

THE BNA PERFORATOR

PUBLISHED BY THE BRITISH NORTH AMERICA PHILATELIC SOCIETY

June 88

CANADIAN PERFINS STUDY GROUP

Vol.9, No.5, Whole No.60

Jim Catterick, editor, 210 Steeles Ave.W. Apt.2102, Brampton, ON, Can. L6Y 2K3

From the editor's desk.

Last July, in Vol.8, No.4, a listing of International Harvester Company of Canada, Cat. Nos. C17 to C35 was published. Numerous comments have been received on this listing, as there were a few issues listed which were not deemed to have been used as originally intended.

Here are some of the comments:

"I have difficulty in deciding whether or not perfins, that were obviously done as a favour to someone after the perforator was retired should be listed. At first my inclination would be to say do not list them, but then they will pop up again sometime down the road, and be claimed as new finds"

"These "suspect" should be listed separately and notation made"

"Unequivical NO, NO, NO, do not list them"

"We need stability in our hobby, as well as credibility"

"It is really too bad that such philatelic rubbish should grace the pages of our esteemed newsletter"

This problem is not limited to the C17 - C35 series. M12 MLC has some "suspect" stamps perforated after the perforator was officially taken out of use. And there are others.

Then there are issues that may be listed as "suspect". Coils are one. If the firm was using a 5-hole perforator, would they attempt to perforate a roll of coil stamps for their normal use?

Then consider the C9a booklet of Air Mail stamps. To perforate these stamps the booklet must be taken apart. Were these perforated for use by the company, or the individual using the perforator?

Can you suggest the best method of listing any "suspect" perfins? Reader response is what we need for this. Why not sit down and tell us your thoughts on this matter. We need your input.

