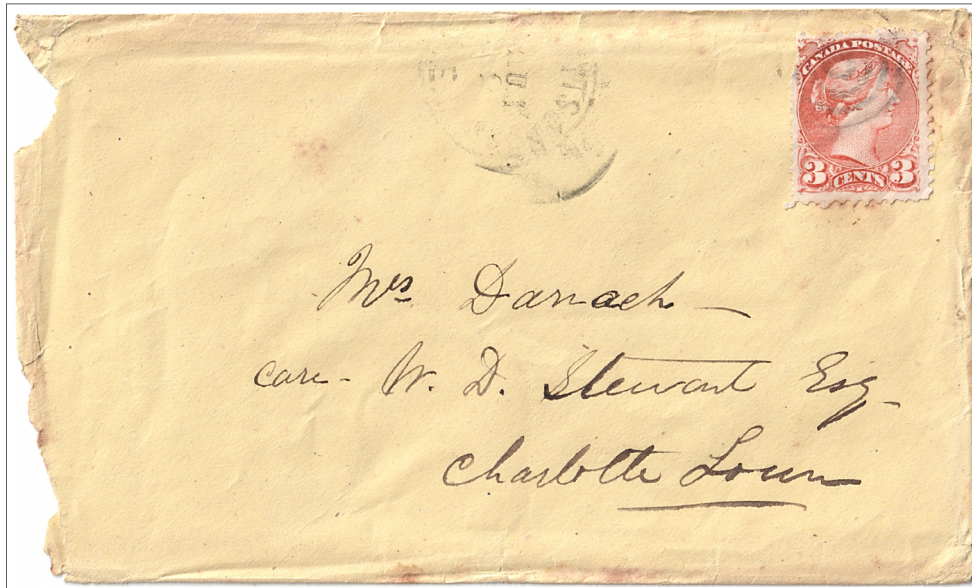



In 1918, the **Canadian Northern Railway** was incorporated into **Canadian National Railways**, followed by the **Grand Trunk Pacific Railway** in 1923. In this issue, we present a summary of the R.P.O.s which operated on the Canadian Northern Railway and Canadian National Railways in the **central prairies region, west of Winnipeg and east of Edmonton and Calgary.**

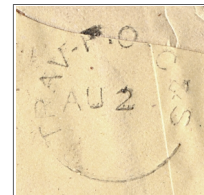
Prince Edward Island Railway



The originating postmark appears to be Barrett's Cross, PEI which was later renamed Kensington.



Out of the east comes a marvelous discovery from one of our newest reporters, #213, Doug Murray. This is new listing RR-177, TRAV -P.O-C & S/ -, Type 4D, backstamped on a cover from MONTREAL/C.E., June 29, 1875 to Charlottetown, P.E.I. RR -177 is the only other postal marking on the cover. It is dated July 2, 1875, a three day transit but date of arrival in Charlottetown is unknown. We speculate that the "C & S" is abbreviation for Charlottetown & Sackville.



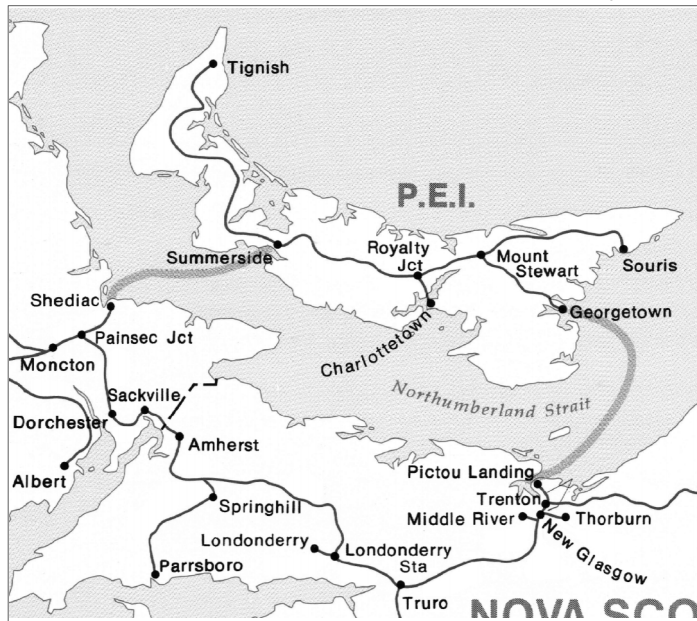
BNAPS Topics - September-October 1982

John Beddows Jr. recently found a group of 4 covers addressed to Charlottetown with **MT-58**, TRAV - P. O - C & S / _ , dated August 2 (*shown above*), 3, 10 and 13 (*now the LRD*), all used as transit backstamps. All 4 strikes have a blank direction indicium and no year date but the correspondence reveals the year to be 1875. These examples were not previously available to the philatelic community. In the past, only a July 2, 1875 date had been reported to Lewis Ludlow in 1982 by **Doug Murray** and it becomes the ERD.

In 1875, one of the main ferry links to P.E.I. was between Shediac / Point du Chene, N.B. and Summerside. The Prince Edward Island Railway between Summerside and Charlottetown was completed in 1874. I believe that **MT-58 operated between Charlottetown and Summerside, not Souris**, as previously thought.

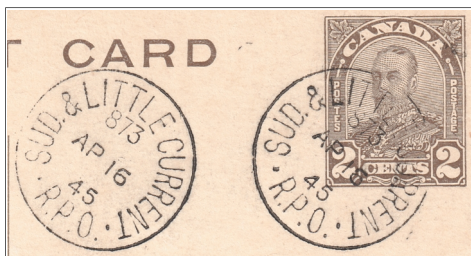
In light of this revision, it is also very likely that **MT-59**, P. E. I. R. R - C & S / _ N^o # _ , was also used for the **Charlottetown - Summerside R.P.O.** as well.

Prince Edward Island Railway



Prince Edward Island Railway - 1882

New reports from Ross Gray



ON-543.01, SUD. & LITTLE CURRENT / R.P.O. , 873, AP 16, 45, is a new **early date** for both the hammer and the listing and the first report of **train 873** for the hammer, which was proof struck on April 6, 1945.



SN-36.01, WINDSOR ST'N / MONTREAL / 1 , on a post card with an additional Montreal postmark dated **August, 29, 1907**. It is unusual to be able to specifically date either of the two hammers of the Windsor Station roller cancellations because they were most ly used on undated third class mail.

Canadian Northern Railway / Canadian National Railways

Canadian Northern Railway History

This railway had its origins in the **Lake Manitoba Railway & Canal Company**, which was incorporated in 1889 to build from Portage la Prairie in Manitoba to the southern boundary of Lake Manitoba and to improve water communications between Lakes Manitoba and Winnipegosis and the North Saskatchewan River.

Construction started in April, 1896, from Gladstone on the **Manitoba North Western Railway** and by January, 1897, the line was open to traffic to Winnipegosis, 123 miles north of Gladstone.

In 1898, work also started on a line from St. Boniface (near Winnipeg) to Marchand under a charter which had been granted originally to the Manitoba & South Eastern Railway and before the end of the year a line was in operation between these two points (45 miles).

At the same time, work had also begun on a line from Sifton Junction on the Winnipegosis line to Erwood (near the present day Hudson Bay Junction). This was opened for traffic in 1900 (172 miles). Concurrently, work also started on a line from **Dauphin** (16 miles from Sifton Junction) to Grandview. This was opened for traffic in 1902 (29 ½ miles).

Meanwhile, in 1899, the **Lake Manitoba Railway & Canal Company**, including the Manitoba & South Eastern Railway, had amalgamated with the Winnipeg Great Northern Railway (Winnipeg to Oak Point) to form the **Canadian Northern Railway**, and plans were laid to extend the railway to **Edmonton** in the west and **Port Arthur** in the east.

In furtherance of the latter project, the line to Marchand was extended to **Fort Frances** (Ontario) via Sprague, near the international boundary and Rainy River, between which two points, the line made a detour into United States territory (Minnesota). This was completed in 1901 (160 miles).

The next 212 miles between Fort Frances and Stanley Junction were completed on 30th December, 1902, and entry into Port Arthur was obtained over the line of the Port Arthur, Duluth & Western Railway, a derelict line which had been purchased for this purpose in 1899, and which ran from Port Arthur via Stanley Junction to the International Boundary (85 miles).

While this line and those to Erwood and Grandview were under construction, the Canadian Northern obtained the lease of the **Northern Pacific & Manitoba Railway** which, during the years 1887-1891, had built from Winnipeg to Emerson (66 miles), from Morris to **Brandon** (145 miles), from Winnipeg to Portage la Prairie (51 miles) and from Hartney Junction to **Hartney** (51 miles).

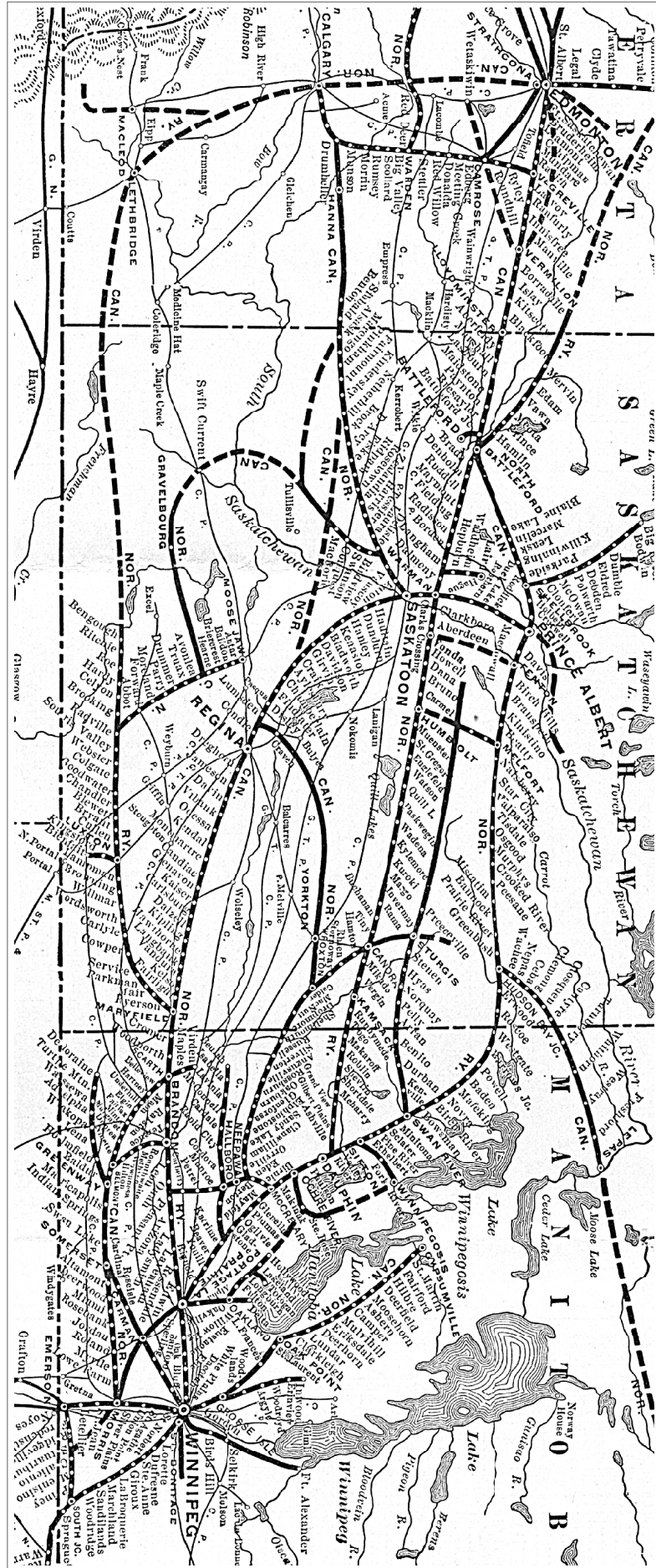
This was shortly followed by the purchase of the line of the Portage & North Western Railway, which ran from Portage to Delta and from Portage to Beaver. From the latter, the Canadian Northern built on to Gladstone, where connection was made with the former line of the **Lake Manitoba Railway & Canal Company**, (1901). In the same year, a line was also built from Carman Junction (near Winnipeg) to Carman (44 miles) and in the following year from Muir to Hallboro (34 miles).

