

THE BNA PERFORATOR

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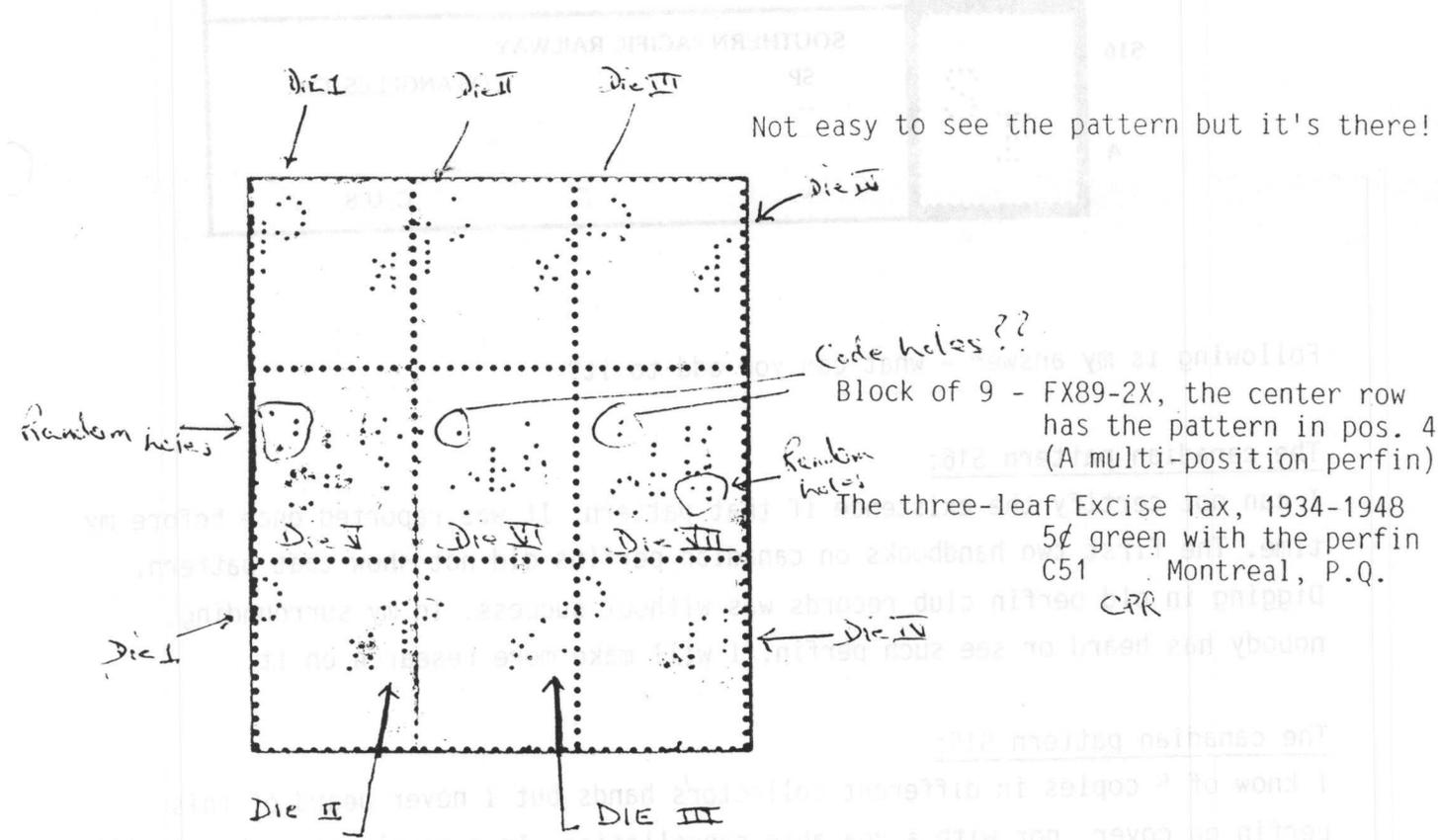
WHOLE #126 127

April, 2006

Welcome to our first publication of the year. We haven't had an issue for quite some time and I must take the blame for that. However part of the reason is that I had only one article and that is the basis of this issue. It is related to the US patterns S14, S15 and S16 of the Southern Pacific Railway. It is another nice effort from Conrad Tremblay.