#

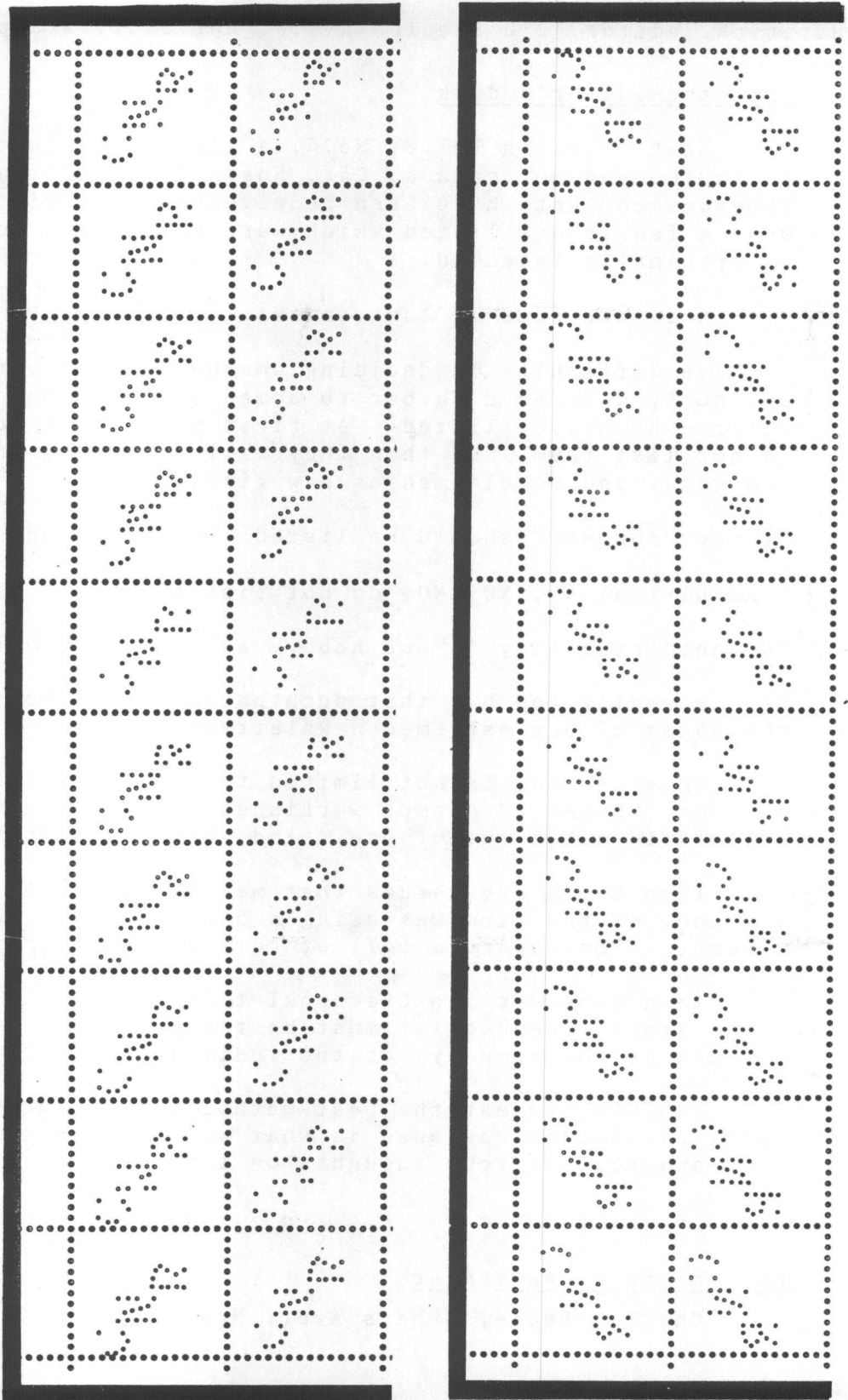
Welcome to a new member

Charles Poole, 5 Mays Ave., Nepean, ON, K2E 6X3

Philatelic Perfins showing a 10-die perforator:

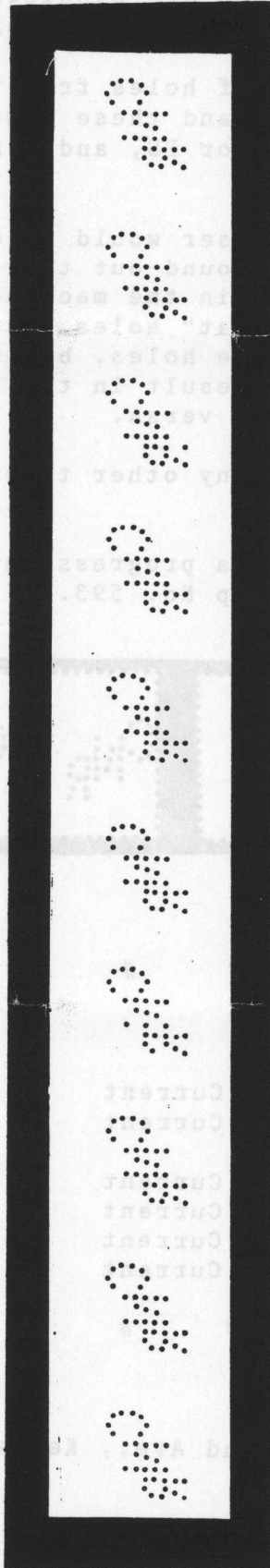
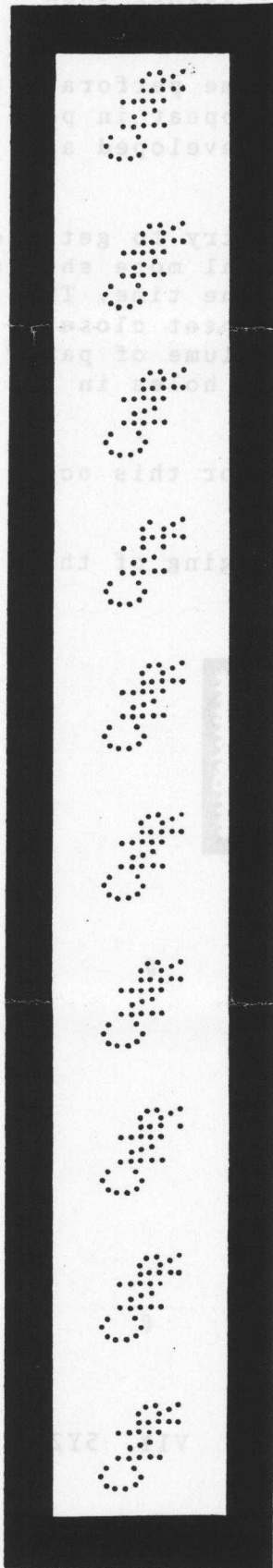
C43 - Canadian National Railways - Vancouver, B.C. - Perfin Factor:H

This perforator is still in use.
The sample punch of the 10-die perforator
was made around 1980, showing the condition
of the various dies with missing or worn down pins.

