

Perfin Cover Studies of The New York Central Railroad



Presented By: Bob Hodges (LM4064)

**The Perfin Club Annual Convention
Portland, Oregon
August 15-23, 2022**

Table of Contents

Section	Item	Page
I	History of The New York Central Railroad (1853-1968)	1
II	The New York Central Railroad (1908-1968)	3
	• New York Central Lines (1908-1914)	4
	• New York Central Lines (1915-1934)	5
	• New York Central System (1935-1968)	6
III	Perfin Cover Studies	7
IV	The New York Central & Hudson River Railroad	8
V	The Lake Shore & Michigan Southern Railway	11
	• Chicago, Indiana & Southern Railroad	
	• Dunkirk, Allegheny, Valley & Pittsburgh	
VI	The New York Central Railroad Company	15
VII	The Cleveland, Cincinnati, Chicago & St. Louis Railway	24
	• Cincinnati Northern Railroad Company	
	• Evansville, Indianapolis & Terre Haute Ry. Co.	
	• Peoria & Eastern Ry. Co.	
	• Dayton Union Railway Co.	
VIII	The Michigan Central Railroad	29
IX	The Boston & Albany Railroad	36
X	The Pittsburgh & Lake Erie Railroad	40
	• The Monongahela Railway Company	
	• Pittsburgh, Chartiers & Youghioghney RY.	
XI	Toledo & Ohio Central Railroad	45
	• Zanesville & Western Ry. Co.	
XII	Lake Erie & Western Railroad	48
XIII	Indiana Harbor Belt Railroad	50
XIV	Chicago River and Indiana Railroad	50
	• Chicago Junction Railway	
XV	Central Indiana Railway Company	58
XVI	Penn Central	59
XVII	Miss-matched Perfins & Users	61

Table of Contents

XVIII	Summary of Perfin Cover Studies	64
	• NYC Perfin Cover Study Summary	64
	• “User-to-Perfin Pattern” Cross Reference	67
	• “Perfin Pattern”-to User Cross Reference	69
	•	
	Appendices	
A	Detailed NYC Timetable Studies (1908 – 1968)	A1
	• New York Central Lines (1908 – 1914)	A1
	• New York Central Lines (1915 – 1934)	A2
	• New York Central Lines (1935 – 1968)	A3
B	NYC Lines & System Logos	B1
C	References	C1

History of The New York Central Railroad

(1853 to 1968)

Section I

1853 The **New York Central Railroad** (reporting mark NYC) was formed with the merger of ten railroads which primarily connected greater New York and Boston in the east with Chicago and St. Louis in the Midwest. New York Central was headquartered in New York City's New York Central Building, adjacent to its largest station, Grand Central Terminal.



The New York Central was a one of the largest American railroads operating in the northeast. The railroad served most of the Northeast, including extensive routes in New York, Pennsylvania, Ohio, Michigan, Indiana, Illinois and Massachusetts, plus additional routes in the Canadian provinces of Ontario and Québec.

1867 The Vanderbilt era began in 1867 with the merger of his Hudson River Railroad with the NYC to form The **New York & Hudson River Railroad** (NYC&HR).

1867 Vanderbilt acquired the **Lake Shore & Michigan Southern** (LS&MS), which ran from Buffalo along the southern shore of Lake Erie through Cleveland, Toledo, and South Bend to Chicago. This gave the NYC&HR and LS&MS a high-speed water level route under one management providing through service between New York City and Chicago.

1899 The name "**New York Central Lines**" began to appear in the New York Central & Hudson River Railroad literature.



1902 The Twentieth Century Limited became the flagship operation of the New York Central. The Twentieth Century Limited operated on a crack 16-hour schedule between New York's Grand Central Terminal and Chicago's LaSalle Street Station.

1909 The first documented use of New York Central perfin occurred on January 28th, 1909. The perfin pattern, identified as N182 in the U.S. Perfins Catalog, was an acronym for New York Central or "NYC". The pattern was used for nearly sixty years.



Perfin Pattern: N182

History of The New York Central Railroad

(1853 to 1968)

1914 The New York Central & Hudson River and the Lake Shore & Michigan Southern were merged in 1914 to form the New York Central Railroad Company.

- New York Central & Hudson River
 - Lake Shore & Michigan Southern
- } New York Central Railroad Company

Several leased and affiliated lines made up the core of the New York Central Lines, including:

- Michigan Central
- Boston & Albany
- Big Four Route (CCC&StL)
- Pittsburgh & Lake Erie
- Toledo & Ohio Central
- Toronto, Hamilton & Buffalo (part ownership with CP)
- Monongahela Railway (part ownership with PRR and B&O)



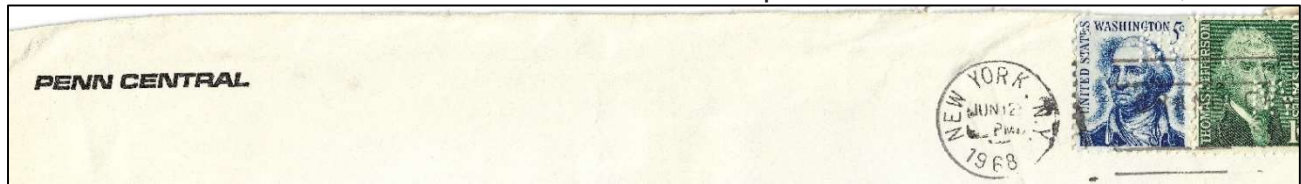
From the beginning of the merger, the railroad was publicly referred to as the New York Central Lines. Many of the Railroads identified above maintained their own separate identities after 1914.

1935 In the summer of 1935, the New York Central Lines changed its name to the **New York Central System**, that name being kept until 1968.



1968 On February 1, 1968, New York Central merged with its chief competitor, the Pennsylvania Railroad to form the ill-fated **Penn Central**.

1968 The last documented use of New York Central perfins occurred on June 12th, 1968.



1970 Penn Central declared bankruptcy in 1970 after it was forced to absorb the ailing New York, New Haven & Hartford. The cost savings from eliminating duplicate facilities and workers never happened.

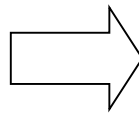
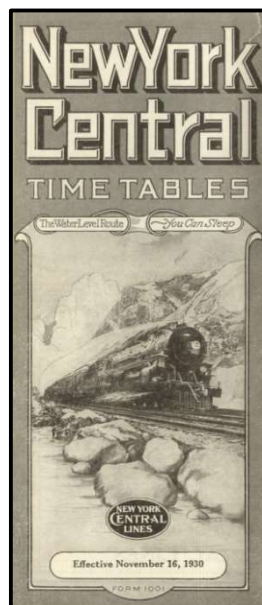
1976 A massive bailout came from the Federal government in 1976 in the formation of the Consolidated Rail Corporation (Conrail), who took over the operation of the Penn Central system, along with five other bankrupt northeastern railroads. Today, much of the former NYC is operated by CSX Transportation and Norfolk Southern.

The New York Central Railroad (1908-1968)

Section II

Perfin Cover Studies of the New York Central Railroad can be a challenge! There are many railroads, railways, subsidiaries, lessees and interconnecting lines. Likewise, there are many perfin patterns that are associated with each railroad or railway. These all need to be tied together.

The first step was to establish the organizational structure of the New York Central Railroad. This was accomplished by using the New York Central Timetables (<https://www.canadasouthern.com/caso/ptt/timetables.htm>) and individual Railroad/Railway web site searches. The route map found within the timetable normally provides a clear summary of the railroads and railways operating within the timetable period.



Taken from Route map

Research was divided into three time periods:

- 1908-1914 **NYC Lines** 1st Perfin Usage to pre-1914 NYC mergers
Ref. 1908, 1911 & 1914 NYC Timetables
- 1915-1934 **NYC Lines** Post-1914 NYC mergers to NYC System name change
Ref. 1918 & 1932 NYC Timetables
- 1935-1968 **NYC System** NYC System name change to 1968 PENN merger)
Ref. 1936, 1950 & 1956 NYC Timetables

See Appendix A for a complete study of the NYC Timetables.

The New York Central Railroad (1908-1968)



New York Central Lines - 1908-1914



Between 1908 and 1914 there were 14 major railroads/railways identified on the NYC route maps. These have been identified below with an "*" following their name. Additionally, there were subsidiaries, lessees, etc. (indented) which have been added to aid in perfin cover identifications. Most of these are included in the timetables.

The New York & Hudson River Railroad * (NYC)

Lake Shore and Michigan Southern Railway * (LS&MS)

- Dunkirk, Allegheny, Valley & Pittsburgh (DAV&P)
- Chicago, Indiana & Southern Railroad (CI&S)

The Cleveland, Cincinnati, Chicago & St. Louis Railway *

- The Cincinnati Northern Railroad Co. (CN)
- Peoria & Eastern Ry. Co. (P&E)
- Dayton & Union Railway Co.

Michigan Central Railroad Company * (MC)

Boston & Albany Railroad * (B&A)

The Pittsburgh & Lake Erie Railroad Company * (P&LE)

- Pittsburgh, Chartiers & Youghioghenny Railway (PC&Y)

Toledo & Ohio Central Railway Company* (T&OC)

- Zanesville & Western Railway Company* (Z&W)

Lake Erie & Western Railroad Company * (LE&W)

The following railroads/railways have no known NYC perfins associated with them:

Rutland Railroad * (R)

Lake Erie, Alliance & Wheeling Railroad (LEA&W)

New York & Ottawa Railway *

Toronto, Hamilton & Buffalo Railroad (THB)

Grand Trunk Railway (GT)

The New York Central Railroad (1908-1968)



New York Central Lines - 1915-1934



In late 1914 The New York & Hudson River Railroad and The Lake Shore and Michigan Southern Railway merged, forming The New York Central Railroad Company. Additional subsidiaries and lessees have been included below as they pertain to perfin usage. From the beginning of the merger, the New York Central railroad publicly promoted the name New York Central Lines.

The New York Central Railroad Company (NYC)

The Cleveland, Cincinnati, Chicago & St. Louis Railway

- The Cincinnati Northern Railroad Co. (CN)
- Peoria & Eastern Ry. Co.(P&E)
- Dayton & Union Railway Co.
- Central Indiana Railway Co.(CIND)
- Evansville, Indianapolis & Terre Haute Ry. Co. (EI&TH)

Michigan Central Railroad Company (MC)

Boston & Albany Railroad (B&A)

The Pittsburgh & Lake Erie Railroad Company (P&LE)

- Pittsburgh, Chartiers & Youghioghenny Railway (PC&Y)
- The Monongahela Railway Company (MRA)

Toledo & Ohio Central Railway Company (T&OC)

- Zanesville & Western Railway Company (Z&W)

Lake Erie & Western Railroad Company (LE&W)

Indiana Harbor Belt Railroad (IHB)

The following railroads/railways have no known NYC perfins associated with them:

Rutland Railroad (R)

Toronto, Hamilton & Buffalo Railroad (THB)

West Shore Railroad (WS)

Delaware & Hudson Railroad (D&H)

Canadian Pacific (CP)

The New York Central Railroad (1908-1968)



New York Central System - 1935-1928



In 1935 the New York Central Lines changed its name New York Central System. This was a name change only and did not incur major organizational changes. The New York Central Systems name remained until the 1968 mergers with the Penn Central.

The New York Central Railroad Company (NYC)

The Cleveland, Cincinnati, Chicago & St. Louis Railway

- The Cincinnati Northern Railroad Co.(CN)
- Peoria & Eastern Ry. Co.(P&E)
- Central Indiana Railway Co.(CIND)
- Evansville, Indianapolis & Terre Haute Ry. Co. (EI&TH)

Michigan Central Railroad Company (MC)

Boston & Albany Railroad (B&A)

The Pittsburgh & Lake Erie Railroad Company (P&LE)

- Pittsburgh, Chartiers & Youghiogeny Railway (PC&Y)
- The Monongahela Railway Company (MRA)

Indiana Harbor Belt Railroad (IHB)

Chicago River & Indiana Railroad (CR&I)

- Chicago Junction Railway

The following railroads/railways have no known NYC perfin associated with them:

Toronto, Hamilton & Buffalo Railroad (THB)

West Shore Railroad (WS)

Chicago, Indianapolis & Louisville Railway (CIL)

Perfin Cover Studies

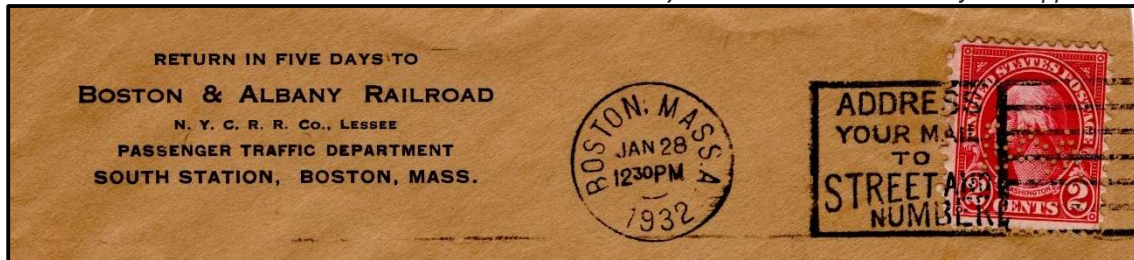
Section III

This is the heart of the study. Actual perfin covers will be used to confirm the use of individual perfin patterns with a particular user. It will also be used to identify dates of the perfin pattern use and, in many cases, help identify the organizational structure of the railroad or railway by identifying subsidiaries, lessees, etc. The following is an example of information obtained:

Boston & Albany Railroad
N. Y. C. R. R. Co., Lessee

exactly as it appears

exactly as it appears



Perfin: B252A / B&A / Rate E
 (From U.S. Perfins Catalog)

Postmark: Boston, MA / 1-28-1932
 (from date stamp, etc.)

No. of Perfin Covers & Patterns Studied (Major Railroads / Railways)

Section	Railroad / Railway	# of Covers	# of Perfin Patterns
IV	New York Central & Hudson River Railroad	2	1
V	Lake Shore & Michigan Central Railway	4	1
VI	New York Central Railroad Company	54	3
VII	Cleveland, Cincinnati, Chicago & St. Louis Railway	9	2
VIII	Michigan Central Railroad	13	3
IX	Boston & Albany Railroad	4	3
X	Pittsburgh & Lake Erie Railroad	10	1
XI	Toledo & Ohio Central Railway	2	1
XII	Lake Erie & Western Railroad	1	1
XIII	Indiana Harbor Belt Railroad	8	3
XIV	Chicago River & Indiana Railroad	2	2
XV	Central Indiana Railway	1	1
XVI	Penn Central Transportation Company	1	1
XVII	Miss-matched Perfins & Users	6	3

116

15 diff.

New York Central & Hudson River Railroad (1867 to 1914)

Section IV



The Empire State Express was one of the named passenger trains and onetime flagship of the New York Central & Hudson River Railroad (a predecessor of the later New York Central Railroad). On September 14, 1891 it covered the 436 miles (702 kilometers) between New York City and Buffalo in 7 hours and 6 minutes (including stops), averaging 61.4 miles-per-hour (98.8 km/h), with a top speed of 82 mph (132 km/h).

Table of Contents

Item	Page
• History & Background	9
• Perfin Patterns Used.....	9
• N182 Perfin Cover Studies.....	10

New York Central & Hudson River Railroad

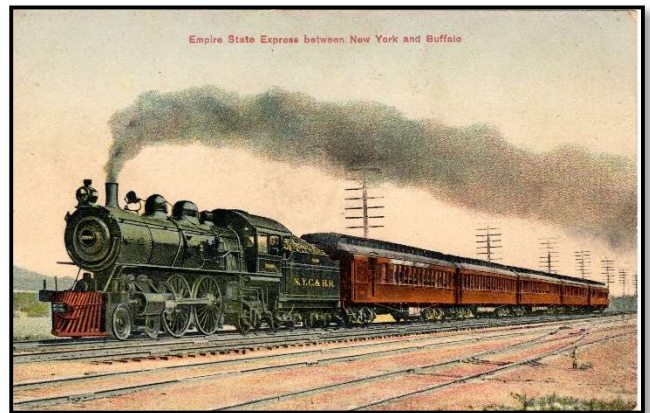
(1867 to 1914)

History & Background:

1853 The New York Central Railroad (reporting mark NYC) was a railroad primarily operating in the Great Lakes and Mid-Atlantic regions of the United States. The Railroad was formed with the merger of ten railroads which primarily connected greater New York and Boston in the east with Chicago and St. Louis in the Midwest. New York Central was headquartered in New York City's New York Central Building, adjacent to its largest station, Grand Central Terminal.

1867 The New York Central & Hudson River Railroad (reporting mark NYC) was formed with the merger of The New York Central and The Hudson River railroads.

The railroad was commonly referred to as the New York Central or NYC.



1914 The railroad merged with the Lake Shore & Michigan Southern Railway and ten other NYC subsidiaries to form the New York Central Railroad Company.

- New York Central & Hudson River
 - Lake Shore & Michigan Southern
- } New York Central Railroad Company

The newly formed New York Central Railroad Company maintained the New York Central and NYC names.

Perfin Patterns Used:

There was only one Perfin Pattern used by the New York Central & Hudson River Railroad:

- The **N182** perfin pattern has a documented usage period from 1/28/1909 to 10/13/1961. New findings within Section XVI have extended this period from 1/28/1909 to 6/12/1968.
- The **N183** and **N184** patterns were introduced after 1914 and were not used with The New York Central & Hudson River Railroad. They will be discussed later.