Thereafter, the development of the Canadian Northern Railway into a transcontinental system was rapid. From Grandview the line from **Dauphin** was extended during the years 1903-05 via **Kamsack, Canora, Humboldt, North Battleford** and **Vegreville**, to **Edmonton** (646 miles), while that from Erwood was extended (1905-06) via **Melfort** to **Prince Albert** (169 miles). From **Prince Albert** southwards to **Regina**, connection was effected by the purchase of the Qu'Appelle, Long Lake & Saskatchewan Railway (254 miles) in 1907. Finally, in 1915, the Pacific coast was reached by the construction of a line via the Yellowhead Pass from Edmonton to Vancouver (764 miles).

In addition to these principal lines numerous branch lines were also constructed in Manitoba, Saskatchewan, Alberta and British Columbia.

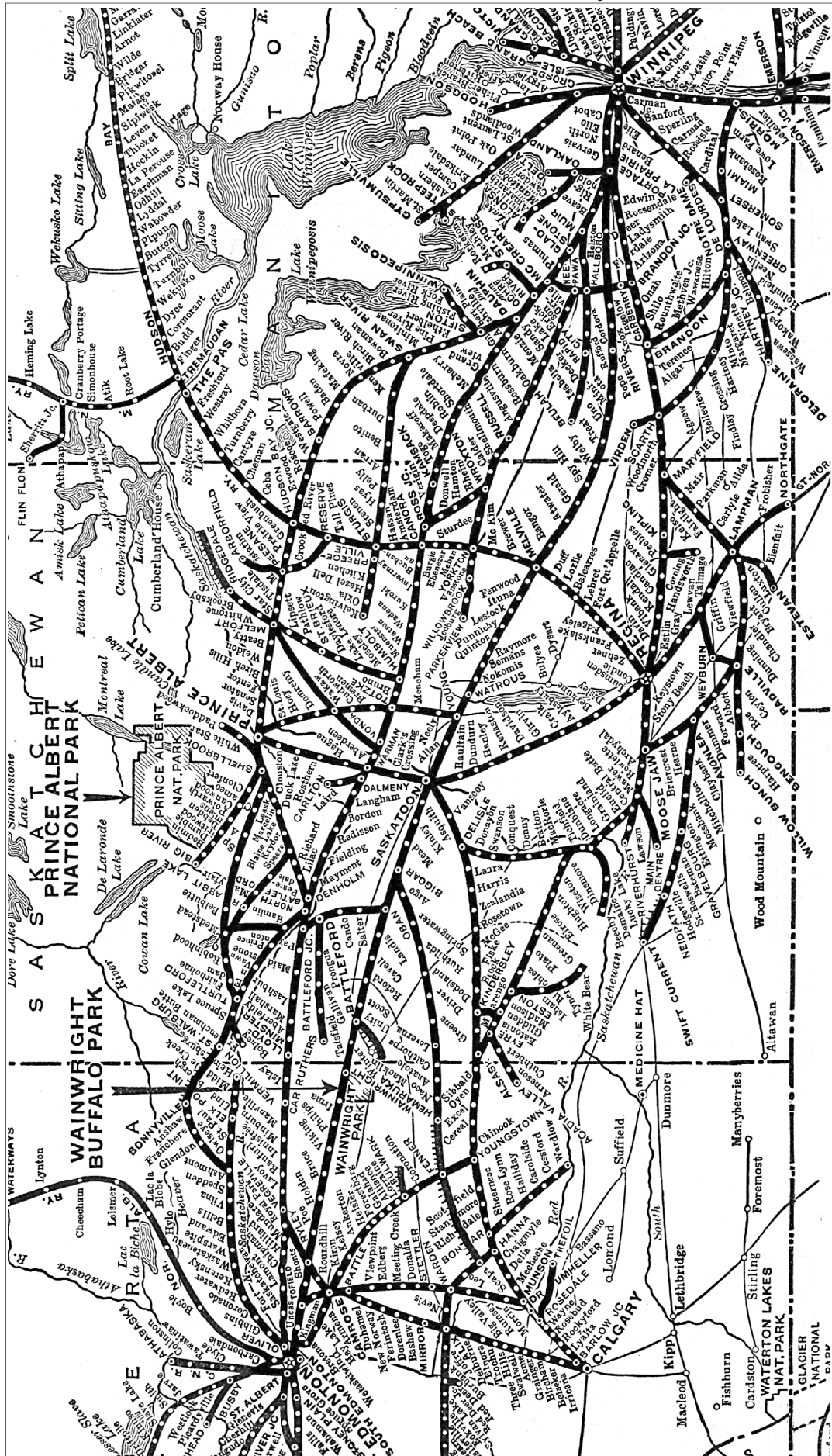
Excerpted from Lionel Gillam's "A History of Canadian R.P.O.s"

Canadian Northern Railway



Canadian Northern Railway Timetable - 1917

Canadian National Railways



Canadian National Railways

WINNIPEG—BRANDON—REGINA—SASKATOON—NORTH BATTLEFORD—EDMONTON

WINNIPEG—BRANDON—REGINA—SASKATOON—NORTH BATTLEFORD—EDMONTON															
Read Down						Read Up									
83	85	11	15	5	Miles	TABLE 240 (Central Time)				TABLE 241 (Mountain Time)					
P.M.	P.M.	P.M.	P.M.	P.M.		6	16	86	84	5	Miles	6	A.M.	A.M.	A.M.
\$10.30 Sun.	10.21 Sun.	6.15 Sun.	6.46 Sun.	6.57 Sun.	0.0	8.25	3.20	5.50	8.10	10.31	639.0	7.22			
					14.4						647.0	7.07			
					17.7						657.0	6.47			
					22.2						663.0	6.36			
					25.7						671.0	6.21			
					30.5						677.0	6.06			
					37.1						686.0	5.48			
					44.3						692.5	5.35			
					49.0						698.0	5.25			
					53.3						705.0	5.15			
					57.5						712.9	5.03			
					61.8						723.0	4.48			
					66.1						730.9	4.26			
					70.4						738.0	4.13			
					74.7						745.4	4.00			
					79.0						752.6	3.45			
					83.3						760.9	3.31			
					87.6						769.6	3.17			
					91.9						777.2	3.00			
					96.2						786.2	2.85			
					100.5						795.1	2.70			
					104.8						802.0	2.54			
					109.1						807.9	2.38			
					113.4						815.6	2.23			
					117.7						823.1	2.10			
					122.0						830.5	1.47			
					126.3						837.2	1.20			
					130.6						844.1	1.05			
					134.9						850.7	10.51			
					139.2						856.0	10.38			
					143.5						859.7	10.28			
					147.8						864.6	10.21			
					152.1						867.7	10.10			
					156.4										

NOTE—No. 11 on Saturdays will stop at North Elie and Fortior to detain or strain passengers, and will stop at any point between Beaudry and Gervais, inclusive, to detain revenue passengers.

REFERENCE MARKS

Tables 240 to 252, Inclusive:

- * Daily.
- † Daily ex. Sunday.
- ‡ Daily ex. Monday.
- § Daily ex. Saturday.
- ¶ Sunday only.
- ⓐ Dly. ex. Sun., Mon.
- ⓑ Daily ex. Sun., Fri.
- ⓓ Mon., Wed. and Fri.
- ⓔ Tue., Thur. and Sat.
- ⓖ Stops on signal.
- ⓗ Tues. and Thurs.
- ⓙ Saturday only.
- ⓚ Wed. and Fri.
- ⓛ Mixed Train.
- ⓜ Thurs. and Sat.
- ⓝ Monday only.
- ⓞ Friday only.
- ⓟ Motor Train.
- ⓠ No. 6 stops on signal to detain revenue passengers from beyond Saskatoon.
- ⓡ Postal Mail Box on station platform.

Canadian National Railways

SASKATOON - KINDERSLEY - DRUMHELLER - CALGARY

Read Down		TABLE 236		Read Up	
9	Miles			10	
		(The Bessborough Hotel)			
P.M.		Lv	SASKATOON (M.T.)	A.M.	
↑ 5.10	503.5		21, 235, 240, 268, 278, 288	↑ 11.00	
f 5.32	511.3		Hawker	f 10.36	
5.51	521.0		Vanscoy	10.19	
6.08	529.8		Delisle 278	10.02	
6.22	537.8		Laura	9.47	
6.35	544.9		Tessier	9.34	
f 6.41	548.5		Kinhop	f 9.27	
6.51	553.5		Harris	9.17	
f 6.56	555.6		Crystal Beach	f 9.09	
f 7.02	559.1		Brisbin	f 9.02	
f 7.13	564.2		Zealandia	8.52	
f 7.23	570.3		Pym	f 8.40	
7.32	575.7	Ar	Rosetown	8.30	
7.45	582.5	Lv	Ridpath	8.14	
f 8.00	588.4		McGee	8.00	
8.13	595.8		Fiske	7.45	
8.29	601.9		D'Arcy	7.32	
8.43	610.3		Brock	7.15	
9.00	616.8		Netherhill	7.03	
9.17	622.9		Beadle	6.51	
9.33	629.9	Ar	KINDERSLEY 278, 284	f 6.35	
↑ 9.55	638.2	Lv	Fairmount	f 6.15	
↑ 10.20	644.9		Pinkham	5.58	
10.36	652.5		Flaxcombe	5.44	
10.49	660.8		Marengo	5.30	
11.06	666.7		Merid	5.13	
11.21	673.9		ALSASK, SASK. 284	5.01	
11.33	680.9		Sibbald, Alta.	4.48	
↑ 11.49	690.6		Benton	4.33	
↑ 12.02	696.6		Oyen	4.14	
12.19	701.3		Excel	3.53	
12.40	706.9		Lanfine	3.42	
12.50	712.9		Cereal	3.33	
1.00	718.7		Chinook	3.16	
1.12	727.1		Dobson	3.08	
1.23	732.2		Youngstown	f 2.53	
f 1.38	738.2		Scotfield	2.44	
1.47	746.1		Stanmore	2.31	
1.58	750.6		Richdale	2.14	
2.14	757.1		Alness	2.03	
2.27	761.0		Bonar	f 1.51	
f 2.40	761.7		Medicine Hat Jct. 301	f 1.45	
f 2.48	766.3	Ar	HANNA 299, 301	f 1.43	
f 2.49	774.0	Lv	Watts	f 1.35	
↑ 3.00	780.8		Craigmyle	f 1.25	
↑ 3.10	788.2		Delia	1.11	
↑ 3.25	796.2		Michichi	12.57	
↑ 3.25	799.2		Gartly	12.42	
3.38	806.6		Munson Jct. 296	12.22	
3.53	807.4		Munson	↑ 12.14	
4.09	816.9		Kneehill } Carload	↑ 11.58	
4.14	818.7		Nacmine } freight only.	↑ 11.55	
4.30	818.6	Ar	DRUMHELLER 296, 297	11.20	
4.39	823.1	Lv	Rosedale	10.55	
4.56	826.7		Wayne	10.45	
5.13	834.5		Beynon	10.35	
5.19	842.7		Rosebud	f 10.15	
5.19	845.3		Redland	9.57	
5.36	853.4		Rockyford	9.50	
5.50	859.8		Baintree	9.34	
f 5.57	862.9		Dunshalt	f 9.21	
6.10	869.2		Ardenode	f 9.15	
6.26	877.4		Lyalta	9.03	
f 6.41	884.7		Norfolk	8.48	
f 6.56	892.9		Janet	f 8.34	
f 7.03	897.0		Barlow	f 8.21	
7.06	898.5		Barlow Jct. 295	f 8.15	
7.20	903.1	Ar	CALGARY, ALTA. 295	f 8.15	
P.M.	P.M.		(Trans-Canada Air Lines)	f 8.12	
5.16	P.M.			↑ 8.00	
5.30	Ex.Mo			8.00	
				P.M.	
				A.M.	
				P.M.	
				Ex Su.	