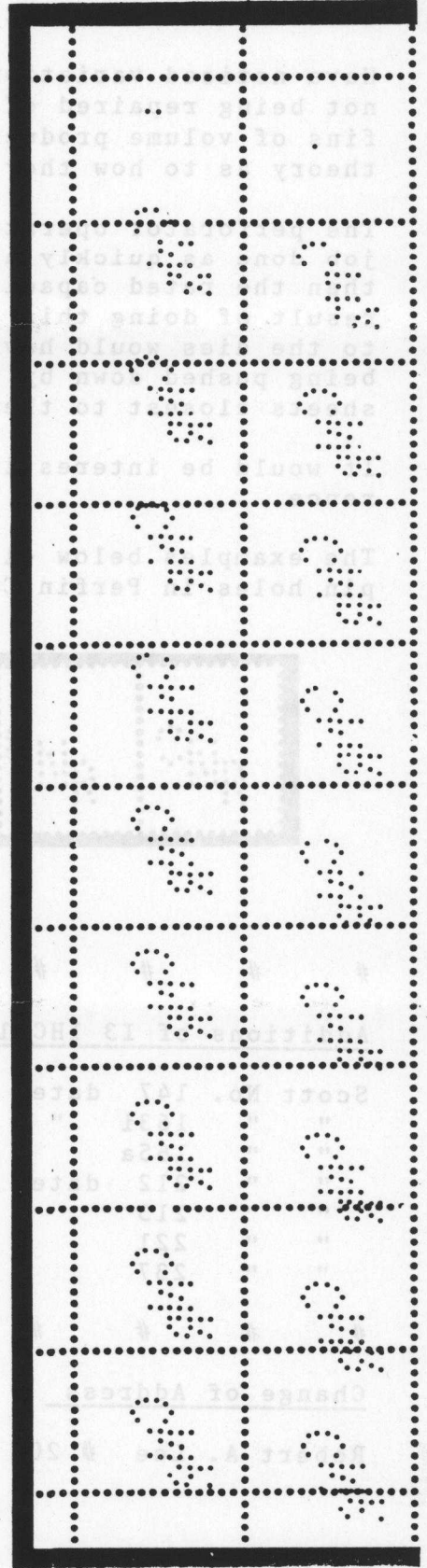


Philatelic Perfins showing a 10-die perforator:

C45 - Canadian National Railways - Winnipeg, MB. - Perfin Factor: I



This perforator is still in use, but the two sample punches shown, one in white paper, the other one was a complete sheet of stamps, were not done at the same time - the top sample with less and different damaged dies.



Variations in Hole Size of Same Perfins

M.B.Fennell

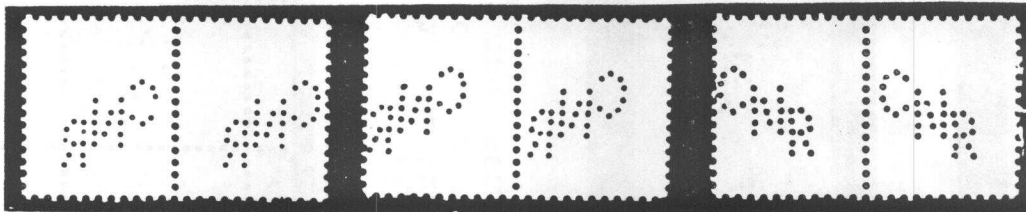
The request for identification of the SP Perfin in Volume 9, No.3 of the Perforator, which I am sure is S15, was no doubt prompted by the fact that the size of the holes are considerably larger than that shown on page 72 of the Handbook, thus causing some uncertainty.

Have noticed variations in the size of holes from the same perforator, not being repaired or retooled dies, and these usually appear in perfins of volume producers such as CNR or PS, and I have developed a theory as to how they came about.

The perforator operator of a volume user would no doubt try to get the job done as quickly as possible and found out that several more sheets than the rated capacity could be put in the machine at one time. The result of doing this is "thin" and "fat" holes, as the sheet closest to the dies would have the normal size holes, but the volume of paper being pushed down by the pins would result in the larger holes in the sheets closest to them, or is it vice versa.

It would be interesting to learn of any other theories for this occurrence.

The examples below clearly indicates a progressive enlarging of the pin holes in Perfin C45, all on stamp No. 593.