New York Central & Hudson River Railroad

(1867 to 1914)

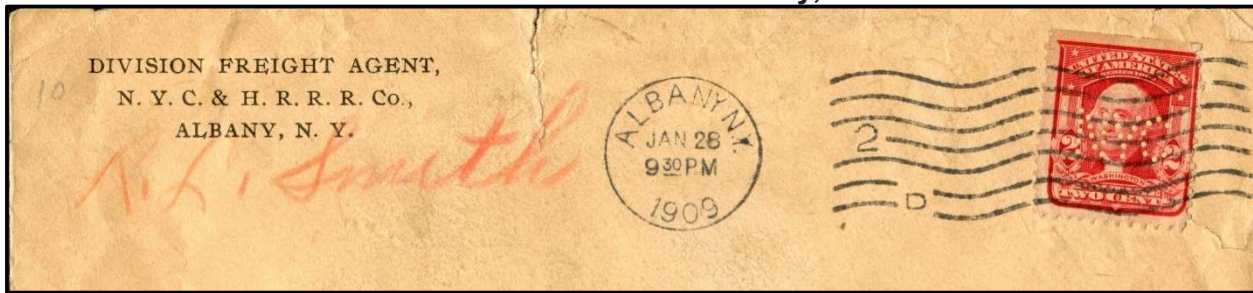
N182 Perfin Cover Studies

Summary of Studies:

Perfin Pattern	Logo	User Information (exactly as it appears on cover)	# Covers Studied & Dates
N182	No Logo	• N. Y. C. & H. R. R. Co.	(2) 1909, 1913

N182 Perfin Covers:

N. Y. C. & H. R. R. Co. / Albany, NY

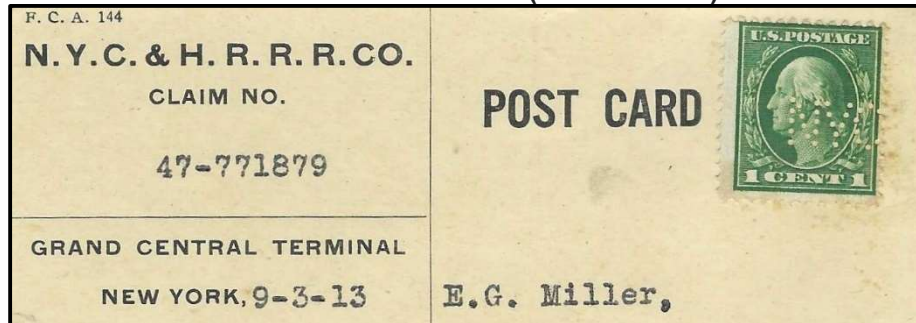


Perfin: **L182** / LS&MS / Rate D Postmark: Albany, NY / 1-28-1909 (EKU)
From the Collection of Bob Hodges

Notes:

1. The above cover represents the Earliest Known Usage (EKU) date of Pattern N182. It also represents the earliest known date for any New York Central perfin use.

N. Y. C. & H. R. R. Co. (Claim Ticket)



Perfin: **L182** / LS&MS / Rate D Postmark: New York, NY / 9-13-1913
From the Collection of Bob Hodges

Lake Shore & Michigan Central Railway

(1869 to 1914)

Section V

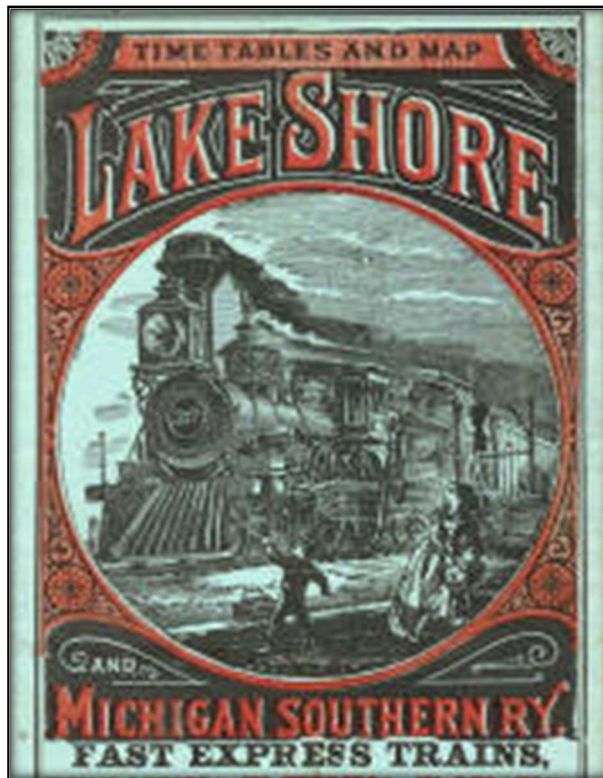


Table of Contents

Item	Page
• History & Background	12
• Perfin Patterns Used.....	12
• L146 Perfin Cover Studies	13

Lake Shore & Michigan Central Railway

(1869 to 1914)

History & Background:

1869 The Lake Shore & Michigan Southern Railway (reporting mark LS&MS) was formed with the merger the Michigan Southern & Northern Indiana Railroad, the Lake Shore Railway and the Buffalo and Erie Railroad. The railroad was a major part of the New York Central Railroad's *Water Level Route* from Buffalo, NY, to Chicago, IL, along the south shore of Lake Erie (in New York, Pennsylvania and Ohio) and across northern Indiana. The Railway was commonly called the Lake Shore.



1877 The New York Central & Hudson River Railroad gained majority of stock of the Lake Shore & Michigan Railway.

1906 All stocks owned by the NYC&HR.

The Lake Shore & Michigan Southern Railway included the following subsidiaries/lessees:

- **(1906-1914)** Chicago, Indiana & Southern Railroad (CI&S)
The Chicago, Indiana & Southern Railroad (CI&S), formed in 1906, was wholly owned by NYC's Lake Shore and Michigan Southern Railway and the Michigan Central Railroad.
- **(1872-1914)** Dunkirk, Allegheny, Valley & Pittsburgh (DAV&P)
The Dunkirk, Allegheny Valley & Pittsburgh Railroad, formed by mergers in 1872, was leased to the New York Central and Hudson River RR in 1873 and later absorbed in 1914.
- **(1897-1914)** Detroit, Toledo & Milwaukee Railroad (DT&M)
In 1905 The Detroit, Toledo & Milwaukee Railroad was leased to the Lake Shore & Michigan Southern and Michigan Central Railroads. No known perfin usage.

1914 The Lake Shore & Michigan Southern Railway merged with the New York Central & Hudson River Railroad to form the New York Central Railroad Company.

Perfin Patterns Used:

There was only one Perfin Pattern used by the Lake Shore & Michigan Southern Railway and the above identified subsidiaries:

- The **L146** perfin pattern has a documented usage period from 4/5/1909 to 2/25/1912. New findings within this section have extended this period from 4/5/1909 to 4/22/1914.




Lake Shore & Michigan Central Railway

(1869 to 1914)

L146 Perfin Cover Studies

Summary of Studies:

Perfin Pattern	Logo	User Information (exactly as it appears on cover)	# Covers Studied & Dates
L146	No Logo	<ul style="list-style-type: none"> • Twentieth Century Limited, via Lake Shore - New York Central 	(1) 1909 (EKU)
L146	No Logo	<ul style="list-style-type: none"> • "N.Y. & CHI. R.P.O." 1R28 M.D. (not shown) 	(1) 1909
L146	No Logo	<ul style="list-style-type: none"> • The Lake Shore & Michigan Southern Railway Company / • Dunkirk, Allegheny Valley & Pittsburgh Railroad / • Chicago, Indiana & Southern Railroad Company 	(1) 1914 (new LKU)
L146		<ul style="list-style-type: none"> • "Twentieth Century Limited" <i>Water Route</i> 	(1) 1914

L146 Perfin Covers:

Twentieth Century Limited, via Lake Shore – New York Central



Perfin: **L146** / LS&MS / Rate D Postmark: New York, NY / 4-5-1909 (EKU)

From the Collection of Bob Hodges

Lake Shore & Michigan Central Railway

(1869 to 1914)

L182 Perfin Covers (Continued):

The Lake Shore & Michigan Southern Railway Company
 Dunkirk, Allegheny Valley & Pittsburgh Railroad
 Chicago, Indiana & Southern Railroad Company



Perfin: **L146** / LS&MS / Rate D Postmark: Cleveland, OH / 4-22-1914 (new LKU)
 From the Collection of Bob Hodges

New York Central Lines (Black Logo) / Water Level Route "Twentieth Century Limited"



Perfin: **L146** / LS&MS / Rate D Postmark: NY & CHI RPO / 4-?-1914
 From the Collection of Bob Hodges

The New York Central Railroad Company

(1915 to 1968)

Section VI



Table of Contents

Item	Page
• History & Background	16
• Perfin Patterns Used.....	16
• N182 Perfin Cover Studies.....	17
• N183 Perfin Cover Studies.....	22
• N184 Perfin Cover Studies.....	23

The New York Central Railroad Company

(1915 to 1968)

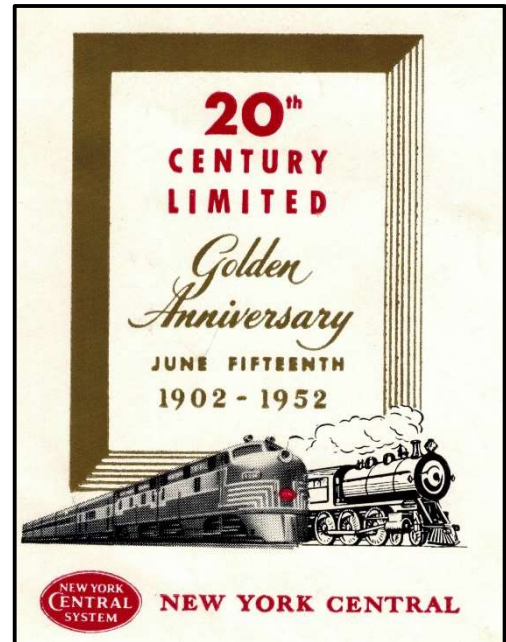
History & Background

1853 The New York Central Railroad Company (reporting mark NYC) was a railroad primarily operating in the Great Lakes and Mid-Atlantic regions of the United States. The Railroad was formed with the merger of ten railroads which primarily connected the greater New York and Boston in the east with Chicago and St. Louis in the Midwest. The New York Central was headquartered in New York City's New York Central Building, adjacent to its largest station, Grand Central Terminal.

1914 The New York Central & Hudson River Railroad, The Lake Shore & Michigan Southern Railway & others merged forming the New York Central Railroad Company.

1968 Absorbed into Pennsylvania Railroad forming the Penn Central Transportation Company, commonly abbreviated to Penn Central.

1976 Included in Conrail (Consolidated Rail Corporation).



From the collection of John Hart

Perfin Patterns Used:

There were three Perfin Patterns used by the New York Central Railroad Company:

- The **N182** perfin pattern has a documented usage period from 1/28/1909 to 10/13/1961. New findings within Section XVI have extended this period from 1/28/1909 to 6/12/1968.
- The **N183** perfin pattern has a documented usage period from 1/15/1924 to 9/23/1929.
- The **N184** perfin pattern has a documented usage period from 5/17/1924 to ??/??/??. New findings within this section have extended this period from 9/19/1923 to 5/17/1924.



The New York Central Railroad Company

(1915 to 1968)

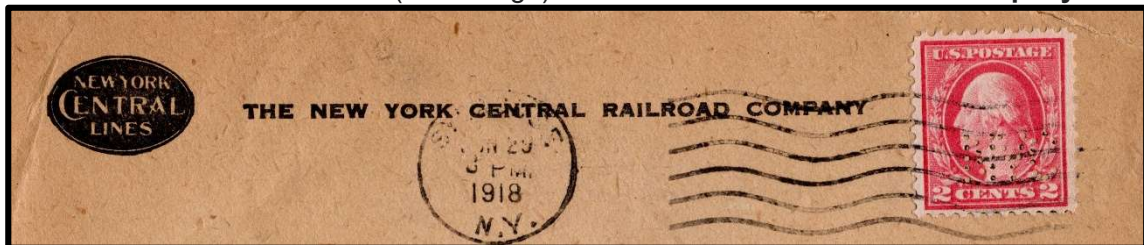
N182 Perfin Cover Studies

Summary of Studies:

Perfin Pattern	Logo	User Information (exactly as it appears on cover)	# Covers Studied & Dates
N182		<ul style="list-style-type: none"> The New York Central Railroad Company 	(4) 1918-1930
N182		<ul style="list-style-type: none"> The New York Central Railroad Company 	(3) 1933-1935
N182	No Logo	<ul style="list-style-type: none"> New York Central System The New York Central System 	(22) 1938-1966
N182		<ul style="list-style-type: none"> New 20th Century Limited 	(1) 1938
N182		<ul style="list-style-type: none"> New York Central Railroad Company 	(8) 1937-59
N182		<ul style="list-style-type: none"> The New York Central Railroad Co. 	(1) 1947
N182		<ul style="list-style-type: none"> The New York Central System 	(1) 1942
N182		<ul style="list-style-type: none"> No User Information (logo only) 	(8) 1946-57
N182		<ul style="list-style-type: none"> New York Central 20th Century Limited 	(1) 1938
N182	No Logo	<ul style="list-style-type: none"> The New York Central Railroad Company 	(1) 1966

N182 Perfin Covers:

New York Central Lines (Black Logo) New York Central Railroad Company



Perfin: N182 / NYC / Rate F Postmark: Syracuse, NY / 6-29-1918

From the collection of Bob Hodges

The New York Central Railroad Company

(1915 to 1968)

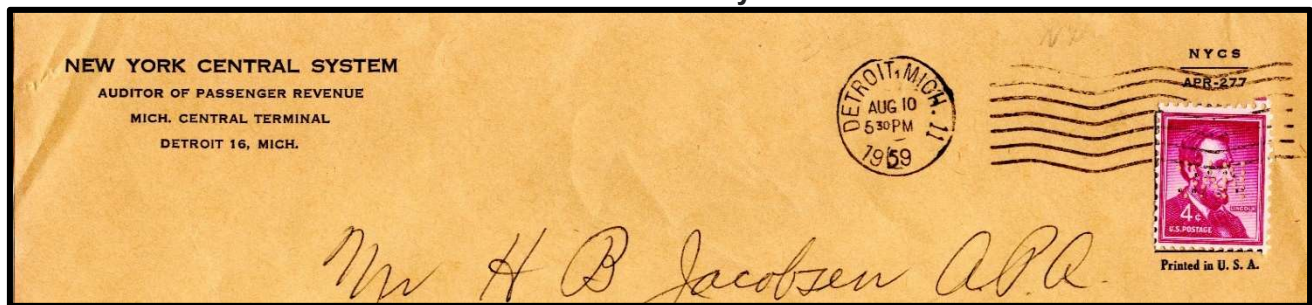
N182 Perfin Covers:

New York Central Lines (Clear Logo) The New York Central Railroad Company



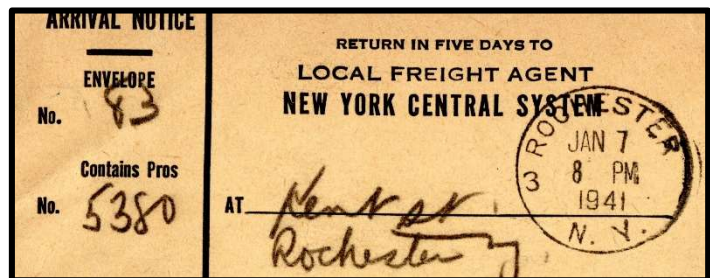
Perfin: **N182** / NYC / Rate F Postmark: Malone, NY / 12-14-1934
From the collection of Bob Hodges

New York Central System



Perfin: **N182** / NYC / Rate F Postmark: Detroit, MI / 8-10-1959
From the collection of Bob Hodges

Interesting to note that there were six "Arrival Notice" envelopes included in studies with postdates between 1938 and 1956.