Canadian National Railways

REGINA-MELVILLE-YORKTON-CANORA-KELVINGTON-SWAN RIVER-FLIN FLON

Table 267: Regina-Melville-Yorkton-Canora-Kelvington-Swan River-Flin Flon. Includes routes, equipment (Nos. 61 and 62), and detailed timetables for various stations like Regina, Melville, Yorkton, Canora, Kelvington, Swan River, and Flin Flon.

REGINA-SASKATOON-PRINCE ALBERT

Table 268: Regina-Saskatoon-Prince Albert. Includes equipment details (Nos. 59, 60-6) and timetables for routes between Regina, Saskatoon, and Prince Albert, including stations like Warman, Osler, and Leckford.

**Canadian Northern Railway / Canadian National Railways
Lake Manitoba Railway & Canal Company**

RY-104, LAKE · MAN. RY & C. CO · M.C. / N^o 1

N,S

1897/10/16-1901/09/05



.....

**Canadian Northern Railway
Winnipeg & Dauphin**

WT-868.01, C.N.R. W'PEG. & DAUPHIN / N^o 1

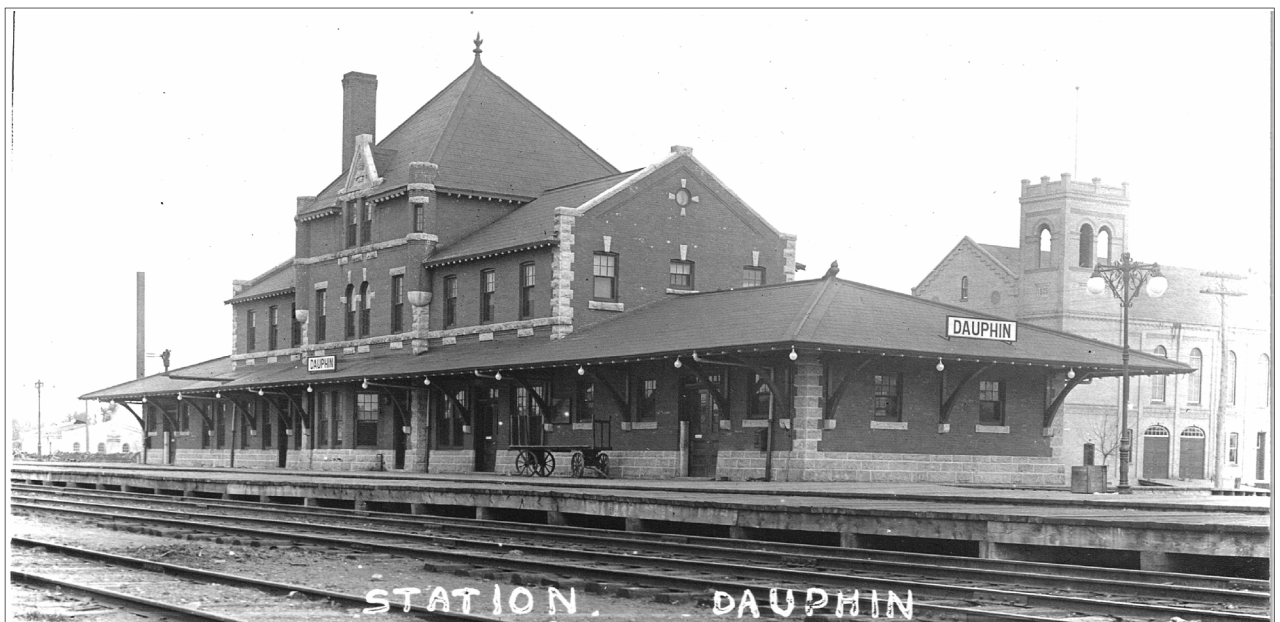
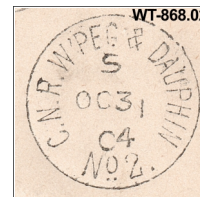
N,S

1901/06/19-1905/10/03

WT-868.02, C.N.R. W'PEG. & DAUPHIN / N^o 2.

S,E

1904/02/12-1907/02/27



Canadian Northern Railway / Canadian National Railways

Winnipeg - Brandon - Regina - Saskatoon - Prince Albert - North Battleford - Edmonton

Winnipeg & Brandon

WT-857 , NOR. PAC. RY. M.C. W'PEG. & BRANDON / N ^o 1	E,W	1892/01/26-1905/11/03
WT-858.01 , C.N.R. W'PEG. & BRANDON / N ^o 1	E,W	1901/10/24-1904/04/12
WT-859.011 , WPG. & BRANDON · R.P.O. / N ^o 1	5,6	1922/10/01-1943/07/04
WT-859.012 , WPG. & BRANDON · R.P.O. / N ^o 1	5,6	1944/06/11-1946/09/16
WT-859.02 , WPG. & BRANDON · R.P.O. / N ^o 2	5,6	1926/11/27-1946/11/06



Regina & Prince Albert

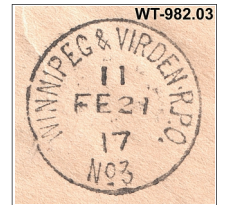
WT-639.011 , REGINA & PRINCE ALBERT · R.P.O. / N ^o 1	N,S	1905/06/26-1910/04/17
WT-639.012 , REGINA & PRINCE ALBERT · R.P.O. / N ^o 1	N,S,2,8	1910/09/25-1911/05/18
WT-639.021 , REGINA & PRINCE ALBERT R.P.O. / N ^o 2	N,S	1905/04/18-1911/05/18
WT-639.022 , REGINA & PRINCE ALBERT · R.P.O. / N ^o 2	N,S	1912/07/02-1919/07/11
WT-639.031 , REGINA & PRINCE ALBERT R.P.O. / N ^o 3	N,S	1907/05/11-1910/07/21
WT-639.032 , REGINA & PRINCE ALBERT R.P.O. / N ^o 3	N,NO,S	1911/06/04-1915/01/24
WT-639.033 , REGINA & PRINCE ALBERT · R.P.O. / N ^o 3	N,S	1915/08/11-1919/08/15



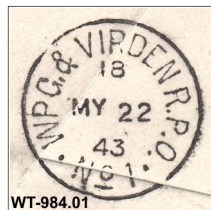
**Canadian Northern Railway / Canadian National Railways
Winnipeg - Notre Dame de Lourdes - Hartney - Scarth - Virden**

Winnipeg & Virden

WT-981.01,	C.N.R. W'P'G & VIRDEN R.P.O. / N ^o 1	E,12	1906/04/01-1922/02/27
WT-981.02,	C.N.R. W'P'G & VIRDEN R.P.O. / N ^o 2	E,W,12	1906/03/12-1922/04/24
WT-982.01,	WINNIPEG & VIRDEN · R.P.O. / N ^o 1	11,12	1924/03/06-1924/10/08
WT-982.03,	WINNIPEG & VIRDEN · R.P.O. / N ^o 3	E,W,11,12,30	1912/02/06-1924/12/02
WT-983,	W'P'G. & VIRDEN · R.P.O. N ^o 2. /.	11,12	1923/09/21-1925/03/27
WT-984.01,	WPG & VIRDEN R.P.O. / · N ^o 1 ·	11,12,17,18	1938/09/08-1958/10/24
WT-984.02,	WPG & VIRDEN R.P.O. / · N ^o 2 ·	11,12,17,18	1938/05/16-1958/10/02



WT-982.01 proof



WT-984.01

WT-984.02

Winnipeg & Hartney

WT-881.01,	WPG. & HAR. R.P.O. / N ^o 1	11,12	1927/09/16-1938/04/30
WT-881.02,	WPG. & HAR. R.P.O. / N ^o 2	11,12	1926/02/01-1932/05/13
WT-881.03,	WPG. & HAR. R.P.O. / N ^o 3	11,12	1925/10/26-1938/05/04



WT-881.01

WT-881.02

WT-881.03

Canadian Northern Railway / Canadian National Railways

WINNIPEG, CARMAN, SOMERSET, HARTNEY, VIRDEN									
		11		Miles	TABLE 243 (Central Time)	12			
		A.M.			(Fort Garry Hotel)	P.M.			
From Deloraine, see Table 240		↑	8.30	0.0	Lv Winnipeg, Man. ⊖▲ Ar	↑	4.15	To Deloraine, see Table 240	
			9.05	13.4	Oakbluff		3.44		
			9.23	21.3	Sanford		3.28		
			9.42	29.8	Brunkild		3.10		
		f	9.51	34.0	Mollard	f	3.00		
			10.03	38.0	Sperling		2.51		
			10.20	45.1	Homewood		2.34		
			10.37	51.5	Carman		2.18		
			10.52	58.4	Graysville		2.00		
		f	11.02	62.7	Stephenfield	f	1.50		
	11.12	66.9	Roseisle		1.40				
	11.26	71.1	Leary's		1.29				
			11.55	78.5	Ar } Notre Dame de Lourdes { Lv		1.04		
			11.58		Lv } Ar		1.01		
			12.12	78.8	Cardinal		12.48		
		↑	12.55	86.6	Somerset 247	↑	12.30		
			1.11	93.1	Swan Lake		11.54		
			1.28	99.2	Indian Springs		11.40		
			1.41	104.0	Marieapolis		11.26		
			2.00	111.2	Greenway		11.10		
			2.15	116.9	Baldur 240		10.55		
		↑	2.50	126.8	Belmont 240, 250	↑	10.30		
		f	3.17	138.8	Sanatorium	f	9.51		
			3.22	139.5	Ninette		9.47		
			3.33	144.1	Dunrea		9.34		
			3.47	149.7	Margaret		9.18		
			4.04	157.2	Minto		9.00		
			4.17	162.4	Fairfax		8.47		
			4.33	168.8	Elgin		8.31		
			4.44	174.0	Underhill		8.18		
			4.58	176.5	Argue		8.11		
		↑	5.03	180.8	Ar } Hartney { Lv		8.00		
		@	5.05		Lv } Ar		7.58		
			5.27	189.6	Grande Clairiere		7.36		
			5.51	199.0	Bellevue		7.14		
			6.18	209.6	Scarth 237		6.47		
		f	6.30	214.4	Maples	f	6.30		
		@	6.40	218.1	Ar } Virden, Man. { Lv		6.20		
					Lv } Ar				