There is also some feedback from Michael Dicketts on the block of 9 of FX89 which Conrad discussed in our last issue. He correctly pointed out that this was in fact C51 CPR not CNR as published. Mike's comments reference the illustration.

"C51 is a model 53 ten-die perforator and judging by the missing pins dies 2 – 4 on the top and bottom rows seem to match, with just a slight shift to the left on the bottom row. However it is the middle row that raises questions. Why was this row punched in reverse? Why is there so much more damage to these dies than dies 2 – 4? Why is this row punched perfectly central in contrast at the top and bottom rows? Trying to make sense of the lettering, it appears there is some random doubling. All three stamps have hole(s) below the "C" which almost makes one think they are looking at C52 with its code hole." Perhaps Conrad can check and see if the middle row does indeed match C52. If it does, then it is certainly a very unique piece which will warrant further investigation.



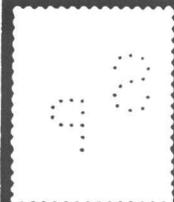
Block of 9 - FX89-2X, the center row has the pattern in pos. 4 (A multi-position perfin)
 The three-leaf Excise Tax, 1934-1948
 5¢ green with the perfin
 C51 Montreal, P.Q.
 CPR

Chairman/Editor: Barry Senior, 4 Whiteway Place, Clarendville, NL, Canada- A5A 2B5
 mail: barry.senior@nf.sympatico.ca

Treasurer/Publisher: Steve Koning, 1401 Highway 62, Bloomfield, ON, Canada – K0K 1G0
 Email: steven.koning@sympatico.ca

SOUTHERN PACIFIC RAILROAD Co.

The U.S. perfin sales manager specializes in that RR. company needs all the informations you and I can report to him. The following pages is my report.

S14		SOUTHERN PACIFIC RAILWAY SP — — —	LOS ANGELES, CA. S-216 (E) — — C, U.S.
S15		SOUTHERN PACIFIC RAILWAY SP 1922-1928 — —	SAN FRANCISCO, CA. — — C, U.S.
S16		SOUTHERN PACIFIC RAILWAY SP — — —	LOS ANGELES, CA. — — C, U.S.

Following is my answer - what can you add to it?

The canadian pattern S16:

I can not certify the existence if that pattern. It was reported once before my time. The first two handbooks on canadian perfins did not show that pattern. Digging in old perfin club records was without success. In my surrounding, nobody has heard or see such perfin. I will make more research on it.

The canadian pattern S15:

I know of 5 copies in different collector's hands but I never heard of this perfin on cover nor with a readable cancellation. In a couple of weeks, I will contact them all (if they did not move from the address on my 10-year old list). The copies reported with this pattern are No. 107 and 150 (1922 and 1938 issues respectively). The last cancel reported is October 27, 1930. No other cancels were ever reported.

The canadian pattern S14:

This one was only reported once on the issue No. 197-1 (1932 - the 3¢ red King George V "Medaillon issue") owned by Lorne James of Victoria, B.C. to be contacted too, I have a huge canadian perfin collection but I also collect U.S. perfins with a pattern identical than any canadian pattern. That explain the photocopies enclosed of my S216 collection I am keeping to eventually study.

This accumulation of S216 will some day help me to do the plating of that 10-die perforator, hoping to be of some help and requiring help too to have enough copies to do so, meaning that I need a couple hundred more perfins of that pattern for plating, specially needed are pairs, strips or large stamps with 2 patterns, complete or incomplete.

I divided the patterns with a broken letter in two groups

Group I - Between January 15 1923 and January 16 1932, I found the following incomplete patterns:



Catalogue No, 554 issues january 15, 1923



Nos 707 and 712 issued January 1st, 1932.



on No. 567 issued May 1, 1923
and No 720 issued June 16, 1932.



also on No. 720 issued June 16, 1932.

