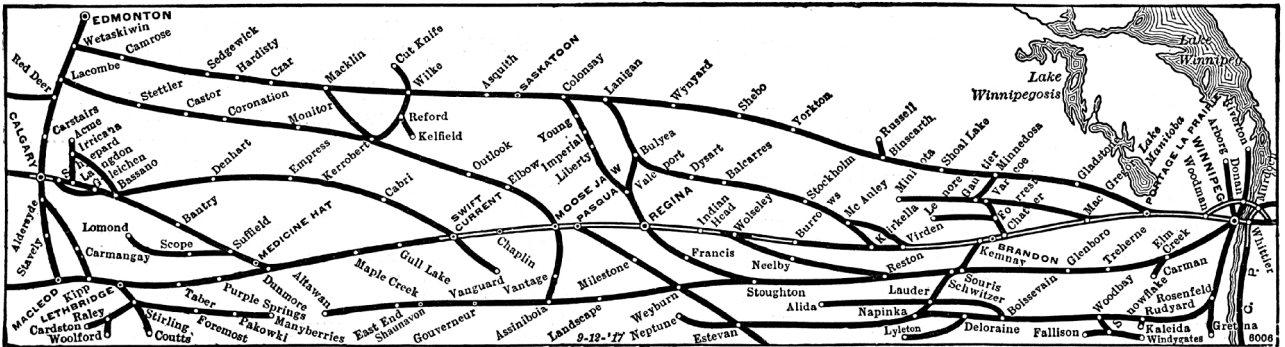
C.P.R. map - 1918

## R.P.O. s at Lethbridge Weyburn & Lethbridge

This run operated from Weyburn via Moose Jaw and Swift Current to Lethbridge. It may have operated via Assiniboia to Moose Jaw after completion of the Assiniboia-Vantage connection in 1917. There were no direct trains serving this entire route, therefore the R.P.O. car would have to have been attached to different trains en route, including trains 309 and 310.

<b>WT-849.01,</b>	WEY. & LETH · R.P.O. / N <sup>o</sup> 1	E,W	1913/12/05-1918/01/04
<b>WT-849.021,</b>	WEY. & LETH · R.P.O. / N <sup>o</sup> 2	E,W	1914/06/26-1916/12/18
<b>WT-849.022,</b>	WEY. & LETH · R.P.O. / N <sup>o</sup> 2	E	1917/06/29-1917/09/09
<b>WT-849.03,</b>	WEY. & LETH · R.P.O. / N <sup>o</sup> 3	E,W	1915/04/27-1915/11/10

The Weyburn & Lethbridge R.P.O. was replaced by the Weyburn & Assiniboia R.P.O. in 1918. It operated until 1959.



*C.P.R. map - 1917*

The connection between Assiniboia and Vantage was opened in 1917. The gap in the southern Weyburn-Lethbridge CPR line between Manyberries and Altawan was not bridged until 1922.

## Lethbridge & Calgary

<b>WT-311,</b>	LETH. & CAL. R.P.O. / .	541,542	1948/06/21-1955/06/08
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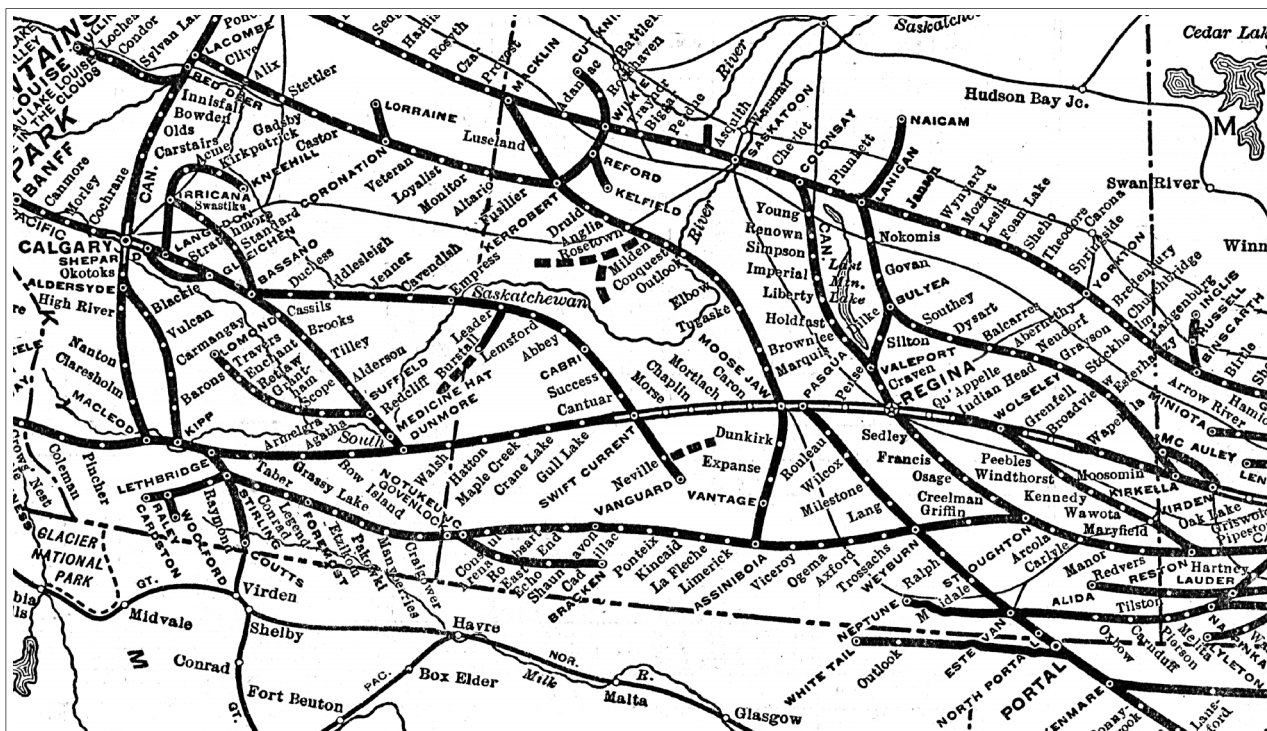
*C.P.R. station at Lethbridge, Alberta*



## R.P.O. s at Weyburn

The Canadian Pacific Railway reached the future site of Weyburn, Assiniboia (*Saskatchewan after 1905*) from Brandon, Manitoba in 1892. In 1893, the C.P.R. line between Pasqua and North Portal, through Weyburn and Estevan was completed in 1893. At Portal, North Dakota, on the U.S. border, it connected with the Minneapolis, St. Paul and Sault Ste. Marie Railroad (*a subsidiary of the C.P.R.*), known as the “Soo Line”.

