Volume 51 - No. 4 Whole No. 271 October - December, 2023

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



7.P.O. C. 7.7. 7.5 % A PART M Bood

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.

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





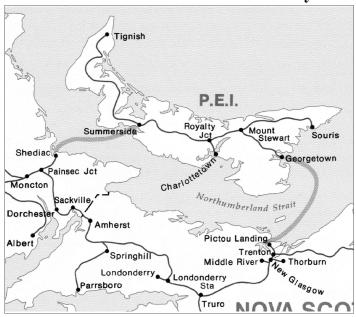
BNAPS Topics - September-October 1982

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 $^{\square}$ # $_$, 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 / \cdot R.P.O. \cdot , 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 <u>Canadian Northern Railway History</u>

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 Timetable - 1917

Canadian National Railways Public Timetable - 1931

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C.N.R. Timetable - 1944

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C.N.R. Timetable - 1944

<u> </u>	WINN	IPEG	- DAU	IPHI	N -	SWAN	RIVER	-THE F	PAS - F	LINF	LON -	PRIN	CEALBERT	- NORTH BATTL	EFORD
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Fri.	M287 Tu.Th.	Mon. We.Fr.	Iu. In	555.4	}	serving	lle La Cro ge areas.)	osse, Lac	176 Sat.		M288 We.Sa.	Wed. Sat.			
P.M. 4.35 (4.55	7.15 7.37	P.M. 12.45 1.04	P.M. 12.35 f 1.00	563.5	Lv	Bucklar	id	\A	P.M. 4.05 / 3.45	P.M. 3.05 / 2.45	P.M. 4.45 f 4.15	P.M. 12.30 /12.05	2 - -		
f 4.55 f 5.10 f 5.22 5.40	f 7.55 f 8.08 8.30	f 1.17 1.29	f 1.00 f 1.17 f 1.31	570.5 576.0 584.1	Ar :	Crutwel	1		. 3.30	2.30	f 3.55 f 3.40	12.30 f12.05 f11.45 f11.30 11.10			
5.40 P.M.	A.M.	P.M.	P.M.	111	7	(Cont'	d in Table	247)	P.M.	P.M.	P.M.	A.M.			
	-			10000000									•		

	** The National	Read	Down			Read	Up
		9	Miles	TABLE 236	10	1849	24
		P.M.		(The Bessborough Hotel)	A.M.	N 4	F, % (4)
		1 5.10	503.5	Ly SASKATOON (M.T.) AA	111.00	• • • • • • •	
		1 5.32	511.3	21, 235, 240, 268, 278, 288 Hawker	110.36		
		5.51	1521.0	Vanscoy	10.19		ļi
		6.08	1529.8	Delisle 278	10.02		
		6.22	537.8 544.9	Laura	9.34		
		16.41		Tessier	19 27		
		6.51	553.5	Harris	9.17		
		f 6.56 f 7.02		Brishin	19.09		
	1	7.13	564.2 570.3	Zealandia	8.52		
		17.23	570.3	Pym	f 8.40	••••	
	ĺ	7.32 7.45	575.7	Rosetown	8.30		
		18.00	582.5	Ridpath	8.14		
		\$ 8.00 8.13	588.4	McGee	8 00		
		8.29	595.8 601.9	FiskeD'Arcy	7.45 7.32	• • • • • •	
		9.00	610.3	Brock	7 15		
		9.17	616.8	Netherhill	7 .03		
		9.33 † 9.55	622.9	Beadle	6.51	• • • • • •	
		19.55	629.9	KINDERSLEY 278, 284 $\Theta_{k_l}^{Lv}$	10.33		
		10.36	638.2	rairmount	5.58		
		10.49	1644.9	PinkhamFlaxcombe	5 44	•••••	
		11.06	652.5	Marengo	5.30 5.13		
		lii.33	666.7	Merid	5 01		
•••••	• • • • • •	111.49	673.9	ALSASK, SASK. 284	4.48		
•••••		12.02	690.6	Sibbald, Alta	7:17		
	9	1 12,40	1696.6	Oyen	3:53		
•••••	mrose	12.50	1701.3	Excel		9	
	E	1.00		Cereal	3.33	5.	[::::::
	Edmonton, Car and Stettler, Table 296.	1 23	718.7		3.08	Cam onto	
•••••	34,3	1 1.38	727.1	Voungstown	12.53	Can 296.	
	e št	1.47	732.2 738.2	Chinook. Dobson. Youngstown. Scotfield. Stanmore. Richdale.	2.44	e n.	11
	d d	2.14	746.1	Stanmore	2.14	Edr Edr	
•••••	P a	2.27	750.6	Richdale	2.03	Stet and I	
	E	12.40	761.0	Bonar	1 1.51	9 G	
	5	12.49	761.7	Medicine Hat Jct. 301	1 1:43	F	
•••••	<u>L</u>	¶3.00	766.3	Arness	1.35	1000	
Q.MA	26	¶3.10	774 0	Warra		25	<u></u>
	Tue.	\$ 3.25 3.38 3.53	780.8	Craigmyle		Mon.	12000
18 8 S.	Th.Sat	3.53	788.2	Delia	12.42	We. Fr	12.00
6	P.M.	f 4.14	796.2 799.2	Gartly	912114	A.M.	
S	3.39 3.42	4.30	799.2 806.6 807.4	Munson Jct. 296	†11.58 11.55	11.27	98
E	3.42	4.33	807.4	Munson	11:55	11.21	E 0 .
2 5.5		• • • • • •	816.9	Nacmine Carload		• • • • • • •	S 1 2
From Edmonton, Camrose and Mirror, Table 295.			818.7	6.46 3 0 0 0 0 0	*****	10.50	Mirror, Camrose and Edmonton, Table 295.
ž Z o	4.10	5.00 5.15	818.6	Ar Lv DRUMHELLER 296, 297	11.20 10.55	10.50 10.44	Ed
a p q	4.20	2.12	823.1	Rosedale	10.55	10.33	٦٣٦
Ta L	4.30 4.39	5.25 5.36	826.7	Wayne	10.35	10.33	0 8
E .	4.56	1 5.54	834.5 842.7	Beynon	110.15	10.01 9.43 9.37	ř.
5	5.13	6.10	842.7	Rosebud	f10.15 9.57 9.50	9.43	
Ē.	5.19 5.36	6.33	845.3 853.4	Hockytora	9.34	9.20	
12.3	5.50	f 6.46 f 6.53	859.8	Baintree	\$ 9.21	9.20	To the remember
	f 5.57	1 6.53	862.9	Dunshalt	f 9.21 f 9.15 9.03	8.58	13
Mon.	6.10	7.08	869.2 877.4	Lyalta	8.49	8.29	Tues.
	f 6.41	1 7 AN	1884 7	Norfolk	f 8.34	18.14	Th.Sat
-	f 6.56	f. 7.55	1892.9	Janet	f 8.21	17.55	-
P.M. 5.16	f 7.03 7.06	\$ 8.03 8.06	1897.0	Barlow Jct. 295	f 9.21 f 9.15 9.03 8.48 f 8.34 f 8.21 f 8.15 t 8.00	7.47	P.M. 12.29
5.30	7.20	¶ 8.20		Ar CALGARY, ALTA. 295 OLV			
	P.M.	A.M.	i	(Trans-Canada Air Lines)	P.M.	A.M.	P.M.

