

January 1985

PUBLISHED BY THE BRITISH NORTH AMERICA PHILATELIC SOCIETY
CANADIAN PERFIN STUDY GROUP

Volume 6, Number 1

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Financial Statement 1984

	<u>Receipts</u>	<u>Expenditures</u>	
Dues	\$304.00	Perforator	\$253.00
1985 Dues	26.00	Postage	8.73
Exchange	14.77		
Sale of Back issues	16.00		
Donation	2.00		
	<u>\$362.77</u>		<u>\$261.73</u>
Excess revenue over expenditures	\$101.04		
Cash in bank Dec. 31, 1984.	415.70	Signed J. L. Purcell	

Dues

During 1984, some of our members contributed postage for use in mailing the Perforator. This shows up in the financial statement as savings. The executive have set the dues for 1985 at \$4.00. Mail your cheque to the editor, Jim Catterick. Cheques to be made out to BNA Perfin Study Group. Why not send it in today.

New Members

Bruce Holmes, 64 Maple Circle, Dollard des Ormeaux, PQ, H9B 1E3

R.H. Narbonne, 216 Mailey Dr. Carleton Place, ON K7C 3X9

Change of Address

Paul Burega, Box 15765, Station J., Ottawa, ON K2C 3S7

Help Wanted

Jon Johnson is working on aspects of the history of the Canadian Pacific Railway. He understands that at one time, possibly the 1910's and 1920's the C.P.R. used to manufacture their own locomotives and rolling stock. Can anyone identify the foundry and other companies who may have done some of this work or supplied material. If you have any ideas please drop Jon a note at Box 6118, Station D, Calgary Alta. J2P 2C7

Chairman's Notes.

It has now been about two years since I've written any of my infamous notes so I guess it's time.

At the BNAPS Convention in San Francisco in September the manuscript for the new Handbook was given to the Handbook Committee Chairman to be handed to the printer. It turned out that another book was in the system and had to be completed before the typesetting of the perfin book can take place. As of December 15th no word on the progress of the typesetting has been received, but nothing has been received for proof reading. For your information the manuscript was 129 pages. Every perfin type is illustrated in the book and some that are not perfins. In case you have forgotten, the perfin types have been renumbered to be consistent and sequential. All of the information gathered on the data sheets for three years is summarized with each perfin type or in the addenda. I do expect that as soon as the new book is out we'll all have to watch the Perforator carefully as the early and late dates for each perfin type are updated.

I want to commend Conrad Tremblay for his excellent work on the Sun Life perforator identification. Before he started work I had thought that a couple of machines might exist, certainly not the nineteen that turned up. Then he has plated eleven of the nineteen and identified all five dies of the remaining eight machines. That is really a life time's research squeezed into two and a half years. That is the result of examining more S11's than most of us have stamps in our perfin collections, then he made contact photographs of any different dies which in itself would have cost considerable time and materials. Fortunately the publication of this work in the Perforator will ensure that Conrad's work will not disappear in time. Please check your collection of large sized stamps with a town cancel of any of the eight unplated machines and lend them to Conrad so that he can add the finishing touches to his work.

As you can see, our Editor, Jim Catterick has been keeping us informed with regular editions of the Perforator. When he doesn't have enough interesting articles he is at work prodding people for some further information on perfins. Without his steady work you wouldn't have much to read and the single source of communication would cease to exist. And without new ideas and questions our Study Group wouldn't be very interesting or maintain its size. Thanks to Jim for keeping us going.