A post office opened in 1895 and a land office in 1899 in anticipation of the land rush which soon ensued.



<b>NORTH PORTAL AND MOOSE JAW</b>									
READ DOWN				Miles		TABLE 93		READ UP	
315		3-107				(Central Time)		316 108-4	
		P.M.						P.M. A.M.	
		* 6.35				Lv. CHICAGO..... Ar		* 9.15	
		* 11.00				Lv. St. PAUL, Minn..(Table Ar		* 6.30	
		* 11.40				Lv. MINNEAPOLIS, Minn. 4) Ar		* 5.50	
		A.M.				(Mountain Time)		14	
		* 4.00		* 5.00		Lv. NORTH PORTAL, Sask. (C) Ar		† 2.00 * 11.30	
		4.15		8.2		Pinto		† 1.44 † 11.10	
		4.25		5.27		Roche Perce		† 1.34 † 10.52	
		4.35		17.1		Shand		† 1.26 † 10.41	
		4.55		5.57		Estevan (C)		† 1.12 † 10.27	
		5.11		6.12		Hitchcock		† 12.56 † 10.11	
		5.28		6.29		Macoun		† 12.37 † 9.55	
		5.44		6.46		Midale		† 12.20 † 9.39	
		6.01		7.03		Halbrite		† 12.01 † 9.23	
		6.15		7.19		Ralph		† 11.45 † 9.08	
		6.30		7.38		Weyburn (C) ...		† 11.25 † 8.50	
		6.40		7.48		Ar		† 11.15 † 8.40	
		7.02		8.05		McTaggart		† 10.58 † 8.20	
		7.19		8.23		Yellow Grass		† 10.39 † 8.03	
		7.26		8.23		Ibsen		† 10.28	
		7.40		8.47		Lang		† 10.15 † 7.40	
		7.55		9.05		Milestone		† 9.58 † 7.25	
		8.07		9.19		Corinne		† 9.44 † 7.13	
		8.18		9.32		Wilcox		† 9.32 † 7.02	
		8.27		9.44		Diana		† 9.20	
		8.39		9.56		Rouleau		† 9.10 † 6.43	
		8.52		10.08		Pitman		† 8.58	
		9.04		10.23		Drinkwater		† 8.48 † 6.20	
		9.17		10.38		Stelcom		† 8.37	
		9.30		10.50		Pasqua		† 8.25 † 5.55	
		9.50		11.10		Moose Jaw (C) (Table B) Ar		† 8.00 * 5.35	
		P.M.		A.M.				A.M. P.M.	

C.P.R. Public Timetable - 1924

# R.P.O. s at Weyburn

MOOSE JAW, WEYBURN, SHAUNAVON, LETHBRIDGE					
READ DOWN		Miles	TABLE 100 (Mountain Time)	READ UP	
309	319			320	310
A.M.	A.M.	0.0	Lv. MOOSE JAW (C) (Table 8) .. Ar	P.M.	P.M.
	9.40	9.9	.. Archive ..	4.45	
	10.06	15.9	.. Buttres ..	4.21	
	10.22	23.0	.. Crestwynd ..	4.06	
	10.41	29.3	.. Dunkirk ..	3.49	
	10.56	36.5	.. Expanse ..	3.31	
	11.16	43.4	.. Mossbank ..	3.11	
	11.32	51.8	.. Vantage ..	2.55	
	12.07	57.6	.. Congress ..	2.34	
	12.30	66.3	Ar ASSINIBOIA .. Lv	2.18	
		0.0	Lv. WEYBURN (C) (Table 92) .. Ar	1.55	
	8.30	7.1	.. Tatagwa ..	6.10	
	8.48	10.9	.. Yeoman ..	5.52	
	8.57	16.9	.. Trossachs ..	5.44	
	9.08	26.1	.. Axford ..	5.31	
	9.29	30.9	.. Khedivo ..	5.10	
	9.40	37.9	.. Pangman ..	4.59	
	9.55	44.5	.. Amulet ..	4.44	
	10.09	52.2	.. Ogema ..	4.29	
	10.27	58.0	.. Glasnevin ..	4.10	
	10.40	67.6	.. Horizon ..	3.55	
	11.00	75.6	.. Viceroy ..	3.33	
	11.16	82.0	.. Landscape ..	3.15	
	11.32	88.4	.. Verwood ..	3.00	
	11.43	94.9	.. Readlyn ..	2.45	
	11.57	104.3	.. Willows ..	2.30	
	12.17	111.6	Ar ASSINIBOIA .. Lv	2.10	
	12.35			1.50	
P.M.	P.M.	65.3	Lv. ASSINIBOIA .. Ar	1.30	P.M.
	1.15	72.4	.. Valor ..	1.15	
	1.34	79.0	.. Limerick ..	12.57	
	1.58	88.0	.. Melaval ..	12.32	
	2.11	93.7	.. La Fleche ..	12.16	
	2.32	100.6	.. Woodrow ..	11.59	
	2.49	106.1	.. Meyronna ..	11.42	
	3.10	113.5	.. Kincaid ..	11.23	
	3.28	119.6	.. Hazenmore ..	11.09	
	3.49	127.1	.. Aneroid ..	10.49	
	4.12	135.9	.. Ponteix ..	10.28	
	4.27	142.5	.. Gouverneur ..	10.13	
	4.42	149.0	.. Cadillac ..	9.58	
	4.57	155.7	.. Crichton ..	9.42	
	5.14	162.5	.. Admiral ..	9.26	
	5.32	169.4	.. Scotsguard ..	9.10	
	5.50	176.3	.. Instow ..	8.54	
			Lv SHAUNAVON .. Ar	8.30	
	6.10	184.5	.. Dollard ..	6.15	P.M.
	7.00	192.8	.. South Fork ..	5.20	
	8.00	199.7	.. Eastend ..	4.20	
	8.45	207.8	.. Knollys ..	3.20	
	10.20	213.6	.. Ravenscrag ..	2.10	
	11.50	221.3	.. Palisade ..	1.40	
	12.10	229.0	.. Robsart ..	1.00	
	12.50	234.9	.. Vidora ..	12.40	
	1.30	241.4	.. Consul ..	11.45	
	2.10	247.0	.. Notuken ..	11.10	
	2.20	250.3	.. Senate ..	10.50	
	2.40	255.5	.. GOVENLOCK ..	10.35	
	3.50	262.4	.. Aitawan, Sask. ..	10.00	
	4.20	268.9	.. Jaydot, Alta. ..	9.15	
	4.50	275.0	.. Crossday ..	8.55	
	5.20	283.8	.. Bain ..	8.25	
	5.50	289.6	.. Craigower ..	8.05	
	6.20	297.0	.. MANDYBERRIES ..	7.40	
	7.00	306.5	Lv MANYBERRIES .. Ar	7.00	
	8.45	313.1	.. Orlon ..	7.45	P.M.
	9.15	319.7	.. Pakowki ..	7.05	
	9.40	326.8	.. Etzikorn ..	6.15	
	10.20	334.5	.. Nemiscam ..	5.20	
	11.20	341.8	Lv FOREMOST .. Ar	4.15	
	12.20	349.2	.. Legend ..	3.30	
	12.55	357.8	.. Skiff ..	2.15	
	1.35	366.4	.. Conrad ..	1.40	
	2.15	375.1	.. Wrentham ..	1.05	
	2.55	382.7	.. Judson ..	12.25	
	3.20	391.0	Lv STIRLING .. Ar	11.45	
	4.00	410.2	.. LETHBRIDGE (C) ..	10.25	
	4.15		(Tables 103, 110, 112, 125)	10.00	
	5.30			8.45	A.M.