C.N.R. Timetable - 1928

WINNIPEG—MORRIS—SOMERSET—EMERSON									
14 Daily	8 Daily	M208 M.W.Fr	M192 Mo.Fri.	Miles	TABLE 258 (Central Time)	M191 Tu.Sat.	M207 TuThSa	7 Daily	13 Daily
A.M.	P.M.	A.M.	A.M.		(Fort Garry Hotel)	P.M.	P.M.	A.M.	P.M.
8.50	8.10	8.30	11.05	0.0	Lv WINNIPEG, MAN. ⊖▲ Ar	2.30	4.30	10.30	9.40
9.00	8.20	9.25	11.25	2.7	Portage Jct.	2.05	4.05	10.20	9.30
9.08	8.29	9.40	11.38	8.8	St. Norbert	1.45	3.45	10.12	9.21
9.16	8.38	10.04	11.58	14.9	Cartier	1.32	3.30	10.04	9.12
9.21	8.43	10.12	12.05	18.2	Glenlea	1.22	3.22	9.59	9.07
9.28	8.50	10.21	12.20	23.1	St. Agathe	1.10	3.11	9.52	9.00
9.33	8.55	10.29	12.27	26.8	Union Point	1.03	3.00	9.47	8.55
9.40	9.02	10.39	12.40	32.0	Silver Plains	1.23	2.47	9.40	8.46
9.56	9.17	11.09	1.05	40.0	Ar MORRIS ⊖ Lv	12.15	2.27	9.26	8.33
			1.25	40.0	Lv MORRIS ⊖ Ar	11.45			
			1.55	49.9	Lowe Farm	11.16			
			2.13	56.2	Kane	10.55			
			2.20	61.1	Myrtle	10.40			
			2.50	65.8	Roland	10.20			
		f	2.59	68.8	Jordan	10.03			
			3.18	73.7	Rosebank	9.50			
			3.50	79.6	Miami	9.30			
			4.25	89.0	Deerwood	8.42			
			4.55	94.3	Altamont	8.25			
			5.30	102.0	Ar SOMERSET ⊖ Lv	8.00			
					Lv MORRIS ⊖ Ar	A.M.	2.27	9.26	8.33
					St. Jean Baptiste		2.07	9.14	8.23
					Letellier		1.39	8.59	8.08
					Christie	f	1.24	8.50	7.55
					Emerson Jct.		1.15	8.45	7.50
					Ar } EMERSON ⊖ { Lv		12.05	8.28	
					Lv } Ar		11.35		

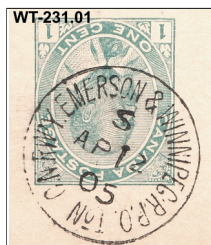
C.N.R. Timetable - 1944

Canadian Northern Railway / Canadian National Railways

Winnipeg - Emerson - Pembina

Emerson & Winnipeg

WT-231.01 , C.N.R.W'Y. EMERSON & WINNIPEG · R.P.O. / N ^o 1	N,S,7,8	1905/02/25-1917/07/09
WT-231.02 , C.N.R.W'Y. EMERSON & WINNIPEG · R.P.O. / N ^o 2	N,S,7	1905/11/17-1923/01/20
WT-231.02 , C.N.R.W'Y. EMERSON & WINNIPEG · R.P.O. / N ^o 2	N,S,7	1905/11/17-1923/01/20
WT-233 , EMERSON & WINNIPEG · R.P.O. / .	7,8	1923/05/10-1942/05/07
WT-234.01 , EMERSON & WINNIPEG / · R.P.O. ·	7,8	1965/06/26-1968/10/05



Pembina & Winnipeg

WT-554.011 , PEM. & WIN. R.P.O. N ^o 1 / N.P.R.	13,14	1919/05/24-1928/05/25
WT-555.01 , PEMBINA & W'P'G. R.P.O. / No. 1	13,14	1942/05/20-1949/10/18
WT-555.02 , PEMBINA & W'P'G. R.P.O. / No. 1	13,14	1944/01/12-1947/10/22



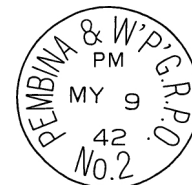
WT-554.011



WT-554.012 proof



WT-555.01 proof



WT-555.02 proof

Canadian Northern Railway / Canadian National Railways
Winnipeg - Dauphin - Swan River - Prince Albert - No. Battleford - Edmonton

Winnipeg - Dauphin - Kamsack - Canora - No. Battleford - Edmonton

Winnipeg & Edmonton

WT-876.01 , WINNIPEG & EDMONTON R.P.O. / N ^o 1	E	1907/01/25-1909/06/24
WT-876.02 , WINNIPEG & EDMONTON R.P.O. / N ^o 2	E,W	1907/04/26-1909/10/16
WT-876.03 , WINNIPEG & EDMONTON R.P.O. / N ^o 3	E,W	1906/08/13-1910/02/15
WT-876.04 , WINNIPEG & EDMONTON R.P.O. / N ^o 4	E,	1906/04/08-1910/02/26
WT-876.05 , WINNIPEG & EDMONTON R.P.O. / N ^o 5	E,W	1906/12/19-1909/11/25
WT-876.06 , WINNIPEG & EDMONTON R.P.O. / N ^o 6	E,2	1907/04/08-1909/12/19
WT-876.07 , WINNIPEG & EDMONTON R.P.O. / N ^o 7.	E,W	1906/09/06-1909/11/16
WT-876.08 , WINNIPEG & EDMONTON R.P.O. / N ^o 8.	E,W,1,2	1906/10/08-1910/02/03
WT-876.09 , WINNIPEG & EDMONTON R.P.O. / N ^o 9.	E,W	1906/07/18-1909/10/05
WT-876.10 , WINNIPEG & EDMONTON R.P.O. / N ^o 10	E,W,2	1907/08/03-1910/02/18



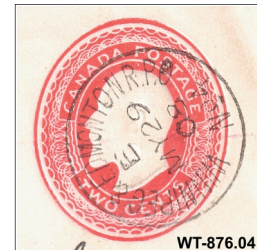
WT-876.01



WT-876.02



WT-876.03



WT-876.04



WT-876.05



WT-876.06



WT-876.07



WT-876.08



WT-876.09

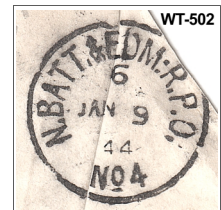
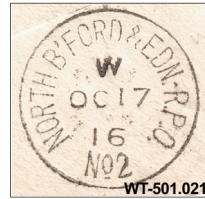


WT-876.10

Canadian Northern Railway / Canadian National Railways

North Battleford & Edmonton

WT-501.011 , NORTH B'FORD & EDN : R.P.O. / N ^o 1	E,W,1,2,5,6	1915/09/26-1942/06/10
WT-501.012 , NORTH B'FORD & EDN. R.P.O. / N ^o 1	5,6	1945/01/27-1953/12/05
WT-501.021 , NORTH B'FORD & EDN : R.P.O. / N ^o 2	E,W,1,2,5,6	1914/12/17-1945/05/14
WT-501.022 , NORTH B'FORD & EDN : R.P.O. / N ^o 2	5,6	1945/11/30-1958/05/29
WT-501.031 , NORTH B'FORD & EDN : R.P.O. / N ^o 3	1,2,5,6	1915/06/28-1943/11/23
WT-501.032 , NORTH B'FORD & EDN : R.P.O. / N ^o 3	5,6	1946/07/12-1958/05/29
WT-502 , N. BATT. & EDM : R.P.O. / N ^o 4	1,5,6	1920/03/10-1957/10/29



Winnipeg - Dauphin - Kamsack - Humboldt - Edmonton

Winnipeg & Humboldt

WT-883.01 , WINNIPEG & HUMBOLDT · R.P.O. / N ^o 1	E,1,2	1910/10/05-1914/07/10
WT-883.02 , WINNIPEG & HUMBOLDT · R.P.O. / N ^o 2	E,W,2	1910/03/26-1914/08/30
WT-883.03 , WINNIPEG & HUMBOLDT · R.P.O. / N ^o 3	E,W,1	1910/03/28-1914/09/06
WT-883.04 , WINNIPEG & HUMBOLDT · R.P.O. / N ^o 4	E,W	1910/03/30-1914/10/17
WT-883.05 , WINNIPEG & HUMBOLDT · R.P.O. / N ^o 5	E,W	1910/03/21-1914/10/12



Canadian Northern Railway / Canadian National Railways



WT-883.55, W'PEG & HUM. R.P.O. / J. G. HOOD , Tr. 1, OCT 13, 1913



WT-884

Humboldt & Edmonton

WT-250.01 , HUMBOLDT & EDMONTON R.P.O. · C.N.R. / N ^o 1	E,W,2	1910/04/10-1914/10/10
WT-250.02 , HUMBOLDT & EDMONTON R.P.O. · C.N.R. / N ^o 2	E,2	1910/05/02-1914/10/31
WT-250.03 , HUMBOLDT & EDMONTON R.P.O. · C.N.R. / N ^o 3	E,2	1910/03/15-1914/??/05
WT-250.04 , HUMBOLDT & EDMONTON R.P.O. · C.N.R. / N ^o 4	E,W,1,2	1910/05/23-1913/08/10
WT-250.05 , HUMBOLDT & EDMONTON R.P.O. · C.N.R. / N ^o 5	E,W	1910/04/15-1914/10/17

Canadian Northern Railway / Canadian National Railways



Swan River & Prince Albert

WT-792.01,	SWAN RIVER & PRINCE A : R.P.O. / No 1	E,W,15,16	1919/09/22-1948/12/07
WT-792.02,	SWAN RIVER & PRINCE A : R.P.O. / No 2	E,W,15	1915/06/14-1947/04/16
WT-792.03,	SWAN RIVER & PRINCE A : R.P.O. / No 3	E,W	1914/12/22-1918/06/24
WT-793.01,	S. R. & P. A. R.P.O. / No. 1	15,16	1949/02/22-1952/10/13
WT-793.02,	S. R. & P. A. R.P.O. / No. 2	15,16,blank	1949/04/05-1957/03/26
WT-793.031,	S. R. & P. A.- R.P.O. / No. 3	E,W,15,16	1920/03/12-1945/08/29
WT-793.032,	S. R. & P. A. R.P.O. / No. 3	15,16	1951/06/08-1956/05/23
WT-795,	SWAN RIV. & PR. ALBERT · R.P.O. / No. 2	E,W,15,16,64	1924/11/17-1948/12/18