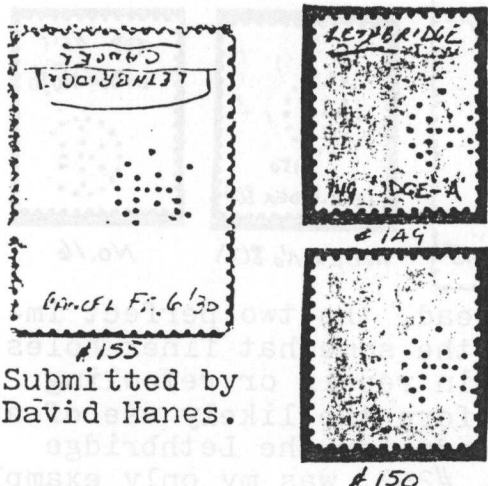
We must not forget Joe Purcell who is keeping track of all of us when we are on the move, keeping track of our funds as they are required for printing or postage for the Perforator. This and other duties is a rest for him from the days when he was compiling all of the data that we each sent him so that the new Handbook could be written.

And to each of you, thank you for participating in the Perfin Study Group. You can work on keeping your collections organized so when the Handbook comes out you can easily check the listings and dates so that any updates can be printed promptly in the Perforator. Also, when you read of someone researching a particular perfin, take a quick look at the ones in your collection, even if you only have one copy it may hold the key to part of the answer that is being looked for. Then you'll know that you have a good perfin and the researcher will be a step closer to the solution of his problem.

I hope you will all have a Prosperous New Year and enjoy your perfin collecting.

STUDY AND IDENTIFICATION OF OFFICE USERS WITH MISSING CODE HOLES AND OTHER DIE DAMAGE---TO ALLOCATE AND ELIMINATE 'BELLEVILLE' EXAMPLES..

c21 C12e - Lethbridge, Alta. Missing Die Punch Holes: Index No.14.
Type - 3 1/2



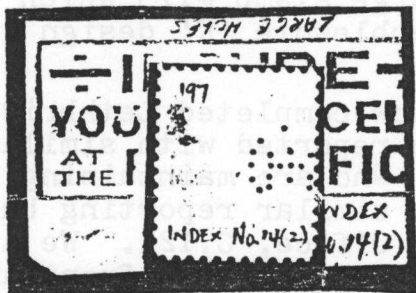
Submitted by David Hanes.

- (a) Missing Code Hole Pin outside of C.3 1/2.
- (b) C.2-3-5-12-13-14
- (c) H.1-6-8
- (d) I.1-4 and '0'

Again, the dies shown on small stamps are well to the edge of the stamp, and the only large stamp available shows the design was perforated sideways as was stamp #155 illustration for Index No.15 following. There is exactly 5mm. greater width of paper in a large 1928 stamp, and it seems that the perforator operator consistently did not center the

design with the paper edge feed when using panes of small stamps. If the large stamp design #175 shown in Index No.16 is checked, the spacing between the dies is similar to other office users and the perfin design is again/its normal position 'A'.

c21 C.12e - Lethbridge, Alta. Missing Die Punch Holes: Index No.14(2)
Type - 3 1/2



Index No.14(2)- #197

- (a) Missing Code Hole Pin outside of C.3 1/2.

This break on stamp #197 is illustrated as removed from its small piece bearing slogan used at Lethbridge '+Insure Your Parcels at the Post Office+'. This stamp has identical missing holes as in Index No.14 with the exception that hole C-11 is completely absent as well.

Submitted by Jack Benningen and reported to the Study Group Aug./84.

c21 C.12 - INTERNATIONAL HARVESTER COMPANY.

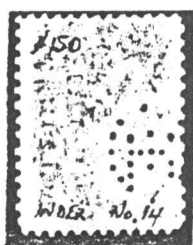
C.12e - Type 3 1/2 - LETHBRIDGE, Alta.

The Lethbridge story has been under study since March when Dave Hanes first submitted a number of Scroll issues to be looked over. The shortage of good available perfin impressions centered on the stamp was quite apparent as the usual example seen was inclined to be off to the edge of the stamp, and most unsuitable for missing hole study. While the higher RF factor might well be justified, it is my belief that a good number of unidentified 'Bellevilles' will now surface to be allocated to

All five dies in use up to at least the 1932 Medallion issue were extensively damaged, none of the five dies showing the code hole, and hence the apparent shortage of Lethbridge examples in our collections. The early examples available at this writing are illustrated as Index No. 13 and No. 15, and examples are on both 3¢ Admirals, #108 and #109.