C.P.R. Public Timetable  
1924

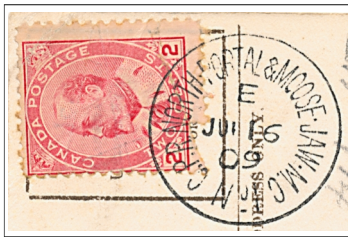




## R.P.O. s at Weyburn

### North Portal & Moose Jaw

<p><b>WT-522.01</b>, C.P.R. NORTH PORTAL &amp; MOOSE · JAW · M.C / N<sup>o</sup> 1</p> <p><b>WT-522.02</b>, C.P.R. NORTH PORTAL &amp; MOOSE · JAW · M.C / N<sup>o</sup> 2</p> <p><b>WT-523.011</b>, NOR. PORT. &amp; M. JAW · R.P.O. / N<sup>o</sup> 1.</p> <p><b>WT-523.012</b>, NOR. PORT. &amp; M. JAW R.P.O. / N<sup>o</sup> 1</p> <p><b>WT-523.021</b>, NOR. PORT. &amp; M. JAW · R.P.O. / N<sup>o</sup> 2.</p> <p><b>WT-523.022</b>, NOR. PORT. &amp; M. JAW R.P.O. / N<sup>o</sup> 2</p> <p><b>WT-523.031</b>, NOR. PORT. &amp; M. JAW · R.P.O. / N<sup>o</sup> 3.</p> <p><b>WT-523.032</b>, NOR. PORT. &amp; M. JAW · R.P.O. / N<sup>o</sup> 3</p> <p><b>WT-523.041</b>, NOR. PORT. &amp; M. JAW · R.P.O. / N<sup>o</sup> 4</p> <p><b>WT-523.042</b>, NOR. PORT. &amp; M. JAW · R.P.O. / N<sup>o</sup> 4</p> <p><b>WT-523.05</b>, NOR. PORT. &amp; M. JAW - R.P.O. / N<sup>o</sup> 5.</p>	<table border="0" style="width: 100%;"> <tr> <td style="width: 30%;">E,W,14,31</td> <td style="width: 30%;">1903/07/17-1920/08/02</td> <td style="width: 40%;"></td> </tr> <tr> <td></td> <td>301,302,315,313,316</td> <td></td> </tr> <tr> <td>E,W,N,S,302</td> <td>1903/12/31-1917/10/22</td> <td></td> </tr> <tr> <td></td> <td></td> <td>OPK-1911/07/03(Ludlow)</td> </tr> <tr> <td>13,14,201,202,315,316</td> <td>1921/01/26-1959/07/15</td> <td></td> </tr> <tr> <td></td> <td></td> <td>OPK-1911/07/03(Ludlow)</td> </tr> <tr> <td>13,201,202,315,316</td> <td>1922/03/11-1961/05/14</td> <td></td> </tr> <tr> <td>13,14</td> <td>1911/07/11-1926/08/18</td> <td></td> </tr> <tr> <td>5,6,13,14,201,315,316</td> <td>1929/10/05-1961/04/23</td> <td></td> </tr> <tr> <td>13,14</td> <td>1911/08/05-1926/03/02</td> <td></td> </tr> <tr> <td>5,6,13,14</td> <td><i>1st period</i> 1928/09/10-1938/02/25</td> <td></td> </tr> <tr> <td>13,201</td> <td><i>2nd period</i> 1960/10/21-1961/04/11</td> <td></td> </tr> <tr> <td>13,14,30</td> <td>1912/05/17-1932/12/08</td> <td></td> </tr> </table>	E,W,14,31	1903/07/17-1920/08/02			301,302,315,313,316		E,W,N,S,302	1903/12/31-1917/10/22				OPK-1911/07/03(Ludlow)	13,14,201,202,315,316	1921/01/26-1959/07/15				OPK-1911/07/03(Ludlow)	13,201,202,315,316	1922/03/11-1961/05/14		13,14	1911/07/11-1926/08/18		5,6,13,14,201,315,316	1929/10/05-1961/04/23		13,14	1911/08/05-1926/03/02		5,6,13,14	<i>1st period</i> 1928/09/10-1938/02/25		13,201	<i>2nd period</i> 1960/10/21-1961/04/11		13,14,30	1912/05/17-1932/12/08	
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WT-522.01