#

Additions of I3 IHC listing:

| | | | | | |
|-----------|-----|-------|--------------|-------|---------|
| Scott No. | 147 | dated | Oct 2/30 | Swift | Current |
| " | " | 163i | " Jul 2/ | Swift | Current |
| " | " | 165a | | | |
| " | " | 212 | dated Aug 7/ | Swift | Current |
| " | " | 213 | | Swift | Current |
| " | " | 221 | | Swift | Current |
| " | " | 237 | | Swift | Current |

#

Change of Address

Robert A. Lee # 203 - 1139 Sutherland Ave., Kelowna, BC V1Y 5Y2

Feb 80

"No. C19 [C41] did not come into existence until the mid 1940's in Toronto, and appears to have replaced C20 [C42]. It was replaced by a postage meter in 1956. Sometime in 1957 the perforator was forwarded to Winnipeg. Then in a regional re-organization the perforator was moved to Edmonton with the Treasury Department in August 1961. The perforator is still in use to date. It is of minor interest that this is the only confirmed non-Cummings Perforating Company machine used in Canada. It is a Perforating Company machine, model 6K, serial number 6K19" (1)

"Perfin collectors will be pleased to know that the CNR has no intention to stop using the three perforators they still have in use; C19 [C41], C20a [C43], and C21a [C45]. Although the quantities are not as large as in the past new perforated stamps will continue to appear with these dies." (2)

30 Jan 83 [Latest three stamps reported to Ken Rose are 871, 873, 874] (3)

23 Apr 85 [The following is a letter to the Editor of the Canadian Stamp News.]

"....referring to CNR perforations of postage stamps.

I retired from the CNR during 1975 and one of the sections I was in charge of was the Treasury and Pay in the CN Tower in Edmonton.

This section received requisitions from all departments requiring postage stamps on the Mountain region which covered from Biggar, Sask. to Prince Rupert and Vancouver Island.

Monthly requisitions were made for many thousands of dollars worth of stamps.

Even the CNR had to pay cash for the purchase. I guess the Post Office goes by the credo "Don't trust anyone". The purchase was made by a bonded employee who also had the duty of perforating them.

The purpose of perforating was to prevent any unauthorized use of the company's stamps. In the nearly fifteen years in that department I never heard of one complaint or received one report of any misuse of company stamps. It seems to me to be an operation of futility as who would report such misuse? Surely not the Post Office. Perhaps it has a psychological effect. The actual perforating is done with a slightly larger board than a photographer uses for cutting paper.

It has a metal strip about one inch wide near the cutting edge, three or four sheets of stamps were slipped under this strip and the side handle was pulled down thus perforating that row. A large order would take up to one hour of fast work.

In my early days of stamp collecting perforated stamps had no value and ended up in the basket.

I used to go and watch the stamps being perforated with sadness, so much sadness in fact that I was finally banned from this operation as my tears were dropping on the stamps and you all know what that does to mint stamps. [!!!]

Les Moore
Sidney, BC. " (4)

4 Jun 85 [No new Edmonton perfins reported. The latest perfin held by Ken Rose is #871, 1980 17 cent Christmas stamp.] (5)

28 Jan 86 "I think the CNR machines in Winnipeg [C45] and Edmonton [C41] have been severely curtailed in their usage - if not discarded altogether. It is years since I saw a current stamp from either of these machines."
[We now know the Winnipeg machine is still in use.] (6)

29 Jul 86 "I have a special request for my readers - particularly those in the Edmonton area. The last stamp with Perfin #C41 (CNR Edmonton) was the Lancaster bomber stamp, one of the 17 cent aircraft stamps series issued 10 Nov, 1980. (#874) That is nearly 6 years ago, and if the machine were still there, even though not being used, surely someone would be processing the odd stamp or stamps for their collection, or for friends. If you have a stamp later than #874, would you please let me know about it - with C41 perfin, that is. Also, anybody in the Edmonton area with either access to, or a friend in the CN offices, see if you can find out the status of the machine - destroyed, in storage, or whatever.