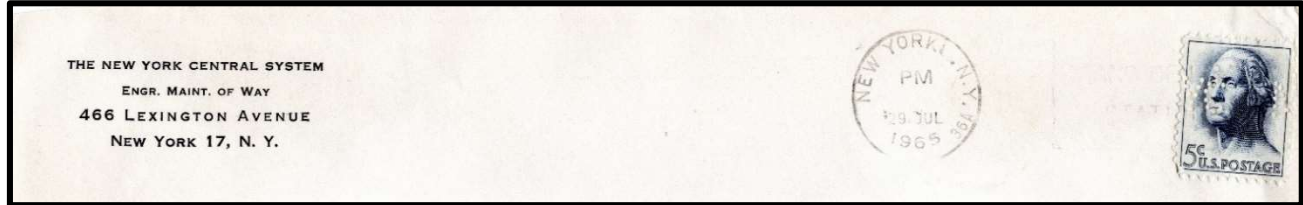
From the collection of Bob Hodges

The New York Central Railroad Company

(1915 to 1968)

N182 Perfin Covers (Continued):

The New York Central System



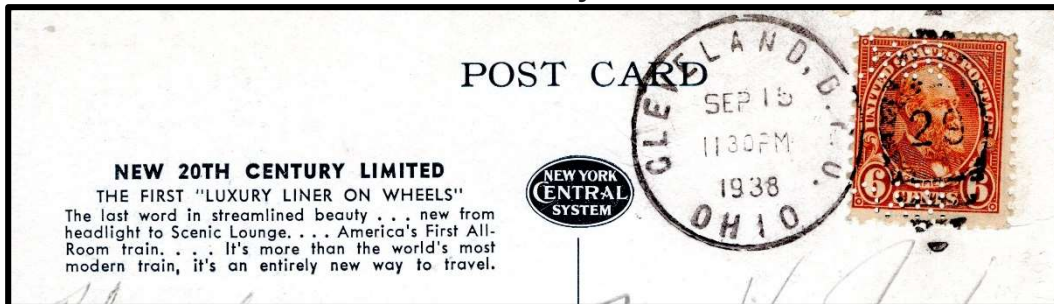
Perfin: **N182** / NYC / Rate F Postmark: New York, NY / 7-29-1965

From the collection of Bob Hodges

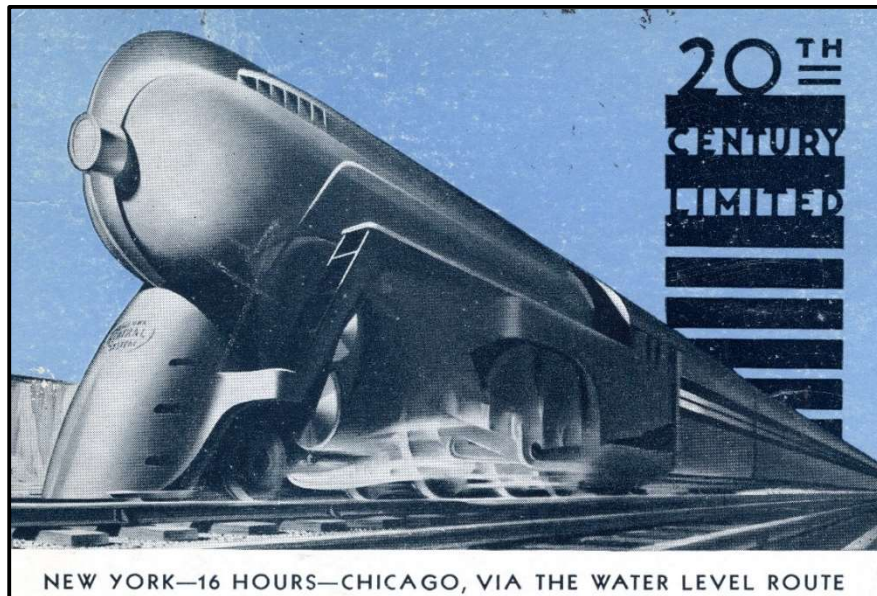
Notes:

1. See Penn Central cover for N182 LKU date of 2-1-1968

New York Central System (Black Logo) New 20th Century Limited



Perfin: **N182** / NYC / Rate F Postmark: Cleveland, OH / 9-15-1938



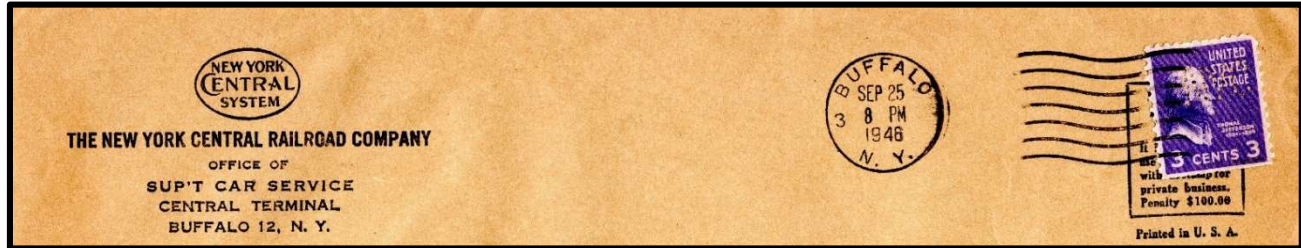
From the collection of Bob Hodges

The New York Central Railroad Company

(1915 to 1968)

N182 Perfin Covers (Continued):

New York Central System (Clear Logo) The New York Central Railroad Company



Perfin: N182 / NYC / Rate F Postmark: Buffalo, NY / 9-25-1948
From the collection of Bob Hodges

New York Central System (Clear Logo) The New York Central Railroad Co.



Perfin: N182 / NYC / Rate F Postmark: Utica, NY / 7-?-1947
From the collection of Bob Hodges

New York Central System (Clear Logo) The New York Central System



Perfin: N182 / NYC / Rate F Postmark: New York, NY / 9-23-1942
From the collection of Bob Hodges

The New York Central Railroad Company

(1915 to 1968)

N182 Perfin Covers (Continued):

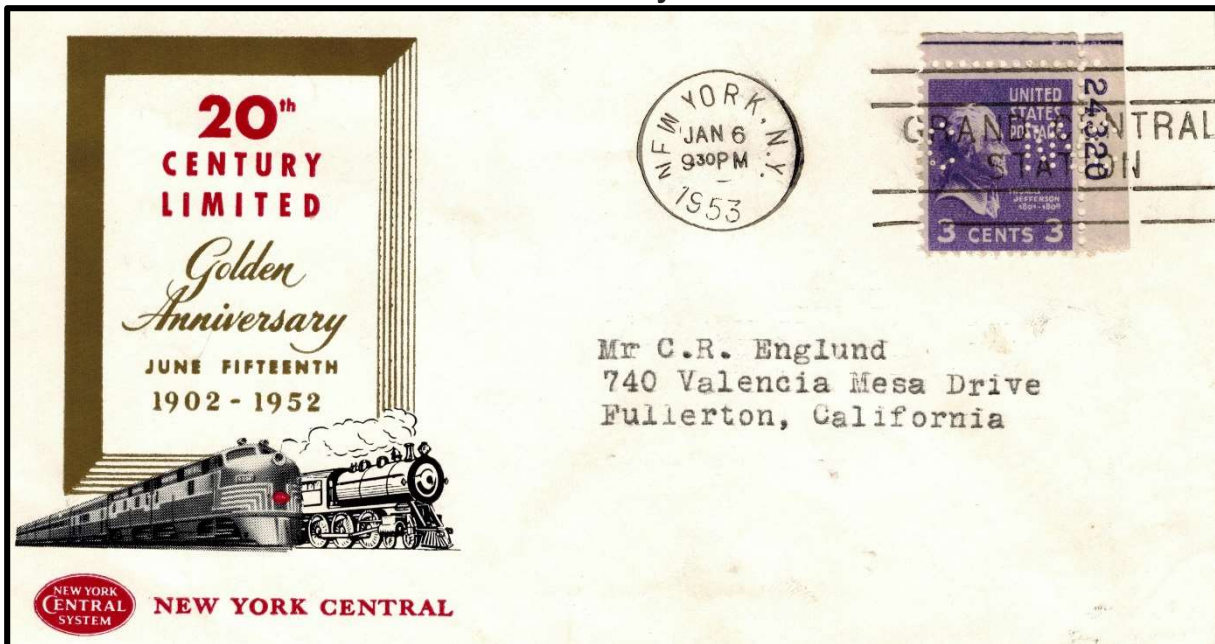
New York Central System (Clear Logo)



Perfin: **N182 / NYC / Rate F** Postmark: Chicago, IL / 9-21-1954

From the collection of Bob Hodges

New York Central System (Red Logo) New York Central New 20th Century Limited



Perfin: **N182 / NYC / Rate F** Postmark: New York, NY / 1-6-1953


From the collection of John Hart

The New York Central Railroad Company

(1915 to 1968)

N183 Perfin Cover Studies

Summary of Studies:

N183	No Logo	<ul style="list-style-type: none"> New York Central Lines 	(1) 1927
N183		<ul style="list-style-type: none"> The New York Central Railroad Company 	(1) 1929 (LKU)

N183 Perfin Covers:

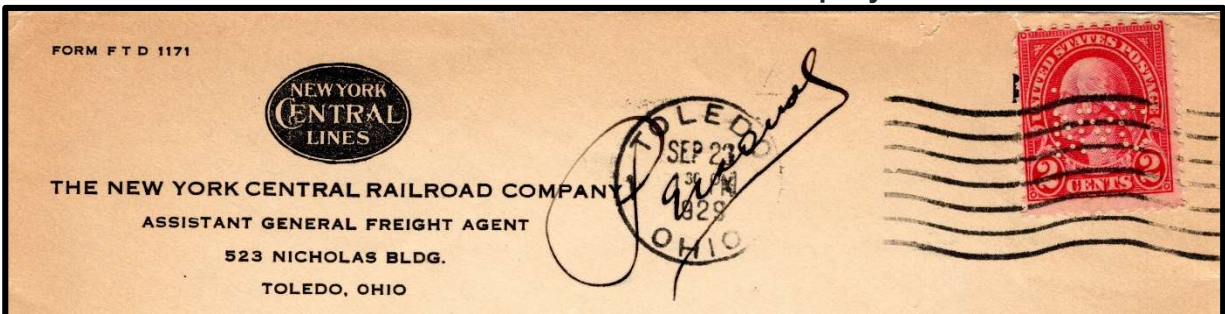
New York Central Lines



Perfin: **N183** / (:N)YC / Rate D Postmark: Chicago, IL / 12-15-1927

From the collection of Bob Hodges

New York Central Lines (Black Logo) The New York Central Railroad Company



Perfin: **N183** / (:N)YC / Rate D Postmark: Toledo, OH / 9-23-1929 (LKU)


From the collection of Bob Hodges

The New York Central Railroad Company

(1915 to 1968)

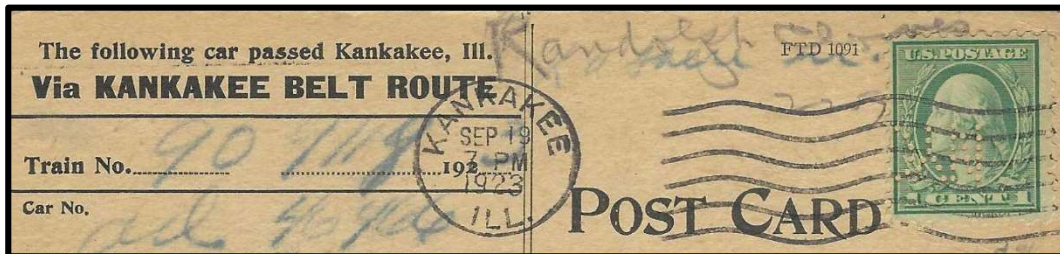
N184 Perfin Cover Studies

Summary of Studies:

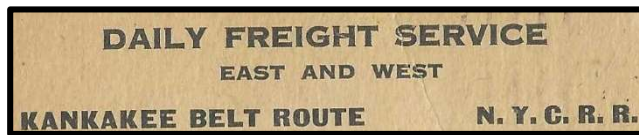
N184	No Logo	<ul style="list-style-type: none"> Via Kankakee Belt Route (front) Kankakee Belt Route N.Y.C.R.R. (back) 	(1) 1923 (new EKU)
N184		<ul style="list-style-type: none"> The New York Central Railroad Company 	(1) 1924 (new LKU)

N184 Perfin Covers:

Via Kankakee Belt Route



Perfin: **N184** / NYC / Rate E Postmark: Kankakee, IL / 9-19-1923 (new EKU)



From the collection of Bob Hodges

Notes:

1. The Kankakee Belt Route is a nickname for the portion of the New York Central Railroad which extended from South Bend, Indiana, through Kankakee, Illinois, and westward to Zearing, Illinois.

New York Central Lines (Black Logo) The New York Central Railroad Company



Perfin: **N184** / NYC / Rate E Postmark: Detroit, MI / 4-8-1924 (old EKU / new LKU)

From the collection of Bob Hodges

Cleveland, Cincinnati, Chicago & St. Louis (Big 4) (1889 to 1968)

Section VII

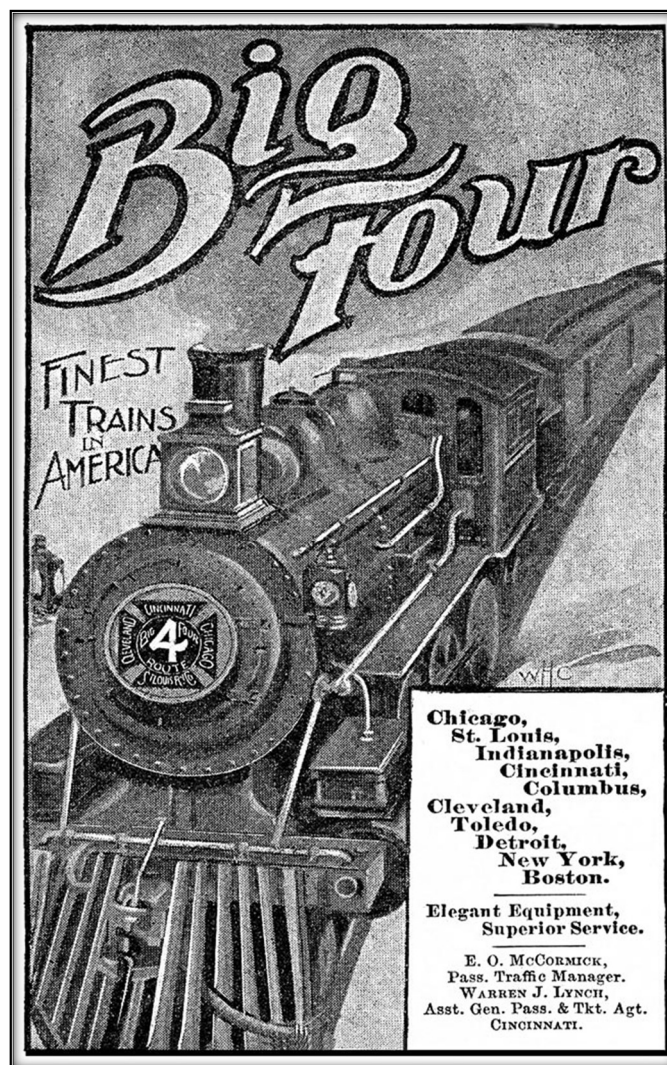


Table of Contents

Item	Page
• History & Background	25
• Perfin Patterns Used.....	25
• L146 Perfin Cover Studies.....	26
• N182 Perfin Cover Studies.....	27

Cleveland, Cincinnati, Chicago & St. Louis (Big 4)

(1889 to 1968)

History & Background

1889-90 The **Cleveland, Cincinnati, Chicago & St. Louis Railway** (reporting mark CCC&StL), also known as the **Big 4 (Four) Railroad**, the **Big Four Route**, was formed by mergers and acquisitions of five railroads. The railway initially provided service between Detroit, Michigan, and St. Joseph, Michigan and later operated in the states of Michigan, Indiana, and Illinois and the province of Ontario in Canada.



1906 Acquired by the New York Central Railroad. Operated as a separate company until 1930.

1914 Part of the New York Central Railroad Company mergers. Maintained as separate identity.

1930 The Cleveland, Cincinnati, Chicago & St. Louis Railway ceased to operate as a separate company and operated as a lessee of The New York Central Railroad Company. The Big 4 headquarters was moved from Cincinnati to Indianapolis.

1968 Incorporated into Penn Central.

1976 Included into Conrail.

The Cleveland, Cincinnati, Chicago & St. Louis Railway included the following subsidiaries which have perfin stamps attributed to them:

- **(1901-1938)** Cincinnati Northern Railroad Company (CN)
The Cincinnati Northern Railroad was controlled by the Big 4 in 1902, leased to the Big 4 in 1930 and was formally merged into the Big Four in 1938.
- **(1920-1968)** Evansville, Indianapolis & Terre Haute Ry. Co. (EI&TH)
Was sold to the Big 4 in 1920. Big 4 took over one of two rail lines in 1938.
- **(1890-1996)** Peoria & Eastern Ry. Co. (P&E)
Operation and control to Big 4 in 1890. It was a wholly-owned subsidiary of the New York Central until 1996.
- **(1900-1964)** Dayton Union Railway Co.
The Dayton Union Railway Co. was owned by the Cincinnati, Hamilton and Dayton Railway, the Cleveland, Cincinnati, Chicago and St. Louis Railway, and the Pittsburgh, Cincinnati, Chicago and St. Louis Railroad. It was formed to build and operate the 3rd Dayton, Ohio railroad station. It was not a railroad company.
- **(1903-1951)** Central Indiana Railway Co. (CIND)
Jointly owned and operated by the Big 4 and Pennsylvania Railroad.

Perfin Patterns Used:

There were two Perfin Patterns used by the **Big Four Railroad**:



- The **B139** perfin pattern has a documented usage period from 8/17/1909 to 10/8/1930.
- The **N182** pattern has been previously discussed.



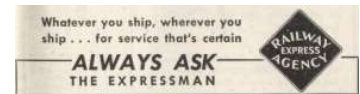
Cleveland, Cincinnati, Chicago & St. Louis (Big 4) (1889 to 1968)

B139 Perfin Cover Studies

Summary of Studies:

Perfin Pattern	Logo	User Information (exactly as it appears on cover)	# Covers Studied & Dates
B139		<ul style="list-style-type: none"> • Big Four Route / • C. C. C. & L. RY. CO. 	(1) 1910
B139		<ul style="list-style-type: none"> • Cleveland, Cincinnati, Chicago & St. Louis Ry. Co. 	(1) 1915
B139	No Logo	<ul style="list-style-type: none"> • C. C. C. & L. R. R. / • CIN. NOR. R. R. 	(1) 1921
B139	No Logo	<ul style="list-style-type: none"> • Dayton Union Railway Company • Railway Express Agency * 	No cover information. See B139 Supplemental

* Railway Express Agency (REA) was a national package delivery service jointly owned by the railroads. It was not a railroad.