WT-522.02



WT-523.012



WT-523.022



WT-523.031



WT-523.032



WT-523.041



WT-523.042



WT-523.05

### Weyburn & Lethbridge

<p><b>WT-849.01</b>, WEY. &amp; LETH · R.P.O. / N<sup>o</sup> 1</p> <p><b>WT-849.021</b>, WEY. &amp; LETH · R.P.O. / N<sup>o</sup> 2</p> <p><b>WT-849.022</b>, WEY. &amp; LETH · R.P.O. / N<sup>o</sup> 2</p> <p><b>WT-849.03</b>, WEY. &amp; LETH · R.P.O. / N<sup>o</sup> 3</p>	<table border="0" style="width: 100%;"> <tr> <td style="width: 30%;">E,W</td> <td style="width: 30%;">1913/12/05-1918/01/04</td> <td style="width: 40%;"></td> </tr> <tr> <td>E,W</td> <td>1914/06/26-1916/12/18</td> <td></td> </tr> <tr> <td>E</td> <td>1917/06/29-1917/09/09</td> <td></td> </tr> <tr> <td>E,W</td> <td>1915/04/27-1915/11/10</td> <td></td> </tr> </table>	E,W	1913/12/05-1918/01/04		E,W	1914/06/26-1916/12/18		E	1917/06/29-1917/09/09		E,W	1915/04/27-1915/11/10	
E,W	1913/12/05-1918/01/04												
E,W	1914/06/26-1916/12/18												
E	1917/06/29-1917/09/09												
E,W	1915/04/27-1915/11/10												



## R.P.O. s at Weyburn

### Weyburn & Assiniboia

<b>WT-841.011,</b>	WEY & ASSA · R.P.O. / N <sup>o</sup> 1	E,W	1918/08/09-1928/04/17
<b>WT-841.012,</b>	WEY & ASSA · R.P.O. / No. 1	309,310	1928/06/02-1943/04/13
<b>WT-841.013,</b>	WEY & ASSA · R.P.O. / No. 1	309,310,407,408,631,632	1945/09/15-1959/02/11
<b>WT-841.021,</b>	WEY & ASSA · R.P.O. / N <sup>o</sup> 2	E,310	1921/04/16-1928/06/01
<b>WT-841.022,</b>	WEY & ASSA · R.P.O. / N <sup>o</sup> 2	310	1921/04/16-1928/06/01



### Estevan & Moose Jaw

<b>WT-235.01,</b>	EST. & M. JAW · R.P.O. / N <sup>o</sup> 1	315	1932/01/05-1933/11/12
<b>WT-235.02,</b>	EST. & M. JAW · R.P.O. / N <sup>o</sup> 2	315,316	1931/02/05-1933/11/06



*C.P.R. station at Estevan*

# Moose Jaw & Shaunavon

The Moose Jaw & Shaunavon R.P.O. operated via Vantage and Assiniboia from 1918 until 1958.

WT-459.011,	M. JAW & SHAUN · R.P.O. / No 1	E	1918/04/11-1923/07/09
WT-459.012,	M. JAW & SHAUN · R.P.O. / No. 1	E,W,319,320	1923/11/03-1937/02/08
WT-459.013,	M. JAW & SHAUN - R.P.O. / No.1	319,320	1937/03/30-1957/04/15
WT-459.021,	M. JAW & SHAUN · R.P.O. / No 2	E,W,319,320	1917/09/07-1935/06/25
WT-459.022,	M. JAW & SHAUN · R.P.O. / No 2	319,320	1935/07/25-1954/06/14
WT-459.023,	M. JAW & SHAUN · R.P.O. / No.2	319,320	1954/06/25-1957/03/20
WT-459.031,	M. JAW & SHAUN · R.P.O. / No 3	E,W,319,320	1920/04/06-1937/10/19
WT-459.032,	M. JAW & SHAUN · R.P.O. / · No 3 ·	319,320	1938/05/02-1948/11/29
WT-459.033,	M. JAW & SHAUN R.P.O. / No.3	207,208,319,320	1949/04/25-1958/09/19



WT-459.011



WT-459.012



WT-459.013



WT-459.021



WT-459.022



WT-459.023



WT-459.031



WT-459.032



WT-459.033

## MOOSE JAW—ASSINIBOIA—SHAUNAVON—LETHBRIDGE

READ DOWN		TABLE 96		READ UP	
	207 Tue. Th.Sa.	Miles		208 Mo. We.Fr.	
	A.M.		Mountain Time	P.M.	
..	10.00	0.0	Lv. Moose Jaw	4.30	..
..	10.23	10.0	.. Archive ..	4.06	..
..	10.36	16.0	.. Buttress ..	3.52	..
..	10.51	23.1	.. Crestwynd ..	3.38	..
..	1.04	29.4	.. Dunkirk ..	3.24	..
..	1.12	33.4	.. Bishopric ..	3.15	..
..	1.25	36.7	.. Expanse ..	3.03	..
..	1.44	43.6	.. Mossbank ..	2.48	..
..	12.00	51.9	.. Vantage ..	2.28	..
..	12.13	58.0	.. Congress ..	2.16	..
..	12.30	67.5	Ar ASSINIBOIA 100 Lv	2.00	..
..	1.10	67.5	Lv. ASSINIBOIA 100 Ar	1.30	..
..	1.26	73.6	.. Valor ..	1.11	..
..	1.47	80.2	.. Limerick ..	1.02	..
..	2.07	89.2	.. Melaval ..	12.43	..
..	2.29	94.9	.. La Fleche ..	12.31	..
..	2.52	101.8	.. Woodrow ..	12.15	..
..	3.05	107.3	.. Meyronne ..	12.04	..
..	3.25	114.7	.. Kincaid ..	11.49	..
..	3.40	120.8	.. Hazenmore ..	11.37	..
..	4.02	128.3	.. Aneroid ..	11.23	..
..	4.25	137.1	.. Ponteix ..	11.06	..
..	4.39	143.7	.. Gouverneur ..	10.53	..
..	4.53	150.2	.. Cadillac ..	10.41	..
..	5.09	156.6	.. Crichton ..	10.27	..
..	5.27	163.7	.. Admiral ..	10.14	..
..	5.45	170.6	.. Sootsguard ..	10.00	..
..	5.59	177.5	.. Instow ..	9.47	..
..	6.15	185.7	.. SHAUNAVON ..	9.30	..
..	10.00	194.0	.. Dollard ..	..	..
..	10.45	200.9	.. South Fork ..	..	..
..	11.00	209.0	.. Eastend ..	..	..
..	12.30	214.4	.. Knollys ..	..	..
..	1.30	222.5	.. Ravenscrag ..	..	..
..	2.25	229.9	.. Palisade ..	..	..
..	3.00	236.1	.. Robsart ..	..	..
..	3.30	242.6	.. Vidora ..	..	..
..	4.00	248.2	.. Consul 110 ..	..	..
..	4.20	251.4	.. Notukeu 110 ..	..	..
..	4.40	257.0	.. Senate ..	..	..
..	4.40	263.6	.. Govenlock ..	..	..
..	5.00	269.8	.. Altawan, Sask ..	..	..
..	5.30	279.0	.. Jaydot, Alta ..	..	..
..	5.50	284.7	.. Cressday ..	..	..
..	6.30	291.2	.. Bain ..	..	..
..	7.00	297.9	.. Craigower ..	..	..
..	8.00	307.8	.. MANYBERRIES ..	..	..
..	8.29	314.4	.. Orlon ..	..	..
..	8.35	321.0	.. Pakowki ..	..	..
..	9.00	328.1	.. Etzikwi ..	..	..
..	9.20	335.8	.. Nemiskam ..	..	..
..	10.05	343.1	.. Foremost ..	..	..
..	10.20	350.8	.. Legend ..	..	..
..	10.40	359.1	.. Skiff ..	..	..
..	11.25	367.7	.. Conrad ..	..	..
..	12.05	376.4	.. Wrentham ..	..	..
..	12.35	384.4	.. Judson ..	..	..
..	..	392.3	.. Stirling 127 ..	..	..
..	..	400.2	.. Wilson ..	..	..
..	2.25	410.8	Ar LETHBRIDGE Lv	..	..
P.M.	P.M.	P.M.		A.M.	A.M.

