

THE BNA PERFORATOR

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Editor's Post:

¶ Quebec City hosted this year's BNAPEX September 21st to 23rd and the Perfin Study Group held a seminar on the Saturday afternoon. The presentation, made by Jon Johnson and Gary Tomasson, was titled The Growth of the 5-Hole OH/MS Perfin. The presentation was instructive and page 12 of this issue provides a brief summary of the material. Unfortunately the session was sparsely attended there being just 5 in attendance.

After the presentation Gary and Jon enlisted the help of 3 of the attendees in expanding the Canadian Stamps with Perforated Initials Handbook to include the known perfin position for each issue of a pattern. The plan is to create the new format starting with the Tremblay position check list which was compiled some 20 years ago. It was published in The Perforator Volume 23 No 1, 2002 and is available on the BNAPS website.

Gary's invitation to participate is on page 2.

¶ This issue and the letter B would cost \$23.66 to print (4 b/w pages at .026¢ and 13 colour at .13¢) for the 14 on the mailing list. It is cheap to print at \$1.69 a copy. Postage is another matter — 9 domestic (\$16.20), 2 USA (\$5.90) and 3 international (\$7.50), totalling \$45.77 (including the HST). When the Perforator weighs over 100 grams, these costs get even higher.

If we think about including the mailing list members in the perfin position survey we can certainly expect to be spending a considerable amount on postage.

On checking with BNAPS I learned that half of the mailing list are no longer BNAPS members; most have

not been members since 2010. I would add that only one study group member has ever actively corresponded with your editor and participated in providing information on various Perforator topics. I am including a separate letter to the BNAPS members on the mailing list specifically asking if they wish to be included in the position survey.

How would you feel about dropping the former BNAPS members from the mailing list? Dropping these from the mailing list going forward would cut the postage costs in half. It is not a question of funds—we have the money. It is really about sending the Perforator to individuals who, by their silence and non-BNAPS membership seem to have left the hobby.

This is not a decision I feel comfortable making on my own. I will very much appreciate your input.

¶ The session preceding the Perfin Study Group was a very well attended presentation by Scott Tiffney on the services and resources available from the American Philatelic Society Library. (<https://stamps.org/about-the-library>). A copy of every issue of The BNA Perforator is forward to the APS Library. Some back issues of the APS publication, The American Philatelist were available The inside cover of the magazine listed donors and this got me thinking about our Study Group's bank account. There was no real consensus on what we might do with some of our funds but I wonder how many of you would agree to a donation to the APS. It could be modest—\$300. Some feedback on this suggestion would be appreciated.

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¶ The Study Group's presence at BNAPEX was instrumental in adding 2 new members; Geoffrey Meyer and Andre Giguere. Geoff has a very inter-

esting way of displaying his perfin which has led to the solution of a small mystery. (page 11).

1st September 2018 changes to the 5th Edition of the Canadian Stamp with Perforated Initials.

5.A.4	A14	Add stamp # 197
5.C.8	C24	Add stamp # 854
5.C.11	C28	Add stamp # 1177 and # 1343
	C29	Add to Addenda & Notes Found with Winnipeg cancel.
5.H.1	H3	Under USER'S IDENTIFICATUON remove – and add H.E. VERRAN COMPANY INCORPORATION
		Remove STAMFORD CT and add NEW YORK NY
		Add to Addenda & Notes Moved to Stamford CT in the 1920's
5.J.1	J1	Add stamp # FWT9
5.L.1	L1	Add stamp # C3
5.O.3	O8	Change EARLIEST POSTMARK from 1924/04/15 to 1923/10/23
		Change LATEST POSTMARK from 1942/08/04 to 1942/08/05
J.1	FWT9	Add perfin number J1

Canadian Stamps with Perforated Initials

Gary Tomasson

Sixth Edition with Positions

You are invited to contribute to the format of the sixth edition of the Canadian Perfin Handbook, where we record all perfin positions reported for each Canadian Stamp plus any mint stamps. The starting point, of course, is the original perfin position list prepared by Conrad Trembley, which is included in the attached list.

The Letter "B" has been included as a separate attachment to the email that brings you this issue of The Perforator. It is the **proposed** (test) layout and will be finalized after more input has been received from the BNAPS Perfin Study Group. The actual positions

are as shown in Addendum C – Determining a Perfin Position in the current Perfin Handbook. Please add your unrecorded positions.