B139 Perfin Covers:

New York Central Lines (Black Logo) / Big Four Route / C. C. C. & L. RY. CO.



Perfin: B139 / BIG/4 / Rate E Postmark: Columbus, OH / 8-10-1910

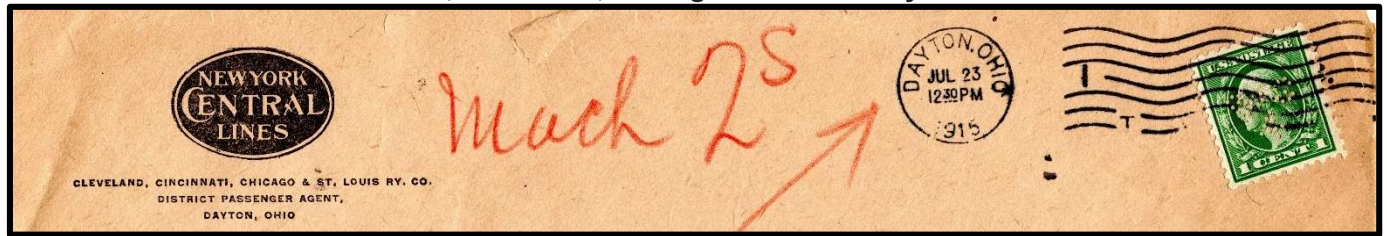
From the collection of Bob Hodges

Cleveland, Cincinnati, Chicago & St. Louis (Big 4)

(1889 to 1968)

B139 Perfin Covers (Continued):

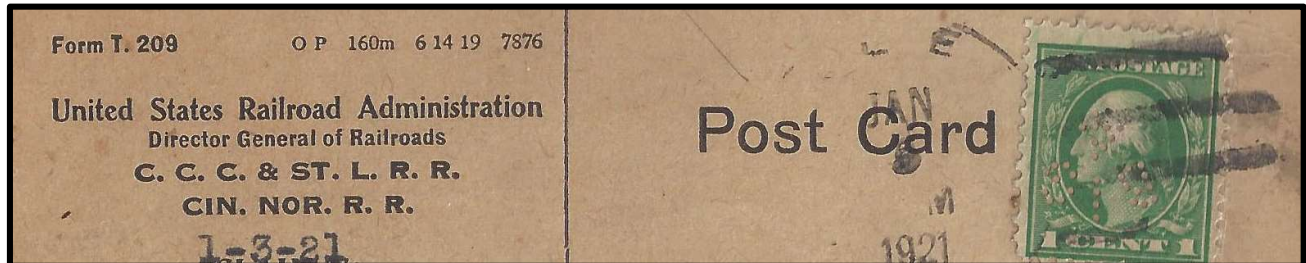
New York Central Lines (Black Logo) /
Cleveland, Cincinnati, Chicago & St. Louis Ry. Co.



Perfin: **B139** / BIG/4 / Rate E Postmark: Dayton, OH / 7-23-1915

From the collection of Bob Hodges

C. C. C. & L. R. R. / CIN. NOR. R. R.



Perfin: **B139** / BIG/4 / Rate E Postmark: Columbus, OH / 1-3-1921

From the Perfin Club Website

The above cover (from The Perfin Club website) has an unusual use of "R. R." or Railroad instead of RY.

N182 Perfin Cover Studies

Summary of Studies:

N182		<ul style="list-style-type: none"> • Cleveland, Cincinnati, Chicago & St. Louis Railway / • (The New York Central Railroad Company, Lessee) 	(2) 1933-34
N182	No Logo	<ul style="list-style-type: none"> • Cleveland, Cincinnati, Chicago & St. Louis R'y. / • (The New York Central Railroad Co., Lessee) 	(1) 1934
N182	No Logo	<ul style="list-style-type: none"> • Cleveland, Cincinnati, Chicago & St. Louis Railway Co. / • Cincinnati Northern Railroad Co. / • Evansville, Indianapolis & Terre Haute Ry. Co. / • Peoria & Eastern Ry. Co. 	(1) 1939
N182	No Logo	<ul style="list-style-type: none"> • Central Indiana Railway Company (no cover information) 	See N182 Supplemental

Cleveland, Cincinnati, Chicago & St. Louis (Big 4)

(1889 to 1968)

N182 Perfin Covers:

In 1930 The Cleveland, Cincinnati, Chicago & St. Louis Railway became a New York Central Railroad Company Lessee.

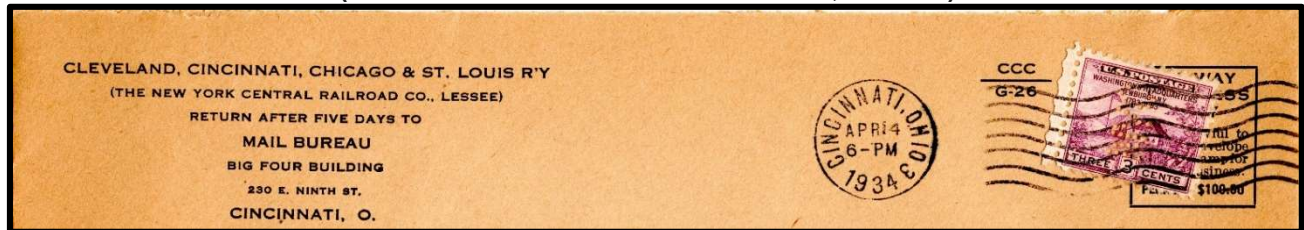
New York Central Lines (Logo) Cleveland, Cincinnati, Chicago & St. Louis Railway / (The New York Central Railroad Company, Lessee)



Perfin: N182 / NYC / Rate E Postmark: Anderson, IN / 8-18-1933

From the collection of Bob Hodges

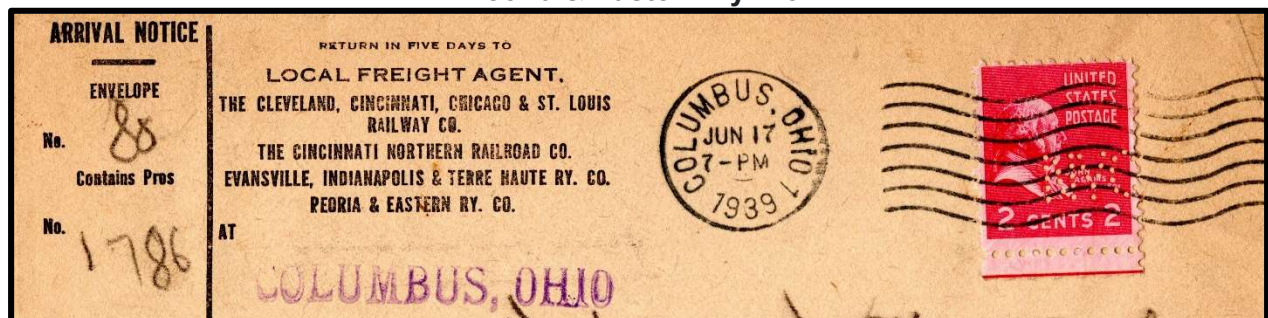
Cleveland, Cincinnati, Chicago & St. Louis R'y (The New York Central Railroad Co., Lessee)



Perfin: N182 / NYC / Rate E Postmark: Cincinnati, OH / 4-14-1934

From the collection of Bob Hodges

Cleveland, Cincinnati, Chicago & St. Louis Railway Co. Cincinnati Northern Railroad Co. Evansville, Indianapolis & Terre Haute Ry. Co. Peoria & Eastern Ry. Co.



Perfin: N182 / NYC / Rate E Postmark: Columbus, OH / 6-17-1939

From the collection of Bob Hodges

The Michigan Central Railroad (1846 to 1950)

Section VIII



From the collection of Bob Hodges

Table of Contents

Item	Page
• History & Background	30
• Perfin Patterns Used.....	30
• M090 Perfin Cover Studies.....	31
• M048 Perfin Cover Studies.....	33
• N182 Perfin Cover Studies.....	35

The Michigan Central Railroad

(1846 to 1950)

History & Background:

1846 The **Michigan Central Railroad** (reporting mark MC) was originally incorporated in 1846 to establish rail service between Detroit, Michigan, and St. Joseph, Michigan. The railroad later operated in the states of Michigan, Indiana, and Illinois and the province of Ontario in Canada.



1867 The New York Central Railroad gained control.

1883 Canadian Southern Railway was leased to the Michigan Central for 99 years.

1929 Canadian Southern Railway operations were subleased to the NYC (no known perfins)

1914 Part of the New York Central Railroad Company mergers. Maintained as separate identity.

1930 The Michigan Central became a Lessee (operating as an independent subsidiary) of the New York Central RR Company.

1950 Completely integrated into New York Central System. Note that freight service with the Michigan Central name continued for several years.

Perfin Patterns Used:

There were three Perfin Patterns used by the Michigan Central Railroad Company.

- The **M090** perfin pattern has a documented usage period from 3/1/1909 to 2/4/1924. New findings within this section have extended this period from 3/1/1909 to 10/4/1968. (See Canada M8 perfin on Canadian stamps)
- The **M048** pattern has no documented usage dates. New findings within this section have extended this period from 8/31/1938 to 6/21/1939. (See Canadian M2 perfin.)
- The **N182** pattern has been previously discussed.







The Michigan Central Railroad

(1846 to 1950)

M090 Perfin Cover Studies

Summary of Studies:

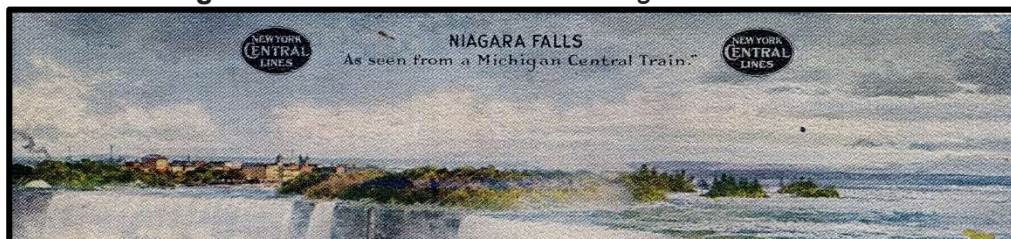
Perfin Pattern	Logo	User Information (exactly as it appears on cover)	# Covers Studied & Dates
M090		<ul style="list-style-type: none"> Niagara Falls (back of card) 	(1) 1910
M090		<ul style="list-style-type: none"> (The) Michigan Central Railroad Co. 	(4) 1912, 1923-1926
M090	No Logo	<ul style="list-style-type: none"> (The) Michigan Central Railroad 	(1) 1924
M090		<ul style="list-style-type: none"> The New York Central Railroad Company / The Michigan Central Railroad Company 	(1) 1926 new LKU
M090		<ul style="list-style-type: none"> New York Central Fast Freight Lines 	(1) 1914

Notes:

- M090 Pattern has been seen on Canadian stamps. Ref. US Perfin Catalog – M090 Supplemental Information. See Canadian “Perfin Handbook” Perfin M2 (use 1930-1933).

M090 Perfin Covers:

New York Central Lines (Black Logo) Niagara Falls “As seen from a Michigan Central Train”



Perfin: **M090** / MC/RR / Rate E

Postmark: Toledo, OH / 8-5-1910

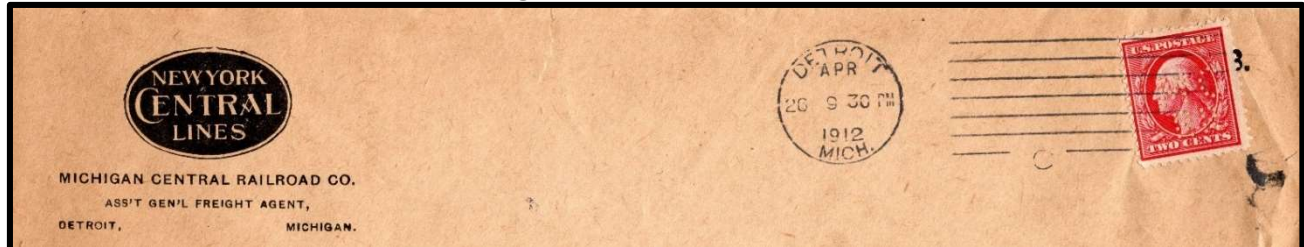
From the collection of Bob Hodges

The Michigan Central Railroad

(1846 to 1950)

M090 Perfin Covers (Continued):

New York Central Lines (Black Logo) Michigan Central Railroad Co.



Perfin: **M090** / MC/RR / Rate E Postmark: Detroit, MI / 4-20-1912

From the collection of Bob Hodges

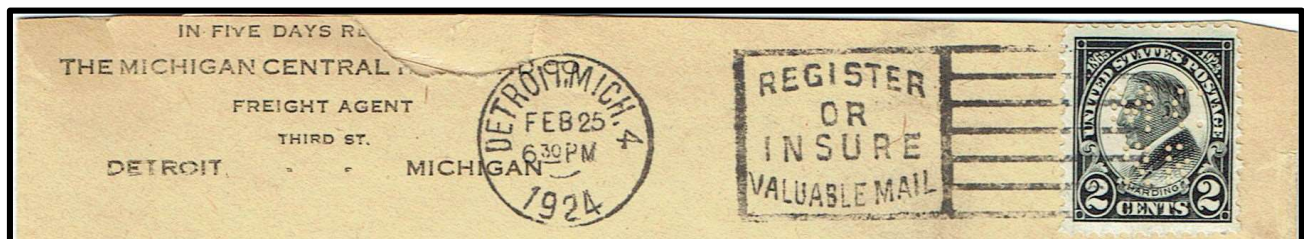
New York Central Lines (Black Logo) The New York Central Railroad Company The Michigan Central Railroad Company



Perfin: **M090** / MC/RR / Rate E Postmark: Chicago, IL / 10-4-1926 (LKU)

From the Collection of Bob Hodges

The Michigan Central Railroad



Perfin: **M090** / MC/RR / Rate E Post Mark: Detroit, MI / 2-25-1924

From the Perfin Club Website

The Michigan Central Railroad

(1846 to 1950)

M090 Perfin Covers (Continued):

New York Central Lines (Black Logo) New York Central Fast Freight Lines



Perfin: **M090** / MC/RR / Rate E

Postmark: Toledo, OH / 1-25-1914

From the Collection of Bob Hodges

M048 Perfin Cover Studies

Summary of Studies:

Perfin Pattern	Logo	User Information (exactly as it appears on cover)	# Covers Studied & Dates
M048	No Logo	<ul style="list-style-type: none"> • Michigan Central Railroad / • The N. Y. R. R. Co., Lessee 	(2) 1938-39 new EKV/LKV
M048	No Logo	<ul style="list-style-type: none"> • General View, Niagara Falls (back of card) -- on <u>Canadian</u> Stamp -- 	(1) 1936 new Canadian M8 EKV

Notes:

1. In 1930 the Michigan Central became a Lessee (operating as an independent subsidiary) of the New York Central RR Company.
2. The Michigan Central Railroad covers with M048 Perfin stamps are relatively uncommon. Most likely, the perfin pattern was predominantly used on Canadian stamps.

The Michigan Central Railroad

(1846 to 1950)

M048 Perfin Covers:

Michigan Central Railroad The N. Y. R. R. Co., Lessee



Perfin: **M048** / MC / Rate D Postmark: Detroit, MI / 8-31-1938 (new EKU)

From the Perfin Club Website

Michigan Central Railroad The N. Y. R. R. Co., Lessee



Perfin: **M048** / MC / Rate D Postmark: Detroit, MI / 6-21-1939 (new LKU)

From the collection of Bob Hodges

Niagara Falls



Perfin: **M048** / MC / Rate D Postmark: Niagara Falls, OT / 9-4-1936 (new EKU)

From the collection of Bob Hodges





The Michigan Central Railroad

(1846 to 1950)

N182 Perfin Cover Studies

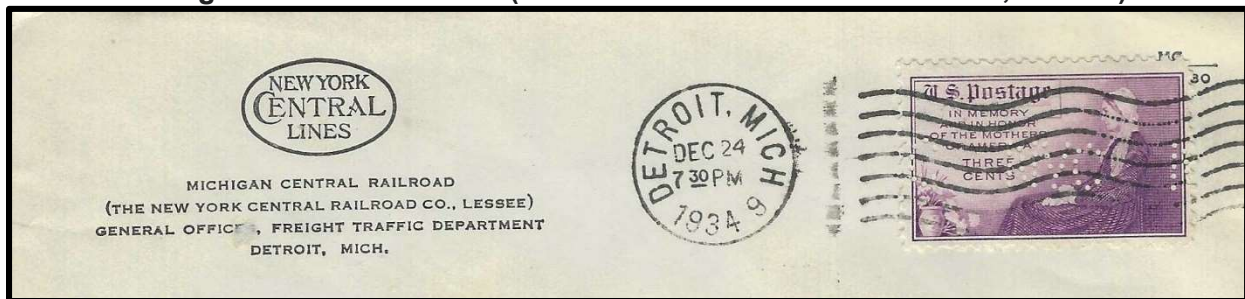
Summary of Studies:

Perfin Pattern	Logo	User Information (exactly as it appears on cover)	# Covers Studied & Dates
N182		<ul style="list-style-type: none"> Michigan Central Railroad / (The New York Central Railroad Co., Lessee) 	(1) 1934
N182		<ul style="list-style-type: none"> The Michigan Central Railroad / (The N. Y. C. R. R. Co., Lessee) 	(1) 1942

Notes:

1. The N182 perfins were used after 1930 when the Michigan Central became a Lessee of the New York Central RR Company.
2. The "New York Central Lines" logo changed to a no color background in 1930 and changed to "The New York Central System" in 1942.

