

I recently purchased several Pennsylvania Railroad covers from the Club's Cover Sales Department. All three are postmarked in Corry, Pennsylvania. These raise a similar question even though they lack a manuscript location in their corner cards. Corry is located in northwestern Pennsylvania between Harrisburg and Erie. See the Pennsylvania Railroad schedule which is shown at Figure 3 and the system's map at Figure 4. The February 10, 1915, cover has perfin pattern P199 (RR146) for the Pennsylvania Railroad. See Figure 5. The June 21, 1917 cover is struck with a nice flag cancel with perfin pattern P200, See Figure 6. This particular cover contains a notice of delivery of a shipment of tallow and hides for the Berliner Company in Corry from F.R. Main in Brocton, New York.

The August 21, 1922, cover addressed to Berliner & Company probably contained a similar freight arrival notice. It has pattern P119 which is listed for Pennsylvania Company, See Figure 7. Railroad Perfins of the Railroads of the United States and Canada lists the perfin as RR139 and identifies this pattern as Pennsylvania Lines West. This was the designation the Pennsylvania Railroad used for its lines west of

Pittsburgh, PA for many years. Could a different divisional office have supplied the perfins for the Corry Freight Agency accounting for

the different patterns? Should we list Corry, PA for patterns P119, P199, and P200? This raises an interesting problem since railroads like the New York Central and the Pennsylvania had hundreds of offices along their respective lines as well as offices in major cities around the country, we can presume that stamps were perforated at general offices and then distributed to local agencies for their use.

Has anyone ever built a collection of perfined railroad corner cards postmarked for the communities where the railroad had an office? That might be quite a challenge for a collector. The

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Where Did They Originate?
 Reflections on Railroad Covers
 John G. Pearson (#3172)

NEW YORK CENTRAL SYSTEM
 The Water Level Route—You Can Sleep



Table 30.
 DETROIT-SAGINAW-BAY CITY-MACKINAW CITY.

No. 395 #	Miles.	October 30, 1960.	No. 194 #
		(Eastern Standard time.)	
		LEAVE LARRIVE	
8 45 A.M.	0	+... Detroit	3 30 P.M.
	4.3	... Woodward Ave.	
79 10 "	15.6	... Warren	72 55 "
79 19 "	21.4	... Utica	2 37 "
9 30 "	29.5	+... Rochester	72 23 "
9 42 "	38.9	... Lake Orion	2 18 "
9 49 "	42.2	... Oxford	
	50.6	... Metamora	
10 11 "	58.9	+... Lapeer	1 56 "
10 21 "	67.6	... Columbiaville	71 46 "
10 29 "	72.2	... Otter Lake	
10 37 "	78.2	... Millington	1 33 "
10 47 "	84.8	... Vassar	1 25 "
	91.2	... Richville	
11 25 "	105.8	+... Saginaw Gen. Ave.	12 55 "
11 59 A.M.	118.9	arr. + Bay City lve.	12 30 "
12 20 P.M.	118.9	lve. Bay City arr.	12 10 P.M.
	130.4	... Linwood	
	137.1	... Pinconning	712 11 A.M.
	145.9	... Standish	11 20 "
	152.0	... Sterling	
	160.3	... Alger	
	170.9	... West Branch	10 51 "
	182.1	... St. Helen	
	195.3	+... Roscommon	10 19 "
2 11 "	210.6	arr. + Grayling lve.	9 59 "
2 28 "	210.6	lve. Grayling arr.	9 53 "

The September 1995 issue of The Perfins Bulletin contained a photocopy of a New York Central Railroad cover with a NYC perfin pattern N182 (RR118), and struck with a Vanderbilt Michigan CDS postmark. My January 1961 copy of The Official Guide lists Vanderbilt as a flag stop between Detroit and Mackinaw City, just north of Gaylord. (Please see Figure 1 - New York Central System Schedule, and Figure 2, Map of the New York Central System.) Should Vanderbilt be added to the listed locations for the NYC perfin?

