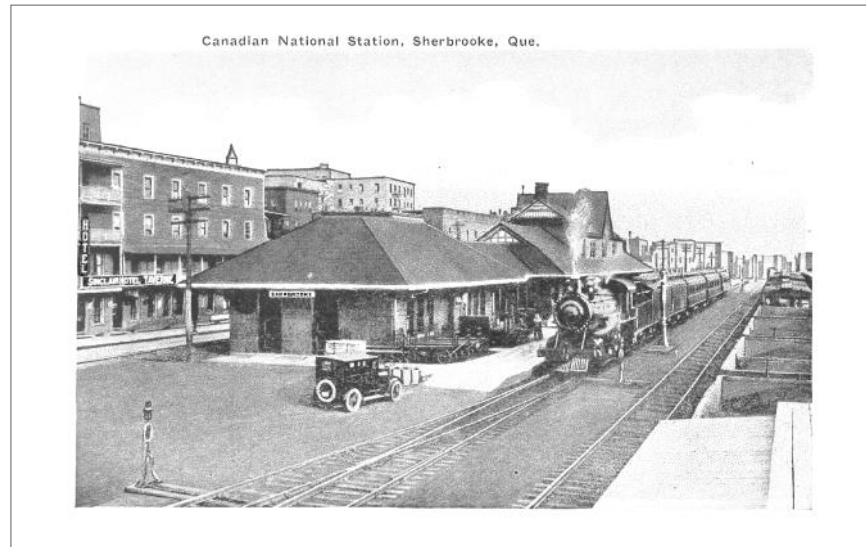


**Secretary's Report** from Chris Anstead

**Gary Clarke**, Box 53, Petersburg, ON, N0B 2H0 is a new member. His interest is in the Admiral period. Welcome aboard Gary!



This month, **Chris Anstead** contributes an article about a Sherbrooke, Richmond and Montreal R.P.O. cover, whose contents are as interesting as the outside.

**Brian Hargreaves** sent me an e-mail, with a high resolution, full colour, scanned image file attachment, of an **E-15** emergency cancellation cover. The cover has a written return address and a search on the internet located a web page for the town. A brief town history on their web site then provided an explanation for the need for the emergency cancellation.

Brian's new report inspired me to look through my own emergency cancellation covers and write about three of them.

**William Topping** proposes an explanation for the routing of Chris Anstead's A-R cover, from Vancouver to Charlottetown, shown in the previous newsletter.

**Jim Felton** writes that **Jerry Carr** slipped on ice on February 9 and was hospitalized for six weeks but is now on the mend. Best wishes for a speedy and complete recovery from everyone, Jerry.

Congratulations to **Peter McCarthy**, who was awarded a vermeil medal for his R.P.O. exhibit, at the annual R.P.S.C. convention, "Royale 2001 Royal", held at Dorval, QC, April 6-8.

**Canadian Pacific Railway - West of Winnipeg**

By the end of 1881, the C.P.R. had completed construction as far as 169 miles west of Winnipeg, just beyond Oak Lake. In January, 1882, the first two hammers, reading, "West of Winnipeg" were proof struck, followed by a third, in July of that year.

By the end of 1882, construction had progressed to mile 587, west of Winnipeg, past Regina, Moose Jaw and Swift Current.

In 1883, construction proceeded westward to Dunmore, Medicine Hat, Calgary and Banff, ending 961 miles west of Winnipeg, by the end of the season. Several more hammers were proof struck during this year.

**Lewis Ludlow** published his hammer study of the C.P.Ry., West Of Winnipeg cancellations, in the July, 1985 newsletter and a chordal measurements chart, in the May, 1989 newsletter. In this issue, we up-date that study and ask members to examine their holdings and report any additional information.

# RR-27, RR-28, RR-29 and RR-30 Hammer Study



RR-28a H-I



\*RR-28a H-II  
\* Year date error for 83



RR-28b H-I



RR-28b H-II



RR-28b H-III



RR-28b H-IV



RR-28b H-V



RR-28b H-VI

No illustration available



RR-28b H-VIII



RR-28b H-IX

No illustration available



RR-28b H-XI



RR-28b H-XII

Ludlow speculated that  
this hammer may exist.