C.P.R. Public Timetable 1958

## R.P.O.s Terminating at Swift Current

Westward construction of the main line of the C.P.R. from Winnipeg to Calgary via Moose Jaw and Medicine Hat, had reached the location of Swift Current in October, 1882.

In 1898, a Local Improvement District was established. On September 21, 1903, the Hamlet of Swift Current became a village under the Village Ordinance Act; and on March 15, 1907, Swift Current became a town when the population reached 550 people. With the influx of settlers into the district, and business development in the community, Swift Current became a city on January 15, 1914.

Swift Current saw frequent R.P.O. service passing through, starting with the C.P.R. West of Winnipeg mail cars which were succeeded by the busy Moose Jaw & Calgary R.P.O.

Construction of the C.P.R. branch line from Swift Current to Bassano was completed as far west as Cabri in 1912 and to Empress in 1914. In 1913, the short lived Swift Current & Cabri R.P.O. service was initiated and was replaced with the Swift Current & Empress R.P.O. service.

<b>SWIFT CURRENT, EMPRESS AND BASSANO</b>						
READ DOWN		Miles	TABLE 102		READ UP	
515	65		66	516		
A.M.	A.M.		(Mountain Time)		P.M.	P.M.
	↑ 11.20		Lv. Moose Jaw	Ar	↑ 6.35	
	5.45	0.0	Lv. SWIFT CURRENT (Table 8)	Ar	2.35	
	6.00	6.0	Java		2.20	
	6.17	12.9	Cantuar		2.02	
	6.35	19.7	Success		1.45	
	6.57	28.3	Pennant		1.25	
	7.08	33.0	Battram		1.11	
	7.30	40.5	CABRI		12.51	
	7.48	49.2	Shackleton		12.31	
	8.08	56.7	Abbey		12.13	
	8.30	64.1	Lancer		11.57	
	8.45	69.9	Portreeve		11.45	
	9.00	75.0	Lemsford		11.34	
	9.14	81.5	Sceptre		11.20	
	9.28	87.7	Prelate	Lv	11.06	
A.M.	↑ 9.40	94.2	LEADER	Ar	↑ 10.53	P.M.
b 9.00		0	LEADER	Ar		b 3.15
10.00		10.8	Mendham			2.30
10.25		17.6	Gascolgne	Lv		b 1.40
b 10.50		24.7	BURSTALL	Lv		b 1.00
A.M.	↑ 9.40	94.2	LEADER	Ar	↑ 10.53	P.M.
	9.53	99.4	Westerham		10.40	
	10.15	107.6	Estuary, Sask.		10.22	
	↑ 10.40	117.8	EMPRESS, Alta	Lv	↑ 10.00	
f 8.00		126.5	Sharrow	Ar	↑ 10.10	
f 8.18		131.5	Bindloss		9.52	
f 8.28		144.9	Cavendish		9.42	
f 8.48		150.9	Buffalo		9.18	
f 9.08		157.6	Majestic		8.58	
f 9.20		163.0	Atlee		8.42	
f 9.31		171.1	Halsbury		8.28	
f 9.48		175.6	Jenner		8.10	
f 9.59		181.1	Iddesleigh		8.00	
f 10.11		188.0	Denhart		7.48	
f 10.24		194.5	Princess		7.34	
f 10.37		200.3	Patricia		7.20	
f 10.50		204.9	Millicent		7.07	
f 11.02		210.8	Duchess		6.56	
f 11.17		219.0	Rosemary		6.43	
f 11.36		227.8	Countess		6.25	
f 11.55		236.2	BASSANO (Table 9)	Lv	6.05	
f 12.15				Ar	↑ 5.45	
P.M.	P.M.				A.M.	P.M.

C.P.R. Public Timetable - 1924

### Swift Current & Cabri

**WT-803,**

S. CURRENT & CABRI · R.P.O. / N<sup>o</sup> 1

E,W

1913/11/05-1916/09/08



**WT-803, S. CURRENT & CABRI · R.P.O. / N<sup>o</sup> 1 , E, JAN 12, 15.**

# R.P.O.s Terminating at Swift Current

## Swift Current & Empress

WT-804,	S. CURR. & EMP. · R.P.O. / N <sup>o</sup> 1.	E,W 65?,66	1915/04/17-1918/08/15 1937/10/21-1937/10/26
WT-805.011,	S. C. & EMP - R.P.O. / N <sup>o</sup> 1	65,66	1929/08/06-1937/07/19
WT-805.012,	S. C. & EMP. R.P.O. / N <sup>o</sup> 1	65,66	1937/12/28-1956/09/21



WT-804, S. CURR. & EMP. · R.P.O. / N<sup>o</sup> 1., E, AP 17, 15



## R.P.O.s Terminating at Swift Current



WT-805.011, S. C. & EMP - R.P.O. / N<sup>o</sup>. 1, 65, MY 25, 31.