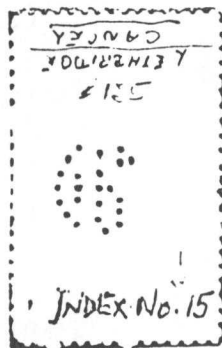
INDEX No. 13



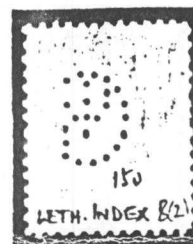
No. 14 ←



FE 6/30



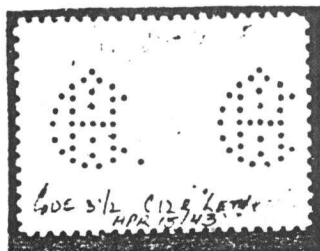
INDEX No. 15



INDEX No. 8(2)



No. 16



C.122 - NEW DIE

Similar to the Ottawa die head, the two perfect impressions at the left with the somewhat finer holes clearly indicates the die pin repair or retooling which took place, and therefore the likely use of at least (10) different die heads for the Lethbridge office. The 10¢ War Issue, #257, was my only example of the C.12e perfin and was also the last stamp in use according to the perfin survey.

If Members wish to report their stamp numbers held with complete C.12e perfins and those with missing code holes that relate to the indexed 'Bellevilles', I will endeavour to determine the issue when the new die first was used and report the findings in these columns.

Again our sincere thanks to Dave Hanes for being so alert to the 'Belleville' cause and sending in our only large stamp #175 which became the major breakthrough in identifying the troublesome 'K' design in sequence to Index No. 8.

There may be very little to add to the now completed Lethbridge project, and the stamp issues that may now be reported with similar or progressive damage will be updated for those who are maintaining their Index page for this Series. Looking ahead, a similar reporting but much more complex, will be that of the London Office, C.121. We are indebted to C. Allan Burger who has submitted seven diagrams front and back of the London precancelled stamps, four of which came from different die heads. The fifth die also on an Admiral is in my own things, so to start with we have all five dies, all with missing code holes! However, the progressions are a bit of a nightmare, as there are seldom dates attached to precancelled stamps. After the Admirals and dies were sorted out, Allan sent me a couple of photo pages of Stamp #242, most with more die damage and very clear cut holes and obviously we have another situation of a completely new die head used in the later issues--ten in all. After San Francisco and into October the details hopefully will be in shape to finish off most of the 'Bellevilles' that are still around. I personally have cleared my 'Belleville' page except for one remaining design on both the 1¢ Edward and 10¢ plum Admiral, and know of one other member down to one unidentified design. Photos of these and any others that remain to be identified will be published as an appeal for help after the 'London' issue is published at the end of this series.

STUDY AND IDENTIFICATION OF OFFICE USERS WITH MISSING CODE HOLES AND OTHER DIE DAMAGE---TO ALLOCATE AND ELIMINATE 'BELLEVILLE' EXAMPLES..C.12e - Lethbridge, Alta. Missing Die Punch Holes; Index No.8(2).

Type - 3 1/2



The missing holes are identical to that recorded under Index No.8 showing a vertical pair of #150 with the insignia close to the edge of the stamps.

(a) Missing Code Pin outside of C-3 1/2.

(b) C.1-15

(c) H.3-4-5-6-8

(d) I.4 and '0'

#150 - Index No.8(2) with Perfin design away from edge of stamp.

Significant for this die break is a half sized or snubbed pin at H.9.