Group 2- Broken patterns on stamps issued between 1938 and 1954:



on Nos 807, 808, 815, 820, 899, 922 and 1035
all issued between June 16, 1938 and
November 19, 1954.



on No. 1031, issued on January 15, 1954.

Between those 2 groups of patterns I noticed that all the stamps on hand have a complete pattern. They are the issues between the catalogue number 720 and 807 (between June 16, 1932 and June 16, 1938). It looks like that after June 16 1932 the perforator was repaired or was he replaced by an other perforator with the same pattern, with the 10-dies made from the same templet used for the original perforator.

Here are the different cancellations found in the collection of 130 copies photocopied encloses:

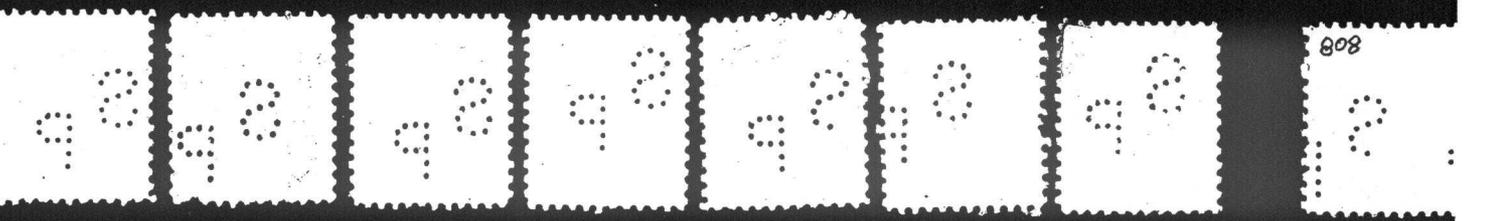
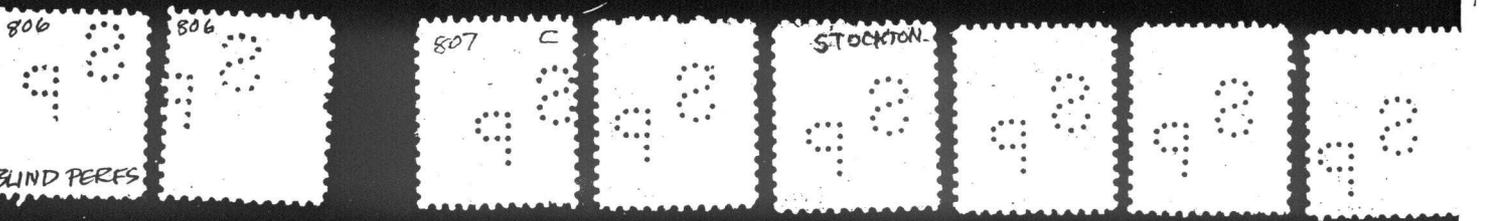
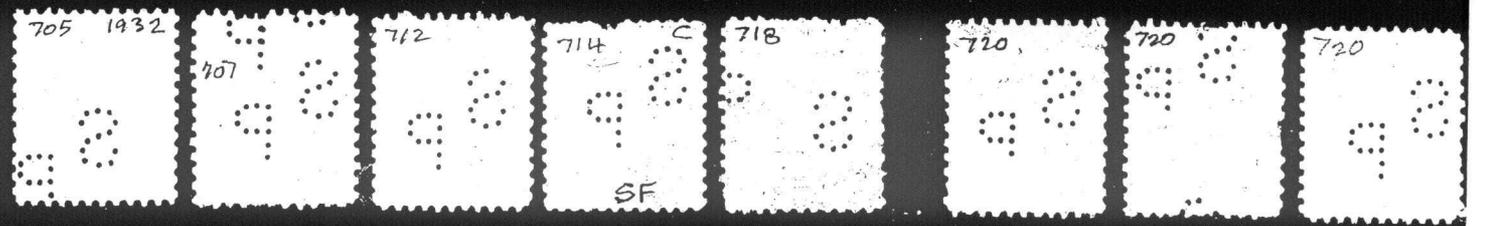
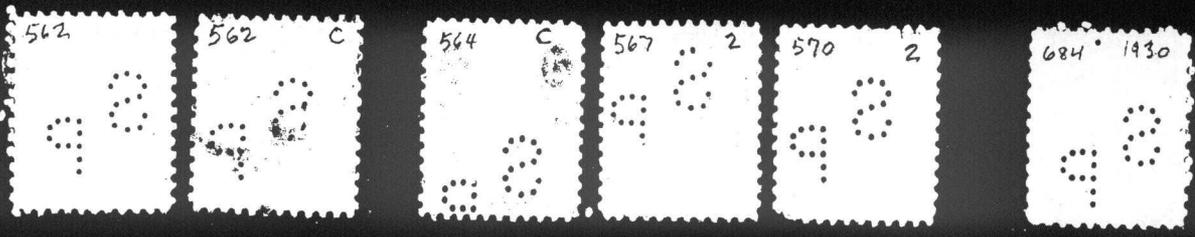
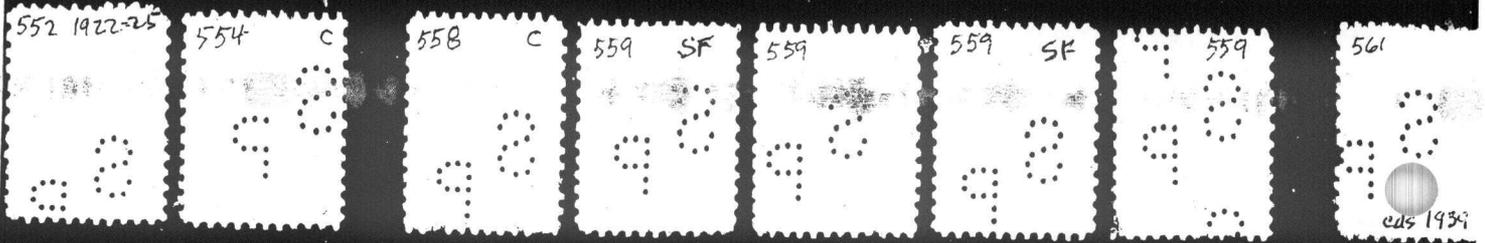
San Francisco	on 5	perfins
Los Angeles	- 2	perfins
Stockton	- 1	"
Portland	- 1	"
St. Louis	- 1	"
Hillsborough	- 1	"
Unidentified R.P.O.	also on	1 perfin.