WT-805.012, S. C. & EMP. R.P.O. / N<sup>o</sup> 1, 66, JUL 7, 52.

The Moose Jaw & Empress R.P.O. travelled on the Winnipeg-Moose Jaw-Calgary C.P.R. main line between Moose Jaw and Swift Current before going north to Empress at Swift Current.

### Moose Jaw & Empress

WT-435.01,	M. JAW & EMP. R.P.O. / N <sup>o</sup> 1	E,W	1918/08/22-1925/06/17
WT-435.021,	M. JAW & EMP. R.P.O. / N <sup>o</sup> 2	E	1918/08/23-1922/07/06
WT-435.022,	M. JAW & EMP. R.P.O. / N <sup>o</sup> .2	65,66	1938/12/22-1954/12/22**
WT-435.03,	M. JAW & EMP. R.P.O. / N <sup>o</sup> 3	E,W	1919/03/01-1922/12/30

\*\* Only December dates are known. The run might have been revived for the annual heavy Christmas mails or WT-435.022 was used as a spare hamper on the Swift Current & Empress R.P.O. by an extra clerk.



WT-435.01



WT-435.021 proof



WT-435.022 proof



WT-435.03

# R.P.O.s Terminating at Swift Current Vanguard & Swift Current

WT-810, VAN. & S. CURRENT · R.P.O. / N<sup>o</sup> 1

N,S,E,W,blank

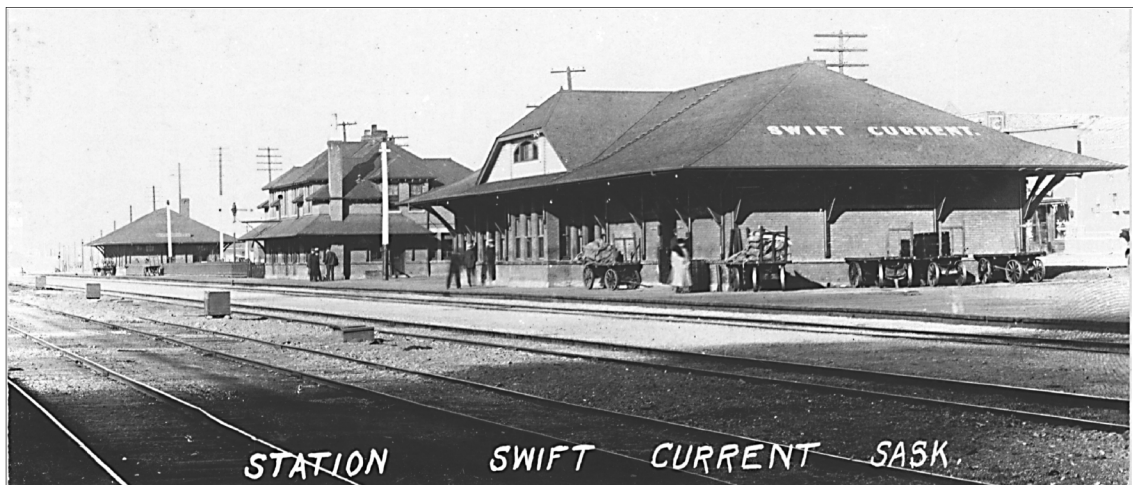
1913/01/13-1914/08/29

SWIFT CURRENT and VANGUARD			
408	MIs	TABLE 102	407
77.30	0.0	L SWIFT CURRENT A	16.30
..	0.9	... Eaman .....	15.55
8.10	8.6	... Dunelm .....	5.20
8.45	15.8	... Wymark .....	4.50
9.20	22.6	... Blumenhoff .....	4.10
9.40	28.3	... Neville .....	3.30
10.20	36.5	... Pambrum .....	3.00
11.00	44.0	Ar VANGUARD Lv	

C.P.R. Public Timetable - 1914

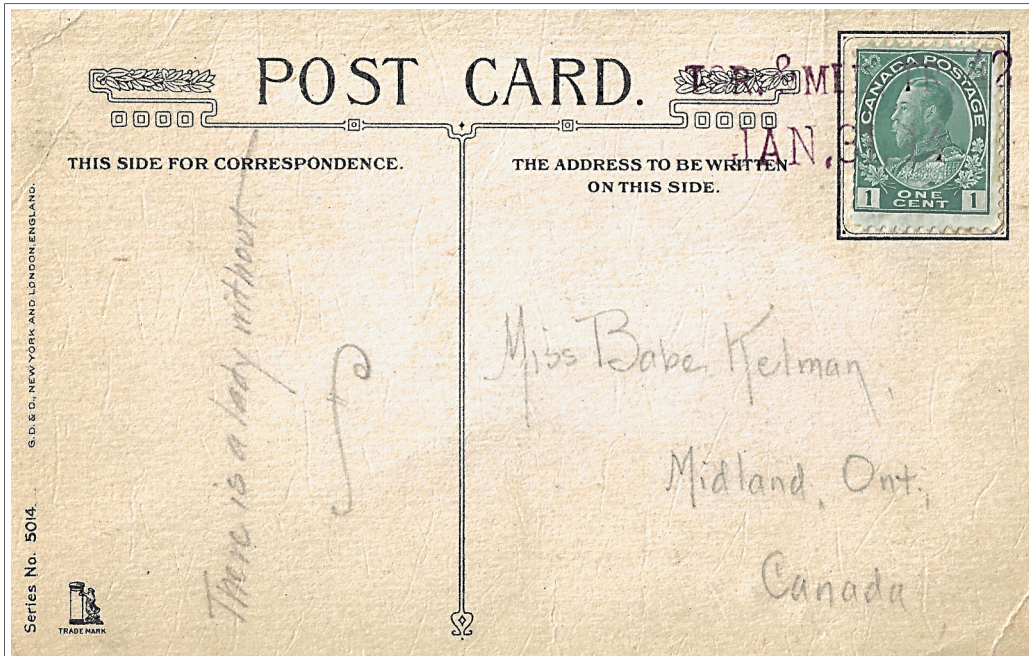


WT-810, VAN. & S. CURRENT · R.P.O. / N<sup>o</sup> 1, E, NO 19, 13



Swift Current C.P.R. Station, Dining Hall and Express Buildings circa 1920  
The Newsletter of the Canadian R.P.O. Study Group (B.N.A.P.S.)