New York Central Lines (Clear Logo) / Michigan Central Railroad / (The New York Central Railroad Co., Lessee)



Perfin: **N182** / MC / Rate D Postmark: Detroit, MI / 12-24-1934

From the Collection of Dan Baugher

New York Central System (Clear Logo) / The Michigan Central Railroad / (The N. Y. R. R. Co., Lessee)



Perfin: **N182** / MC / Rate D Postmark: Saginaw, MI / 8-3-1942

From the Collection of Bob Hodges

Boston & Albany Railroad

(1867 – 1968)

Section IX



Table of Contents

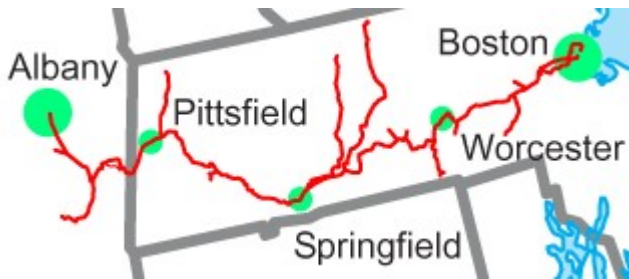
Item	Page
• History & Background	37
• Perfin Patterns Used.....	37
• B252 Perfin Cover/Card Studies.....	38
• B252A Perfin Cover/Card Studies.....	38
• N182 Perfin Cover/Card Studies.....	39

Boston & Albany Railroad

(1867 – 1968)

History & Background:

1867-1870 The **Boston & Albany Railroad** (reporting mark B&A) was formed by mergers of the Hudson and Boston Railroad, the Boston and Worcester, the Western, and the Castleton and West Stockbridge. The railroad originally connected Albany, NY to Boston, MA. As shown below.



1900 The New York Central & Hudson River Railroad leased the Boston & Albany Railroad for 99 years.

1914 The lease was passed to the New York Central Railroad Company.

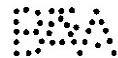
1914-1968 The Boston & Albany Railroad kept its own branding during this period.

1968 The Boston & Albany Railroad was part of the New York Central Railroad Company mergers with Penn Central.

Perfin Patterns Used:

There were three Perfin Patterns used by the Boston & Albany Railroad.

- The **B252** perfin pattern has a documented usage period from 2/29/1912 to 5/25/1932.
- The **B252A** perfin pattern has a documented usage period from 1/23/1923 to 8/11/1932.
- The **N182** pattern has been previously discussed.



Boston & Albany Railroad

(1867 – 1968)

B252 & B252A Perfin Cover

Summary of Studies:

Perfin Pattern	Logo	User Information (exactly as it appears on cover)	# Covers Studied & Dates
B252	No Logo	<ul style="list-style-type: none"> • Boston & Albany R.R. / • N. Y. C. R. R. Co. Lessee 	(1) 1932
B252A	No Logo	<ul style="list-style-type: none"> • Boston & Albany Railroad / • N. Y. C. R. R. Co., Lessee 	(1) 1932

Notes:

1. B252A Pattern has been seen on Freight Traffic Department, New York Central Lines, New Haven, CT. covers. Ref. *U.S. Perfins Catalog*: B252A Supplemental Information.

B252 & B252A Perfin Covers:

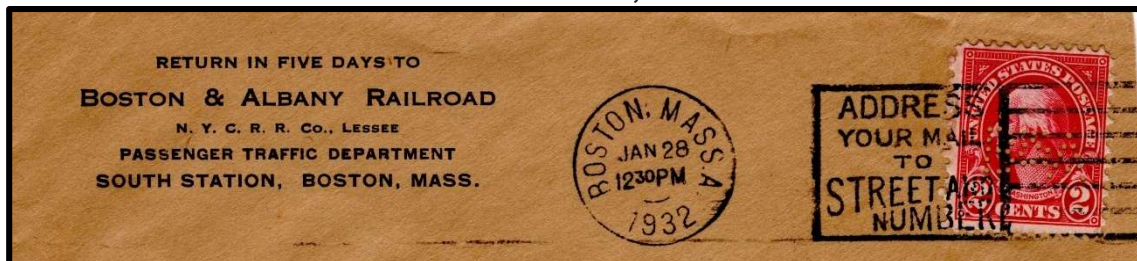
Boston & Albany R. R. N. Y. R. R. Co., Lessee



Perfin: B252 / B&A / Rate E Postmark: Worcester, MA / 5-25-1932 (LKU)

From the Perfin Club Website

Boston & Albany Railroad N. Y. C. R. R. Co., Lessee



Perfin: B252A / B&A / Rate E Postmark: Boston, MA / 1-28-1932

From the Collection of Bob Hodges

Boston & Albany Railroad

(1867 – 1968)

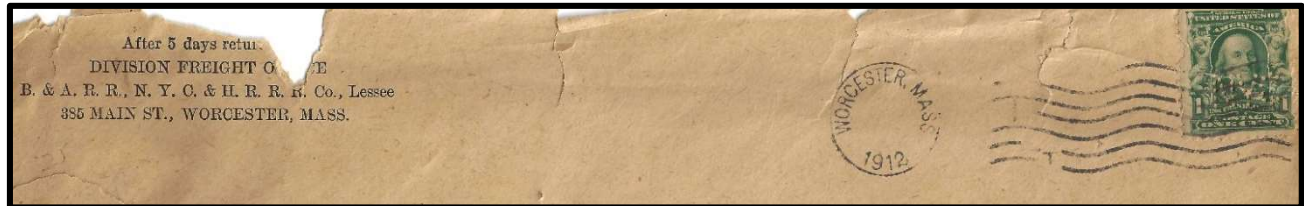
N182 Perfin Cover/Card Studies

Summary of Studies:

Perfin Pattern	Logo	User Information (exactly as it appears on cover)	# Covers Studied & Dates
N182	No Logo	<ul style="list-style-type: none"> • B. & A. R. R., N. Y. C. & H. R. R. R. Co., Lessee 	(1) 1912
N182	No Logo	<ul style="list-style-type: none"> • Boston & Albany Railroad / • N. Y. C. R. R. Co., Lessee 	(1) 1936

N182 Perfin Covers:

B. & A. R. R., N. Y. C. & H. R. R. R. Co., Lessee



Perfin: N182 / B&A / Rate E Postmark: Worcester, MA / 1912
From the Collection of Bob Hodges

Boston & Albany Railroad N. Y. R. R. Co., Lessee



Perfin: N182 / B&A / Rate E Postmark: Worcester, MA / 9-5-1936
From the Collection of Bob Hodges

The Pittsburgh & Lake Erie Railroad Company

(1875 – 1980)

Section X



Table of Contents

Item	Page
• History & Background	41
• Perfin Patterns Used.....	41
• P124 Perfin Cover Studies.....	42

The Pittsburgh & Lake Erie Railroad Company

(1875 – 1980)

History & Background

1875 The Pittsburgh and Lake Erie Railroad (P&LE) (reporting mark PLE), also known as the "Little Giant", was formed on May 11, 1875. The line connected Pittsburgh in the east with Youngstown, Ohio at nearby Haselton, Ohio in the west and Connellsville, Pennsylvania to the east. The Company headquarters was in Pittsburgh, Pennsylvania.



1887 The New York Central Railroad gained formal control of the railroad. P&LE operated as an independent subsidiary. The railroad became known as the "Little Giant".

1914 Continued to operate as an independent subsidiary after the New York Central Railroad Company mergers.

1968 Incorporated into Penn Central. Continued to operate as an independent subsidiary.

1976 Merged into Conrail. Continued to operate as an independent subsidiary.

1980 Absorbed into CSX Transportation

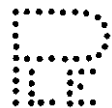
The Pittsburgh and Lake Erie Railroad included the following subsidiaries which have perfin stamps attributed to them:

- **(1900-1915)** The Monongahela Railroad
The Monongahela Railroad (MGA) was formed from a joint venture of the Pennsylvania Railroad (PRR) and the Pittsburgh and Lake Erie Railroad (P&LE). No perfins known.
- **(1915-1993)** The Monongahela Railway Company (MRY)
In 1915 The Monongahela Railway Company (MRY) was formed with the consolidation of the Monongahela Railroad and the Buckhannon & Northern Railway. The Railway remained a joint venture of the PRR and the P&LE and operated on its own until 1993 when it was absorbed by Conrail. Note that B&O gained 1/3 capital stock in 1927.
- **(1881-1993)** Pittsburgh, Chartiers & Youghioghenny Railway (PC&Y)
The Pittsburgh, Chartiers & Youghioghenny Railway. was chartered in 1881 and in 1892 it became equally owned by the Pennsylvania Railroad (PRR) and the Pittsburgh and Lake Erie Railroad (P&LE). It was absorbed by Conrail in 1993.

Perfin Patterns Used:

There was one Perfin Pattern used by The Pittsburgh and Lake Erie Railroad and its subsidiaries:

- The **P124** perfin pattern has a documented usage period from 7/6/1922 to 7/22/1969. New findings within this section have extended this period from 7/6/1922 to 3/6/1972.




The Pittsburgh & Lake Erie Railroad Company

(1875 – 1980)

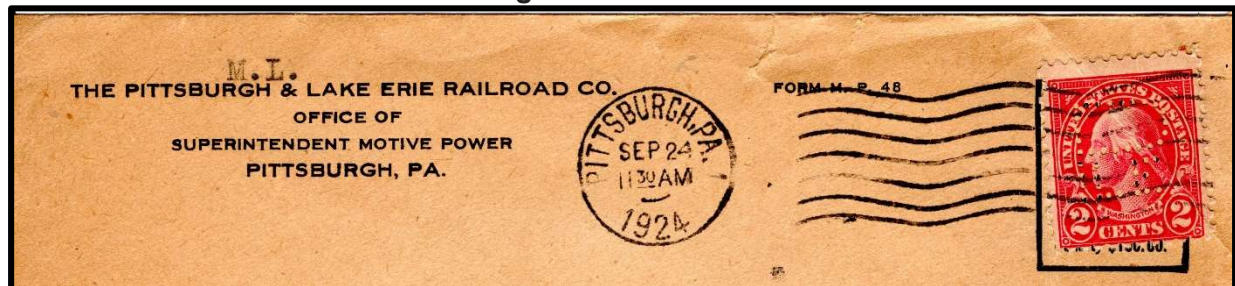
P124 Perfin Covers

Summary of Studies:

Perfin Pattern	Logo	User Information (exactly as it appears on cover)	# Covers Studied & Dates
P124	No Logo	<ul style="list-style-type: none"> The Pittsburgh & Lake Erie Railroad Co. 	(2) 1924, 1937
P124		<ul style="list-style-type: none"> The Pittsburgh & Lake Erie Railroad Company 	(5) 1950 - 72
P124	No Logo	<ul style="list-style-type: none"> The Pittsburgh & Lake Erie R. R. Co. 	(1) 1967
P124	No Logo	<ul style="list-style-type: none"> The Monongahela Railway Co. 	(1) 1941
P124	No Logo	<ul style="list-style-type: none"> Pittsburgh, Chartiers & Youghiogheny Ry. 	(1) 1967

P124 Perfin Covers:

The Pittsburgh & Lake Erie Railroad Co.



Perfin: P124 / P/LE / Rate E

Postmark: Pittsburgh, PA / 9-24-1924

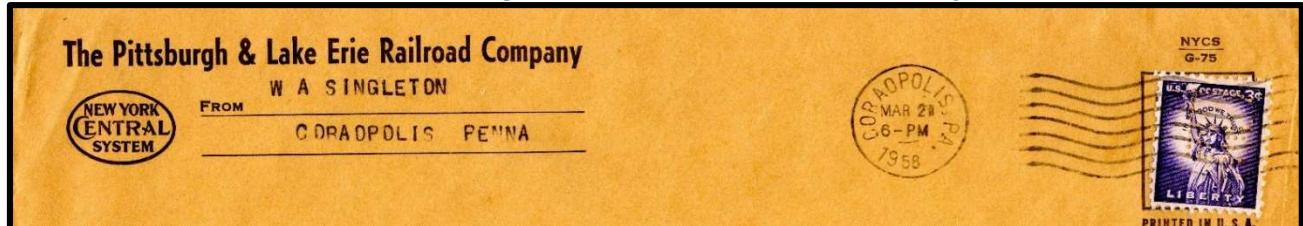
From the Collection of Bob Hodges

The Pittsburgh & Lake Erie Railroad Company

(1875 – 1980)

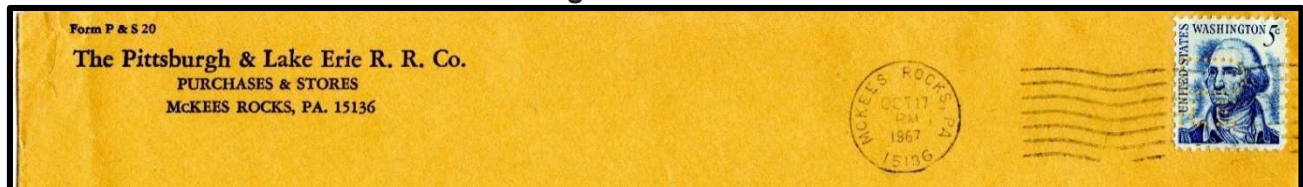
P124 Perfin Covers (Continued):

New York Central System (Logo) The Pittsburgh & Lake Erie Railroad Company



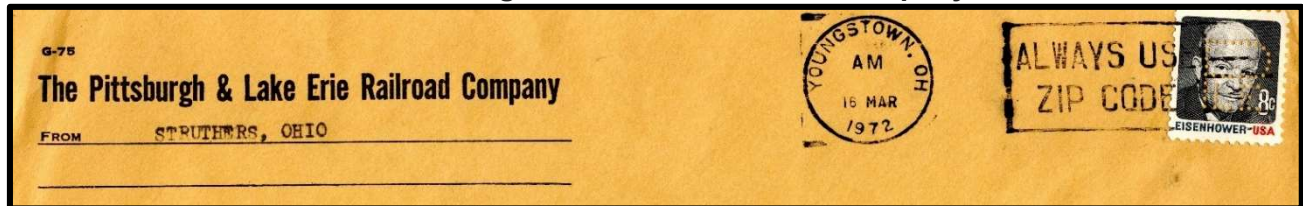
Perfin: P124 / P/LE / Rate E Postmark: Coraopolis, PA / 3-21-1958
From the Collection of Bob Hodges

The Pittsburgh & Lake Erie R. R. Co.



Perfin: P124 / P/LE / Rate E Postmark: McKees Rocks, PA / 10-17-1967
From the Collection of Bob Hodges

The Pittsburgh & Lake Erie Railroad Company



Perfin: P124 / P/LE / Rate E Postmark: Youngstown, OH / 3-16-1972 (new LKU)
From the Collection of Bob Hodges

The Pittsburgh & Lake Erie Railroad Company

(1875 – 1980)

P124 Perfin (Continued):

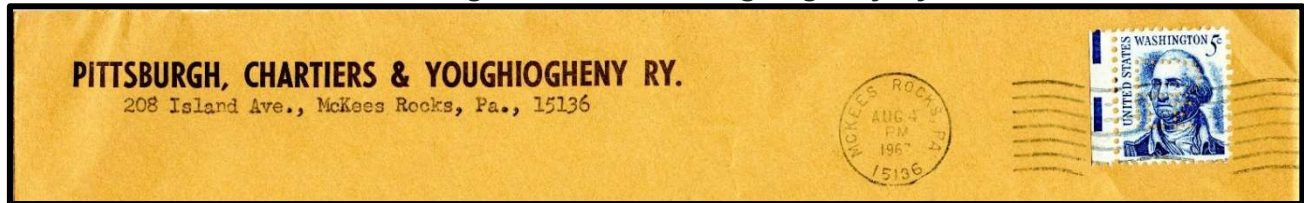
The Monongahela Railway Co.



Perfin: P124 / P/LE / Rate E Postmark: Pittsburgh, PA / 5-20-1941

From the Collection of Bob Hodges

Pittsburgh, Chartiers & Youghioghenny Ry.



Perfin: P124 / P/LE / Rate E Postmark: McKees Rock, , PA / 8-4-1967

From the Collection of Bob Hodges

Toledo & Ohio Central Railway Company

(1885 – 1938)

Section XI



Table of Contents

Item	Page
• History & Background	46
• Perfin Patterns Used.....	46
• T123 Perfin Cover Studies.....	46

Toledo & Ohio Central Railway Company

(1885 – 1938)

History & Background

1885 Toledo & Ohio Central Railway Company (T&OC), was a railway company in the state of Ohio. It was formed from (by renaming) The Richmond, Alleghany & Ohio Central Railroad (RAOC).



1902 The **Zanesville & Western Railway** (Z&W) was formed in 1902 from the Columbus, Sandusky & Hocking Railway (CS&H). The railway was controlled by The Toledo and Ohio Central Railway Company.

Prior to 1911, the relationship of the T&OC and Z&W to the New York Central is vague. Both Railways began to appear in the New York Central 1911 & 1918 timetables. Thereafter, they no longer appeared in the NYC timetables.