Canadian Northern Railway / Canadian National Railways

Winnipeg & Swan River

WT-975.011 , W'PEG. & SWAN RIVER · R.P.O. / N ^o 1	3,4,15,16,65,66	1915/10/05-1941/02/24
WT-975.012 , W'PEG. & SWAN RIVER · R.P.O. / N ^o 1	15,16,65	1944/01/20-1958/09/15
WT-975.02 , W'PEG. & SWAN RIVER · R.P.O. / N ^o 2	3,4,15,16	1916/12/09-1925/02/19
WT-975.03 , W'PEG. & SWAN RIVER · R.P.O. / N ^o 3	4,15,16	1920/09/29-1935/10/22
WT-975.04 , W'PEG. & SWAN RIVER · R.P.O. / N ^o 3	4,15,16	1917/01/30-1930/05/14
WT-977 , WPG. & SWAN · RIV. R.P.O. / No. 2	AM,15,16	1929/05/16-1955/07/14

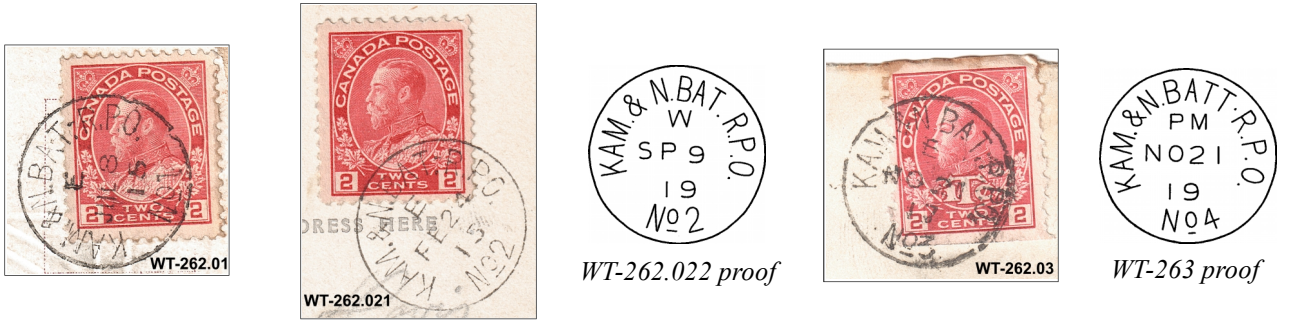


This registered cover to Hamilton from Renwer, Manitoba was put on board westbound **WT-975.03**, W'PEG. & SWAN RIVER · R.P.O. / N^o 3 , 15, SP 29, 20. The following day it returned eastward on **WT-975.03**, W'PEG. & SWAN RIVER · R.P.O. / N^o 3 , 16, SP 29, 20 and the clerk also applied **WT-976**, TRAIN No. / W'peg. & S. River R.P.O. No. 4 , 16, SEP 30, 1920. Arrival in Winnipeg was September 30 and arrival in Hamilton was on October 4.

Canadian Northern Railway / Canadian National Railways

Kamsack & North Battleford

WT-262.01 , KAM. & N. BAT.- R.P.O. / N ^o 1	E,W	1915/04/09-1920/03/17
WT-262.021 , KAM. & N. BAT.- R.P.O. / N ^o 2	E,W,1,2	1915/02/24-1918/12/13
WT-262.022 , KAM. & N. BAT. R.P.O. / N ^o 2	E	1919/11/06
WT-262.03 , KAM. & N. BAT.- R.P.O. / N ^o 3	E,W	1915/03/12-1920/04/09
WT-263 , KAM. & N. BATT · R.P.O. / N ^o 4	E	1920/04/11-1920/04/14



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Prince Albert & North Battleford

WT-557 , PR. ALBERT & NORTH BATT : R.P.O. / .	75,76,176	1928/10/17-1949/11/12
WT-558 , P. A. & N. B. / R.P.O.	75,76,176	1950/01/14-1958/08/25



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Barrows & Prince Albert

WT-2.02 , BAR. & P. A. R.P.O. / N ^o 2	15,16	1957/04/08-1959/05/30
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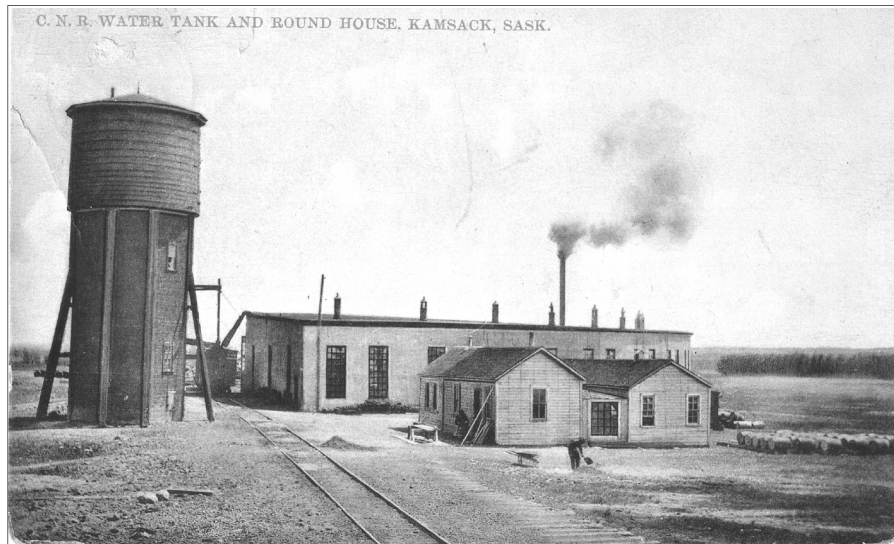
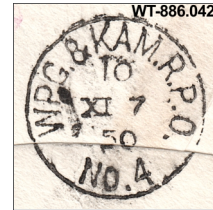
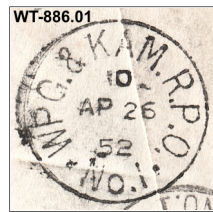
Barrows, Manitoba is located at mile 354.2 between Swan River and Hudson Bay Junction.

Canadian Northern Railway / Canadian National Railways

Winnipeg - Dauphin - Kamsack - Humboldt - Warman - Saskatoon

Winnipeg & Kamsack

WT-885.01 , W'PEG. & KAM · R.P.O. / N ^o 1	E,1,2,9,10	1915/01/01-1953/04/27
WT-885.02 , W'PEG. & KAM · R.P.O. / N ^o 2	2,9,10	1916/10/07-1940/12/05
WT-885.031 , W'PEG. & KAM · R.P.O. / N ^o 3	2	1915/03/27-1915/11/27
WT-885.032 , W'PEG. & KAM · R.P.O. / N ^o 3	2,9,10	1916/07/14-1952/12/02
WT-885.033 , W'PEG. & KAM · R.P.O. / NO. 3	9,10	1953/06/12-1963/05/06
WT-885.04 , W'PEG. & KAM · R.P.O. / N ^o 4	2,9,10	1917/07/31-1940/05/29
WT-886.01 , WPG. & KAM. R.P.O. / · No. 1 ·	9,10	1939/05/22-1963/03/03
WT-886.02 , WPG. & KAM. R.P.O. / No. 2	9,10,18	1942/02/15-1963/05/08
WT-886.041 , W'P'G. & KAM. R.P.O. / No. 4	9,10	1942/07/30-1949/05/07
WT-886.042 , WPG. & KAM. R.P.O. / No. 4	PM,9,10	1949/10/20-1963/05/18



Canadian Northern Railway / Canadian National Railways

Kamsack & Saskatoon

WT-267.011 , KAM. & SASK.- R.P.O. /No 1	E,W,9,10	1922/04/08-1947/09/22
WT-267.012 , KAM. & SASK. R.P.O. /No. 1	9,10	1948/12/16-1961/04/20
WT-267.021 , KAM. & SASK.- R.P.O. /No 2	E,W,9,10	1920/11/08-1950/02/02
WT-267.022 , KAM. & SASK. R.P.O. /No. 2	9,10	1950/06/20-1961/05/10
WT-267.031 , KAM. & SASK.- R.P.O. /No 3	E,W,9,10	1921/07/11-1947/05/23
WT-267.032 , KAM. & SASK. R.P.O. /No. 3	9,10	1948/12/03-1961/05/12
WT-272.01 , KAM. & S'TOON /R.P.O. No. 1	9,10	1961/10/21-1963/05/11
WT-272.02 , KAM. & S'TOON /R.P.O. No. 2	9,10	1961/10/25-1963/04/30
WT-272.03 , KAM. & S'TOON /R.P.O. No. 3	9,10	1961/09/26-1963/06/09



WT-267.011



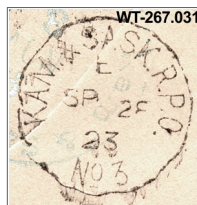
WT-267.012



WT-267.021



WT-267.022



WT-267.031



WT-267.032



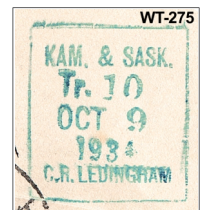
WT-272.01



WT-272.02



WT-272.03



WT-275

Winnipeg - Neepawa - Russell

Winnipeg & Russell

WT-967.01 , WPG. & RUSSELL R.P.O. /No 1	18,105,106	1920/04/27-1925/08/12
WT-967.02 , WPG. & RUSSELL R.P.O. /No 2	E,W,18	1920/10/28-1925/04/10
WT-967.03 , WPG. & RUSSELL R.P.O. /No 3	106	1920/05/11-1920/10/23



WT-967.01



WT-967.02



WT-967.03

Canadian Northern Railway / Canadian National Railways

Winnipeg & Prince Albert

WT-957.011 , WINNIPEG & PRINCE ALBERT R.P.O. / N ^o 1	E	1908/02/24-1912/06/24
WT-957.012 , WINNIPEG & PRINCE ALBERT · R.P.O. / N ^o 1	E	1913/07/15-1913/10/21
WT-957.02 , WINNIPEG & PRINCE ALBERT R.P.O. / N ^o 2	E	1908/09/18-1911/06/23
WT-957.03 , WINNIPEG & PRINCE ALBERT R.P.O. / N ^o 3	E,W	1907/07/31-1914/09/02
WT-957.041 , WINNIPEG & PRINCE ALBERT · R.P.O. / N ^o 4	E	1907/11/22
WT-957.042 , WINNIPEG & PRINCE ALBERT · R.P.O. / N ^o 4	E	1911/12/10-1914/04/19
WT-957.05 , WINNIPEG & PRINCE ALBERT · R.P.O. / N ^o 5	E,W	1911/02/15-1914/10/06
WT-957.06 , WINNIPEG & PRINCE ALBERT · R.P.O. / N ^o 6	E,W	1911/05/29-1914/09/09



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Brandon & Regina

WT-37.01 , BRANDON & REGINA · R.P.O. / N ^o 1	E,W,5,6	1912/09/02-1946/03/07
WT-37.02 , BRANDON & REGINA · R.P.O. / N ^o 2	E,W,5,6	1912/04/20-1943/09/01
WT-37.031 , BRANDON & REGINA · R.P.O. / N ^o 3	E,W,5,6	1915/05/29-1946/03/05
WT-37.032 , BRANDON & REGINA · R.P.O. / N ^o 3	5,6	1946/06/30-1946/10/18
WT-39 , BRANDON & REGINA · R.P.O. N ^o 2 /.	5,6	1944/09/16-1946/10/13