The ***Mint** reflects that a mint copy is known in that stamp and in that position, but is NOT *Philatelic. The difference being that mint is in the period of use whereas philatelic is generally out of the period of use. All information or comments should be sent to gary.tomasson@gmail.com

'It has long been an axiom of mine that the little things are infinitely the most important.'

Sherlock Holmes - *A Case of Identity*

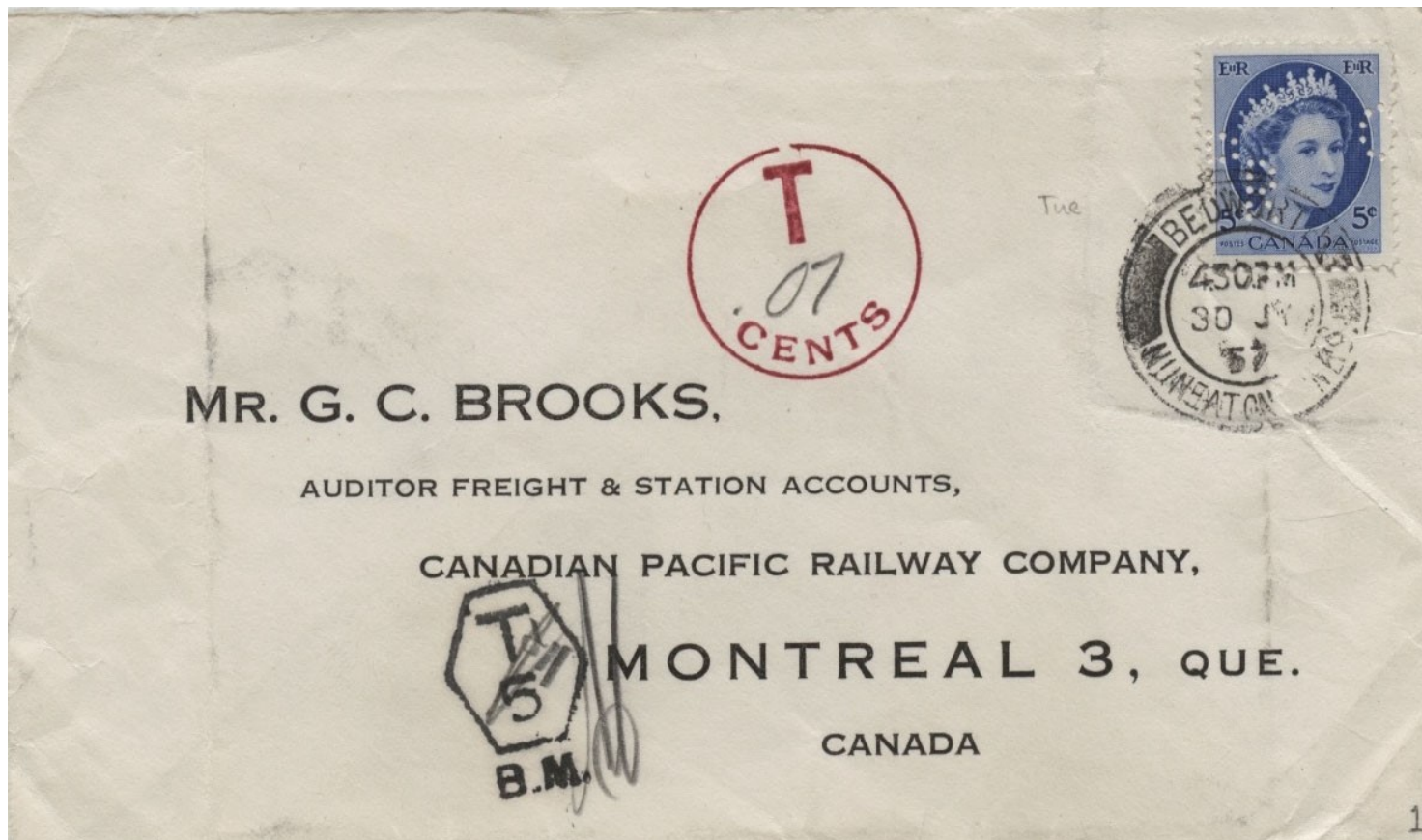


Figure 1: A CPR perfin cover mailed from the UK with improper postage – a 4-cent Canadian Wilding issue with a C34 perfin (Montreal). The cancel reads BEDWORTH NUNEATON [?] 430 PM 30 JY 57. Bedworth is just east of Birmingham. The British Mail (“B.M.”) postage due tax hand stamp reads Td/5 – indicating 5d (pence) due. The red postage due hand stamp is apparently from the Canadian postal service and reads .07 cents. The author applied two pencil inscriptions on each cover. The first is near the cancel and indicates the day of the week for the cancel and the second is at the lower right and indicates the sequence of the mailing (“1” = earliest cancellation, etc.).