Several duplexes or double oval cancels would identify many more San Francisco perfins. I will let that part of the study for a cancel specialist.

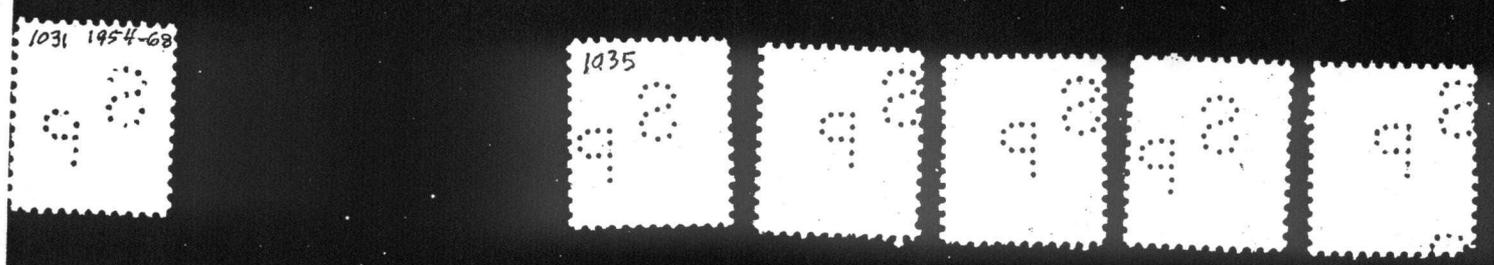
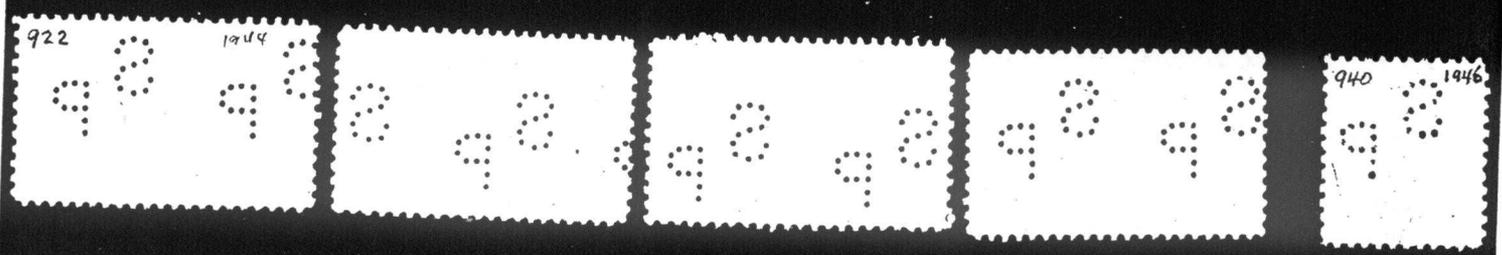