RR-27 H-I

No illustration available



RR-29 H-I



RR-29 H-II



RR-29 H-III



RR-30 H-I

No illustration available

RR-30 H-II

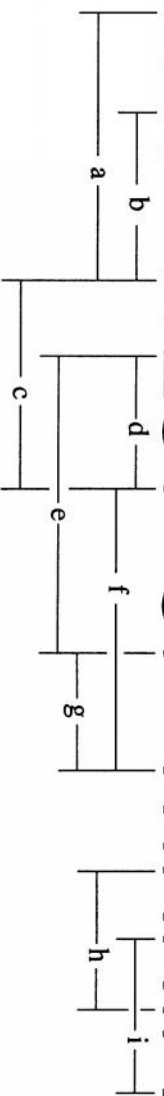
# RR-27, RR-28, RR-29 and RR-30 Hammer Study

Listing	Hammer		Proof Date	ERD	LRD	Indicia
RR-28a	I	1.	1882/01/02	1882/09/02	1900/06/30	EAST, WEST, E
RR-28a	II	2.	1882/01/02	1882/08/24	1900/05/11	EAST, WEST, E
RR-28b	I	Nº 3	1882/07/20	1882/08/12	1904/10/01	EAST, WEST, E, W
RR-28b	II	B.	1883/08/02	1884/08/13	1900/08/24	EAST, WEST
RR-28b	III	B	1883/08/02	1884/05/26	1905/06/22	EAST, WEST, E, 96
RR-28b	IV	B.	<i>unknown</i>	1888/03/12	1898/07/05	EAST
RR-28b	V	C.	1883/09/09	1894/07/23	1899/02/23	EAST
RR-28b	VI	C.	1883/09/09	1887/03/08	1899/03/01	EAST
RR-28b	VII	C	<i>unknown</i>	1893/09/22	1895/07/13	EAST, WEST
RR-28b	VIII	C.	1886/07/16	1887/06/22	1899/02/19	E
RR-28b	IX	C.	1886/07/16	1887/05/20	1897/03/70	E, W
RR-28b	X	C	<i>unknown</i>	1887/01/08	1900/04/27	E, W
RR-28b	XI	D.	1883/09/09	<i>no report</i>	<i>no report</i>	<i>WEST in proof strike</i>
RR-28b	XII	D.	<i>unknown</i>	1891/02/17	1892/12/20	WEST, EAST
RR-28b	** XIII	D	<i>unknown</i>	<i>no report</i>	<i>no report</i>	
RR-27	I	.	<i>unknown</i>	1896/03/24	1905/09/20	EAST, WEST, E, W
RR-27	II	.	<i>unknown</i>	1897/10/27	1905/02/16	E
RR-29	I	Local 1	1893/06/02	1893/06/27	1899/10/13	E, EAST
RR-29	II	Local 2	1893/06/02	1899/06/29	1907/06/20	EAST, WEST, E, W
RR-29	III	Local 3	1893/06/02	1899/07/26	1910/09/23	E, W, 2, 97
RR-30	I	- C.	1895/04/19	1897/11/22	1899/07/07	E, W, EAST
RR-30	II	- C.	<i>unknown</i>	1896/04/19	1898/06/24	E, W

\*\* Ludlow speculated that this hammer may exist.