1922 The T&OC was leased by the New York Central.

1938 In 1938, the Z&W, Kanawha & Michigan, Kanawha & Ohio, and Middleport & Northeastern railroads merged with the Toledo & Ohio Central Railway (T&OC). The T&OC was bought out and then formally merged with the New York Central Railroad (NYC)

Perfin Patterns Used:

There was only one Perfin Pattern used by the Toledo & Ohio Central Railway Company and the Zanesville & Western Railway:

- The **T123** perfin pattern has a documented usage period from 12/20/1911 to 6/2/1919.



T123 Perfin Cover Studies

Summary of Studies:

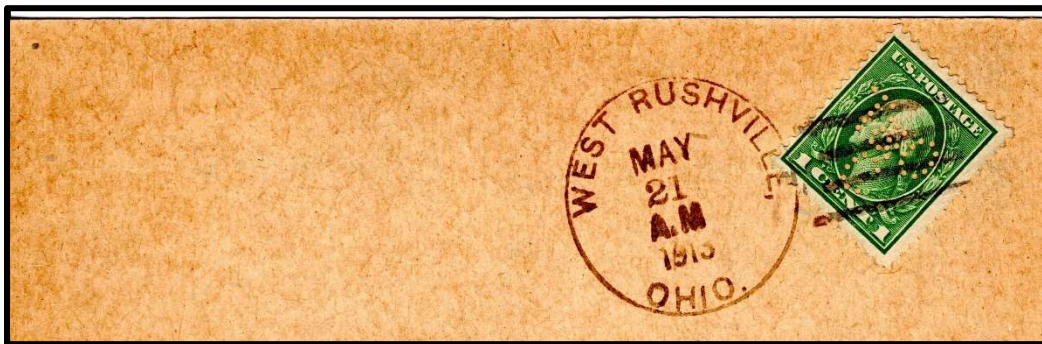
Perfin Pattern	Logo	User Information (exactly as it appears on cover)	# Covers Studied & Dates
T123	No Logo	<ul style="list-style-type: none">Toledo & Ohio Central Ry. Co.Zanesville & Western Ry. Co.	(1) 1913
T123	No Logo	<ul style="list-style-type: none">U. S. EX. Co.	(1) 1913?

Toledo & Ohio Central Railway Company

(1885 – 1938)

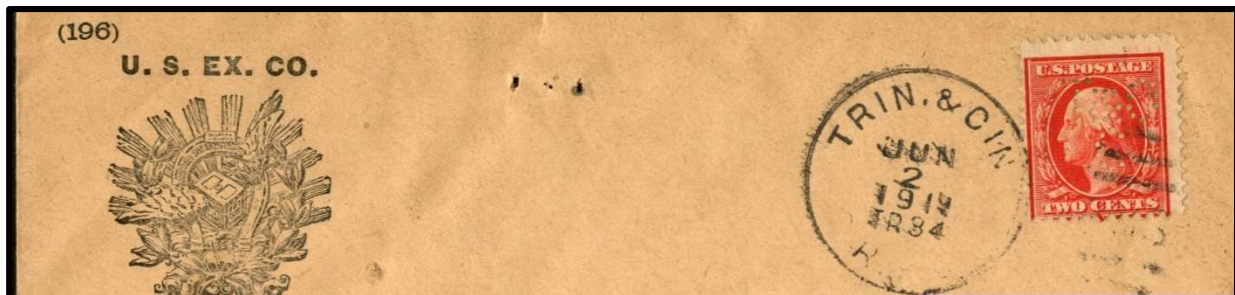
T123 Perfin Covers:

Toledo & Ohio Central Ry. Co.
Zanesville & Western Ry. Co.



Perfin: T123 / T&O/C / Rate C+ Postmark: West Rushville, OH / 5-21-1913
From the Collection of Bob Hodges

U. S. EX. Co.



Perfin: T123 / T&O/C / Rate C+ Postmark: TRIN. & CIN. RPO / 6-2-1913?
Perfin Club Website

Notes:

1. U. S. EX. Co provides "U. S. Express Money Orders". By the presence of a RPO post mark, this may be a money order purchased and mailed from the RPO.

Lake Erie & Western Railroad

(1897 – 1922)

Section XII



Table of Contents

Item	Page
• History & Background	49
• Perfin Patterns Used.....	49
• L082 Perfin Covers	49

Lake Erie & Western Railroad

(1897 – 1922)

History & Background:

1887 The **Lake Erie & Western Railroad** (LE&W) was formed from multiple consolidations of 37 different companies. The Railroad operated in Ohio, Indiana and Illinois.



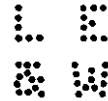
1900 The Lake Erie & Western Railroad became part of the New York Central System. The LE&W was operated as a separate entity throughout its association, never integrated into NYC operation.

1922 The New York Central sold the Lake Erie and Western to the Nickel Plate Road.

Perfin Patterns Used:

There is only one Perfin Pattern used by The Lake Erie & Western Railroad

- The **L082** perfin pattern has a documented usage period from ??/??/?? to 5/16/1946.



Note: The date of 5/16/1946 does not fall within the LE&W operation dates and stamp use dates of 1908 – 1920 found in the *U.S. Perfins Catalog*.

L082 Perfin Covers

Sorry! No Covers available at this time.

Indiana Harbor Belt Railroad

(1907 – 1938)

Section XIII



Indiana Harbor Belt EMD GP38-2

Table of Contents

Item	Page
• History & Background	51
• Perfin Patterns Used.....	51
• I040 Perfin Covers	52
• I040.5 Perfin Covers	53
• C291 Perfin Covers	54

Indiana Harbor Belt Railroad

(1907 – 1938)

History & Background

1907 In 1907 the East Chicago Belt (ECB) acquired the Chicago, Hammond & Western and Indiana Harbor (CH&W). The company was renamed as the **Indiana Harbor Belt Railroad (IHB)**.



Although not a signatory, the New York Central (New York Central & Hudson River and Michigan Central) provided the financial backing and quietly orchestrated the entire transaction, reserving trackage rights over all routes of the new railroad.

1911-1915 In 1911 Chicago & Northwestern (C&NW) and Milwaukee Road acquired 20% each of the Indiana Harbor Belt Railroad.

By 1915, IHB ownership consisted of 30% New York Central, 30% Michigan Central, 20% Chicago & Northwestern (C&NW) and 20% Milwaukee Road, thus giving NYC in effect a 60% controlling interest. This ownership arrangement would last for many years.

1914 The CI&S was folded into the New York Central System. The Harbor leased the Gary & Western (G&W) and the Chicago, Indiana & Southern line (CI&S) route from the New York Central.

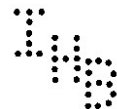
1968 Penn Central inherited NYC's share.

1976 Conrail assumed controlling interest.

Perfin Patterns Used:

There are three Perfin Patterns used by Indiana Harbor Belt Railroad Company and its subsidiaries:

- The **I040** perfin pattern has a documented usage period from 5/13/1924 to ??/??/?. New findings within this section have extended this period from 5/13/1924 to 5/8/1928. Note: The "B" is 3 mm wide.
- The **I040.5** perfin pattern has a documented usage period from 2/9/1941 to 2/2/1966. Note: The "B" is 3½ mm wide.
- The **C291** perfin pattern has a documented usage period from ??/??/1935 to 3/20/1944. New findings within this section have extended this period from 5/13/1924 to 8/12/1966.



Indiana Harbor Belt Railroad

(1907 – 1938)

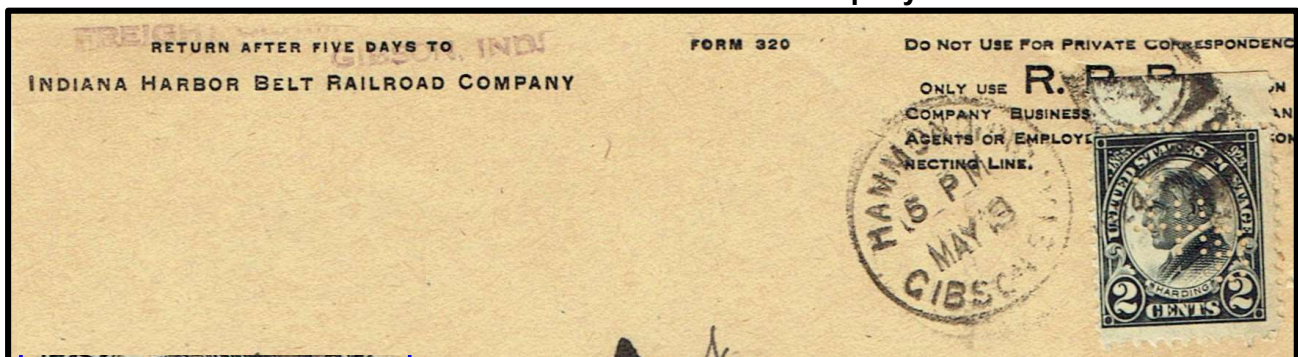
I040 Perfin Cover

Summary of Studies:

Perfin Pattern	Logo	User Information (exactly as it appears on cover)	# Covers Studied & Dates
I040	No Logo	<ul style="list-style-type: none"> Indiana Harbor Belt Railroad Company 	(2) 1924 & 1928

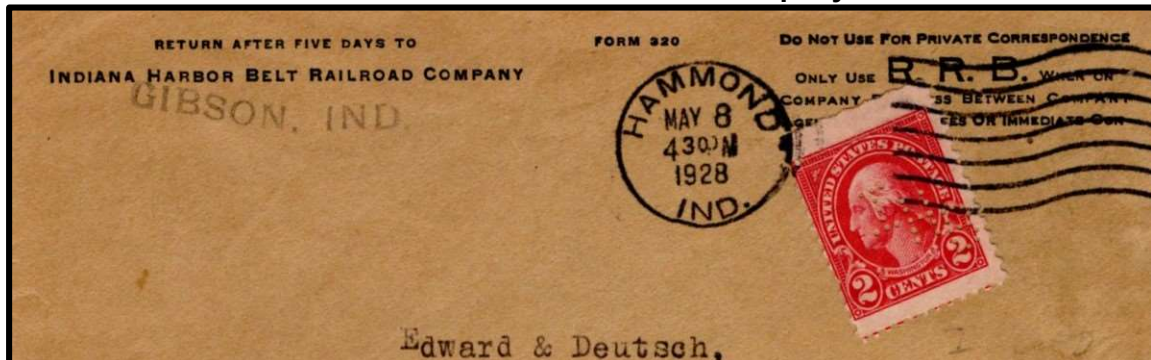
I040 Perfin Covers:

Indiana Harbor Belt Railroad Company



Perfin: I040 / IHB / Rate D+ Postmark: Hammond, IN / 5-19-1924
From the Collection of Bob Hodges

Indiana Harbor Belt Railroad Company




Perfin: I040 / IHB / Rate D+ Postmark: Hammond, IN / 5-8-1928 (LKU)
From the Collection of Bob Hodges

Indiana Harbor Belt Railroad

(1907 – 1938)

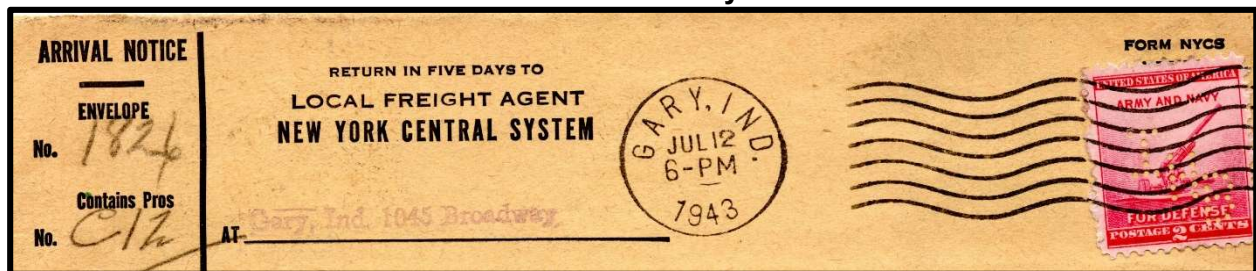
I040.5 Perfin Covers

Summary of Studies:

Perfin Pattern	Logo	User Information (exactly as it appears on cover)	# Covers Studied & Dates
I040.5	No Logo	<ul style="list-style-type: none"> • New York Central System 	(1) 1943
I040.5		<ul style="list-style-type: none"> • Indiana Harbor Belt Railroad Company 	(3) 1953 - 65

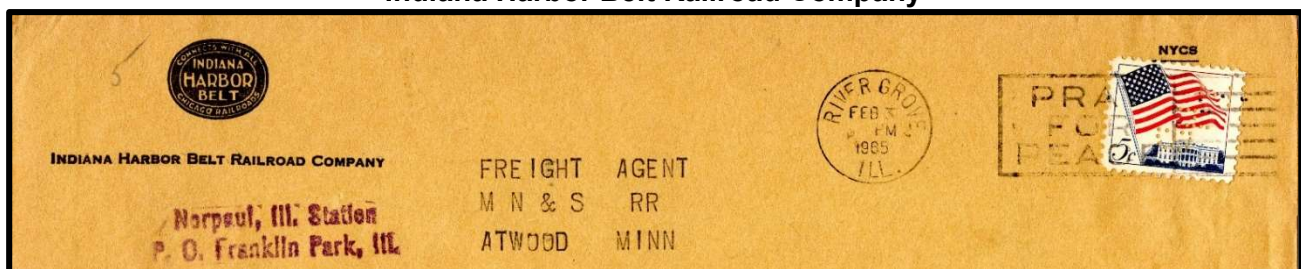
I040.5 Perfin Covers:

New York Central System



Perfin: I040.5 / IHB / Rate E Postmark: Gary, IN / 7-12-1943
From the Collection of Bob Hodges

Indiana Harbor Belt (logo) Indiana Harbor Belt Railroad Company




Perfin: I040.5 / IHB / Rate E Postmark: River Grove, IL / 2-3-1965
From the Collection of Bob Hodges

Indiana Harbor Belt Railroad

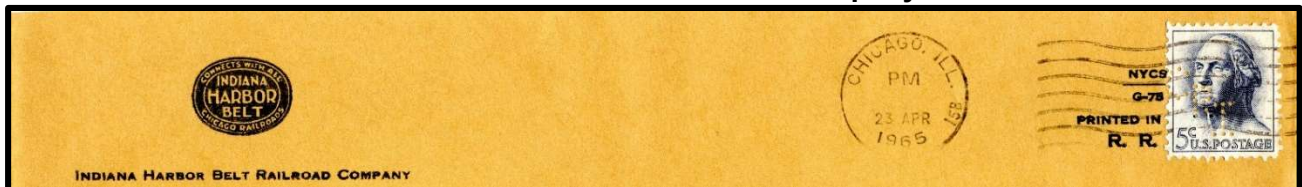
(1907 – 1938)

C291 Perfin Covers

Summary of Studies:

Perfin Pattern	Logo	User Information (exactly as it appears on cover)	# Covers Studied & Dates
C291		<ul style="list-style-type: none"> Indiana Harbor Belt Railroad Company 	(2) 1965 & 1966

Indiana Harbor Belt (logo) Indiana Harbor Belt Railroad Company



Perfin: C291 / CRI / Rate E Postmark: Chicago, IL / 4-23-1965

From the Collection of Bob Hodges

Indiana Harbor Belt (logo) Indiana Harbor Belt Railroad Company



Perfin: C291 / CRI / Rate E Postmark: Chicago, IL / 8-12-1966 (new LKU)

From the Collection of Bob Hodges

Chicago River and Indiana Railroad (1865 – 1980)

Section XIV

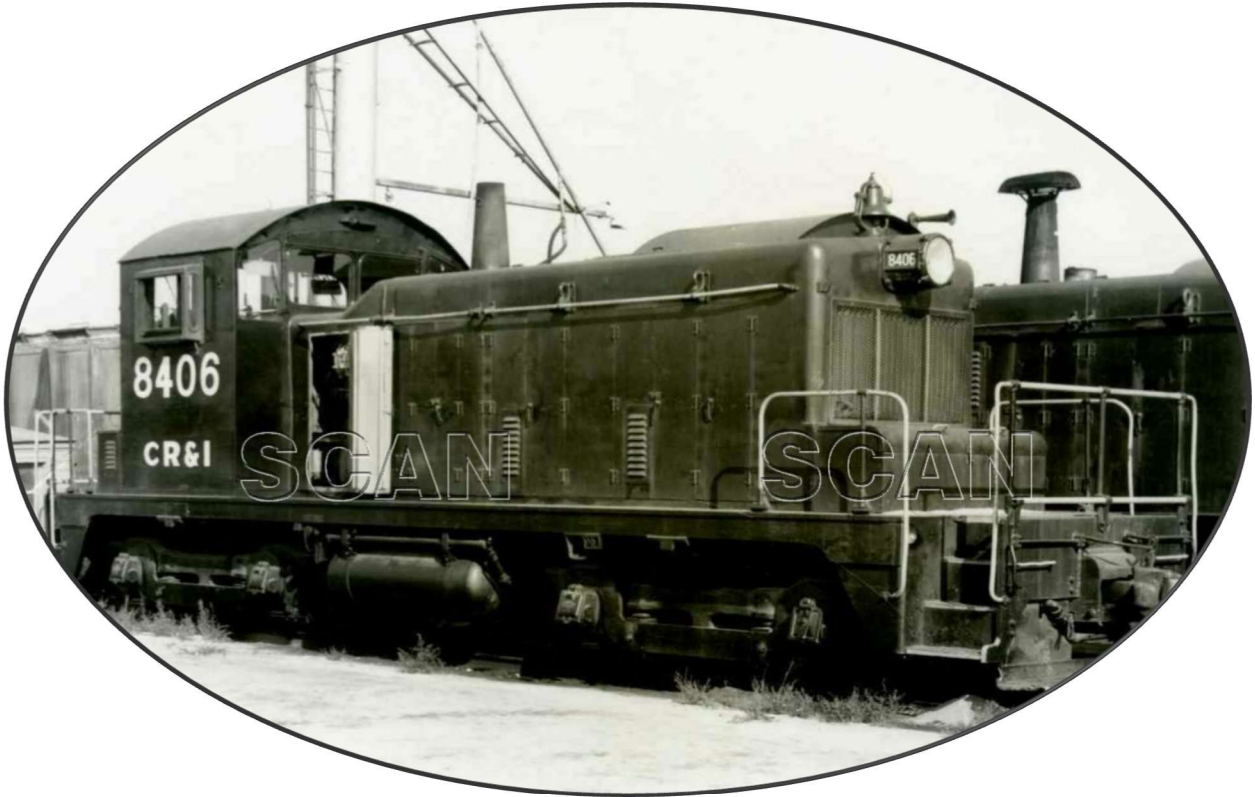


Table of Contents

Item	Page
• History & Background	56
• Perfin Patterns Used.....	56
• I040.5 Perfin Covers	57
• C291 Perfin Covers	57

Chicago River and Indiana Railroad

(1865 – 1980)

History & Background:

1865 The Union Stock Yard and Transit Company of Chicago (USY&T) was incorporated to consolidate the Chicago stock yards. The USY&T was later named **Chicago River and Indiana Railroad** whose nickname was **Chicago Junction**.