Note: In the initial reporting of Index No.8, it was requested that a better positioned insignia was needed to positively identify that the '0' hole was missing. The splendid example above clarified that the '0' hole is indeed missing as suspected. See also the two examples under Index No.16 which have since been supplied by Dave Hanes. There was also a doubt previously whether the design as shown was upright. I have devised a means by which it can be determined if the letter 'C' is upright or inverted, and this 'candelabra' design in its upright position is correct as shown above.

Nearly all of the perfin designs examined for this study on small sized stamps are very close to the edge of the stamp. On each of the five dies which are illustrated the '0' hole is missing and the C-1 and C-15 holes forming the outer edge of the 'C' are not there even in blind form. Early stamps and usage might throw some light on this very interesting group of breaks. My only and earliest stamp is #108, a clear Index No.15 example.

The only large sized stamp made available to me was #175, appropriately the 20¢ Harvester and illustrated under Index No.16. This stamp confirms this Index No.8(2) missing hole positions, and to now is the only item reported that shows the die sequence of the 'K' design following this 'candelabra' design. What we don't know at all is whether any complete C.12e designs existed in the late Admiral to '28 issues. Our perfin survey shows a #106 reported and a photo(s) of this and other early items would be of help???????

Jack Benningen.

Reported to Study Group Aug./84
Submitted by David Hanes.

Method of determining TOP or BOTTOM of 'C' when the '0' hole is not present and/or need to read a code hole correctly if present.

Always reading the letter 'C' towards its open side-----

- (a) TOP of design - Hole C-3 is near even or slightly higher and outwards from C-4.
- (b) BOTTOM of design - Hole C-13 is slightly INWARDS from C-12.
- (c) For the 'K' design, Index No.16, the triangle formed by C-3-4 and I-1 has holes closer together at TOP than triangle formed at bottom by C-12-13 and I-4.

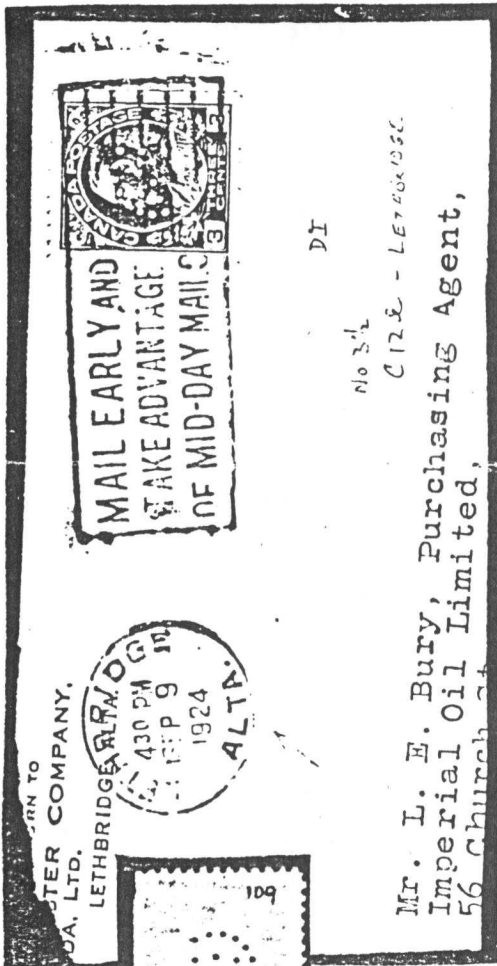
This system works quite well on the original or old die heads ONLY and not necessarily with the second or new die heads. Those tough ones become 'a piece of cake'. J.B.

- 0 -
C.12 - International Harvester Company.

STUDY AND IDENTIFICATION OF OFFICE USERS WITH MISSING CODE HOLES AND OTHER DIE DAMAGE---TO ALLOCATE AND ELIMINATE 'BELLEVILLE' EXAMPLES..

C21

C.12e - Lethbridge, Alta.
Type - 3 1/2



Index No.13



Index No.13(2)

Missing Die Punch Holes: Index No.13.