C.N.R. Timetable - 1944

	65 I	MELV	61-	IUNK	TON-CANORA-KELV	162-	162-	66	LK-ILIN ILON
Read Down	Mon. We. Fr	I61 Sat.	I61 Tu.Th.	Miles	TABLE 267	62 We.Fr.	62 Mon.	Tues. Th.Sa.	Read Up
	A.M. 6.45 f 7.09	P.M. 12.10 /12.34	12.10 f12.34	0.0 6.8	(Mountain Time) Ly REGINA, SASK.240,26 & Victoria Plains. Zehner. Frankslake Edenwold. Avonhurst. Edgeley. Muscow Ft.Qu'Appelle(Ft.San) Lebret. Hugonard Balcarres. Gillespie. Lorlie Finnie. Duff. Colmer. Ly Winnipeg (c.T.) 21. & Ly Winnipeg (c.T.) 21. &	7.43	3.05 f 2.43	8.25 f 8.01	Equipment on
	7.21	12.46	12.46	6.8 12.8 17.1	ZehnerFrankslake	2.29	2.29	7.46 7.35 7.20	Nos 6 and 62, Table 268.
::::::	7.58	1.12	1.12	23.0 28.5	Edenwold	2.03 1.48	2.03 .48	7.20 7.06	
	8.13 8.30 8.48		1.39 1.54 2.12	23.0 28.5 34.2 42.9 49.0	Muscow	1.15	1.15	6.32	
	9.01 1 9.18	2.25 f 2.42	2.12 2.25 7 2.42 3.00	53.4 60.0	Lebret	12.45 f12.28	12.45 f12.28	6.03 15.46	
	9.23 9.35	2.25 2.42 2.48 3.00 3.12 3.20	3.00	62.7 68.6 74.2 77.8	Balcarres	12.23	12.23 12.09	5.41 5.28	
M256	9.56 10.06	3.12 3.20 3.31 3.44	3.12 3.20 3.31	77.8 83.2 88.7	Finnie	11.47	11.47	5.09 4.58	 B82EE
-259 -263	10.19	4.00	4.00	88.7 96.3	ColmerLv	11.22	11.22	4.46	M255 -260 ExSun
ExSun		10.15 5.10	10.15 5.10						P.M
6.30	12.10 12.28 12.39	5.45 5.58 6.07	5.45 5.58	96.3 103.7 108.5 112.1 117.7	Ar MELVILLE (C.T.) 21 . Lv Ly MELVILLE (C.T.) Ar Brewer	11.35	11.35	4.55 4.37	4.15 f 3.55
7.12 7.27	12.48	6.15 f 6.24	6.15	112.1	Otthon	10.53 f10.41	10.53	4.17 \$ 4.06	3.30 f 3.15
7 7.45 B.00	f 1.04	6.15 f 6.24 f 6.27 6.35	f 6.27 6.35	118.9	York Lake	f 10.38 10.25	10.38 10.25	f 4.03 3.55	M244 3.00 M250
A.M. M249	Mon. Wed.	Sat.		122.5	I I I I	Wed. Fri.		Tues. Thur.	Mon. P.M. Thur. Sat.
A.M. † 7.05 f 7.15	Fri. 1.30		7 00		Lv) (Ar		1ck,	Sat. 3.40	P.M P.M. 5.00
f 7.15 f 7.20 f 7.35	f 1.44	M243	f 7.13	126.4 128.3 133.4	Young's Siding Mehan Ebenezer Gorlitz Burgis	f 9.57	To Kamsack, Table!235.	f 3.29	P.M. P.M. \$5.55 5.00 \$8.40 \$ \$4.45 \$8.35 \$ \$4.40 8.15 4.20 7.55 4.00 7.35 3.40 7.15 3.20
7.55 8.25	2.25	Tue.	7.36	139.5 146.1	Gorlitz Burgis Ar CANORA 235, 266Lv	9.33	7 F	3.07 2.55	7.55 4.00 7.35 3.40
† 8.55 M25 I	2.45	Thur. Sat.	12.15	0.0	Ly SASKATOON AA	4.00	Mon.		P.M.
A.M.	3.15	10.30	9.10	152.7	Ar CANORA 235, 266 Lv Lv CANORA 235, 266 Ar	8.45	We.Fr.	2.25	6.00
11 @30 f12.00 f12.25 f12.40	f 3.40 f 3.55 f 4.05	f11.15 f11.30	f 9.26 f 9.38 f 9.46	160.7 166.9 170.4	Ly CANORA 235, 266 Ar Amsterdam Tadmor Hassan Ly	f 8.09 f 8.00	f 1.25 f12.58	f 1.48 f 1.38	f 5.10 f 5.00
<u>۱.00</u> ۰	4. 15	11.50	9.55	174.8	Ar SturgisLv Lv SturgisAr	7.50 7.50	12.45	1.25 P.M.	