1907 The outer belt of the Chicago Junction Railway became the Indiana Harbor Belt Railroad Company.

1922 On May 16, 1922, New York Central obtained control of the Chicago Junction Railway /Union Stock Yard and Transit (USY&T) and the Chicago River and Indiana Railroad (CR&I).

The NYC immediately leased **Chicago Junction Railway** to its subsidiary the Chicago River and Indiana Railroad (CR&I).



The Chicago Junction Railway operated a switching and terminal railroad in Chicago, connecting the Union Stock Yards with most other railroads in the city.

1980 The line is now owned and operated by the Norfolk Southern Railway.

Note: The history of the Chicago Junction Railway and the Chicago River and Indiana Railroad is vague. Likewise, their tie-in to the Indiana Harbor Belt Railroad is also vague.

Perfin Patterns Used:

There are two Perfin Patterns used by Chicago River and Indiana Railroad and its lease the Chicago Junction Railway:

- The **C291** perfin pattern has a documented usage period from ??/??/1935 to 3/20/1944. New findings within this Section XIII have extended this period from 5/13/1924 to 8/12/1966.
- The **I040.5** perfin pattern has a documented usage period from 2/9/1941 to 2/2/1966. Note: The “B” is 3½ mm wide.




Chicago River and Indiana Railroad

(1865 – 1980)

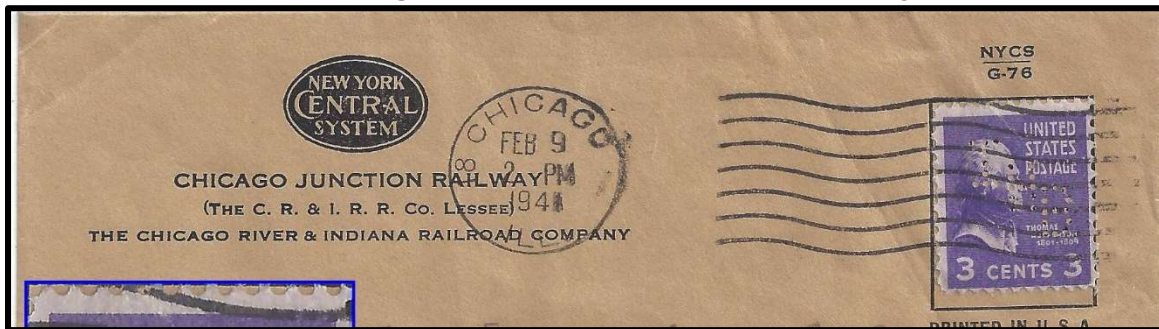
I040.5 & C291 Perfin Cover Studies

Summary of Studies:

Perfin Pattern	Logo	User Information (exactly as it appears on cover)	# Covers Studied & Dates
I040.5		<ul style="list-style-type: none">• Chicago Junction Railway /• (The C. R. & I. R. R. Co. Lessee) /• The Chicago River & Indiana Railroad Company	(1) 1941
C291		<ul style="list-style-type: none">• No Covers Seen (see note below)	

I040.5 Perfin Cover:

Chicago Junction Railway
(The C. R. & I. R. R. Co. Lessee)
The Chicago River & Indiana Railroad Company



Perfin: I040.5 / IHB / Rate E

Postmark: Chicago, IL / 2-9-1941

From the Perfin Club Website

C291 Perfin Covers:

The author has not seen a C291 Perfin on a Chicago River & Indiana Railroad Company cover. However, it has been identified in the *U.S. Perfin Catalog* under the C291 Perfin Patterns. It is assumed that this use occurs between 1936 and 1966 based on use periods. See Indiana Harbor Belt Railroad Company Section XII.

The Central Indiana Railway Company

(1903– 1976)

Section XV

History & Background

1902 The **Central Indiana Railway Company** (CIND) was jointly acquired and operated by the Cleveland, Cincinnati, Chicago & St. Louis Railway Company (Big Four) and the Pennsylvania Railroad.

1903 The company was incorporated 16 March 1903 as the Central Indiana Railway Company. The railroad ran a distance of 127 miles.

1929 Large portion of lines abandoned. Last line abandoned line was in 1943.

1951 Remaining portions of the Railway sold to Ike Duffey, an Anderson, IN., meat packer.

1976 Consolidated Rail Corporation (Conrail) took over the line.



Perfin Patterns Used:

The N182 Perfin Pattern is the only pattern known to be used by **The Central Indiana Railway Company**.

Summary of Studies:

Perfin Pattern	Logo	User Information (exactly as it appears on cover)	# Covers Studied & Dates
N182		<ul style="list-style-type: none">Central Indiana Railway Company	See N182 Supplemental

L082 Perfin Covers

Sorry! No Covers available at this time.

Penn Central

(1968 – 1976)

Section XVI



Table of Contents

Item	Page
• History & Background	60
• Perfin Patterns Used.....	60

Penn Central

(1968 – 1976)

History & Background

1968 The **Penn Central Transportation Company**, commonly abbreviated to **Penn Central**, was an American class I railroad that operated from 1968 to 1976. Penn Central was a combination of three railroads: the Pennsylvania Railroad (PRR), New York Central System (NYC) and the New York, New Haven and Hartford Railroad (NH). The NH was merged into Penn Central on January 1, 1969.

The company remained headquartered in Philadelphia after its merger with the New York Central.

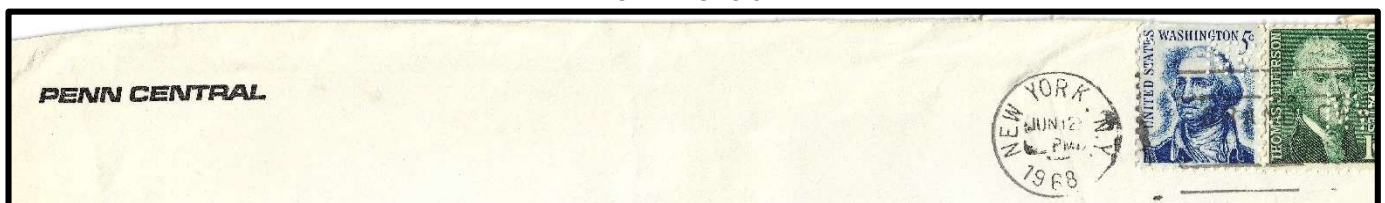
1970 By 1970, the company had filed for what was, at that time, the largest bankruptcy in U.S. history

1976 Consolidated Rail Corporation (Conrail), owned by the U.S. government, took over the railroad properties and operations of Penn Central. (and six other railroads: EL, LV, RDG, Lehigh & Hudson River Railway, Central Railroad of New Jersey and Pennsylvania-Reading Seashore Lines).

Perfin Patterns Used:

There was only one NYC Perfin Pattern that could be found used by Penn Central, the NYC N182 Pattern.

Penn Central



Perfin: N182 / NYC / Rate E Post Mark: New York, NY / 6-12-1968 (new LKU)

From the Collection of Bob Hodges

This is the last known use of NYC perfins

Miss-Matched Perfins & Users

Section XVII




Early Railroads tended to cluster their traffic offices. It was not unusual to see several railroad offices in the same building or location. Still, each railroad would have its own postage so you would generally find a perfin stamp matching the user identified on the envelope.

Another scenario is the railroad office was a “joint” office. This may occur at smaller Railroad Stations. Instead of maintaining an office with specific railroad staff, the railroads would normally make an arrangement to share an office with joint responsibilities. This could include personnel, office duties and mailings. These shared railroads were not competitors, but friendly connections. Now you have one office and one set of personnel that handle transportation matters for multiple railroads.

Railroads sent mail and packages from one railroad office to another on their freight or passenger trains. This may or may not be via the User’s Railroad Company. The envelope/package was always endorsed R.R.B. and carried in baggage cars on passenger trains or cabooses on freight trains.

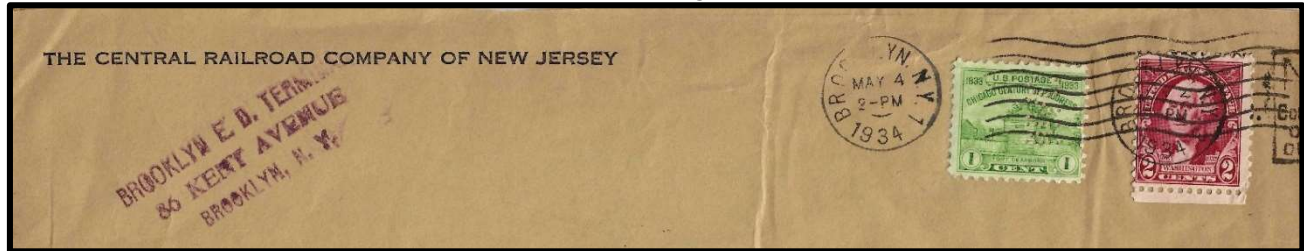
Note - Railroads did not use the Post Office unless necessary.

Summary of Studies:

Perfin Pattern	Logo	User Information (exactly as it appears on cover)	# Covers Studied & Dates
N182	No Logo	<ul style="list-style-type: none"> The Central Railroad Company of New Jersey (Hand Stamped) Brooklyn E.B. Terminal 	(1) 1934
D061		<ul style="list-style-type: none"> The New York Central Railroad (Hand Stamped) Brooklyn E.B. Terminal 	(1) 1933
N182		<ul style="list-style-type: none"> Erie Railroad Company (Hand Stamped) Brooklyn E.B. Terminal 	(1) 1929
C287		<ul style="list-style-type: none"> Central Railway Clearing House 	(1) 1912
N182	No Logo	<ul style="list-style-type: none"> Michigan Railroads Association 	(1) 1938
N182	No Logo	<ul style="list-style-type: none"> The Chesapeake and Ohio Railway Co. 	(1) 1949

Miss-Matched Perfins & Users

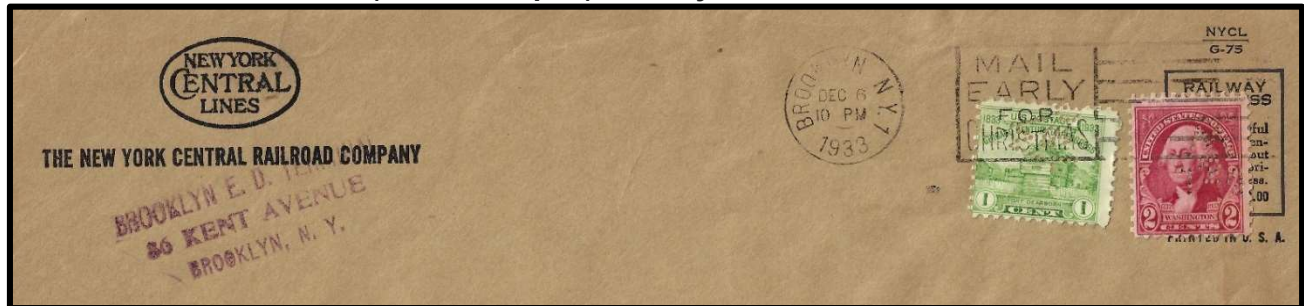
The Central Railroad Company of New Jersey (Hand Stamped) Brooklyn E.B. Terminal



Perfin: N182 / NYC / Rate E Postmark: Brooklyn, NY / 5-4-1934

From the Collection of Bob Hodges

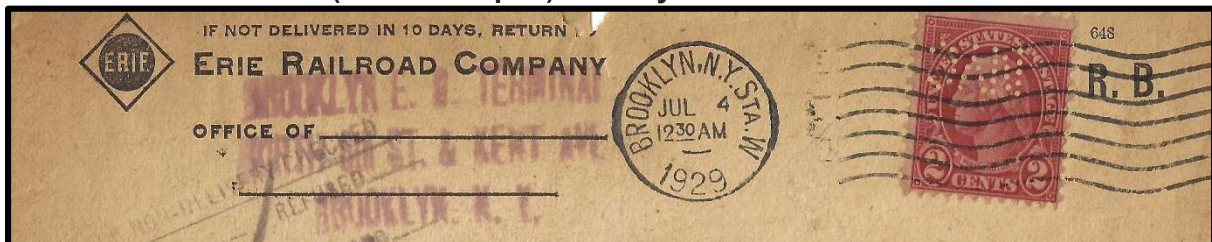
New York Central Lines (Clear Logo) The New York Central Railroad (Hand Stamped) Brooklyn E.B. Terminal



Perfin: D061 / DL&W Rate E Postmark: Brooklyn, NY / 12-6-1933

From the Collection of Bob Hodges

Erie (Logo) Erie Railroad Company (Hand Stamped) Brooklyn E.B. Terminal

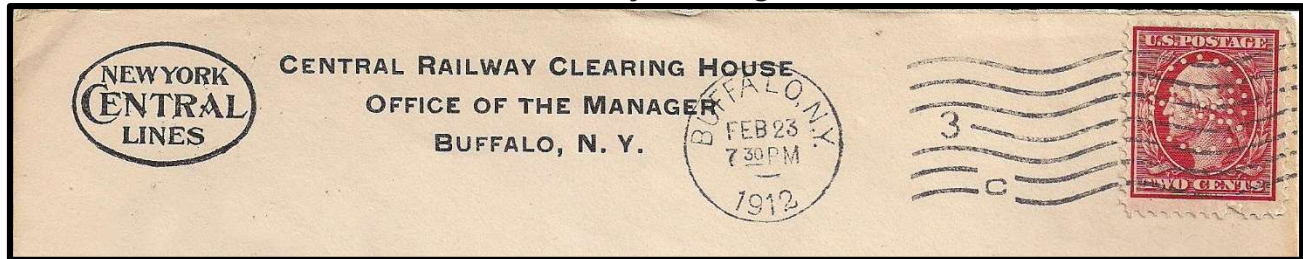


Perfin: N182 / NYC / Rate E Postmark: Brooklyn, NY / 7-4-1929

From the Collection of Bob Hodges

Miss-Matched Perfins & Users

New York Central Lines (Clear Logo) Central Railway Clearing House

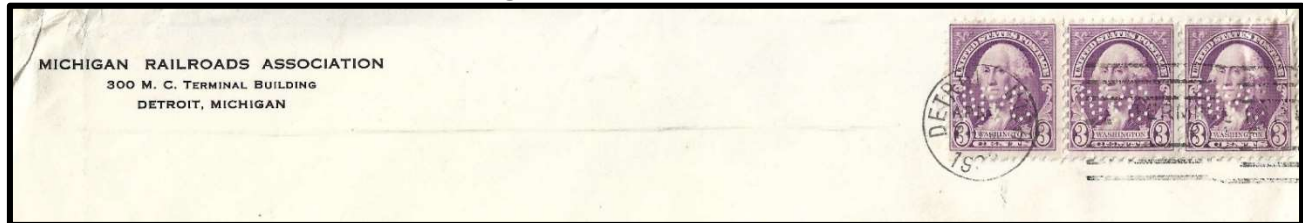


Perfin: C287 / C(RC)H / Rate B+

Postmark: Buffalo, NY / 2-23-1912

From the Perfin Club Website

Michigan Railroads Association

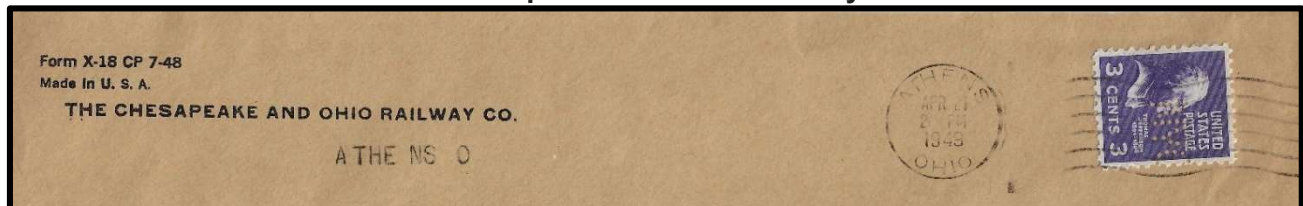


Perfin: N182 / NYC / Rate E

Postmark: Detroit, MI / 4-7-1938

From the Collection of Bob Hodges

The Chesapeake and Ohio Railway Co.