Figure 1 - New York Central Schedule

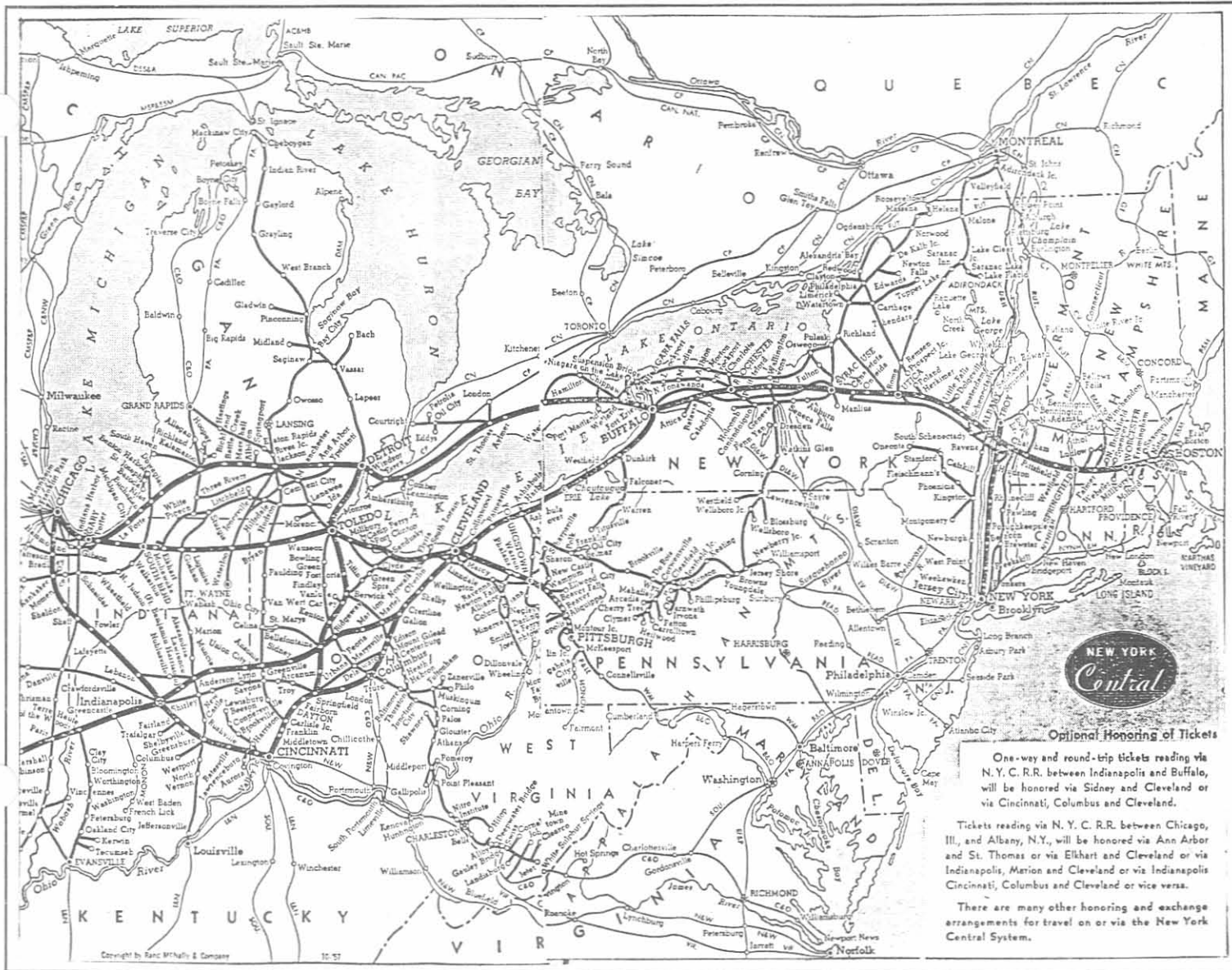


Figure 2 -New York Central System

(Continued from page 44)
 main offices would be well represented, but it might be difficult to find covers for all the agency offices on the system, if we add the complexity of systems like the New York Central's whose subsidiaries such as the Michigan Central and Boston and Albany had their own perfin patterns, and you have some real challenges! In any event listing all locations for all railroad perfins may be impossible in the general catalog.

It is interesting to note that the Pennsylvania and New York Central merged as the Penn Central in 1968 only to fall into bankruptcy. By 1976 the Penn Central became a part of Conrail along with other

northeastern roads (i.e., the Reading Company, the Erie-Lackawanna, the Lehigh Valley, the New Jersey Central, and the Lehigh and Hudson River). Now wouldn't a collection of railroad perfins of Conrail's predecessors make a fine exhibit?

Ed's Notes:

John Randall and I discussed this problem at some length during the Wilmington, DE annual meeting several years ago. At that time, John was of a mind to not include locations for railroads with the possible exception of Main Offices.