2 50 6	M270 Tue.		10.17	182.2 185.0	W STURGIS	7.24	11.20 11.05	M269	1
4.15	Thu. Sat.		10.48	197.4	Usherville Ushta	6.50	9.50 f 9.27	Mon. Wed.	
f 4.45	P.M. 4.40	Time.	11.25	222.0	Tallpines	f 6.32 6.10	9.10 8.25 • 7.25	A.M. 9.30	
6.00 6.25 6.45	f 5.25		11156 n!2f05	31.위	RESERVE	£ 5.35 £ 5.25	f 7.05 f 6.50	f 8.40 f 8.30	M248
∂7.25	6.15 P.M.	*	12.30	246.5 246.5	Ar Hudson Bay Jct. 246Lv Lv Hudson Bay Jct. 259Ar Ar The Pas 259Lv	4.35	6.15 A.M.	A.M.	Thu. Sat
P.M.		P.M.	8.00 A.M.	426.1	Ar FLIN FLON 259Lv	9.45	• • • • •		P.M. A.M
@4.55 5.25 5.50		2.15 2.45 3.15 3.40	We.Fr.	181.1	V STURGISAr Preeceville Ketchen Hazel Dell Okla Lintlaw	Tue. Thu.	M247		2.40 1.35
6.15	Mon. Wed.	3.40	Tue. Thu.	195.7 201.8	Hazel Dell Okla		Mon. Wed.	Tue. Thu.	1.30 10.35 1.00 10.15
7.05 7.35 Ø8.10	Fri.	4.20 4.55 5.30	Sat.	216.9	Nut Mountain		Fri.	P.M.	11.55 9.25
P.M.	4.45 5.07	P.M. Tue.	1.35	74.8 82.2	kr KELVINGTON LV W STURGIS. Ar Stenen. Ar Hyas. Norquay. Pelly. Arran, Sask. Benito, Man. Durban. Kenville. Ar SWAN RIVER 246. LV		3.20 2.35 2.05	12.55	A.M. A.M Mon Wed
	5.22 5.41 6.10	Thur. Sat.	2.50	195.1	Norquay Pelly		1.30 [2.10	12.19 12.00 11.30	Fri
	6.32	1::::	4.05	213.8	Arran, Sask Benito, Man	::::::	12.10 11.25 10.45	10.49	
	7.03 7.22 7.45		5.40	233.4 241.9	Kenville		10.15 9.45 9.00	10.37 10.18 9.55	
EQUIP	P.M.	Nos. 6		1	REGINA-SASKA			A.M.	ALBERT
★ Coac Reg ★Sleepi	inaF	lin Flor		- 25 9 Ex. Sur	7.		E 26		8 860-6
D.F	R.) (No	S. 199	and -	A.M. 9.30	1 P.M. 1	(Moun	tain Tir , 267, 2	ne) 70, 274	A.M. P.M.
Buffe	elville - t-Parlor Flin	Car,	Re-	3.55 6.10	6.25 161.9 Ar SASI	KATOON 240, 25 k's Cr	21,235, 7, 277, ossina	236,⊖4 278, 28	8 Ar 8.55 12.35
Thi	ur., fro	m Re Thur.,	rina; from	6.38	9.33 173.3 Wal	man Z	33, 240	288	8.20 11.58
Flii EQUIP ★ Coad	MENT.	-Nos.	7-8: 1	7.10	10.04 190.6 Hag f 10.16 196.6 Arn 10.30 201.7 Ros	ue 1a thern		• • • • • • • • • • • • • • • • • • • •	f 7.48 f 11.25
Alb ★Sleep	ert. ing Car	-Regi	na to	7.46	f 10.16 196.6 Arn 10.30 201.7 Ros 10.42 207.8 Lec 10.55 213.2 Duc f 11.14 222.0 Roc	kford.	•••••		f 7.22 f 11.05
Pri	nce All	pert: P	rince If	8.11	f .14 222.0 Rod .32 230.4 Mad f .52 239.6 Clo	dick			f 6.54 f 10.38
Alb	ert to	r detail i Nos.	9	8.45	f 11.52 239.6 Clo	iston			1 6.17 / 10.04

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

RY-104, LAKE · MAN. RY & C. CQ · M.C. / NQ 1

N,S

1897/10/16-1901/09/05



Canadian Northern Railway Winnipeg & Dauphin

WT-868.01, C.N.R. W'PEG. & DAUPHIN / № 1 WT-868.02, C.N.R. W'PEG. & DAUPHIN / № 2.

N,S S.E 1901/06/19-1905/10/03 1904/02/12-1907/02/27







The Newsletter of the Canadian R.P.O. Study Group (B.N.A.P.S.)