Perfin: N182 / NYC / Rate E

Postmark: Athens, OH / 4-21-1949

From the Collection of Bob Hodges

Summary of Perfin Cover Studies

Section XVI

NYC Perfin Cover Study Summary

Railroad / Railway	1908-1914 NYC Lines	1915-1935 NYC Lines	1936-1968 NYC System
The New York Central & Hudson River Railroad	N182		
Lake Shore and Michigan Southern Railway	L146		
• Dunkirk, Allegheny, Valley & Pittsburgh Railroad	L146		
• Chicago, Indiana & Southern Railroad	L146		
The New York Central Railroad Company		N182, N183, N184	N182
Cleveland, Cincinnati, Chicago & St. Louis Ry Co.	B139	B139, N182	N182
• Cincinnati Northern Railroad		B139, N182	N182
• Evansville, Indianapolis & Terre Haute Railway Company		N182	N182
• Peoria & Eastern Railway Company		B139, N182	N182
• Dayton Union Railway Company		(B139)	
• Central Indiana Railway Company		(N182)	

Notes:

1. Perfin Patterns in brackets (N182) are based on Latest Known and Earliest Known dates found in the US Perfins Catalog. They have not been substantiated by physical perfin covers.
2. Railroads/Railways indented are subsidiaries are lessees.

Summary of Perfin Cover Studies

NYC Perfin Cover Study Summary (Continued)

Railroad / Railway	1908-1914 NYC Lines	1915-1935 NYC Lines	1936-1968 NYC System
The Michigan Central Railroad Company	M090	M090	M048, N182, M8 (CAN)
Boston & Albany Railroad	(B252), N182	B252,B252A (N182)	N182
The Pittsburgh & Lake Erie Railroad Company		P124	P124
• The Monongahela Railway Company		(P124)	P124
• Pittsburgh, Chartiers & Youghiogheny Railway		(P124)	P124
Toledo & Ohio Central Railway Company	T123	T123	
• Zanesville & Western Railway Company		T123	
Lake Erie & Western Railroad Company	(L082)	(L082)	
Indiana Harbor Belt Railroad Company		I040, I040.5	I040.5, C291
Chicago River & Indiana Railroad		(C291)	I040.5, (C291)
• Chicago Junction Railway			I040.5
Penn Central			N182

Summary of Perfin Cover Studies

Miss-Matched Perfins & Users

The following Railroads/Railways and Perfin Patterns have been identified in Section XVI "Miss-matched Perfins & Users".

Railroad / Railway	1908-1914 NYC Lines	1915-1935 NYC Lines	1936-1968 NYC System
The Central Railroad Co. of New Jersey (Hand Stamped) Brooklyn E.B. Terminal		N182	
The New York Central Railroad (Hand Stamped) Brooklyn E.B. Terminal (w/ NYC Lines Logo)		D061	
Erie Railroad Company (Hand Stamped) Brooklyn E.B. Terminal		N182	
Central Railway Clearing House (w/ NYC Lines Logo)	C287		
Michigan Railroads Association			N182
The Chesapeake and Ohio Railway Co.			N182

Perfin Pattern N182 – New York Central Railroad

Perfin Pattern D061 – The Delaware, Lackawanna & Western Railroad

Perfin Pattern C287 – Central Railway Clearing House

NYC Railroads/Railways w/o Perfins

The following Railroads/Railways have been identified in the New York Central Timetables however, they have no NYC perfin patterns associated with them. They are listed in case one may show up on a cover.

Lake Erie, Alliance & Wheeling Railroad	(NYC Coal Origination Branch)
New York & Ottawa Railway	(Leased to NYC&HR in 1905. Merged in 1914)
Rutland Railroad	(NYC had controlling interests from 1904-1911)
Grand Trunk Railway	
Canadian Pacific Railway	
Toronto, Hamilton & Buffalo Railroad	(Jointly owned by Canadian Pacific & Canadian So.)
West Shore Railroad	(Branch Railroad for NYC)
Chicago, Indianapolis & Louisville Ry.	(Found in 1936 NYC Timetables. No NYC direct link)
Delaware & Hudson Railroad	(Found in 1936 NYC Timetables. No NYC direct link)

Summary of Perfin Cover Studies

“User-to-Perfin Pattern” Cross Reference

User	Perfin Pattern(s)
Big Four Route	B139
Boston & Albany R.R.	B252, B252A
Brooklyn E. B. Terminal (handstamp)	D061, N182,
Central Indiana Railway Company	N182
The Central Railroad Company of New Jersey	N182
Central Railway Clearing House	C287
Chicago, Indiana & Southern Railroad Company	L146
C. C. C. & L. RY. CO.	B139
C. C. C. & L. R. R.	B139
The Chesapeake and Ohio Railway Co.	N182
Chicago Junction Railway	I040.5
The Chicago River & Indiana Railroad Company	C291, I040.5
The C. R. & I. R. R. Co. Lessee	I040.5
Cincinnati Northern Railroad Co.	N182
CIN. NOR. R. R.	B139
Cleveland, Cincinnati, Chicago & St. Louis R'y. Co.	B139
Cleveland, Cincinnati, Chicago & St. Louis Railway (Co.)	N182
Dayton Union Railway Company	B139
Dunkirk, Allegheny Valley & Pittsburgh Railroad	L146
Erie Railroad Company	N182
Evansville, Indianapolis & Terre Haute Co.	N182
Indiana Harbor Belt Railroad Company	C291, I040, I040.5
Kankakee Belt Route	N184
Lake Erie & Western Railroad	L082
The Lake Shore & Michigan Southern Railway Company	L146
(The) Michigan Central Railroad (Co.)	N182, M048, M090
Michigan Railroads Association	N182
The Monongahela Railway Co.	P124
New York Central	L146
New York Central Fast Freight Lines	M090
New York Central Lines	N183

Summary of Perfin Cover Studies

“User-to-Perfin Pattern” Cross Reference (Continued)

User	Perfin Pattern(s)
New York Central Lines (logo)	B139, C287, D061, L146, M090, N182, N183, N184
(The) New York Central Railroad Company (Co.)	D061, M090, N182, N183, N184
User	Perfin Pattern(s)
The New York Central Railroad Company (Co.), Lessee	N182
(The) N. Y. C. R. R. Co., Lessee	B252, B252A, M048, N182
N. Y. C. R. R.	N184
(The) New York Central System	N182, I040.5
New York Central System (logo)	I040.5, N182, P124
Niagara Falls	M048, M090
N.Y.C.& H. R. R. Co	N182
Penn Central	N182
Peoria & Eastern Ry. Co.	N182
The Pittsburgh & Lake Erie Railroad (R.R.) Company (Co.)	P124
Pittsburgh, Chartiers & Youghiogeny Ry.	P124
Railway Express Agency	B139
Toledo & Ohio Central Ry. Co.	T123
Twentieth Century Limited	L146
(New) 20 th Century Limited	N182
U. S. Ex. Co.	T123
Water Route	L146
Zanesville & Western Ry. Co.	T123

Summary of Perfin Cover Studies

“Perfin Pattern-to-User” Cross Reference

Perfin Pattern(s)	User
B139	Big Four Route
	C. C. C. & L. RY. CO.
	C. C. C. & L. R. R.
	CIN. NOR. R. R.
	Cleveland, Cincinnati, Chicago & St. Louis R'y. Co.
	Dayton Union Railway Company
	New York Central Lines (logo)
	Railway Express Agency
B252	Boston & Albany R.R
	(The) N. Y. C. R. R. Co., Lessee
B252A	Boston & Albany R.R
	(The) N. Y. C. R. R. Co., Lessee
C287	Central Railway Clearing House
	New York Central Lines (logo)
C291	The Chicago River & Indiana Railroad Company
	Indiana Harbor Belt Railroad Company
D061	Brooklyn E. B. Terminal (handstamp)
	(The) New York Central Railroad Company (Co.)
	New York Central Lines (logo)
I040	Indiana Harbor Belt Railroad Company
I040.5	Chicago Junction Railway
	The Chicago River & Indiana Railroad Company
	The C. R. & I. R. R. Co. Lessee
	Indiana Harbor Belt Railroad Company
	(The) New York Central System
	New York Central System (logo)
L082	Lake Erie & Western Railroad
L146	Chicago, Indiana & Southern Railroad Company
	Dunkirk, Allegheny Valley & Pittsburgh Railroad
	The Lake Shore & Michigan Southern Railway Company
	New York Central
	New York Central Lines (logo)
	Twentieth Century Limited
	Water Route

Summary of Perfin Cover Studies

“Perfin Pattern-to-User” Cross Reference (Continued)

Perfin Pattern(s)	User
M048	(The) Michigan Central Railroad (Co.)
	(The) N. Y. C. R. R. Co., Lessee
	Niagara Falls
M090	(The) Michigan Central Railroad (Co.)
	New York Central Fast Freight Lines
	New York Central Lines (logo)
	(The) New York Central Railroad Company (Co.)
	Niagara Falls
N182	Brooklyn E. B. Terminal (handstamp)
	Central Indiana Railway Company
	The Central Railroad Company of New Jersey
	The Chesapeake and Ohio Railway Co.
	Cincinnati Northern Railroad Co.
	Cleveland, Cincinnati, Chicago & St. Louis Railway (Co.)
	Erie Railroad Company
	Evansville, Indianapolis & Terre Haute Co.
	(The) Michigan Central Railroad (Co.)
	Michigan Railroads Association
	New York Central Lines (logo)
	The New York Central Railroad Company (Co.), Lessee
	(The) N. Y. C. R. R. Co., Lessee
	(The) New York Central System
	New York Central System (logo)
	N.Y.C.&H.R.R.Co
	Penn Central
	Peoria & Eastern Ry. Co.
	New) 20 th Century Limited
N183	New York Central Lines
	New York Central Lines (logo)
N184	Kankakee Belt Route
	New York Central Lines (logo)
	N. Y. C. R. R

Summary of Perfin Cover Studies

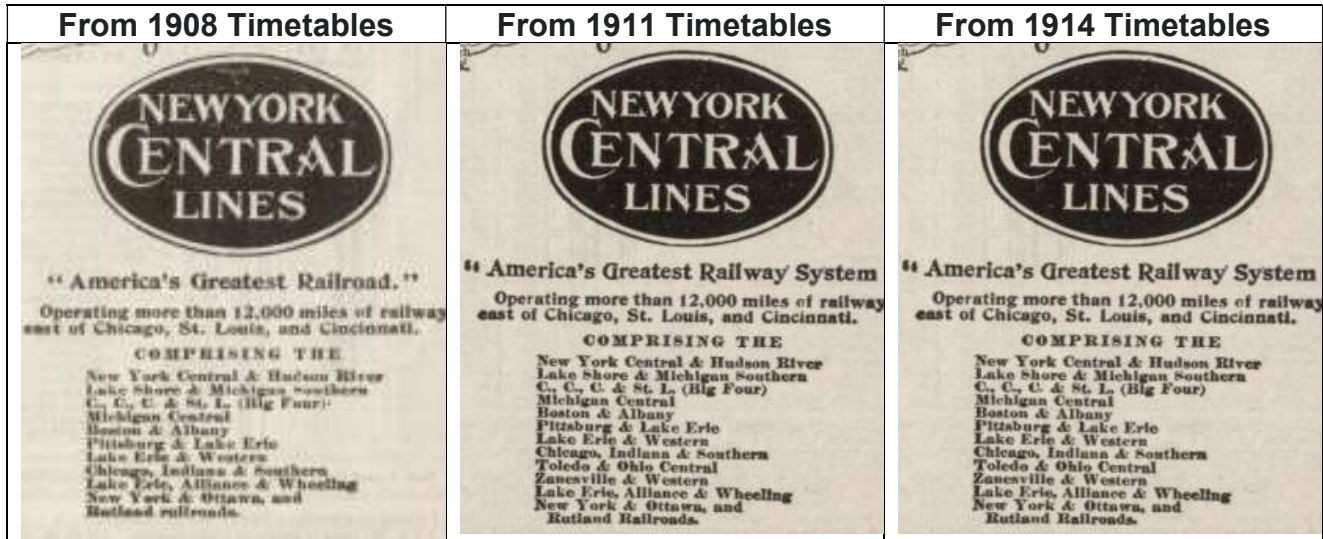
“Perfin Pattern-to-User” Cross Reference (Continued)

Perfin Pattern(s)	User
P124	The Monongahela Railway Co.
	New York Central System (logo)
	The Pittsburgh & Lake Erie Railroad (R.R.) Company (Co._
	Pittsburgh, Chartiers & Youghiogheny Ry.
T123	Toledo & Ohio Central Ry. Co.
	U. S. Ex. Co.
	Zanesville & Western Ry. Co.

Detailed NYC Timetable Studies

(1908 – 1968)

New York Central Lines (1908 – 1914)



1908	1911	1914
New York Central & Hudson River Railroad	→	→
Lake Shore & Michigan Southern RY	→	→
C. C. C. & St. L. (Big 4)	→	→
Michigan Central RR	→	→
Boston & Albany RR	→	→
Pittsburgh & Lake Erie RR	→	→
Lake Erie & Western RR	→	→
Chicago, Indiana & Southern RR	→	→
Lake Erie, Alliance & Wheeling Railroad	→	→
Rutland Railroad	→	
New York & Ottawa RR	→	→
	Toledo & Ohio Central RR Zanesville & Western Ry	Toledo & Ohio Central RR Zanesville & Western Ry



Other Railroads Identified within Timetables:

Dunkirk, Allegheny Valley & Pittsburgh Railroad		
	Grand Trunk Railway	→
Toronto, Hamilton & Buffalo RR	→	→
Dayton & Union Railroad	→	→
		Cincinnati Northern Railroad
	Lake Erie & Western Railroad	

Detailed NYC Timetable Studies

(1908 – 1968)

New York Central Lines (1915 – 1934)

From 1918 Timetables	From 1932 Timetables
	



1918	1932
New York Central Railroad Co.	→
C. C. C. & St. L. (Big 4)	→
Michigan Central RR	→
Boston & Albany RR	→
Pittsburgh & Lake Erie RR	→
Lake Erie & Western RR	
Toledo & Ohio Central RR	
Zanesville & Western Ry	

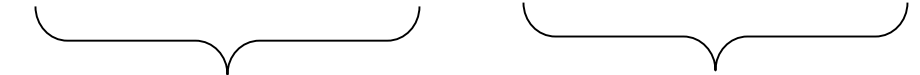
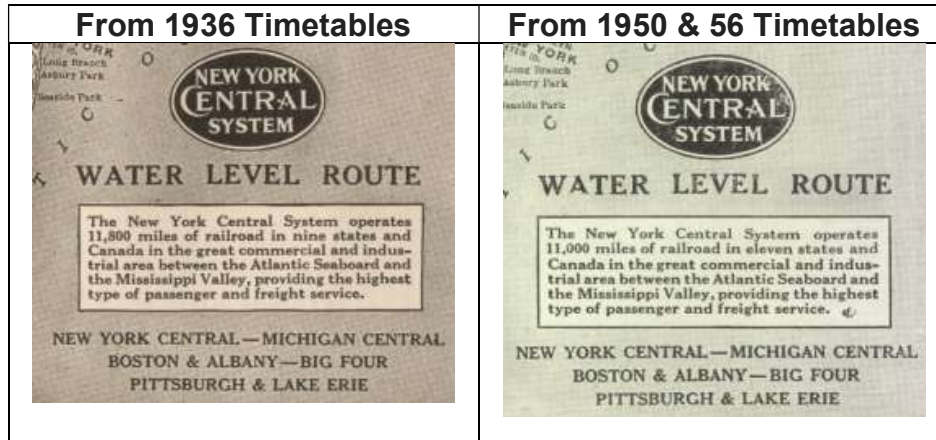
Other Railroads Identified within Timetables:

Toronto, Hamilton & Buffalo RR	→
Rutland Railroad	→
Delaware & Hudson Railroad	→
Canadian Pacific Railway	→
	West Shore Railroad

Detailed NYC Timetable Studies

(1908 – 1968)

New York Central System (1935 – 1968)



1936	1950 & 1956
New York Central Railroad Co.	→
C. C. C. & St. L. (Big 4)	→
Michigan Central RR	→
Boston & Albany RR	→
Pittsburgh & Lake Erie RR	→

Other Railroads Identified within Timetables:

Toronto, Hamilton & Buffalo RR	
Peoria & Eastern Railway	→
West Shore Railroad	
Chicago, Indianapolis & Louisville Railway	



NYC Lines & System Logos

The New York Central Oval logo originated in **1904**. The design had Roman capital letters in five sizes for the “New York Central Lines”. The original background of the Oval was black. In the early **1930**'s, the black background was omitted on many postal return addresses.

	
1904 Logo	Early 1930's Logo

In the summer of **1935**, the identification was changed to the New York Central System, that name being kept until the merger with the Pennsylvania Railroad in 1968. The Oval was re-designed with the word "System" replacing the word "Lines". Again, the background of the Oval was black. Note that red and blue background logos exist. In **1942**, a change was made eliminating the background.

		
1935 Logo	1935 Logo	1935 Logo

	<p>In 1955, the design was changed to block lettering. The author has not seen this logo on postal covers.</p>	
1942 Logo	1955 Logo	

References

The following is a list of more notable references that have been used in identifying Perfins, their Users and histories of individual railroads and railways:

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- **Toledo & Ohio Railway:**
https://en.wikipedia.org/wiki/Toledo_and_Ohio_Central_Railway