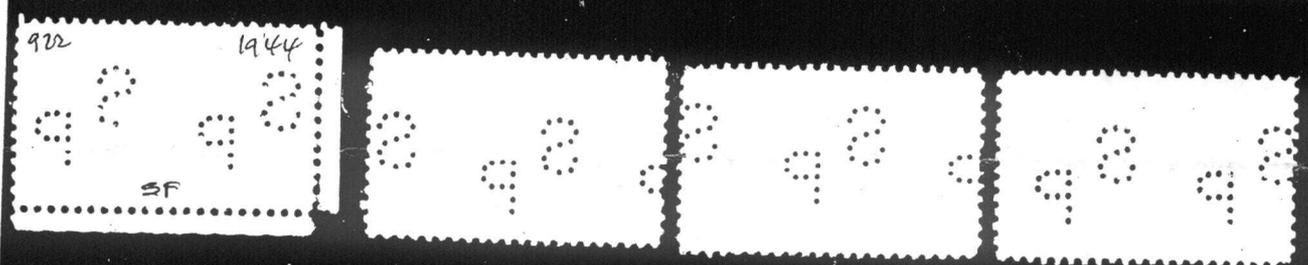
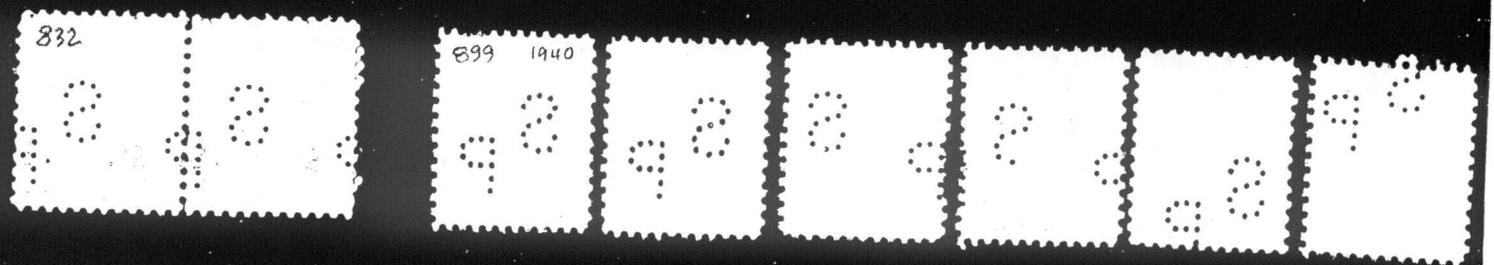
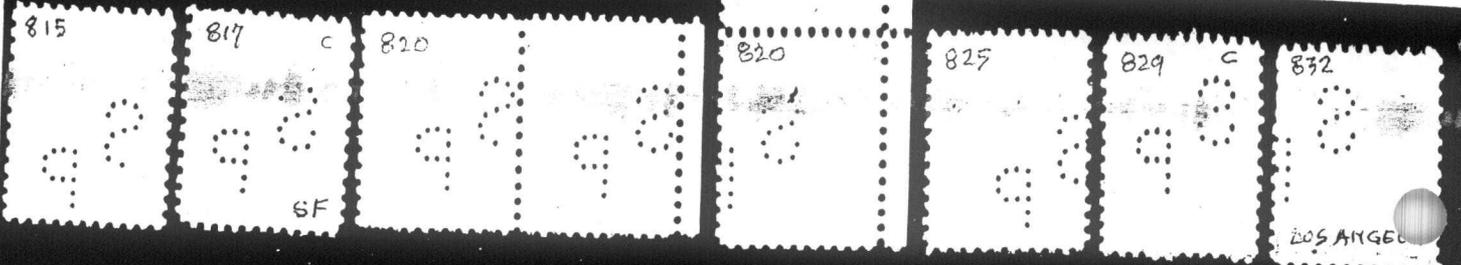
For now, its all I can report on this RR. Co. until I can plate this 10-die perforator.