This is why I love philately and this is why I particularly love perfins. These little pieces of old paper often tell us a story and sometimes that story has a mysterious puzzle that begs to be solved. In this case, five covers (Figures 1 to 5) that show illegal usage of Canadian postage on covers posted from the UK. The stamps are perforated with the C34 perfin – Canadian Pacific Railways. What was going on here?

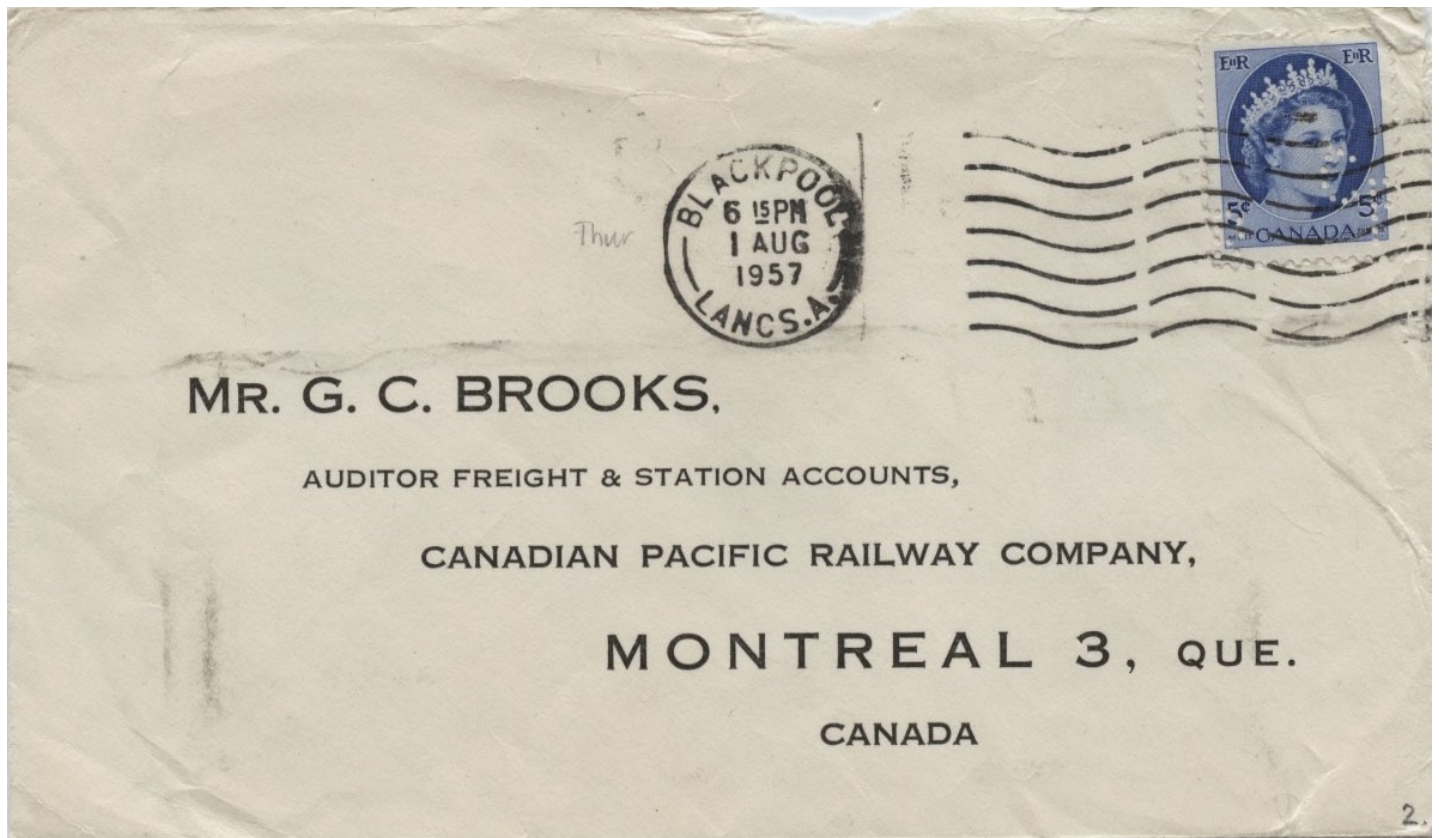


Figure 2: The cancel reads BLACKPOOL LANCS.A. 6 ¹⁵PM 1 AUG 1957. Blackpool is just north of Liverpool. No postage due tax stamp was applied to this cover.