We know the machines in Winnipeg and Vancouver are still there, but there is very little evidence of them being used officially, and strong suspicions that they are being used philatelically." (7)

21 Oct 86 [Ken Rose reports a general tagged error in his collection is the 8 cent Centennial.] (8)

4 Nov 86 "While on the subject of perfins - one of my readers has been corresponding with the CNR office in Edmonton about their perfin machine there. They advised him that the machine has not been used for six years, and that they have no idea of its present location. The last stamp I have with perfin C41 (CNR Edmonton) is #874, which was issued November 10, 1980, which would seem to correspond with the information supplied by CN. If any of you have later issues with the C41 perfin, I would very much appreciate hearing about it. If there is some "Private" use of this machine going on, which would be proved later by the issues showing up, it may give us some clues as to its location, and perhaps enable us to track it down. Your help would be greatly appreciated." (9)

16 Dec 86 "There is still nothing to report in our search for the C.N.R. Perfin machine in Edmonton. The information we have all seems to concur that it ceased to be used about six years ago, and one person advises that it is no longer on the premises, but we have yet to confirm this. Perhaps it ended up as scrap metal like the old Sefacan machines in Winnipeg, in which case we may never know its eventual destination." (10)

30 Dec 86

"On another subject, I had a letter recently from a friend of a friend who had a friend working in the C.N.R. offices in Edmonton. He advised me that the perfin machine there had not been used for 6 or 7 years, and that also it was no longer on the premises. While this information is third hand, the first part of it tallies with the information that we have had previously - that the machine has not been used for about 6 years. The fact that it is no longer on the premises is new information, and it raises a new question - "Where is it?" Was it destroyed, returned to the manufacturer, or Canada Post, or is it in the hands of somebody who is waiting to make his own perfins for future use? It should be in a postal museum somewhere." (11)

13 Jan 87

[Ken Rose quotes in his column from correspondence with Stuart Clark.]

" ' There is no change so far in the status of the Edmonton machine. We have been advised that it has not been used for about six years, and its present whereabouts are still unknown.' "

Stuart also sent me a photostat of a column in the CN Magazine which illustrates three C.N.R. perfins. [The article is probably by Peter CcCarthy.] The third one IS from Winnipeg, but the first two are listed as coming from Toronto. While I cannot quarrel with this, it seems to me that these two machines were shipped to other locations many years ago, because the first illustration matches exactly the perfin which we now classify as coming from Edmonton, and the second one matches exactly the perfin that we now recognize as coming from Vancouver."

[See first paragraph in this part, and also Part III.] (12)

Mar 87

[The following are extracts from an article by Peter McCarthy in "Keeping Track". Stuart Clark sent me a copy of the article, and it is probably the one to which Ken Rose referred in the previous paragraphs.]

"We now have a complete update on the CNR perfins and their uses. It has been confirmed that both the Vancouver and Winnipeg perfins are still in use in outlying stations in these regions."

The Edmonton office report that they have not used perfins for the past six years, and the whereabouts of the machine is not known." (13)

16 Feb 88

"We have been searching now for a couple of years for the C.N.R. Edmonton machine, but with no luck. We know it is out of service, but that is all." (14)

- (1) Jonathan Jonson, Railway Perfins, The BNA Perforator, Vol I, No. 2, Feb 1980
- (2) Ibid.
- (3) Ken Rose, Tagging Along, Canadian Stamp News, 30 Jan 1983
- (4) Les Moore, Letter to the Editor, C.S.N., 23 Apr 1985
- (5) Ken Rose, Tagging Along, C.S.N., 4 Jun 1985
- (6) Ken Rose, Tagging Along, C.S.N., 28 Jan 1986
- (7) Ken Rose, Tagging Along, C.S.N., 29 Jul 1986
- (8) Ken Rose, Tagging Along, C.S.N., 21 Oct 1986
- (9) Ken Rose, Tagging Along, C.S.N., 4 Nov 1986
- (10) Ken Rose, Tagging Along, C.S.N., 16 Dec 1986
- (11) Ken Rose, Tagging Along, C.S.N., 30 Dec 1986
- (12) Ken Rose, Tagging Along, C.S.N., 13 Jan 1987
- (13) Peter McCarthy, Stamps on Track, Keeping Track, Vol 22, No.2, Mar 1987
- (14) Ken Rose, Tagging Along, C.S.N., 16 Feb 1988

#

Chairman of our Study Group

The position of Chairman of the study Group is open as a result of the resignation of Dave Hanes. Dave has resigned so that he can spend more time on other activities including his stamps.

Thanks Dave for being our chairman for three years.

Anyone interested in running for this position should contact the secretary, Mike Hargraft, at Box 60, Port Hope, ON, L1A 3W2 as quickly as possible. We would like to have the new officers ready for the fall season.