Canadian Northern Railway / Canadian National Railways Winnipeg - Brandon - Regina - Saskatoon - Prince Albert - North Battleford - Edmonton

Winnipeg & Brandon

WT-857, NOR. PAC. R $^{\Upsilon}$ M.C. W'PEG. & BRANDON / N $^{\Omega}$ 1	E,W	1892/01/26-1905/11/03
WT-858.01 , C.N.R. W'PEG. & BRANDON / № 1	E,W	1901/10/24-1904/04/12
WT-859.011 , WPG. & BRANDON · R.P.O. / № 1	5,6	1922/10/01-1943/07/04
WT-859.012 , WPG. & BRANDON · R.P.O. / № 1	5,6	1944/06/11-1946/09/16
WT-859.02 , WPG. & BRANDON · R.P.O. / № 2	5,6	1926/11/27-1946/11/06













Regina & Prince Albert

N,S	1905/06/26-1910/04/17
N,S,2,8	1910/09/25-1911/05/18
N,S	1905/04/18-1911/05/18
N,S	1912/07/02-1919/07/11
N,S	1907/05/11-1910/07/21
N,NO,S	1911/06/04-1915/01/24
N,S	1915/08/11-1919/08/15
	N,S,2,8 N,S N,S N,S N,NO,S















Page 2947

The Newsletter of the Canadian R.P.O. Study Group (B.N.A.P.S.)

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. / № 1	E,12	1906/04/01-1922/02/27
WT-981.02,	C.N.R. W'P'G & VIRDEN R.P.O. / № 2	E,W,12	1906/03/12-1922/04/24
WT-982.01,	WINNIPEG & VIRDEN · R.P.O. / № 1	11,12	1924/03/06-1924/10/08
WT-982.03,	WINNIPEG & VIRDEN · R.P.O. / № 3	E,W,11,12,30	1912/02/06-1924/12/02
WT-983,	WP'G. & VIRDEN · R.P.O. № 2. / .	11,12	1923/09/21-1925/03/27
WT-984.01,	WPG & VIRDEN R.P.O. / · Nº 1 ·	11,12,17,18	1938/09/08-1958/10/24
WT-984.02,	WPG & VIRDEN R.P.O. / · Nº 2 ·	11,12,17,18	1938/05/16-1958/10/02















Winnipeg & Hartney

WT-881.01,	WPG. & HAR. R.P.O. / Nº 1	11,12	1927/09/16-1938/04/30
WT-881.02,	WPG. & HAR. R.P.O. / № 2	11,12	1926/02/01-1932/05/13
WT-881.03,	WPG. & HAR. R.P.O. / Nº 3	11,12	1925/10/26-1938/05/04







	b 11	Miles	(Gentral Time) (Fort Garry Hotel)	12 P.M.	W23 0000
From Deloraine,	A.M. 8.305 9.23 9.422 9.511 10.03 10.20 10.37 10.52 11.02 11.02 11.26	0.0 13.4 21.3 29.8 34.0 38.0 45.1 51.4 62.7 66.9 71.1	Winnipeg, Man. ∂ Ar Oakbluff Sanford Brunkild Mollard Sperling Homewood Carman Graysville Stephenfield Roseisle Leary's	1 4.15 3.44 3.28 3.10 3.90 2.51 2.34 2.18 2.00 1.50 1.40	Te Deloraine, see Table 240
25 A	1.28 1.41 20 2.00	78.5 78.8 86.6 93.1 99.2 104.0 111.2	Ar Notre Dame ty de Lourdes Ar Cardinal Somerset 247 Swan Lake Indian Springs Marieapolis Greenway	1.04 1.01 12.48 † 12.30 11.54 11.40 11.26 11.10 10.55	249 249 25: W.4 and 12: Wille 194.8
#112 P.3	a.	116.9 126.8 138.8 139.5 144.1 149.7 157.2 162.4 168.8 174.0	Baldur 240. Belmont 240, 250. Sanatorium. Ninette. Dunrea. Margaret. Minto. Fairfax. Elgin. Underhill.	† 10.30 f 9.51 9.47 9.34 9.18 9.00 8.47 8.31 8.18	9 Stops—Trains 11 and 17.9 Endlay 72.5 Crossing.Mile
	4 50 † 5 03 @ 5 05 5 27 5 51 6 18 f 6 30	176.5 180.8 189.6 199.0 209.6 214.4 218.1	Argue. Argue. Argue. Argue. Argue. Argue. Argue. Argue. Grande Clairiere. Belleview. Soarth 237. Maples. Ar Virden, Man. Ly	8.11 † 8.00 7.58 7.36 7.14 6.47 f 6.30 & 6.20	Additional Flag Dipples Mile Babcock

C.N.R. Timetable - 1928

WINNIPEG-MORRIS-SOMERSET-EMERSON	
Daily Daily M.W.Fr Mo.Fri. Miles TABLE 258 (Central MI91 M207) 7 Daily Daily Daily	4
A.M. P.M. A.M. B.50 B.10 B.30 I1.05 0.0 WINNIPEG, MAN. \triangle A.M. P.M. A.	0
1.25 40.0 Lv Morris H.45 H.16	
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	8 0

C.N.R. Timetable - 1944

Canadian Northern Railway / Canadian National Railways Winnipeg - Emerson - Pembina

Emerson & Winnipeg

WT-231.01,	C.N.RW'Y. EMERSON & WINNIPEG · R.P.O. / № 1	N,S,7,8	1905/02/25-1917/07/09
WT-231.02,	C.N.RW'Y. EMERSON & WINNIPEG \cdot R.P.O. / \mathbb{N}^{2} 2	N,S,7	1905/11/17-1923/01/20
WT-231.02,	C.N.RW'Y. EMERSON & WINNIPEG \cdot R.P.O. / \mathbb{N}^{2} 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. № 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-555.02 proof

