

THE BNA PERFINATOR

Sep. 88

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CANADIAN PERFINS STUDY GROUP

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

ANNUAL MEETING

Our Study Group annual meeting was held in conjunction with BNAPS at their annual Exhibition in Virginia Beach, on Sept. 8.

High lights of the meeting:

Our New Chairman Floyd McNey, 8019 - 160 St., EDMONTON AB T5R 2G9

Our new Editor Michael Behm, 39 Roslin Avenue S., WATERLOO, ON N2L 2G7

Dues to remain at \$5.00 per year.

Another auction to behold.. All members have a chance to add to their collection. Proceeds help to keep our treasury solvent, although postage and photocopying have both increased.

Study groups were well represented in the exhibits.

The NF Perfin survey is being analyzed by Isaac Oelgart.

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Change of Adress:

Isaac Oelgart, 24 School st., Apt. 12, HANOVER, NH 03755

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Dropped for NON-payment of dues

William Eull, 508 Ontario st., Toronto, oN M4X 1M7

Harry Machum, P.O. Box 123, Little Current ON POP 1K0

William L. Wright, 2724 Doris Court, Carmichael, CA USA 95608

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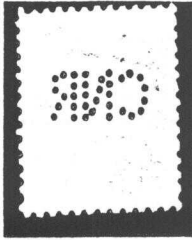
CNR & CPR

Pages 2 and 3 are a resume and copies of the 7 CNR Perfins, and the 5 CPR Perfins. The description of each stamp clarifies their geographic location, and also can be useful for identification.

CNR PERFINS

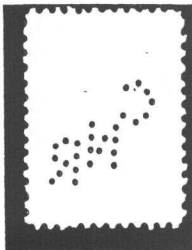
Seven different Perfins were used by CNR

C40



This Perfin was originally distributed by Canadian Northern Railway Co. from the Winnipeg office. Financial problems developed due to expansion, and on Sept. 30, 1917, this railway was nationalized as Canadian National Railways, and they continued to use this type of Perfin until 1928.

C41



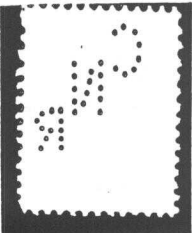
This Perfin was distributed from the Toronto office from the Medallion issue (1932) until approx. 1957. It was moved to Edmonton Alberta in 1961, and was taken out of use in 1980.

C42



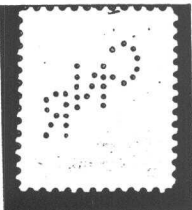
Originally distributed by Canadian Northern Railway Co. from the Toronto office for use in Ontario and Quebec, starting with the Edward VII issue. On Sept. 30, 1917, this railway was nationalized as Canadian National Railways, and they continued to use this type of Perfin until the Centennial issue of 1967.

C43



This Perfin was distributed only in British Columbia. The first issue used was the Admirals, and it is still in use in 1987.

C44



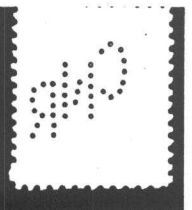
Distributed from the Montreal office, this Perfin was used in Quebec province only. It was used on issues from the Admirals (1911) to the Scroll issue (1928).

C45



In 1928, this Perfin replaced C40 when it became un-repairable. It is still in use in the Winnipeg office, and it is distributed throughout the Prairie Provinces.

C46

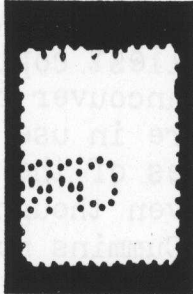


This Perfin replaced C44 in 1928. It was distributed throughout Eastern Canada from Northern Ontario to Nova Scotia. The period of use is from the Admirals, (1917) to the Caricatures (1972)

CPR PERFINS

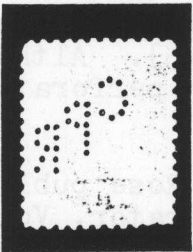
Five different Perfins were used by CPR

C49



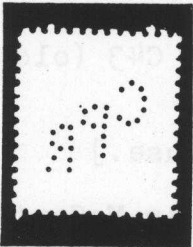
This Perfin was issued from their Winnipeg office, and was distributed throughout the Prarie Provinces. In use from the Edward VII issue (1903) to the Admiral issue, (1915)

C50



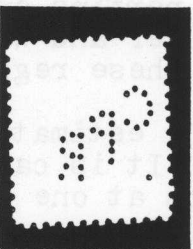
The Montreal office was the location of this Perfin, in use from the Edward VII issue (1903) to the Medallion issue (1933). It was distributed throughout Eastern Canada.