Contact Conrad Tremblay, 1563 Papin L'Assomption, Qc J5W 5H9, Canada
Or Robert T.Combs, P.O. Box 220, Tome, NM 87060-0220.

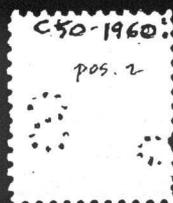
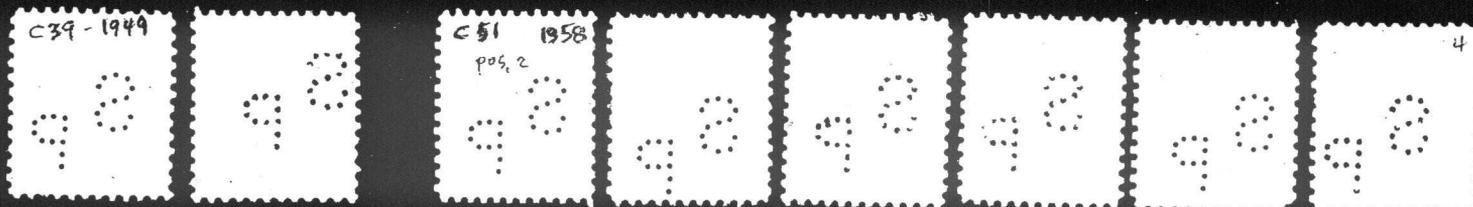
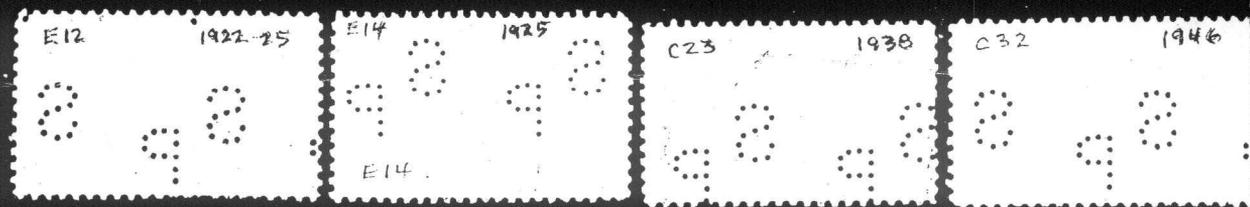
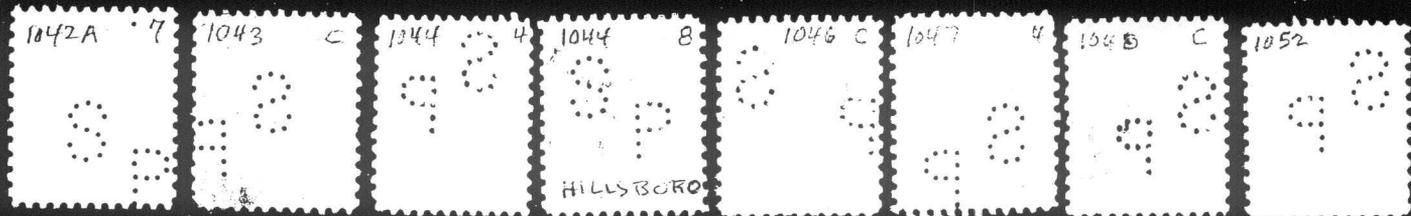
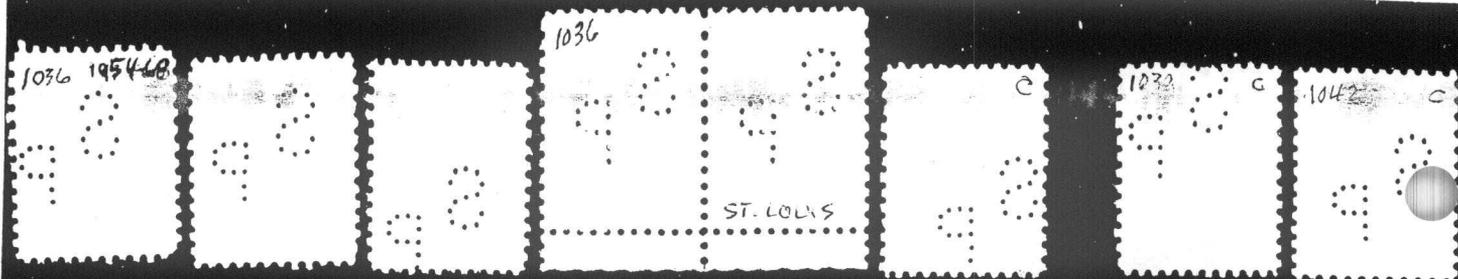