WT-555.01 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^{Ω} 1	E	1907/01/25-1909/06/24
WT-876.02, WINNIPEG & EDMONTON R.P.O. / \mathbb{N}^{2} 2	E,W	1907/04/26-1909/10/16
WT-876.03, WINNIPEG & EDMONTON R.P.O. / N° 3	E,W	1906/08/13-1910/02/15
WT-876.04, WINNIPEG & EDMONTON R.P.O. / \mathbb{N}^{2} 4	Ε,	1906/04/08-1910/02/26
WT-876.05, WINNIPEG & EDMONTON R.P.O. / N° 5	E,W	1906/12/19-1909/11/25
WT-876.06, WINNIPEG & EDMONTON R.P.O. / N° 6	E,2	1907/04/08-1909/12/19
WT-876.07, WINNIPEG & EDMONTON R.P.O. / \mathbb{N}^{Ω} 7.	E,W	1906/09/06-1909/11/16
WT-876.08, WINNIPEG & EDMONTON R.P.O. / \mathbb{N}^{Ω} 8.	E,W,1,2	1906/10/08-1910/02/03
WT-876.09, WINNIPEG & EDMONTON R.P.O. / \mathbb{N}° 9.	E,W	1906/07/18-1909/10/05
WT-876.10, WINNIPEG & EDMONTON R.P.O. / N^{Ω} 10	E,W,2	1907/08/03-1910/02/18





















Canadian Northern Railway / Canadian National Railways North Battleford & Edmonton

WT-501.011, NORTH B'FORD & EDN : R.P.O. / \mathbb{N}^{0} 1	E,W,1,2,5,6	1915/09/26-1942/06/10
WT-501.012, NORTH B'FORD & EDN. R.P.O. / \mathbb{N}^{0} 1	5,6	1945/01/27-1953/12/05
WT -501.021, NORTH B'FORD & EDN : R.P.O. / \mathbb{N}° 2	E,W,1,2,5,6	1914/12/17-1945/05/14
WT-501.022, NORTH B'FORD & EDN \cdot R.P.O. / \mathbb{N}° 2	5,6	1945/11/30-1958/05/29
WT-501.031, NORTH B'FORD & EDN : R.P.O. / \mathbb{N}° 3	1,2,5,6	1915/06/28-1943/11/23
WT-501.032, NORTH B'FORD & EDN \cdot R.P.O. / \mathbb{N}° 3	5,6	1946/07/12-1958/05/29
WT-502 , N. BATT. & EDM : R.P.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. / № 1	E,1,2	1910/10/05-1914/07/10
WT-883.02, WINNIPEG & HUMBOLDT \cdot R.P.O. / \mathbb{N}^{2} 2	E,W,2	1910/03/26-1914/08/30
WT-883.03, WINNIPEG & HUMBOLDT · R.P.O. / № 3	E,W,1	1910/03/28-1914/09/06
WT-883.04, WINNIPEG & HUMBOLDT · R.P.O. / № 4	E,W	1910/03/30-1914/10/17
WT-883.05, WINNIPEG & HUMBOLDT · R.P.O. / № 5	E,W	1910/03/21-1914/10/12















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. \cdot C.N.R. / \mathbb{N}^{\square} 1	E,W,2	1910/04/10-1914/10/10
WT-250.02, HUMBOLDT & EDMONTON R.P.O. \cdot C.N.R. / \mathbb{N}^2 2	E,2	1910/05/02-1914/10/31
WT-250.03, HUMBOLDT & EDMONTON R.P.O. · C.N.R. / № 3	E,2	1910/03/15-1914/??/05
WT-250.04, HUMBOLDT & EDMONTON R.P.O. · C.N.R. / № 4	E,W,1,2	1910/05/23-1913/08/10
WT-250.05, HUMBOLDT & EDMONTON R.P.O. · C.N.R. / № 5	E,W	1910/04/15-1914/10/17













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. / № 1	3,4,15,16,65,66	1915/10/05-1941/02/24
WT-975.012 , W'PEG. & SWAN RIVER · R.P.O. / · № 1 ·	15,16,65	1944/01/20-1958/09/15
WT-975.02 , W'PEG. & SWAN RIVER · R.P.O. / № 2	3,4,15,16	1916/12/09-1925/02/19
WT-975.03 , W'PEG. & SWAN RIVER · R.P.O. / № 3	4,15,16	1920/09/29-1935/10/22
WT-975.04 , W'PEG. & SWAN RIVER · R.P.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 \cdot R.P.O. / N $^{\circ}$ 3 , 15, SP 29, 20. The following day it returned eastward on **WT-975.03**, W'PEG. & SWAN RIVER \cdot R.P.O. / N $^{\circ}$ 3 , 16, SP 29, 20 and the clerk also applied **WT-976**, TRAIN No. / Wpeg. & 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. / № 1	E,W	1915/04/09-1920/03/17
WT-262.021 , KAM. & N. BAT R.P.O. / № 2	E,W,1,2	1915/02/24-1918/12/13
WT-262.022 , KAM. & N. BAT. R.P.O. / № 2	Е	1919/11/06
WT-262.03 , KAM. & N. BAT R.P.O. / № 3	E,W	1915/03/12-1920/04/09
WT-263 . KAM, & N, BATT ⋅ R,P.O. / Nº 4	E	1920/04/11-1920/04/14











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





Barrows & Prince Albert

WT-2.02, BAR. & P. A. R.P.O. / № 2 15,16 1957/04/08-1959/05/30



Canadian Northern Railway / Canadian National Railways Winnipeg - Dauphin - Kamsack - Humboldt - Warman - Saskatoon