- (a) Missing Code Hole Pin outside of C.3 1/2.
- (b) C.1-12-15
- (c) H.1-3-4-5-6-8-12
- (d) I.1-3-4 and '0'

Illustrated is stamp #109 with a machine cancel on piece of office stationery and c/c, dated at Lethbridge Sep. 9, 1924. Because of this date it was decided that the above missing holes were not a progression from Index No.8 recorded on the 1928 Scroll issue. The reverse side of #109 illustrated is the same stamp from the piece, having been lifted for close examination, and also the only example to date that had this particular damage.

Missing Die Punch Holes: Index No.13(2).

- (a) Missing Code Hole Pin outside of C3 1/2.

This break on stamp #150, the 2¢ Scroll has been considered a true progression of Index No.13, and has identical missing holes as above with the exception that hole C-2 is completely absent as well. Like its parent above, the illustration is the only example available to me.

Index No. 13 submitted by Jack Benningen.
Index No. 13(2) submitted by Dave Hanes.

Reported to the Study Group Aug./84.

C.12 - International Harvester Company.

STUDY AND IDENTIFICATION OF OFFICE USERS WITH MISSING CODE HOLES AND OTHER DIE DAMAGE---TO ALLOCATE AND ELIMINATE 'BELLEVILLE' EXAMPLES..

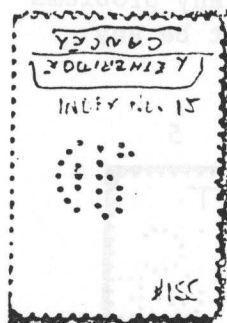
C.12e - Lethbridge, Alta.
CU Type - 3 1/2

Missing Die Punch Holes: Index No.15.



#150

#150



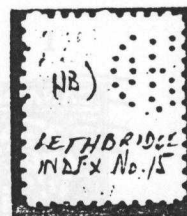
#155

- (a) Missing Code Hole Pin outside of C.3 1/2.
- (b) C.3-4-12-15
- (c) H.1-5-7-8-11
- (d) '0'

This distinctive design and extensive damage is shown in the two commoner positions of 'A' and 'E', again towards the edge of the stamp, and the large sized #155 in center and placed longwise.



#108



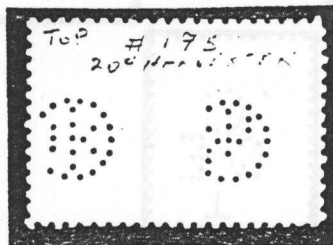
#197

Submitted by Dave Hanes.

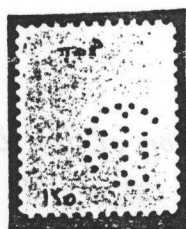
Submitted by Jack Benningen

Missing Die Punch Holes: Index No.16.

CU



- (a) Missing Code Hole Pin outside of C.3 1/2.
- (b) C.15 -(Sometimes a Blind C.11)
- (c) H.1-3-5-6-10=13
- (d) '0'