## New Reports from Hugo Deshaye



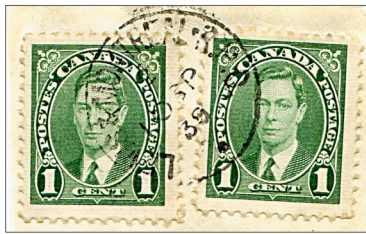
This type SL0R handstamp, TOR. & MID. TR. 42 / JAN. 31, 14 , will now be listed as **ON-715.45**.



Appearing as a transit backstamp on this registered cover from Primate, Saskatchewan to Winnipeg, is a **previously unrecorded** type DC2R clerk handstamp, which will now be listed as **WT-442.55**, MOOSE J. & MACKLIN R.P.O. / J. N-----, Tr. 312, APR 30, 1917.



## QC-73 Hammer Study Updates from Chris Anstead



**QC-73.01**, LEVIS & MONTREAL · R.P.O. / . ,  
2, 10 SP, 38 , is a new **late date** for the hammer.

**QC-73.10**, LEVIS & MONTREAL R.P.O. / . , E, MY 8, 08 ,  
is a new **early date** for the hammer.



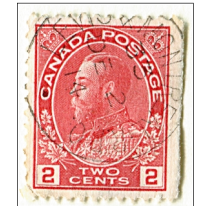
**QC-73.11**, LEVIS & MONTREAL R.P.O. / . , 200, JUL 29, 13 ,  
is the first report of **train 200** for the hammer.

**QC-73.17**, LEVIS & MONTREAL · R.P.O. / . ,  
34, SP 30, 12 , is and new **early date** and the first  
report of **train 34** for the hammer.



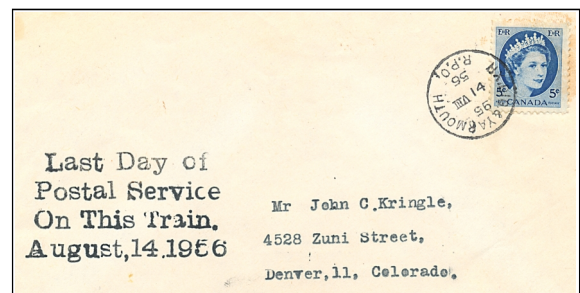
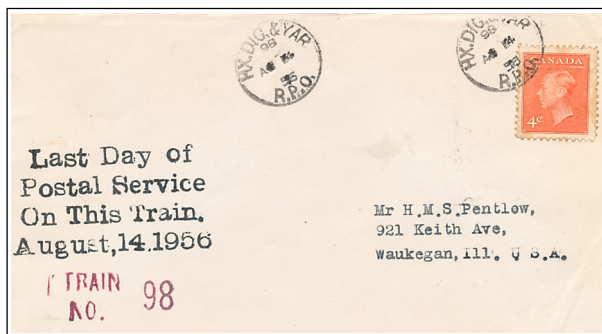
**QC-73.23**, LEVIS & MONTREAL · R.P.O. / . , 59, 7 JUL, 53 ,  
is the first report of **train 59** for the hammer.

**QC-73.30**, LEVIS & MONTREAL · R.P.O. / . ,  
33, DE 2, 14 , is a new **early date** for the hammer.



**QC-73.34**, LEVIS & MONTREAL R.P.O. / . , 2, OC 27, 24 ,  
is the first report of **train 2** for the hammer.

## Latest Date for the Halifax, Digby & Yarmouth R.P.O. Service



**MT-146.09**, HX. DIG. & YAR. / R.P.O. , 98, AU 14, 56.

**MT-152.01**, HX. DIG. & YARMOUTH / R.P.O. , 95, 14 VIII, 56.

**Sean Weatherup** was attending ORAPEX in Ottawa, where **Doug Lingard** showed him a favour cover very similar to the two shown above, except with **MT-150.01**, HX. DIG. & YAR. · R.P.O. / . , 98, AU 14, 56 . Doug wondered if the September 13, 1959 latest date shown for **MT-146.11** is correct.

After searching through the database to determine the original source of this late date, I found that it had been reported by Shaw to Ludlow long ago without any available details. That date is certainly erroneous. Accordingly, the **new corrected late date** for **MT-146.11** is now 1955/05/17.

**New Reports from Ross Gray**



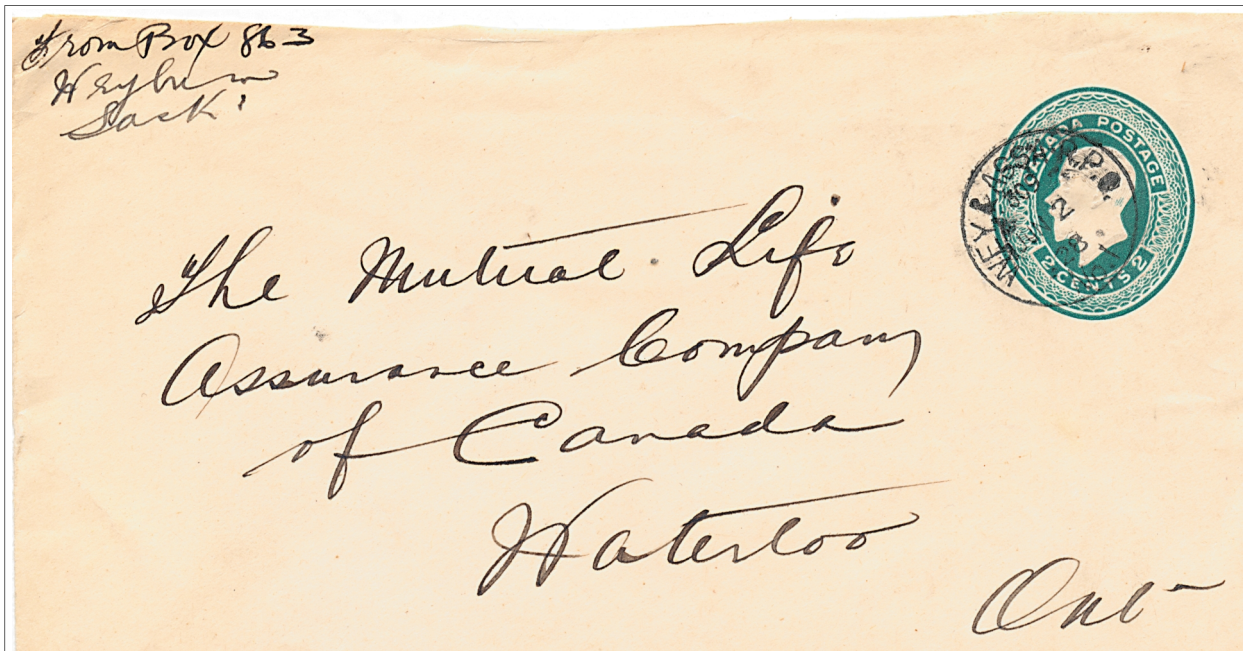
**ON-404.01**, OTTAWA & PARRY SOUND · R.P.O. / . , 89, AU 22, 24 , is the first report of **train 89** and a new **late date** for the hammer.