Winnipeg & Kamsack

WT-885.01 , W'PEG. & KAM · R.P.O. / № 1	E,1,2,9,10	1915/01/01-1953/04/27
WT-885.02 , W'PEG. & KAM · R.P.O. / № 2	2,9,10	1916/10/07-1940/12/05
WT-885.031 , W'PEG. & KAM · R.P.O. / № 3	2	1915/03/27-1915/11/27
WT-885.032 , W'PEG. & KAM · R.P.O. / № 3	2,9,10	1916/07/14-1952/12/02
WT-885.033, WPEG. & KAM · R.P.O. / NO. 3	9,10	1953/06/12-1963/05/06
WT-885.04 , W'PEG. & KAM · R.P.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











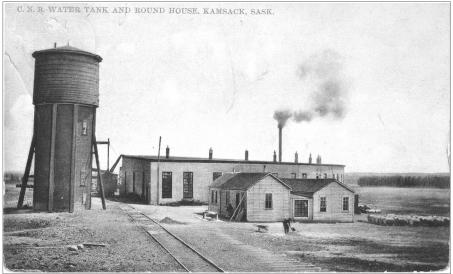












The Newsletter of the Canadian R.P.O. Study Group (B.N.A.P.S.)

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. / № 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. / № 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





















Winnipeg - Neepawa - Russell

Winnipeg & Russell

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







Winnipeg & Prince Albert

WT-957.011, WINNIPEG & PRINCE ALBERT R.P.O. / \mathbb{N}^{0} 1	E	1908/02/24-1912/06/24
WT-957.012, WINNIPEG & PRINCE ALBERT \cdot R.P.O. / \mathbb{N}° 1	E	1913/07/15-1913/10/21
WT-957.02, WINNIPEG & PRINCE ALBERT R.P.O. / № 2	E	1908/09/18-1911/06/23
WT-957.03, WINNIPEG & PRINCE ALBERT R.P.O. / № 3	E,W	1907/07/31-1914/09/02
WT-957.041, WINNIPEG & PRINCE ALBERT · R.P.O. / № 4	E	1907/11/22
WT-957.042, WINNIPEG & PRINCE ALBERT · R.P.O. / № 4	E	1911/12/10-1914/04/19
WT-957.05, WINNIPEG & PRINCE ALBERT · R.P.O. / № 5	E,W	1911/02/15-1914/10/06
WT-957.06, WINNIPEG & PRINCE ALBERT · R.P.O. / Nº 6	E,W	1911/05/29-1914/09/09

















Brandon & Regina

WT-37.01,	BRANDON & REGINA · R.P.O. / № 1	E,W,5,6	1912/09/02-1946/03/07
WT-37.02,	BRANDON & REGINA · R.P.O. / Nº 2	E,W,5,6	1912/04/20-1943/09/01
WT-37.031,	BRANDON & REGINA · R.P.O. / Nº 3	E,W,5,6	1915/05/29-1946/03/05
WT-37.032,	BRANDON & REGINA · R.P.O. / Nº 3	5,6	1946/06/30-1946/10/18
WT-39,	BRANDON & REGINA · R.P.O. № 2/.	5,6	1944/09/16-1946/10/13













Brandon & Saskatoon

WT -44.01, BRANDON & SASKATOON · R.P.O. / N^{Ω} 1	E,W,60	1914/05/04-1931/03/10
$WT-44.02$, BRANDON & SASKATOON R.P.O. / N° 2	E,W,59,60,306	1915/08/31-1933/01/05
WT-44.03, BRANDON & SASKATOON · R.P.O. / № 3	E,W	1913/04/08-1926/04/21
WT-44.04, BRANDON & SASKATOON · R.P.O. / Nº 4	E,W,60,305,306	1914/05/04-1931/03/10
WT-47, BRANDON & SASK · R.P.O. / № 3	E,59,60,305,306	1925/04/30-1931/04/09











Regina & North Battleford

$WT-623.01$, REGINA & NO. BATT. R.P.O. / N° 1	5,6	1920/07/31-1949/05/29
W T- 623.02 , REGINA & NO. BATT. R.P.O. / Nº 2	5,6	1920/09/15-1949/04/23
WT-623.03, REGINA & NO. BATT. R.P.O. / N° 3	5,6	1924/09/20-1949/11/09
WT-623.04 , REGINA & NO. BATT. R.P.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

















Canadian Northern Railway / Canadian National Railways Saskatoon & Prince Albert

WT-748.01	I, SASK. & PR. ALBERT · R.P.O. / № 1	N,S	1920/08/29-1923/12/03
WT-748.012	2, SASK. & PR. ALBERT. R.P.O. / № 1	N,S	1925/12/01-1931/08/26
WT-748.013	3, 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. / № 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













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











<u>Saskatoon - Kindersley - Munson - Drumheller - Calgary</u>

Saskatoon & Kindersley

WT-741, SASK. & KIND. R.P.O. № 1 / . E,W,24 1910/05/26-1918/03/08 **WT-742**, SASK. & KIND. R.P.O. / № 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. / № 2	E,W,23,24	1915/01/05-1918/03/03
WT-689.022 , SASK. & CAL : R.P.O. / № 2	E,W	1919/04/08-1929/01/29
WT-689.03, SASK. & CAL · R.P.O. / № 3	E,W,13	1915/05/25-1927/12/06
WT-689.04 , SASK. & CAL · R.P.O. / № 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. / № 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





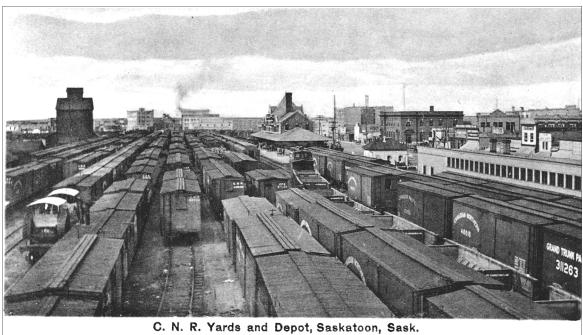












Canadian Northern Railway / Canadian National Railways Calgary - Stettler - Camrose - Vegreville - Edmonton