# RR-27, RR-28, RR-29 and RR-30 Hammer Study

## C. P. RY WEST OF WINNIPEG



Listing	Hammer	Dia.	a	b	c	d	e	f	g	h	i
RR-28a	I 1.	27 mm	8 1/2	5 1/4	8 -	5 1/2 +	10	8 1/4	3 1/2 +	6 -	7
RR-28a	II 2.	27 mm	9	6	8 1/2	6	10 +	8	3 1/2 -	5 1/2	6 1/2 +
RR-28b	I No 3	23 mm	7 1/2	5	6 1/2	4 1/2 -	8 +	6 1/2 +	2 1/2 +	4 +	4 1/2 +
RR-28b	II B.	23 mm	8 1/2	5 1/2 +	7 +	5 +	9	7	3 -	4 1/2	5
RR-28b	III B	23 mm	8 -	5 1/4	7 +	5 -	9 1/4	8 -	3 +	4 1/2	5 1/4
RR-28b	IV B.	23 mm	8 1/4	5 1/2 +	7	5 1/4	9 1/2 +	7 1/4	3	5 -	5 1/2 +
RR-28b	V C.	23 mm	7 1/2 +	4 1/2 +	7	5	8 1/2 +	7	3 -	4 1/2 +	5 +
RR-28b	VI C.	23 mm	8 -	5	7	5 -	8 1/2	6 1/2 +	3	5	5 1/2 +
RR-28b	VII C	23 mm	8 1/4	5 1/2 +	7 1/2 -	5 1/4	??	7 1/4	3	5 -	5 1/4
RR-28b	VIII C.	23 mm	7 1/2	5	7 -	4 1/2	8 1/4	6 1/2 +	2 1/2 +	4 1/2	5 1/4
RR-28b	IX C.	23 mm	8	5 1/2 -	6 1/2	4 1/2	9	7 1/4	3	4 1/2	5 -
RR-28b	X C	23 mm	8 1/4	5 1/4	7	5	8 1/2	6 1/2	2 1/4	4	4 1/2
RR-28b	XI D.	23 mm	8 -	5 1/4	7 1/2	5 +	9	7 -	2 1/4	4 1/2	5 1/2
RR-28b	XII D.	23 mm	7 1/2	5	7 1/4	5	8 1/2	6 1/2	2 1/2	4 1/2	??
RR-28b	XIII D	?? mm	??	??	??	??	??	??	??	??	??
RR-27	I .	23 mm	7 1/2	5	7 -	4 1/2 +	8 1/2	6 1/2	2 1/2	4 1/2	5 1/2 +
RR-27	II .	23 mm	8 -	5 -	??	??	8	??	3 -	4 -	4 1/2
RR-29	I Local 1	23 mm	5 1/4	3	6	4	7	5 +	2 1/4	3 1/2	4 1/2 +
RR-29	II Local 2	23 mm	5 1/2 +	3 +	6 +	4 +	7 +	5 1/2	2 1/2	3 1/2	4 1/2 +
RR-29	III Local 3	23 mm	6 -	3	5 1/2 +	4 -	7 -	5 +	2 +	3 1/4	4 1/4
RR-30	I -C.	23 mm	7 1/2 +	5 -	6 1/2 +	4 1/2	7 1/2 +	5 1/2	2 1/4	4 1/4	5 1/4
RR-30	II -C.	23 mm	8 -	5	7 +	5	8	6 +	2 1/2	4 -	?

## Emergency Cancellations

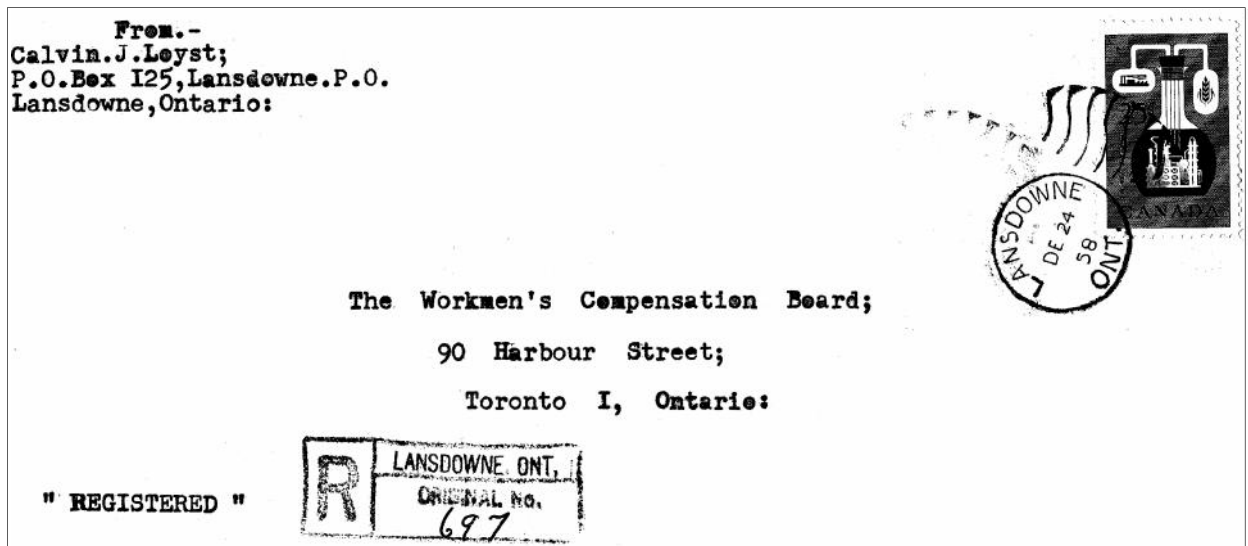
**Brian Hargreaves** has sent this report of an early use for **E-15**. This postmark is currently recorded used in 1930, 1932, 1948, 1954, 1959, 1961 and 1966.