Notes from the past

In April 1972 *The Perfins Bulletin* reported

The largest known collection of United States perfins — that of catalog chairman K.F. Lougee — contains 5030 of the 5950 known patterns. That's just one of the statistics uncovered by Ray Snow in his third census of U.S. perfins. Snow made the first survey of U.S. perfins in 1961, the second in 1966, and the third one late last year (1971).

The article went on to report that approximately 20 percent of the members participated and the average collection had 1882 patterns

NEW YORK Central
 Optional Honoring of Tickets
 One-way and round-trip tickets reading via N.Y.C.R.R. between Indianapolis and Buffalo, will be honored via Sidney and Cleveland or via Cincinnati, Columbus and Cleveland.
 Tickets reading via N.Y.C.R.R. between Chicago, Ill., and Albany, N.Y., will be honored via Ann Arbor and St. Thomas or via Elkhart and Cleveland or via Indianapolis, Marion and Cleveland or via Indianapolis Cincinnati, Columbus and Cleveland or vice versa.
 There are many other honoring and exchange arrangements for travel on or via the New York Central System.

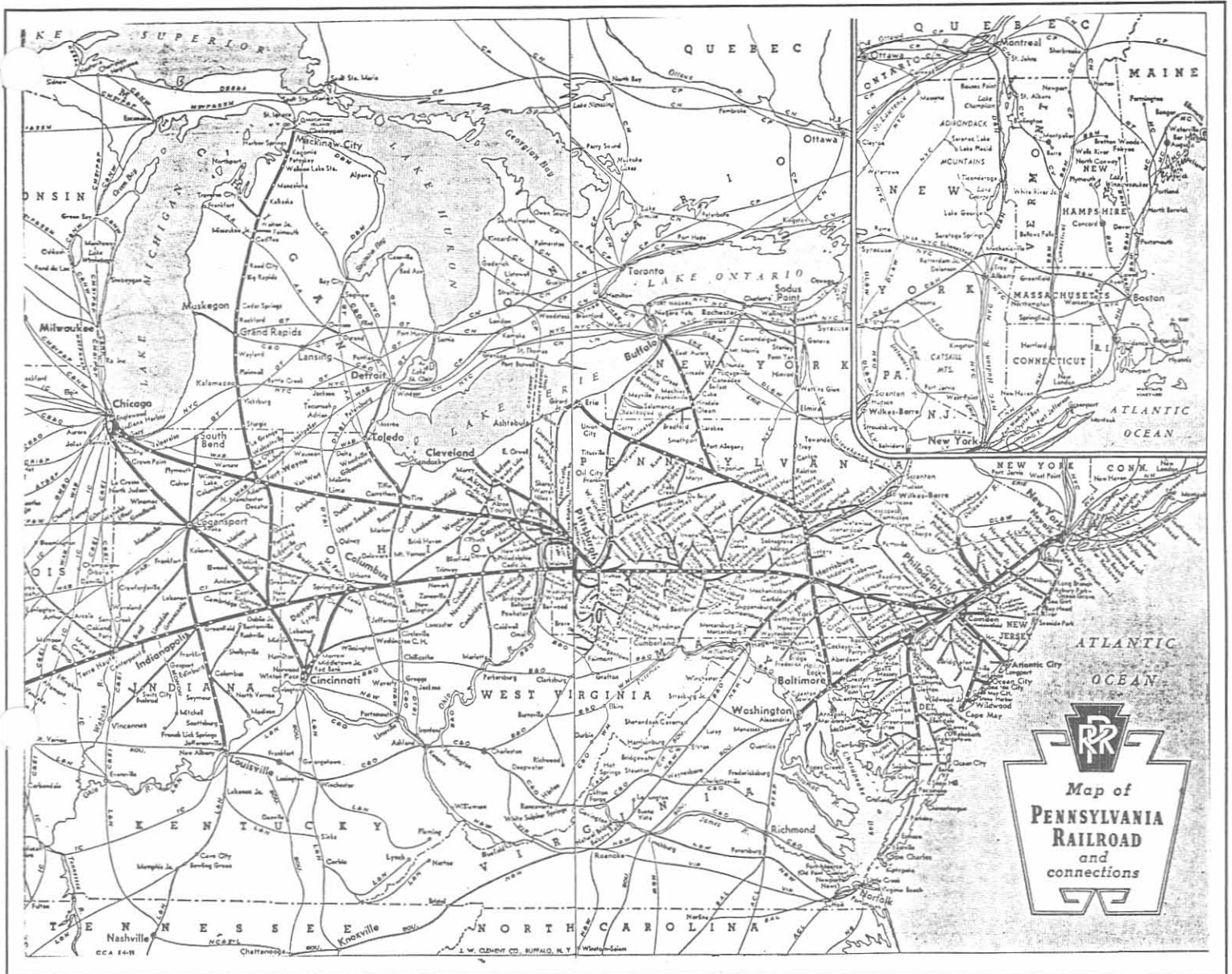


Figure 4 - Pennsylvania Railroad System

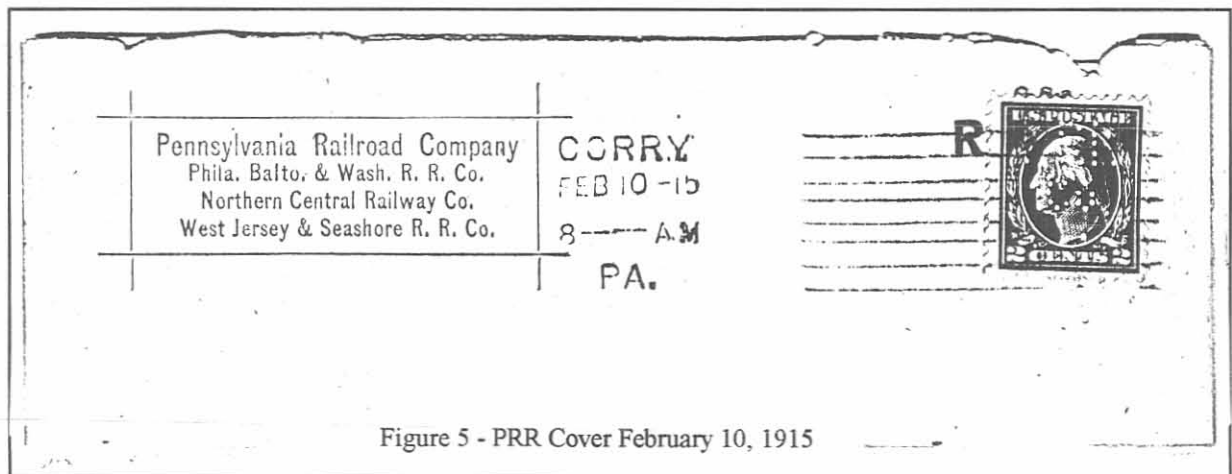


Figure 5 - PRR Cover February 10, 1915

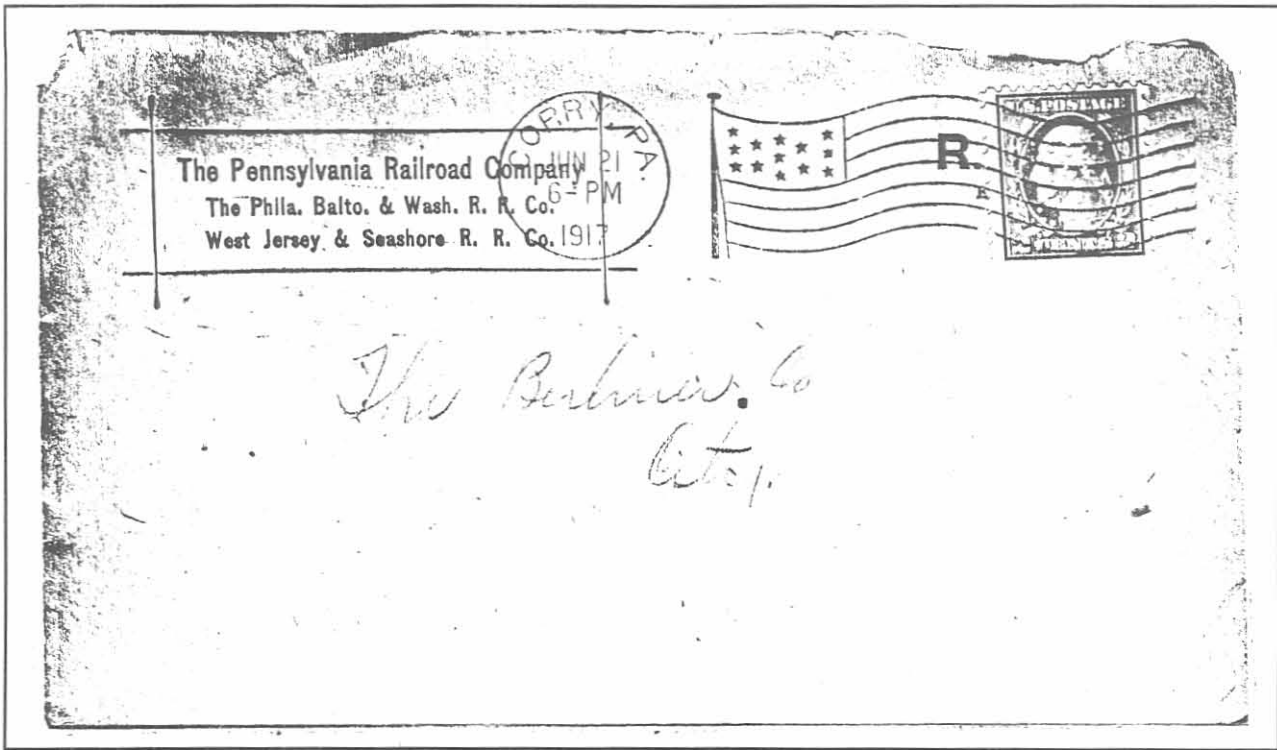


Figure 6 - June 21, 1917 Pennsylvania Railroad Company Cover from Corry, PA

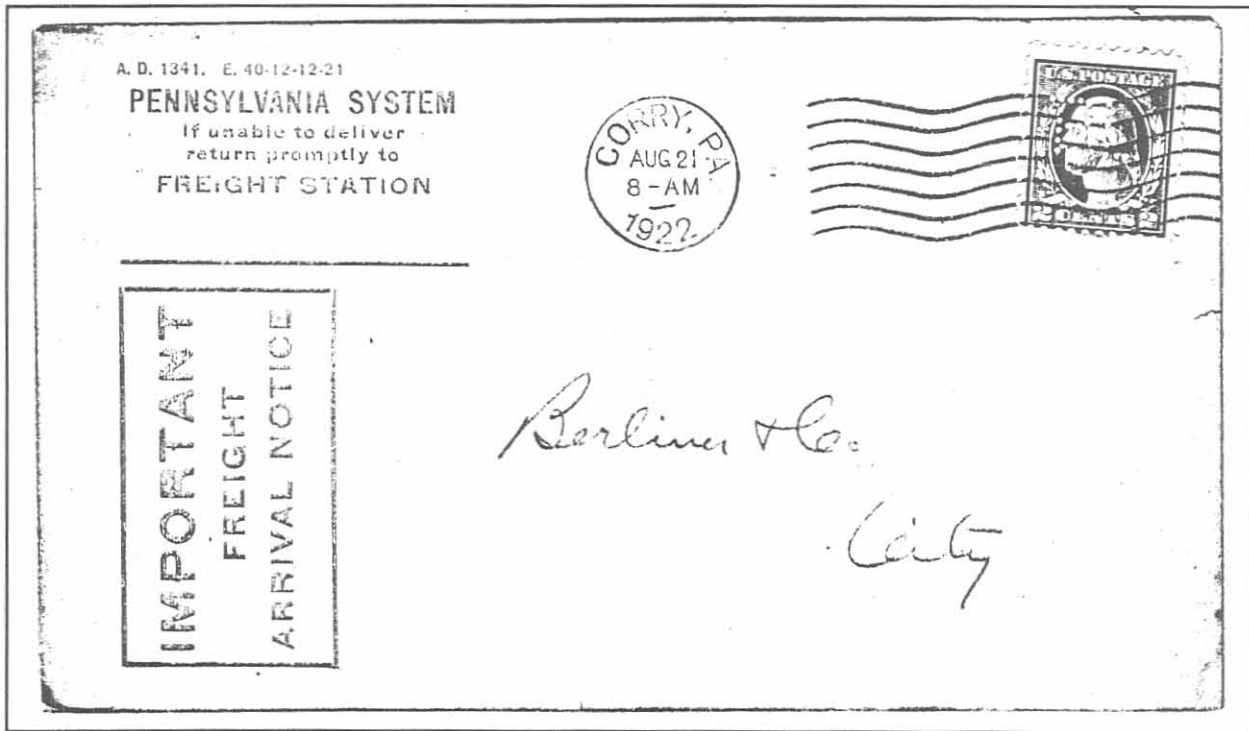


Figure 7 - August 21, 1922 Pennsylvania System Cover from Corry, PA