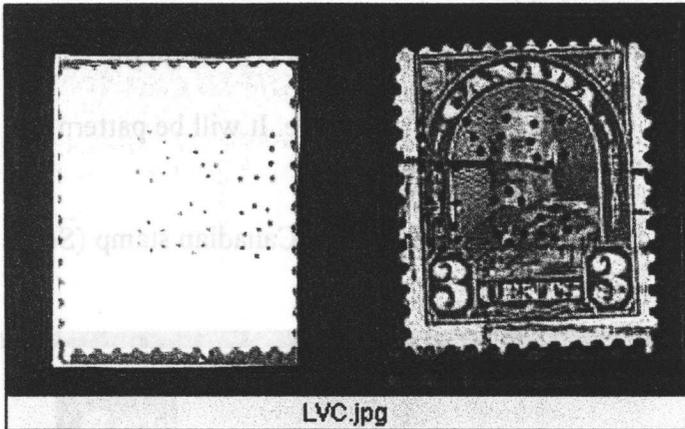






N.B. This accumulation of 130 U.S. perfins, pattern S-216 is important. It shows the period when the perforator was repaired.

New pattern LVC/SCo (US L158) found on Canadian Stamp



In 1920 the US Supreme Court rendered its verdict in a case which involved the Lehigh Valley Railroad Co, the Lehigh Valley Coal Co. and the Lehigh Valley Coal Sales Co. These three companies had been accused in 1912 of being so “united that they constituted a combination in restraint of interstate trade and commerce in anthracite coal and an attempt to monopolize and an actual monopolization of a part of such commerce, in violation of the Anti-Trust Act of Congress of July 2, 1890” (the Sherman Anti Trust Act).

Anthracite was a valuable hard coal found in the early 1800’s in the Lehigh valley, and during the next 80 years mines were opened in this eastern Pennsylvania region, railroads were constructed, and their owners, trying to maximize their ‘robber baron’ profits had entered into interlocking ownership of transportation and of the goods carried on these interstate railroads and were happily restraining competition as much as they could get away with. They also had set up a Lehigh Valley Coal Sales Company in New York to make it appear as if the coal was owned by the latter when transported. Each of these three companies used perforators.

L156 is the pattern used by the Lehigh Valley Railroad Co., of New York, NY from 1902 - 1917

L156A is likely theirs also. It was in use from 1917- 1918.