Bragg Creek is located on the Elbow River, about 22 miles south west of Calgary. The town's web page has a brief history of the area, which reveals that the Spring flood of 1932 was so severe, that it washed away the town's third bridge and two stores and resulted in one death. This disaster probably accounts for the loss of the Bragg Creek cancelling device(s), necessitating the emergency postmark, until it could be found or replaced.

Does anyone know if the original hand-stamps were restored to use or when replacements were initiated? **Bob Lee** advises that there are no Bragg Creek proof strikes on record during this period.

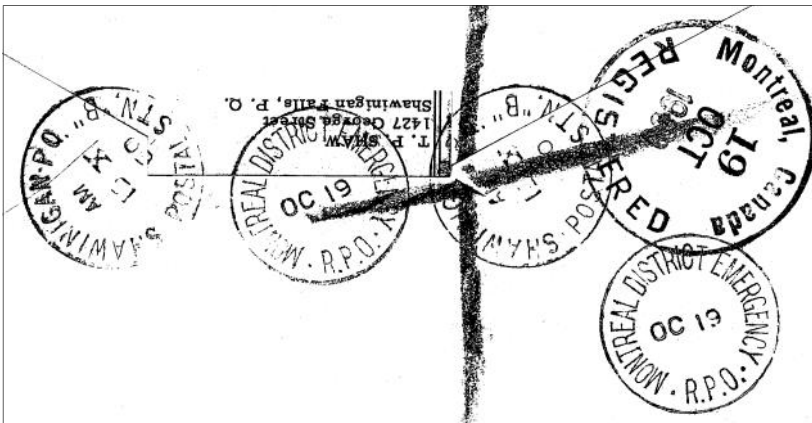
.....



In this instance, emergency hammer **E-7** is used as a transit backstamp on a registered cover, which originated at LANSDOWNE, ONT., DE 24, 58. The only indicium is the month. Presumably the cancellation was being used on the westbound Montreal & Toronto R.P.O., by an extra clerk working to help with the Christmas flood of mail. The Toronto receiving backstamp is dated the same day, at 7 P.M.

## Emergency Cancellations

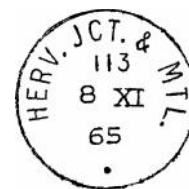
A second example of E-7, also used as a transit backstamp, has only month and day indicia. It appears that the hammer did not come with a full set of indicia slugs.



Although this registered cover originated from Tom Shaw, at Shawinigan, the emergency cancellation is probably not a favour strike. It is very likely that the postmark was used on the Hervey Junction & Montreal R.P.O.

From 1957 until 1964, **Q-20A** was in use on the run. **Q-20B** began to be used in 1961 and continued until 1968. The use of the emergency marking may have been necessary until the Q-20B hammer(s) were ready. There is no record of the Q-20B proof date

Q-20A

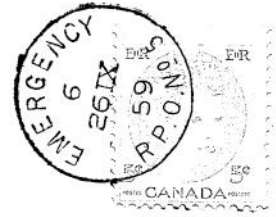


Q-20B

Two examples of cancellation **E-1**, one on piece and one on cover are partly explained by a Post Office Department letter sent in response to a collector's inquiry. The question remains as to the specific reason for one of the four cancellations normally used on the Toronto-Sudbury run, not being available for a month.