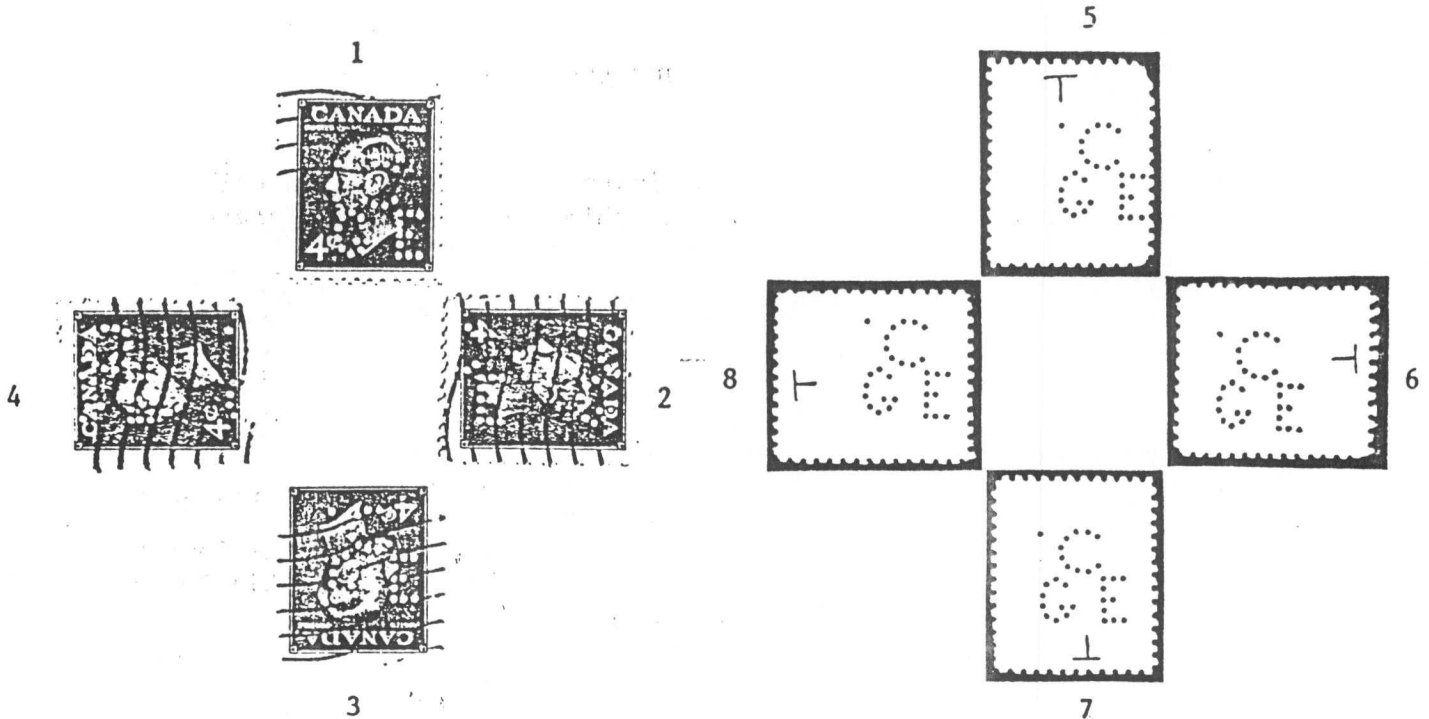
The sequence of Index No.8(2) and Index No.16 are illustrated on the 20¢ Harvester, the only example to date of two complete designs on a large stamp which in turn confirmed the 'K' design to be a true C.12e.

Submitted by Dave Hanes.
Reported to the Study Group Aug./84.

An Update on the 'Clock' system of Perfin Positions. by Jon Johnson

In 1980 the 'Clock' system of identifying perfin positions was presented to and accepted by the Study Group. At the time it was determined that the positions should be identified by letters of the alphabet, A to H. This has possibly caused confusion with some collectors who are not familiar with the 'Clock' system and are using the 'Wrigley' system.

To avoid this possible confusion, in the new handbook the positions are numbered. So Position A becomes Position 1, position B is 2, position C is 3, etc. I don't think this minor change will cause any problems to you in using these numbered positions and there can not be any confusion.



WANTED

Desperate collector trying to build up his collection of the following:
C.4; C.10; C.25; C.33; G.13a; G.3; M.3; M.8; M.11; M.17;
N.10e; N.10h; P.2a; P.2b; R.2; R.4a; R.5; S.2; W.4.
Have plenty to trade so take pity and send list of your duplicates to
Michael Kicketts, 61 Alwington Avenue, Kingston, Ont. Can. K7L 4R4

C4 104

C10 ~