Calgary, Stettler & Vegreville

WT-88.02, CALGARY & STET. & VEGREVILLE · R.P.O. / № 2

5,6,8,25,35

1913/07/29-1919/04/10



Munson & Camrose

WT-478.01, MUNSON & CAMROSE \cdot R.P.O. / N \circ 1 WT-478.02, MUNSON & CAMROSE \cdot R.P.O. / N \circ 2

6,25,26 25,26 1917/06/07-1924/02/18 1920/06/14-1923/05/07



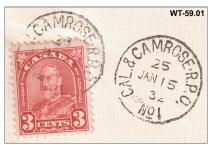


Calgary & Camrose

WT-59.01, CAL & CAMROSE \cdot R.P.O. / Nº 1 WT-59.021, CAL & CAMROSE \cdot R.P.O. / Nº 2 WT-59.022, CAL & CAMROSE \cdot R.P.O. / Nº 2

E,W,25,26 E,W,25,26 25,26 1924/09/27-1936/06/11 1924/08/08-1931/01/23

1936/07/10-1958/04/18







88	25	Miles	TABLE 281 (Mountain Time)	26	87	- FI
P.M. 2 4.35 4.45 5.37 5.55 6.12 6.27 6.42 2.7.04 P.M.	A.M. † 8.307 9.317 9.47 10.01 10.17 11.10 7 11.10 7 11.10 11.46 12.09 1.32 1.32 1.45 2.15 2.48 3.02 3.37 3.54	0.0 10.8 22.0 27.7 35.3 41.9 48.9 58.8 64.5 77.2 86.1 105.3 115.9 121.0 129.3 136.9 151.7 157.7 157.3	(The Macd onald Hotel) V Edmonton, Alta. Ox Strathcona 286 Looma 286 Looma 286 New Sarepta 286 Armena. Camrese 280, 286, 290 Battle 280 Edberg. Meeting Creek Donalda. Red Willow Stettler 289 Warden 283 Fenn. Big Valley 289 Scollard. Rumsey. Rowley Morrin.	6.32 6.11 5.55 5.38 5.24 5.09	A.M. 2 11.26 11.26 10.34 10.01 9.45 10.01 9.45 2 9.02 A.M.	Additional Flag Stops—Trains 25, 26; Viewpoint. Mile 70.2 Leahurst
See Table 280 For other service Edmonton- Calgary	4.12 4.48 † 8.10 P.M.	172.9 185.1 269.5	Munson Jct. 234 Drumheller 234	11.30 10.50 †7.30	Forother	nton-

Canadian Northern Railway / Canadian National Railways Maryfield - Estevan - Radville - Moose Jaw

Maryfield & Radville

WT-325, MARYFIELD & RADVILLE · R.P.O. / № 1

E,W

1913/03/08-1924/08/27



Maryfield & Moose Jaw

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

E,W

1914/08/05-1928/04/10



		M	ARY	FIELD AND RADVILI	E		
	287	243- 289	Miles	TABLE 182	290- 244	288	
	For intermediate For interme	To Estevan. © 6.015 10.15 10.15 10.15 11.140 11.140 11.140 11.130 2.200 3.300 0.4005 P.M. P.M.	0.0 75.1 10.0 7.2 13.2 19.7 26.5 30.4 37.1 45.9 52.3 60.2 67.6 68.4 76.0 83.1 111.7 120.3 1120.3 133.0	kr Waryfield, Sask	2.05 1.35 1.08 12.45 11.53 f 11.34 11.00 9.10 8.05 7.43 7.10 9.620 A.M.	P.M. @ 5.30 4.30 4.30 4.30 3.35 2.50 2.50 2.7 1.38 f. 1.04 12.33 12.15 11.30 10.51 10.18 f. 9.53 @ 9.30	
	RADV	ILLE, A	VON	LEA, MOOSE JAW,	RIVER	HURST	
55	51	291	Mile	TABLE 183	292	52	56
A.M. † 11.35 11.52 12.09 12.25 12.35	P.M.	A.M. @ 9.30 f 10.00 10.12 10.44 11.02 11.18 11.34 11.59 12.19 12.38 12.58 1.10 1.21 @ 1.40	9.2 14.2 22.8 30.0 42.9 53.1 60.2 67.3 74.4 78.9 82.9 88.0	(Mountain Time) ty Radville, Sask & Abbott Forward Moreland Parry Dummer Truax. & Avonlea Avonlea Hearne Briercrest Tilney Baildon Antar Moose Jaw Ly Whose Jaw Ly Whose Jaw Ly Burt Archydal Grayburn Rowletta Lake Valley Eskbank Darmody Mawer Central Butte Lawson Gilroy	5 6.45 66.23 5.43 5.26 5.26 5.40 4.47 4.08 3.38 3.31 9.80	P.M. & 1.35 1.17	Logon Honor
Regina, rain No. 54, W.T. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	@ 3.15 3.32 3.47		$94.1 \\ 100.2$	Archydal	1	1.01	

C.N.R. Timetable - 1924

Saskatoon - Delisle - Tichfield - Eston

Saskatoon & Eston

WT-714.011, SASKATOON & ESTON · R.P.O. / № 1 E,W,7,27,28 1914/08/05-1928/04/10 **WT-714.012**, SASKATOON & ESTON · R.P.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