Normally four hammers of listing **O-414** were used and all are known used before and after the emergency use period. Maybe one of the clerks went on holiday and took his hammer with him.

## Emergency Cancellations

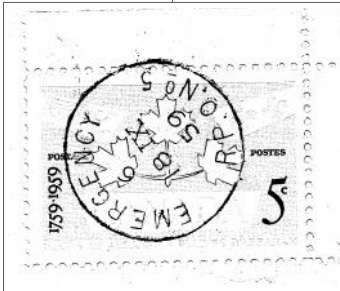


# International Pharmacy

537 COLLEGE ST.,

TORONTO, ONTARIO,

CANADA.



**Post Office Department**  
TRANSPORTATION BRANCH  
Railway Mail Service



**Ministère des Postes**  
DIRECTION DES TRANSPORTS

Your File  
V/réf.

Our File  
N/réf. 47-26-2-9

**Ottawa 4, Ont.,**  
9th December 1959

Dr. H. Fenigstein  
301A Markham Street  
Toronto 3, Ontario

Dear Doctor Fenigstein

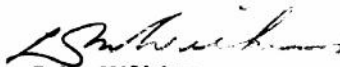
Please refer to my letter of November 25th in reply to yours of November 18th which dealt with the use of "emergency RPO No. 5" date stamp.

This date stamp was used on Toronto and Sudbury RPO Trains 5, 6 during the period of August 31st to September 29th 1959.

These emergency date stamps are kept on hand in all our District Offices in the event that the regular date stamp becomes unfit for use and until a replacement can be supplied.

I trust that this is the information you require.

Yours very truly

  
L.M. Wilkins  
Superintendent  
Railway Mail Service



O-414 H-1



O-414 H-2



O-414 H-3



O-414 H-4

## Grace's Train Trip from Chris Anstead

The following letter from Grace to her mother in Toronto came with a Sherbrooke, Richmond & Montreal R.P.O. cover. I found it a fun glimpse of rail travel. A few observations follow the letter.



Q-288

St. Hubert, Quebec

8:30

Dear Mother,

Judging by the names on the timetable we are in saintly country - St. Henri, Point St. Charles, St. Lambert, St. Hubert, St. Bruno, St. Basile le Grand, St. Hilaire, Ste. Madeleine, St. Hyacinthe, Ste. Rosalie, St. Liboire are diluted with some more mundane names. You'll realize I have been studying the specially prepared timetable.

I didn't get to sleep until after I had seen the dancing reflection in the river (name please) of Port Hope Sanitary Fixtures, and the first station I saw after putting up the blind in the morning was Cornwall. After I dressed I sat in the lounge at the end of the car and noticed quite a difference in temperature when I returned to the sleeper. It took a bit of experimenting to get the air conditioned contraption to work so as to make the berth air as comfortable as the aisle air.

I had just a moment to post a letter to Father from Bonaventure Station as there was just about half an hour between trains. I'm sorry about the Annuity book. It was in a different place from the insurance policies. and I didn't think of it when I went to the bank. It was raining as I left Montreal.

We crossed a wide river at Otterburn Park. The conductor said it was the Richelieu and now hills, with low lying clouds half hiding their tops are rising on the right ( *south* ).

I feel as if I were in a foreign country with so much French being jabbered around me.

St. Hyacinthe - most of the people have got off by now - at least about three quarters of them. "Allons au baseball, St. Hyacinthe" was on a car at the station!

The conductor just stopped to tell me we are crossing the Yamaska River. Evidently I am to be kept informed as to rivers on the trip.

I've been lining up all the money I have paid out to date and can't recall the exact amount of the ticket from Montreal to Wiscasset. As far as I remember it was \$16 and I should like to know the exact figure. Now that I recall the man who sold it to us I believe it was \$14.90 or did the 90¢ come on the \$5.90 from Montreal to Pembroke?