These covers were obtained from David Jones, the former secretary for the BNAPS Board. Correspondence between David and I established two working hypotheses on the origin of these covers.

Hypothesis 1: The *Philatelic* Hypothesis

There is a well-documented practice of stamp collectors mailing covers to themselves in order to receive collectable markings. I know – I’ve done it myself.

If these covers were philatelic in origin, the obvious suspects would be someone in the CPR Freight Office in Montreal since they would be the only ones to easily retrieve the covers.

Hypothesis 2: The *Official Mail* Hypothesis

If these covers were actually official, they may have been a part of waybill, possibly a Self Addressed Stamped Envelope (SASE) franked in Montreal and accompanying freight onboard CPR steamships from Canada to the UK. If true, these covers were to be mailed back to Montreal upon delivery of the freight as part of the CPR accounting system. This appears reasonable since, as the address states, G. C. Brooks was the auditor of “Freight & Station Accounts”.

To determine which hypothesis is more probable – or if there exists an all-together different hypothesis, let’s look more deeply at the facts and what they may mean.

The Facts 1 – The Very Existence of the Covers

The very fact that these covers exist on the philatelic market strongly suggests that someone involved with their mailing or their receipt recognized their potential philatelic value and either a) mailed them deliberately in order to acquire the postage due markings b) rescued them from the trash or c) extracted them from storage. Therefore, it does not seem out of the question that someone in the CPR office was a philatelist (or knew of one) and so could have either deliberately perpetrated this crime while in the UK or, they could have recognized their philatelic value *after* they arrived in Montreal and were thus saved from the trash or the office archive.

However, for a travelling staff member to perform this philatelic stunt by purposefully mailing these covers solely for their philatelic value would seem somewhat foolhardy for as philatelic collectors know, the whole reason for the use of perfrins was to dissuade employees from misusing company postage.



Figure 4: The cancel reads COVENTRY. WARWICKSHIRE B 6-PM 7 AUG 1957. Coventry is a suburb of Birmingham. The postage due tax hand-stamp appears to read 223 / T with the same purple pen highlighting the stamp as the apparent source of the infraction. A 7-cent Canadian postage due is also seen with the same handwriting and same use of “.07” as in figure 1.

If caught an underling of Mr. Brooks could have put their job in jeopardy. Not only were they misusing company postage but also misusing company stationary, costing the company postage due, and wasting company time. A travelling employee would have been much wiser to simply mail some improperly franked covers to their home address or to the address of a philatelic conspirator.

This leaves C. G. Brooks himself. Since Brooks was the boss he might be somewhat immune to detection and subsequent punishment. Nonetheless this is also somewhat difficult to justify because Mr. Brooks would have had a supervisor, and being caught could still have consequences. It seems more reasonable that Mr. Brooks would have been wiser to acquire the postage-due markings by sending non-company mail from the UK to his home.

The Facts 2— The Rate and the Postage Due Tax

As apparent in the scans (see Figure 1) all five of the covers were mailed from the UK between the dates of July 30th and August 13th 1957 and all from separate locations in southwestern England (see Figure 6). The covers

are franked with Canadian Scott #341 (5-cent Blue Wilding 1954-1962) all with the very common C34 perfin (RF= 1) produced in the Montreal offices of the Canadian Pacific Railway Company and used between 1934 and 1971 (5th Edition of the Canadian Stamps with Perforated Initials, www.bnaps.org).