	Read Dov	vn	1 800	2/2	28 F 10 174	Read U	p
9	72	27	Miles	TABLE 267	28	171	1 10
P.M. 5.03 5.42 6.02 8.82 9.82 1.02 9.82	A.M. \$\tilde{\theta}\$ 9.15 \$\frac{1}{9}.37 9.53 10.10 10.20 \$\frac{1}{10}.30 10.56 11.10 \$\frac{1}{11}.25 \$\frac{1}{11}.45 \$\theta\$2.30 \$\frac{1}{2}.15 \$\theta\$2.30 \$\frac{1}{2}.50 \$\frac{4}{12}.80 \$\frac{1}{2}.50 \$\frac{1}{2}	P.M. @ 1 300 f 1 52 2 100 2 305 f 2 46 2 35 f 2 46 2 35 f 3 18 3 34 3 35 f 4 12 4 28 @ 4 45 P.M.	7.5 17.2 25.5 29.9 34.4 41.7 48.3 54.9 59.9 64.3 71.2 76.0 85.2 177.1 220.2	Lv Dunblane 265Ar Moose Jaw 265Lv Ar Regina 265Lv	f 2.37 2.18 2.00 1.57 f 1.43 1.35 1.17 1.00 12.46 f 12.35 f 12.21 12.00 \$\triangle\$1.45	1.00 @11.25 A.M.	* 11.20 \$\frac{1}{10.30}\$ * 10.11 * \$\frac{1}{10.30}\$ * \$\frac{1}{10.30}\$ * \$\frac{1}{10.30}\$ * \$\frac{1}{10.30}\$ * \$\frac{1}{10.30}\$ * \$\frac{1}{10.30}\$
7.05 7.30 8.15 8.40 9.25 9.45	291 A.M. & 6.50 7.30		17.6 22.6 28.7 33.2 37.7 43.3	Birsay Tullis Lucky Lake Dudley Demaine Beechy Ly Dunblane Ar	A.M.		9.25 8.50 8.25 7.45 7.30 8.7.00
33I A.M. 8.07 8.35 9.35 9.35 9.35	8.255 8.450 10.125 11.350 12.200 1.300 2.055 4.450 4.450 5.450 6.610	5.01 5.126 5.126 6.017 6.305 7.022 7.330 8.254 9.284 9.284	81.3 87.8 92.3 98.6 107.7 115.0 120.5 126.0 133.5 146.4 153.2 160.7 173.9 180.6 185.8	Juniper Surbiton Anerley Dinsmore Wiseton Forgan Hughton Elrose Wartime Greenan Plato Richlea Eston 270 Snipe Lake Madison Glidden Dankin Eatonia, Sask. 234 Ly	f 11 . 12 f 10 . 57 10 . 46 10 . 32 10 . 12 9 . 56 9 . 27 9 . 10 8 . 24 8 . 24 8 . 24 7 . 31 7 . 13	5.456 5.250 5.250 2.000 12.050 10.400 9.400 9.410 9.350 7.45	Tee Page 17 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2

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 <u>Saskatoon & Eston R.P.O. may have operated beyond Eston to Eatonia.</u>

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. / · № 1 ·	N,S,65,66		1924/03/28-1931/05/27
WT-642.012, REG. & SWAN RIVER \cdot R.P.O. $/\cdot$ N $^{\circ}$ 1 \cdot	16,65,66	1st Period	1932/01/23-1939/03/07
	65,66	2nd Period	1951/12/04-1958/04/17
WT-642.02 , REG. & SWAN RIVER · R.P.O. / · № 2 ·	N,S,61,62,65,66	1st Period	1925/03/30-1938/12/10
	61,62,65,66	2nd Period	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



Yorkton & Swan River

WT-1005, YORK. & S. R. R.P.O. / · № 1 ·

65,66,244

1939/05/13-1946/03/28



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





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



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





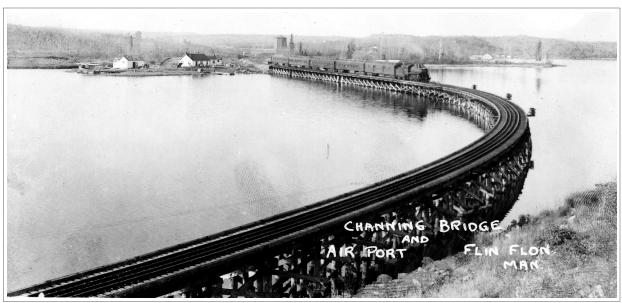
Canadian Northern Railway / Canadian National Railways Hudson Bay Junction

Hudson Bay Jct. & Flin Flon

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





Hudson Bay Jct. & Prince Albert

WT-249, H. B. & P. A. / R.P.O.

15,16

1959/09/18-1961/06/01



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 Read Up									
Wed. Mon. Only Fri.	Thur.	Tues. Sat.	Miles	TABLE 287 Mountain Time	Tues. Only	Wed. Only	Sat. Only	Tues. Thur.	
A.M. A.M.	9.33 9.48 9.48 10.02 10.17 10.34 10.50 11.05	9.17 9.33 9.48 10.02 10.17 10.34 10.50	7.8 11.2 14.7 21.0 26.4 31.4 38.7 44.9 50.1 55.9 68.8	V NORTH BATTLE- FORD, SASK. 240 M Hamilin	f 7.22 7.14 7.06	f 5.22 5.14 5.06 4.52 4.40 4.28 4.11 3.57 3.45	f 3.42 3.34 3.26	2.30 2.05 1.45 1.25 1.00 12.35 12.00	2.30 2.05 f 1.45 1.25 1.00 12.35 12.00 11.23 f10.30

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. / Nº 4, 23, MR 12, 24, until it reached Wetaskiwin and was transferred to eastbound **WT-238.02**, HARD. & WET. R.P.O. / Nº 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. / Nº 1 C.P.R. to travel the final 35 miles to Metiskow.

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