**ON-381.06**, TRAIN NO / OTT. & FIRM R.P.O. , 1, MY 14, 14 , is a new **late date** and the first report of **train 1** for the hammer.



On a Lake Louise view post card to Chicago is a new **late date** for **WT-91.136**, C. & V. R.P.O. / B.C. # , 2, JUL 29, 25.



**WT-841.012**, WEY. & ASSA · R.P.O. / No. 1 , 309, JUN 2, 1928 , is a new **early date** for the hammer, which was proof struck on May 21, 1928.

## New Reports from Neil Cooper



**MT-113.01**, HALIFAX-CAMPBELLTON / R.P.O. ,  
11, SP 30, 70 , is the first report of **train 11** for the  
hammer.



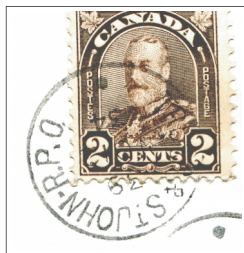
**MT-114.01**, HALIFAX & CAMPBELLTON / R.P.O. ,  
4, MY 23, 57 , is a new **early date** for both the hammer and  
the listing.



**MT-257.03**, MONCTON & QUEBEC / M.C. ,  
W.1, JY 24, 97 , is the first report of **direction/  
train number indicium W.1**, for both the hammer  
and the listing.



**MT-343**, TRAC. & BATH / R.P.O. ,  
397, SP 17, 55 , is a new **late date**.



**MT-354.01**, TRURO & ST JOHN · R.P.O. / . , 39, NO 12, 34 ,  
is the first report of **train 39** for both the hammer and the listing.

**QC-199**, MONT. & MANS. RY. M.C. , WEST,  
NO 23, 92 , is a new **2nd period late date**.



**QC-308.02**, MON. & TOR · R.P.O. / 2 , 19, SP 6, 38 ,  
is a new **late date** for the hammer.



**QC-491.02**, ST ARMAND & MONTREAL · R.P.O. / . ,  
N, SP 25, 29 , is a new **late date** for the hammer, the  
listing and the run.



**QC-493**, ST GEORGE & BEAUCE JCT. R.P.O. / . ,  
35, 2 AU, 35 , poorly struck on a stationery post card from  
Beauceville to Quebec, is a new **late date**.



**QC-554.02**, WATERLOO & MONTREAL R.P.O. / . ,  
W, DE 30, 18 , is a new **early date** for this hammer,  
which was proof struck on December 6, 1918.



**ON-458**, PICTON & TRENTON · R.P.O. / No 2 ,  
55, AP 27, 31 , is a new **late date**.



**WT-22.02**, BRAN. BUL. & REG. R.P.O. / No. 2 ,  
59, SP 19, 55 , is a new **late date** for the hammer.



**WT-986.01**, WINNIPEG & YORKTON R.P.O. / No 1 ,  
E, MR 01, 07 , is a new **late date** for the hammer.



## New Reports



**QC-80**, LEVIS & MONT. R.P.O. / . , 1, FE 10, 30 , is a new **late date** for this rare hammer reported by **Jack Brandt**.

Observed on Ebay, is a new **early date** and first example of **train 2** for hammer, **QC-451.03**, QUE. ROB. & CHIC. R.P.O. / . , 2, DE 4, 17 .



Observed on Ebay is the first example of a “**WEST**” direction indicium for **ON-207.01**, G.W.R H. & T / N<sup>o</sup> 1 , WEST, JY 20, 68 . It was used as a transit backstamp on a registered cover from Milton to Sandwich.



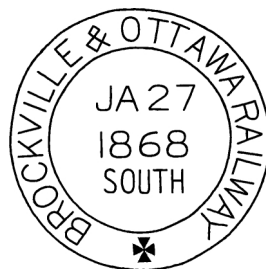
Observed on Ebay, is the first example of **train 19** for **ON-730.012**, TORONTO & NIAGARA FALLS · R.P.O. / N<sup>o</sup> 1 , 19, SP 4, 17 .



**Murray Smith** reports a new **late date**, March 29, 1954, for **RY-194.01**, THIS MAIL WAS CARRIED IN TRAVELLING / LETTER BOX TO HALIFAX, N.S.

### ON-57 Hammers

The editor would like to see scans of any examples of **ON-57**, BROCKVILLE & OTTAWA RAILWAY / ✠ with the **NORTH** direction indicium in order to determine if the second hammer was used. Two hammers were ordered from D. G. Berri on September 3, 1866.



**Newsletter Editor, Catalogue Editor**

Ross Gray, 282 Burnham Street, Peterborough, ON, K9H 1T3

Phone: (705) 748-0247 e-mail: oshrr@sympatico.ca

**Secretary-Treasurer, Newsletter Mailer**

Sean Weatherup, 29 Hallmark Avenue,

Lower Sackville, Nova Scotia, B4C 3P7

Phone: (902) 865-1361 e-mail: sweatherup@eastlink.ca