Canadian Northern Railway / Canadian National Railways

Brandon & Saskatoon

WT-44.01 , BRANDON & SASKATOON · R.P.O. / N ^o 1	E,W,60	1914/05/04-1931/03/10
WT-44.02 , BRANDON & SASKATOON R.P.O. / N ^o 2	E,W,59,60,306	1915/08/31-1933/01/05
WT-44.03 , BRANDON & SASKATOON · R.P.O. / N ^o 3	E,W	1913/04/08-1926/04/21
WT-44.04 , BRANDON & SASKATOON · R.P.O. / N ^o 4	E,W,60,305,306	1914/05/04-1931/03/10
WT-47 , BRANDON & SASK · R.P.O. / N ^o 3	E,59,60,305,306	1925/04/30-1931/04/09



WT-44.01



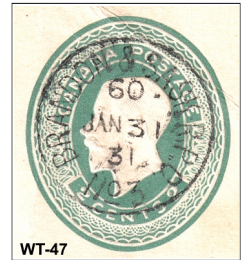
WT-44.02



WT-44.03



WT-44.04



WT-47

Regina & North Battleford

WT-623.01 , REGINA & NO. BATT. R.P.O. / N ^o 1	5,6	1920/07/31-1949/05/29
WT-623.02 , REGINA & NO. BATT. R.P.O. / N ^o 2	5,6	1920/09/15-1949/04/23
WT-623.03 , REGINA & NO. BATT. R.P.O. / N ^o 3	5,6	1924/09/20-1949/11/09
WT-623.04 , REGINA & NO. BATT. R.P.O. / N ^o 2	5,6	1923/01/19-1949/10/06
WT-625.01 , REG. & N. BAT. R.P.O. / No. 1	5,6	1949/11/01-1958/05/26
WT-625.02 , REG. & N. BAT. R.P.O. / No. 2	5,6	1949/11/11-1957/12/03
WT-625.03 , REG. & N. BAT. R.P.O. / No. 3	5,6	1949/10/13-1957/03/25
WT-625.04 , REG. & N. BAT. R.P.O. / No. 4	5,6	1950/06/06-1957/05/07



WT-623.01



WT-623.02



WT-623.03



WT-623.04



WT-625.01



WT-625.02



WT-625.03



WT-625.04

Canadian Northern Railway / Canadian National Railways

Saskatoon & Prince Albert

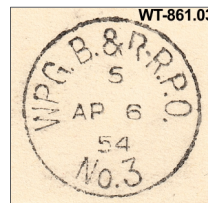
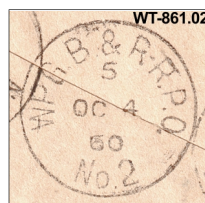
WT-748.011 , SASK. & PR. ALBERT · R.P.O. / No 1	N,S	1920/08/29-1923/12/03
WT-748.012 , SASK. & PR. ALBERT. R.P.O. / No 1	N,S	1925/12/01-1931/08/26
WT-748.013 , SASK. & PR. ALBERT · R.P.O. / No 1	S,7,8	1932/01/21-1949/12/31
WT-748.02 , SASK. & PR. ALBERT. R.P.O. / No 2	7	1943/06/21
WT-751 , SASK. & P. A. R.P.O. / No. 1	7,8	1950/02/09-1961/06/08
WT-752 , S'TOON & P. A. / R.P.O. No. 1	7,8	1961/07/17-1964/10/31



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Winnipeg, Brandon & Regina

WT-861.01 , WPG. B. & R - R.P.O. / No. 1	5,6	1946/12/15-1962/04/29
WT-861.02 , WPG. B. & R - R.P.O. / No. 2	5,6	1946/11/12-1963/05/28
WT-861.03 , WPG. B. & R - R.P.O. / No. 3	5,6	1947/05/08-1961/09/06
WT-861.04 , WPG. B. & R - R.P.O. / No. 4	5,6	1947/05/03-1963/06/13
WT-861.05 , WPG. B. & R - R.P.O. / No. 5	5,6	1946/11/12-1963/05/21



Canadian Northern Railway / Canadian National Railways

Saskatoon - Kindersley - Munson - Drumheller - Calgary

Saskatoon & Kindersley

WT-741, SASK. & KIND. R.P.O. No 1/.	E,W,24	1910/05/26-1918/03/08
WT-742, SASK. & KIND. R.P.O. /No 2	E,W	1910/12/12-1919/02/21



Saskatoon & Calgary

WT-689.01, SASK. & CAL. R.P.O. /No 1	E,W,14,23,24	1916/01/26-1927/10/04
WT-689.021, SASK. & CAL. R.P.O. /No 2	E,W,23,24	1915/01/05-1918/03/03
WT-689.022, SASK. & CAL. R.P.O. /No 2	E,W	1919/04/08-1929/01/29
WT-689.03, SASK. & CAL. R.P.O. /No 3	E,W,13	1915/05/25-1927/12/06
WT-689.04, SASK. & CAL. R.P.O. /No 4	E,W,14	1915/02/28-1929/02/20



Saskatoon & Munson

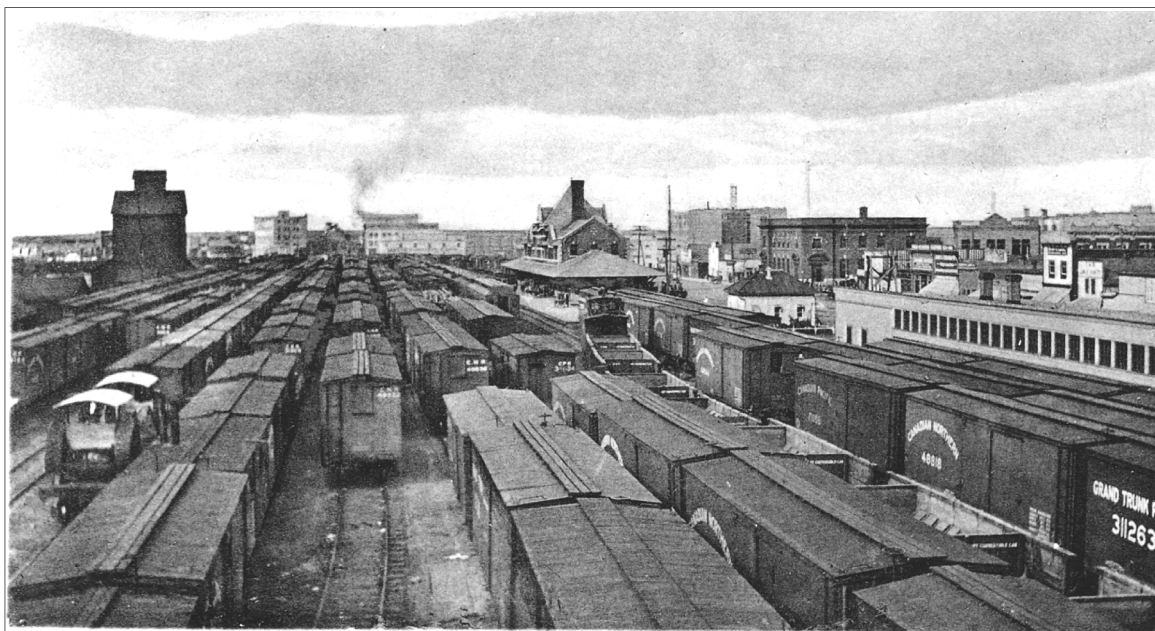
WT-744.01, SASK. & MUN. R.P.O. /No. 1	9,10	1929/07/21-1935/11/18
WT-744.02, SASK. & MUN. R.P.O. /No. 2	9,10	1929/09/27-1935/11/12
WT-744.03, SASK. & MUN. R.P.O. /No. 3	9,10	1929/08/13-1935/11/21
WT-744.04, SASK. & MUN. R.P.O. /No. 4	9,10	1929/09/09-1935/11/12



Canadian Northern Railway / Canadian National Railways

Saskatoon & Drumheller

WT-691.01 , SASK. & DRUM · R.P.O. / No. 1	9,10	1935/10/24-1961/11/08
WT-691.02 , SASK. & DRUM · R.P.O. / No. 2	9,10	1935/12/07-1960/07/09
WT-691.03 , SASK. & DRUM · R.P.O. / No. 3	9,10	1935/10/24-1959/11/18
WT-691.041 , SASK. & DRUM · R.P.O. / No. 4	9,10	1936/04/17-1959/08/05
WT-691.042 , SASK. & DRUM R.P.O. / No. 4	9,10	1960/11/13-1961/06/25
WT-693.01 , S'TOON & DRUM. / R.P.O. No. 1	9,10	1961/08/20-1962/03/25
WT-693.02 , S'TOON & DRUM. / R.P.O. No. 2	9,10	1961/08/01-1962/04/26
WT-693.03 , S'TOON & DRUM. / R.P.O. No. 3	9,10	1961/04/24-1961/11/20
WT-693.04 , S'TOON & DRUM. / R.P.O. No. 4	9,10	1961/07/27-1962/01/17



C. N. R. Yards and Depot, Saskatoon, Sask.

**Canadian Northern Railway / Canadian National Railways
Calgary - Stettler - Camrose - Vegreville - Edmonton**

Calgary, Stettler & Vegreville

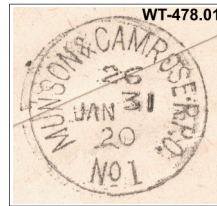
WT-88.02, CALGARY & STET. & VEGREVILLE · R.P.O. / N^o 2 5,6,8,25,35 1913/07/29-1919/04/10



Munson & Camrose

WT-478.01, MUNSON & CAMROSE · R.P.O. / N^o 1 6,25,26 1917/06/07-1924/02/18

WT-478.02, MUNSON & CAMROSE · R.P.O. / N^o 2 25,26 1920/06/14-1923/05/07

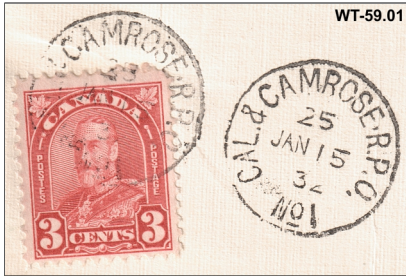


Calgary & Camrose

WT-59.01, CAL & CAMROSE · R.P.O. / N^o 1 E,W,25,26 1924/09/27-1936/06/11

WT-59.021, CAL & CAMROSE · R.P.O. / N^o 2 E,W,25,26 1924/08/08-1931/01/23

WT-59.022, CAL & CAMROSE · R.P.O. / N^o 2 25,26 1936/07/10-1958/04/18



EDMONTON, CAMROSE, STETTLER, CALGARY							
88	25	Miles	TABLE 281 (Mountain Time)	26	87		
	P.M.	A.M.	0.0		P.M.	A.M.	
	4.35	8.30	0.0	lv	7.10	11.35	
	4.45	9.07	10.8	Edmonton, Alta.	6.32	11.26	
	5.37	9.31	22.0	Strathcona 286	6.11	10.34	
	5.55	9.47	27.7	Bretona 286	5.55	10.18	
	6.12	10.01	35.3	Looma 286	5.38	10.01	
	6.27	10.17	41.9	New Sarepta 286	5.24	9.45	
	6.42	10.33	48.9	Hay Lake 286	5.09	9.30	
	7.04	11.00	58.8	Armens	4.47	9.02	
		11.10	64.5	Camrose 280, 286, 290	4.37		
		11.46	77.2	Battle 280	4.31		
		12.09	86.1	Edberg	3.57		
		12.34	95.8	Meeting Creek	3.28		
		12.59	105.3	Donalds	3.03		
		1.32	115.9	Red Willow	2.39		
		1.45	121.0	Stettler 289	2.10		
		2.15	129.3	Warden 283	1.45		
		2.48	136.9	Fenn	1.25		
		3.06	144.8	Big Valley 289	1.02		
		3.22	151.7	Scollard	12.34		
		3.37	157.9	Rumsey	12.19		
		3.54	165.3	Rowley	12.04		
		4.12	172.9	Morrin	11.47		
		4.48	185.1	Munson Jet. 234	11.30		
		8.10	269.5	Drumheller 234	10.50		
				Calgary, Alta. 234	17.30		
					A.M.		