L157 is the pattern used by the Lehigh Valley Coal Co. of Wilkes-Barre, PA from 1908 – 1954.

L158 is the pattern used by the Lehigh Valley Coal Sales Co. of New York, NY., in use from 1908 – 1945.

L158.1 is the pattern in use by the Lehigh Valley Coal Sales Co. of Syracuse, NY from 1938 – 1954

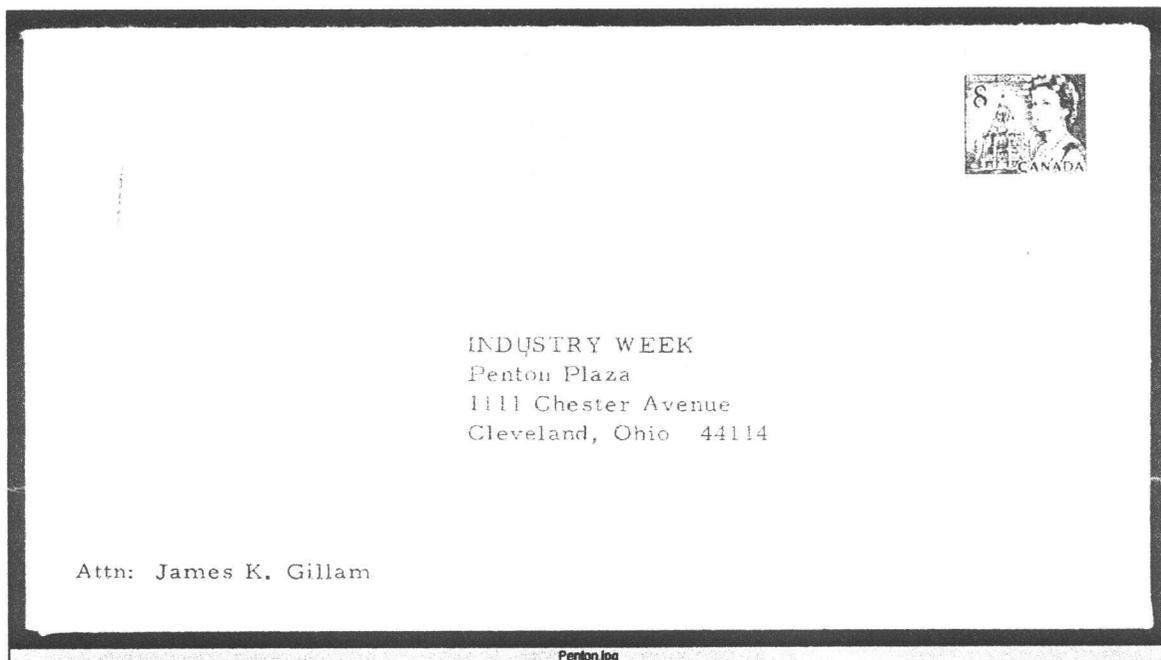
Sales companies in the USA at times sent reply envelopes or cards to potential customers with pre-paid postage. Some (especially insurance companies) would equip their salesmen with pre-paid envelopes so they could promptly mail contracts back to head office.

For their Canadian customers they would go to the trouble of obtaining sheets of Canadian stamps, perforate them as they would US stamps, and send out the pre-paid envelopes to Canada either by mail, or via their agents.

Pattern L157 has been found previously on a Canadian stamp and is listed in the handbook as pattern L7.

Now a Scott 167 has been found with US pattern L158, see above. It will be pattern L11 in the new handbook being prepared by editor Jon Johnson.

An example of a pre-paid envelope with US pattern P185 on the Canadian stamp (Scott 544, pos 4) is shown below:



Steve Koning

No Dues needed by the BNAPS Perfins Study Group for 2006

The current balance of our bank account, prior to printing and mailing issue whole # 126 is \$1432.88

Chairman Barry Senior and my self made an executive decision that it wasn't necessary for us to charge dues this year. We also didn't charge any last year. Any members who prepaid for these years will have the credit for those payments carried forward to future years. I thank the members who sent me unused postage stamps to use for mailing. It helps keep costs down.

Steve Koning