Canada Customs official just got on at Upton. We just passed another river between Upton and Acton Vale. Canadian Customs Official has just collected the yellow slip from the Foreign Exchange Control Board. I keep the green one.

The conductor has just been pointing out where he was born - approaching Richmond I had been stuck on the river between Upton and Acton Vale ( *Black River* ), but he said the next one was the St. Francis.

Ten minute stop at Richmond. Will post this there.

Lovingly,  
Grace



## Grace's Train Trip from Chris Anstead

Grace was travelling on the Maple Leaf overnight pool train from Toronto to Montreal. A Canadian National timetable from 1944 is shown.

Grace's near perfect recall of detail failed her when it came to the Ganaraska River passing through Port Hope.

Her problems with the "air conditioned contraption" in the sleepette reflects the heat of the day. Toronto weather was warm with thundershowers - High 86, Low 68.

She arrived in Bonaventure Station that was soon to disappear after 97 years in service. Central Station opened on July 14, 1943.

In Montreal, Grace changed trains for another train No. 16. As illustrated by extracts from the timetable this time she was headed toward Portland, Maine.

Her destination of Wiscasset, "the prettiest village in Maine" was probably reached with a short connection on the Maine Coast Railway. Grace is on a little vacation.

### THE MAPLE LEAF - EASTBOUND

#### Train No. 16

Lv Toronto	11.30 PM
Oshawa	12.30 AM
Port Hope	1.03 AM
Cobourg	1.13 AM
Belleville (North Stn)	2.00 AM
Napanee	2.50 AM
Kingston	3.29 AM
Gananoque Jct	.....
Brockville	4.30 AM
Prescott	4.59 AM
Cornwall	5.51 AM
Coteau, Que	6.24 AM
Lachine (1/4 mile from "Y" depot RCAF)	7.07 AM
Montreal - Central Station	7.40 AM

### TRAIN No. 16

Montreal, Que	8.30 AM
St. Lambert	8.51 AM
St. Hubert	8.58 AM
St. Bruno	9.05 AM
St. Basile le Grand	9.10 AM
Otterburn Park	9.19 AM
St. Hilaire	9.22 AM
Ste. Madeleine	9.33 AM
St. Hyacinthe	9.50 AM
Ste. Rosalie	9.57 AM
St. Liboire	10.09 AM
Upton	10.14 AM
Actonvale	10.24 AM
Richmond	11.00 AM
Sherbrooke	12.00
Island Pond, VT	1.55 PM
Portland, ME	6.45 PM

Passing through St. Hyacinthe Grace spots a special "Let's go to the ball game" coach. This would be for the Montreal Royals of the International Baseball League. The team was soon to be front and centre as the stepping stone for Jackie Robinson on his way to fame with the Brooklyn Dodgers, becoming the first player to break through the "color barrier" in the major leagues.

When Grace posted her letter in Richmond it was picked up by Train 17 at 4 PM and arrived in Montreal at 6:30. This was in plenty of time to make the connection for the overnight mail run to Toronto. The letter was in her mother's hands that day as indicated by her mother's receiving mark.

**JUL 31 Rec'd**

## An Air and Rail Routing Answer from William Topping

### CANADIAN AIR MAIL - late 1930's

Between 1937 and the early 1940's air mail in Canada and the United States was in a state of rapid development and routes and flight times were changed on an almost daily basis. Daily air mail service from Vancouver, via Lethbridge and Regina, to Winnipeg began in March 1938 and was extended to Toronto and Montreal on December 1. At first, flights were in daylight only but in April, night flights were also introduced.

At the same time use was made of previously established trans-border flights, via the United States, to expedite the delivery of air mail to Eastern Canada and the Maritime Provinces. The routing of air mail through the United States ended in January 1940, with the completion of the Trans-Canada Airlines service from Victoria to Halifax.