C.N.R. Public Timetable - 1928

Canadian Northern Railway / Canadian National Railways

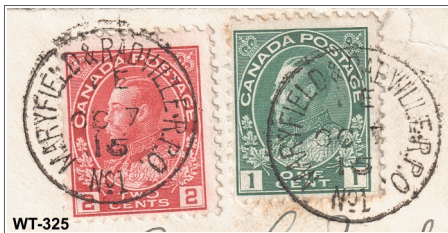
Maryfield - Estevan - Radville - Moose Jaw

Maryfield & Radville

WT-325, MARYFIELD & RADVILLE · R.P.O. / N^o 1

E,W

1913/03/08-1924/08/27



WT-325

Maryfield & Moose Jaw

WT-322, MARY. & M. JAW · R.P.O. / N^o 1

E,W

1914/08/05-1928/04/10



WT-322

MARYFIELD AND RADVILLE							
	287	243-289	Miles	TABLE 182	290-244	288	
		A.M.		(Central Time)	P.M.		
	For intermediate points Brandon - Maryfield, see Table 185	@ 6.00	0.0	Lv } Brandon, Man.	Ar } 6.00		
		10.15	75.1	Lv } Maryfield, Sask.	Ar } 2.05		
		10.35	0.0	Lv } Ryerson.....	Ar } 1.35		
		11.10	7.2	Lv } Mair.....	Ar } 1.05		
		11.40	13.2	Lv } Parkman.....	Ar } 12.45		
		12.13	19.7	Lv } Service.....	Ar } 12.19		
		12.48	26.5	Lv } Cowper.....	Ar } 11.53		
		f 1.03	30.4	Lv } Carlyle	Ar } 11.34		
		1.30	37.1	Lv } Carlyle	Ar } 11.00		
		A.M.			(Central Time)		
	φ 7.00	1.30	Lv } Carlyle	Ar } 9.10	P.M.		
	7.37	2.00	Lv } Wordsworth.....	Ar } 8.35	@ 5.30		
	8.05	2.30	Lv } Willmar.....	Ar } 8.05	4.50		
	8.33	3.00	Lv } Browning.....	Ar } 7.43	4.30		
		3.30	Lv } Lampman	Ar } 7.10	4.00		
	9.35	4.00	Lv } Luxton.....	Ar } 6.20	3.35		
		@ 4.05	Lv } Cullen.....	Ar } 6.20	2.50		
	10.27	P.M.	Lv } Cullen.....	Ar } A.M.	2.07		
	10.55		Lv } Bryant.....	Ar } 1.38			
	f 11.20		Lv } Blewett.....	Ar } f 1.04			
	11.50		Lv } Chandler.....	Ar } f 12.33			
	12.20		Lv } Ellswick.....	Ar } f 12.15			
	12.50		Lv } Goodwater.....	Ar } f 11.30			
	1.35		Lv } Colgate.....	Ar } f 10.51			
	2.00		Lv } Dunning.....	Ar } f 10.18			
	2.27		Lv } Souris Valley.....	Ar } f 9.53			
	φ 2.45		Lv } Radville, Sask.	Ar } @ 9.30			
	P.M.				A.M.		
		To Estevan, see Table 189			From Estevan, see Table 189		
RADVILLE, AVONLEA, MOOSE JAW, RIVERHURST							
	55	51	291	Mile	TABLE 183	292 52 56	
			A.M.		(Mountain Time)	P.M.	
	From Hodgville, see Table 187		@ 9.30	0.0	Lv } Radville, Sask.	Ar } φ 7.12	
			f 10.00	9.2	Lv } Abbott.....	Ar } f 6.45	
				10.12	14.2	Lv } Forward.....	Ar } 6.23
				10.44	22.8	Lv } Moreland.....	Ar } 6.03
				11.02	30.0	Lv } Parry.....	Ar } 5.43
				11.18	36.4	Lv } Dummer.....	Ar } 5.26
				11.34	42.9	Lv } Truax.....	Ar } 5.09
				11.59	53.1	Lv } Avonlea	Ar } 4.47
				12.19	60.2	Lv } Hearne.....	Ar } 4.25
				12.38	67.3	Lv } Briercrest.....	Ar } 4.08
			12.58	74.4	Lv } Tilney.....	Ar } 3.49	
			1.10	78.9	Lv } Baldon.....	Ar } 3.38	
			1.21	82.9	Lv } Antar.....	Ar } 3.27	
			@ 1.40	88.0	Lv } Moose Jaw	Ar } φ 3.15	
		P.M.			Lv } Burt.....	Ar } P.M.	
		φ 3.15	94.1	94.1	Lv } Archdial.....	Ar } φ 1.35	
		3.32	100.2	100.2	Lv } Grayburn.....	Ar } 1.17	
		3.47	106.0	106.0	Lv } Rowletta.....	Ar } 1.01	
		4.02	111.6	111.6	Lv } Lake Valley.....	Ar } 12.45	
		4.17	116.7	116.7	Lv } Eskbank.....	Ar } 12.30	
		4.32	122.4	122.4	Lv } Darmody.....	Ar } 12.16	
		4.48	129.4	129.4	Lv } Mawer.....	Ar } 12.02	
		5.05	134.4	134.4	Lv } Central Butte.....	Ar } 11.45	
		5.27	140.4	140.4	Lv } Lawson.....	Ar } 11.31	
		5.43	147.7	147.7	Lv } Gilroy.....	Ar } 11.15	
		6.00	152.8	152.8	Lv } Riverhurst, Sask.	Ar } 10.58	
		6.15	158.7	158.7	Lv }	Ar } φ 10.45	
		φ 6.30			Lv }	Ar } φ 10.30	
		P.M.			Lv }	Ar } A.M.	
		To Regina, see Train No. 54, Table 187			From Regina, see Train No. 53, Table 187		
		φ 5.07			φ 5.07		
		4.45			4.45		
		4.23			4.23		
		4.09			4.09		
		3.58			3.58		
		3.47			3.47		
		3.35			3.35		
		P.M.			P.M.		

Canadian Northern Railway / Canadian National Railways

Saskatoon - Delisle - Tichfield - Eston

Saskatoon & Eston

WT-714.011, SASKATOON & ESTON · R.P.O. / N^o 1 E,W,7,27,28 1914/08/05-1928/04/10
 WT-714.012, SASKATOON & ESTON · R.P.O. / N^o 1 27,28 1940/03/11-1955/03/01
 WT-716, SASK. & ESTON / R.P.O. 27,28 1955/06/02-1959/04/23



SASKATOON, TICHFIELD, BEECHY, EATONIA									
Read Down				TABLE 267		Read Up			
9	72	27	Miles		28	71	10		
P.M.	A.M.	P.M.		Lv	P.M.	P.M.	A.M.		
* 5.00	9.15	@ 1.30	0.0	Lv	3.00	@ 8.00	* 11.20		
f 5.23	9.37	f 1.52	7.5	Ar	f 2.37	f 7.38	f 10.56		
f 5.42	9.53	f 2.10	17.2		f 2.18	f 7.21	f 10.36		
* 6.02	10.10	2.30	25.5	Ar	Lv	2.00	* 10.15		
	10.20	2.35		Lv	Ar	1.57			
	f 10.30	f 2.46	29.9		f 1.43	f 6.49			
	10.40	2.57	34.4		f 1.35	f 6.41			
	10.56	3.18	41.7		f 1.17	f 6.26			
	11.10	3.34	48.3		f 1.00	f 6.10			
	f 11.25	f 3.50	54.9		12.46	f 5.57			
	f 11.32	f 3.58	59.9		f 12.35	f 5.47			
	f 11.45	f 4.12	64.3		f 12.21	f 5.34			
	12.00	4.28	71.2		12.00	5.18			
	12.15	@ 4.45	76.0	Ar	11.45	@ 5.05			
	12.30	P.M.	76.0	Lv	A.M.	@ 4.45			
	12.50		85.2	Lv		4.25			
294	4.08		177.1	Ar		1.00			293
P.M.	5.40		220.2	Ar		@ 11.25			A.M.
@ 5.05	P.M.		0.0	Lv		A.M.			@ 10.35
6.15			8.9	Lv					10.05
7.05			17.6						9.25
7.30			22.6						8.50
8.15			28.7						8.25
8.40			33.2						7.45
9.25			37.7						7.30
@ 9.45	291	P.M.	43.3	Ar		292			7.00
	A.M.					P.M.			
	6.50	@ 4.50	0.0	Lv		@ 7.20			
	7.30	f 5.01	76.0	Lv	11.25	6.40			
	8.00	f 5.16	81.3		f 11.12	6.05			
	8.25	f 5.26	87.8		f 10.57	5.45			
	8.45	f 5.40	92.3		10.46	5.26			
	9.10	6.00	98.6		10.32	4.50			
	10.12	6.17	107.7		10.12	3.55			
	10.55	7.33	115.0		9.56	2.55			
	11.30	7.50	120.5		9.42	2.30			
	12.20	8.06	126.0		9.27	2.00			
	1.00	8.25	133.5		9.10	1.10			
	1.30	8.44	138.8		8.58	12.40			
	2.05	8.58	146.4		8.40	12.05			
	2.45	9.04	153.2		8.24	11.20			
331	3.20	9.28	160.7		8.07	10.40			2.20
A.M.	4.05	9.44	167.2		7.49	9.40			1.55
8.07	4.40	9.54	173.9		7.31	9.10			1.30
f 8.35	5.20	9.44	180.6		7.13	8.35			1.05
f 9.10	5.45	10.00	185.8		f 6.59	f 8.10			12.45
f 9.35	6.10		190.7	Ar	6.45	@ 7.45			12.30
f 9.55					A.M.	A.M.			P.M.
n 10.10									
A.M.									

C.N.R. Public Timetable 1928

Listing WT-717, SASK. & EAT. R.P.O. / J. E. OAKES, which was thought to be a spelling error, probably means Saskatoon & **Eatonia**, and suggests that the Saskatoon & Eston R.P.O. may have operated beyond Eston to Eatonia.