C51



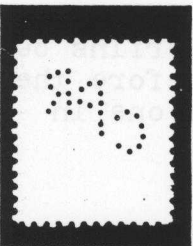
This Perfin replcaed C50, and was in use from the Medallion issue (1933) until the Christmas issue (1970). Postmarks show the use from Ontario to the Maritimes.

C52



This Perfin most likely replcaed c49, and was issued from their Winnipeg office, and served the Prarie Provinces. It was used from the Admiral issue (1911) to the Christmas issue (1964) This is the only CPR Perfin incorporating the use of a code hole to distinguish it from C50

C53



All of the Postmarks are from the Province of Br itish Columbia, with this Perfin. It was in use from the Admiral issue (1911) to the Centennial issue (1967)

Feb 80 "No. C20a [C43] is not listed in the BNAPS Perfin Handbook. [This refers to the 'old' handbook] The perforator is located in Vancouver where it remains in use to this date. I have examined the machine and its perforation; all 10 dies are identical with the "high" hole at the end of the 'N' (compares to the 'low' hole at the end of the 'N' in C20 [C42] ...). The earliest copies are the 1922 issue Admirals although my first clear Vancouver cancel is June 15, 1928. As C20 [C42] and C20a [C43] were in use simultaneously for about 20 years on opposite sides of the country I assume that there were two different machines even though the die differences were minor. The perforator is a Cummins model 53." (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 a large as in the past new perforated stamps will continue to appear with these dies." (2)

[In his columns for the Canadian Stamp News, Ken Rose published a check list, which also appeared in the BNA Perforator, Vol 4, No2, January, 1983. In many further columns, updates to the list were added. All of these are listed in Part I of this article, and no further reference will be made in Part III.]

28 Jan 84 "The only legitimate machine now in use is C43 (old C20a) in the Vancouver CNR Offices....." (3)

[We now know the Winnipeg perforator is still in use.]

May 87 [The following are extracts from an article by Peter McCarthy in "Keeping Track". Stuart Clark sent me a copy of the article.]

"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 Vancouver perforator is a Cummins #53, estimated to have been in use for the past forty-eight years. It is capable of perforating a complete horizontal row of stamps at one time." (4)

19 May 87 [Ken Rose reports on information received from Peter McCarthy.]

"He [Peter McCarthy] has been assured that the two existing machines (Winnipeg and Vancouver) will eventually end up in the Postal Museum. From the looks of the perfins being done by these two machines, it will not be long before they are useless. There are several pins missing from the one in Vancouver....." (5)

May 87 [Extract from a report in the BNA Perforator]

"....there are stamps of Newfoundland known with these perfins: C43 CNR;" (6)

2 Oct 87 "In recent months I have noticed a drastic reduction in the reportings from C.N.R. Winnipeg, plus an increase in the reportings from Vancouver." (7)

25 Nov 87 [In a letter to me from Stuart Clark, he reports that he is attempting to get an imprint of the Vancouver machine, so eventually it can be published in the BNA Perforator as was his copy of C45 Winnipeg.]

16 Feb 88 "...Edmonton machine is now out of use, which leaves only the C.N.R. Winnipeg and Vancouver machines and I am sure the handwriting is on the wall for these two as well." (8)

25 Feb 88 [The latest perfins Ken Rose has received are:

- 1987 36 cent Christmas Poinsetta
- 1987 36 cent Ski Jumping
- 1987 36 cent Air Canada
- 1987 36 cent Cross Country Skiing] (9)

Footnotes, Part III

- (1) Jonathan Johnson, Railway Perfins, The BNA Perforator, Vol 1, No. 2, Feb 1980
- (2) Ibid.
- (3) Ken Rose, Tagging Along, Canadian Stamp News, 28 Jan 1986
- (4) Peter McCarthy, Stamps on Track, Keeping Track, Vol 22, No.2, Mar 1987
- (5) Ken Rose, Tagging Along, C.S.N., 19 May 1987
- (6) Editor, Newfoundland Perfins, BNA Perforator, Vol 8, No. 3, May 1987
- (7) Ken Rose, Tagging Along, C.S.N., 2 Oct 1987
- (8) Ken Rose, Tagging Along, C.S.N., 16 Feb 1988
- (9) Ken Rose, Tagging Along, C.S.N., 25 Feb 1988

Plating - Conrad H. Tremblay

W5 - Workmen's Compensation Board of B.C. - Vancouver, B.C. - PF: F

Philatelic Perpins made by a 5-die perforator (Cummins Model No.52)