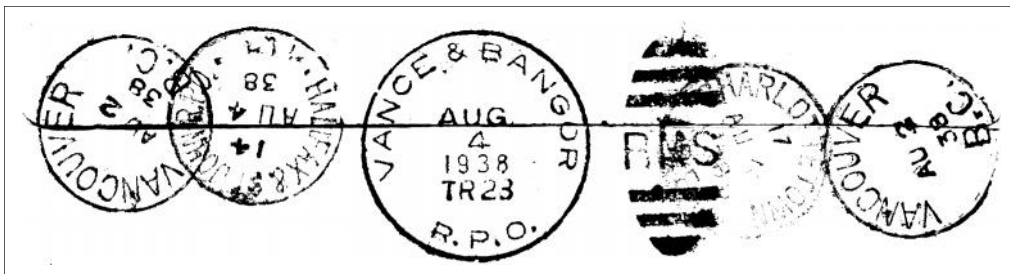
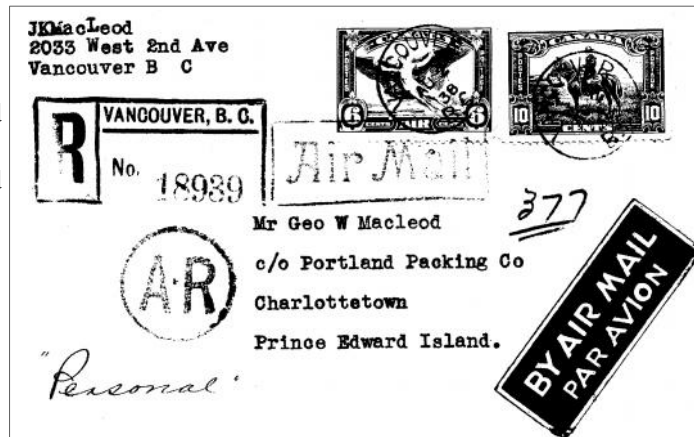
### VANCOUVER TO CHARLOTTETOWN August 1938 - possible routing

The A-R Registered letter, Vancouver No. 18939, was mailed at the Vancouver main post office on Tuesday, August 2, 1938; the 16 cents postage paid the Canadian Air Mail rate and the Registration fee. The sender would have paid an additional 10 cents for Acknowledgment of Receipt. A stamp of this amount would have been placed on the A-R form.

The letter and A-R form would have been placed in a sealed registration bag destined for Newark (New York) airport and would have been dispatched from the Vancouver Airport on Trans-Canada Airlines Flight 2, for Winnipeg, leaving Vancouver in the early evening and arriving in Winnipeg at 3:55 AM. The mail bag was then transferred to Northwest Airlines Trip 22, departing at 4:45 AM for Fargo, North Dakota, where it arrived at 6:15 AM, in time for transfer to the Northwest Airlines Trip 4, to Chicago, leaving at 6:45 AM and arriving in Chicago at 10:40 AM (August 3). Prior to the extension of Trans-Canada Airlines service to Montreal and the Maritime Provinces, air mail was routed via Newark, New Jersey. The air mail would have arrived in Newark, in late afternoon and then would be transferred to the mail plane for Bangor, Maine. The U.S. Air Mail route FAM 12, which had operated from Bangor to Saint John and Halifax, was no longer in operation.

The bag of Registered Air Mail was placed on the U.S. Railway Mail Service, Vanceboro & Bangor R.P.O. Train 23, "The Gull". The bag was opened and the new registration number, "377" was written on the envelope and the envelope dated Aug 4, 1938. Although there would be no R.P.O. service beyond Vanceboro, Maine, "The Gull" continued on to St. John, New Brunswick, where it connected with the Halifax & Saint John R.P.O., Train 14, where it was dated AU 4, 38.

Upon arrival in Moncton, at 3:15 PM, it was taken off the train and placed on the eastbound Canadian Airways flight to Charlottetown, departing at 3:50 PM. It arrived at Charlottetown at 5:05 PM, where the letter was date stamped 17 / AU 4 / 38, having crossed Canada in three days, a feat rarely achieved today by Canada Post.



Newsletter Editor -

Ross Gray, 33 George Street East, Lindsay, ON, K9V 1W6

Phone 705 324-6020

e-mail (at work) rgray@hq.lindsayelec.com

Catalogue Editor, -

Chris Anstead, R.R. #1, McDonald's Corners, ON, K0G 1M0

Secretary-Treasurer, Newsletter Mailing

e-mail acropolis@superaje.com