Canadian Northern Railway / Canadian National Railways

Regina - Melville - Yorkton - Canora - Sturgis - Swan River

Regina & Swan River

WT-642.011, REG. & SWAN RIVER · R.P.O. / · No 1 ·	N,S,65,66		1924/03/28-1931/05/27
WT-642.012, REG. & SWAN RIVER · R.P.O. / · No 1 ·	16,65,66	<i>1st Period</i>	1932/01/23-1939/03/07
	65,66	<i>2nd Period</i>	1951/12/04-1958/04/17
WT-642.02, REG. & SWAN RIVER · R.P.O. / · No 2 ·	N,S,61,62,65,66	<i>1st Period</i>	1925/03/30-1938/12/10
	61,62,65,66	<i>2nd Period</i>	1957/06/08-1959/09/15
WT-643.01, REG. & S.R · R.P.O. / No. 1	65,66		1946/04/16-1959/06/09
WT-643.02, REG. & S.R · R.P.O. / No. 2	65,66		1946/09/19-1959/03/06
WT-643.03, REG. & S.R · R.P.O. / No. 3	65,66		1959/09/25-1958/09/11



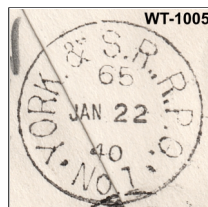
Regina & Yorkton

WT-644, REG. & YORK · R.P.O. / · No 1 ·	61,62		1939/05/20-1946/03/13
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Yorkton & Swan River

WT-1005, YORK. & S. R. R.P.O. / · No 1 ·	65,66,244		1939/05/13-1946/03/28
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Canadian Northern Railway / Canadian National Railways

Elk Point - St. Paul - Edmonton

St. Paul & Edmonton

WT-683,	SI PAUL DE METIS & EDMONTON / · R.P.O. ·	95	1929/01/08-1929/06/06
WT-684,	SI PAUL & EDMONTON · R.P.O. / .	95	1929/11/12-1930/04/24



Elk Point & Edmonton

WT-229.01,	ELK POINT & EDM. R.P.O. / .	95,96,blank	1930/09/08-1951/11/27
WT-229.02,	ELK POINT & EDM. R.P.O. / .	95,96	1952/08/19-1955/02/17



WT-229.01

WT-229.02

Bonnyville - St. Paul - Edmonton

Bonnyville, St. Paul & Edmonton

WT-14,	BON. ST. P. & ED. R.P.O. / No. 1	95,96,125,126,blank	1946/03/21-1955/02/09
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Bonnyville & Edmonton

WT-13.01,	BON. & ED. R.P.O. No. 1 / .	85,95	1955/06/30-1957/08/27
WT-13.02,	BON. & ED. R.P.O. No. 2 / .	95	1955/05/14-1957/07/29



WT-13.01



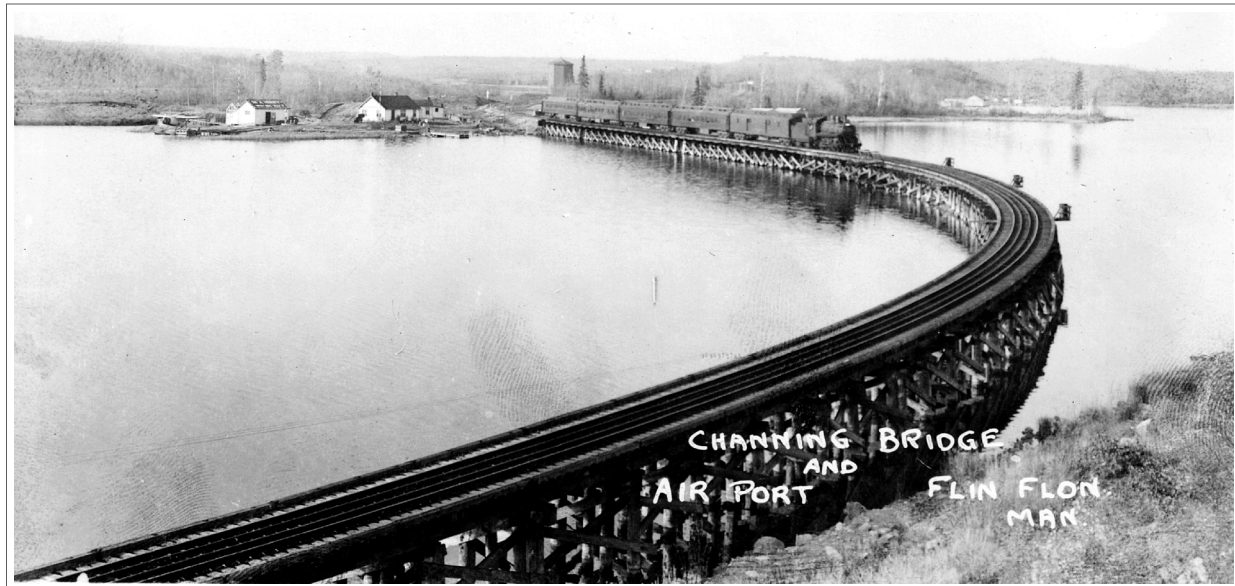
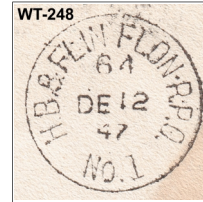
WT-13.02

Canadian Northern Railway / Canadian National Railways

Hudson Bay Junction

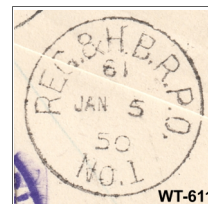
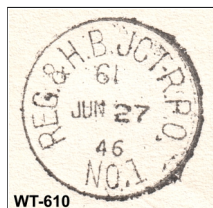
Hudson Bay Jct. & Flin Flon

WT-247,	H. B. JCT. & FLIN FLON · R.P.O. / No. 1	63,64	1946/04/17-1947/06/25
WT-248,	H. B. & FLIN FLON · R.P.O. / No. 1	63,64	1947/07/25-1951/03/03



Regina & Hudson Bay Jct.

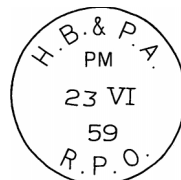
WT-610,	REG. & H. B. JCT - R.P.O. / NO. 1	61,62	1946/05/08-1947/03/21
WT-611,	REG & H. B. R.P.O. / No. 1	61,62	1947/08/13-1952/04/28



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Hudson Bay Jct. & Prince Albert

WT-249,	H. B. & P. A. / R.P.O.	15,16	1959/09/18-1961/06/01
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WT-249 proof

**Canadian Northern Railway / Canadian National Railways
North Battleford - St. Walburg**

North Battleford & St. Walburg

WT-521, N. BATT. & ST. WAL. R.P.O. / No. 1

N,S,1

1947/12/15-1951/12/18



NORTH BATTLEFORD—TURTLEFORD—ST. WALBURG									
Read Down				TABLE 287		Read Up			
M339	M291	111	107	Miles	108	112	114	M292	M340
Wed. Only	Mon. Fri.	Thur. Only	Tues. Sat.		Tues. Only	Wed. Only	Sat. Only	Tues. Thur.	Sat. Only
A.M.	A.M.	A.M.	A.M.		P.M.	P.M.	P.M.	P.M.	P.M.
10.40	9.40	9.00	9.00	0.0Lv	7.40	5.40	4.09	3.15	3.15
f/11.05	f/10.05	f/9.17	f/9.17	7.8	f/7.22	f/5.22	f/3.42	f/2.50	f/2.50
11.33	10.33	9.33	9.33	11.2	7.14	5.14	3.34	2.30	2.30
11.58	10.58	9.48	9.48	21.0	7.06	5.06	3.26	2.05	2.05
12.20	11.20	10.02	10.02	26.4	6.52	4.52	3.12	1.45	1.45
12.40	11.40	10.17	10.17	31.4	6.40	4.40	3.00	1.25	1.25
1.10	12.10	10.34	10.34	38.7	6.28	4.28	2.48	1.00	1.00
1.35	12.35	10.50	10.50	44.9	6.11	4.11	2.31	1.00	1.00
2.25	1.25	11.05	11.05	50.1	5.57	3.57	2.17	12.35	12.35
3.30	2.13	11.23	11.23	55.9	5.45	3.45	2.05	12.00	12.00
f/3.53	f/2.38	..	..	63.0	5.30	3.30	1.50	11.23	11.23
4.15	3.00	..	..	68.8	5.14	..	1.34	10.30	10.30
4.45	3.30	..	..	77.3Ar	5.01	..	1.21	10.05	10.05
P.M.	P.M.				4.40		1.00	9.30	..

C.N.R. Public Timetable - 1951

New Reports from Ross Gray

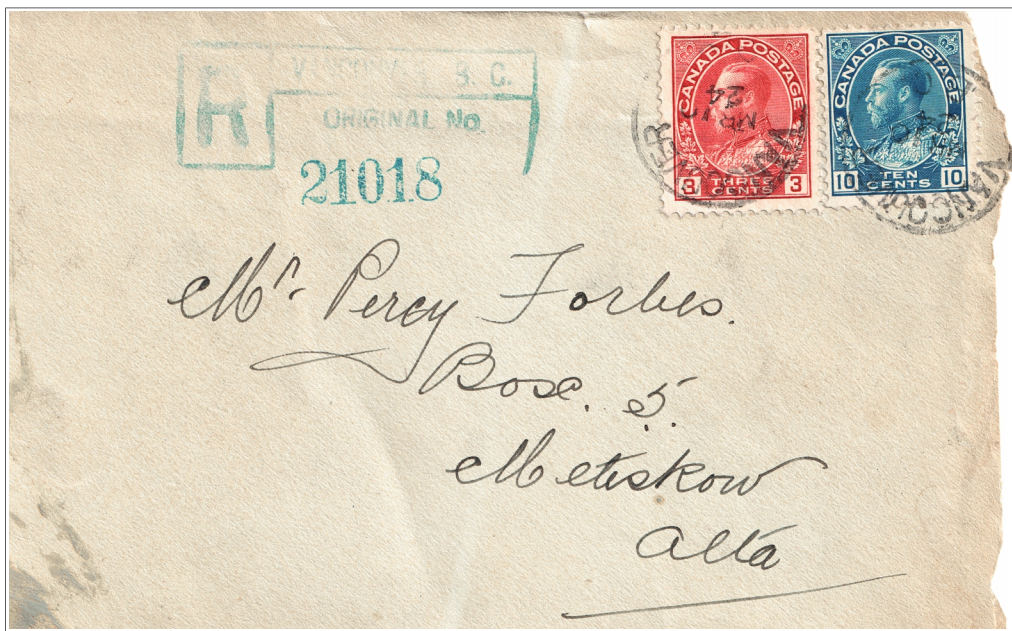


QC-535, TROIS RIVERES & GRANDE MERE · R.P.O. / . , 385, DE 2, 25 , and TROIS RIVERES & GRANDE MERE · R.P.O. / . , 386, DE 2, 25 on favour covers created by Tanner Green and addressed to Alfred Lichtenstein in New York, are the first reports of **trains 385 and 386** for the listing.



QC-547.01, TRING & LAKE MEGANTIC · R.P.O. / . , 21, OC 20, 25 , on a favour cover created by Tanner Green and addressed to Alfred Lichtenstein in New York, is the first report of **train 21** for the hammer.

New Reports from Ross Gray



This registered cover from Vancouver to Metiskow, Alberta, travelled in closed bag mail to Calgary, where it was put on board the northbound **WT-64.04**, CALGARY & EDMONTON · R.P.O. / N^o 4 , 23, MR 12, 24 , until it reached Wetaskiwin and was transferred to eastbound **WT-238.02**, HARD. & WET. R.P.O. / N^o 2 , 28, MR 12, 24 (*a new **late date** for the hammer*). At Hardisty, it was transferred to eastbound **WT-712.01**, SASK. & ED. R.P.O. / N^o 1 C.P.R. to travel the final 35 miles to Metiskow.

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