British mail caught three of the five illegal covers. Two were marked with 5d (5-pence) postage due hand stamps while the one from Coventry seems to be a bit of a puzzle, having a handwritten cryptic postage due mark which appears to say either “223 T” or “223 / 1”. One possibility is that it was a summation of the total of the postage due converted into Canadian cents — $2+2+3=7$. This appears to be possible as the red Canadian postage due hand stamp. The 1957 airmail rate from the UK to Canada was one shilling and three pence ($1/3$, 1s 3d, or “one and three”), while the surface rate was $2\frac{1}{2}$ d. Therefore the postal officials apparently assumed the covers were going to Canada via steamships (therefore $2\frac{1}{2}$ d postage and $2\frac{1}{2}$ d tax). Since there were no airmail etiquettes and the envelopes are not airmail envelopes, this would be an obvious

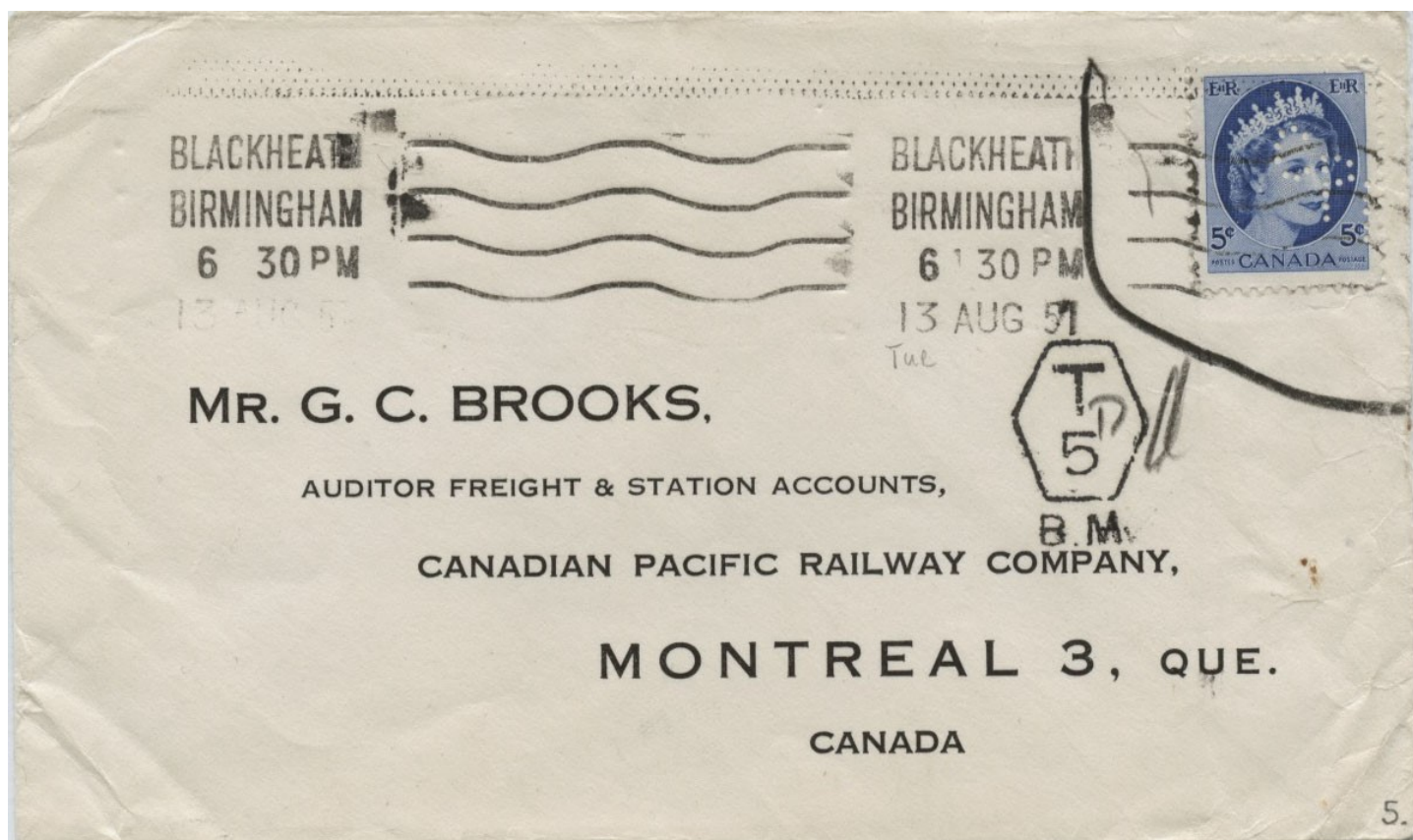


Figure 5: The cancel reads BLACKHEATH BIRMINGHAM 6 30PM 13 AUG 57. Blackheath is a suburb of Birmingham. The postage due tax hand-stamp reads Td / 5 B.M. with black pen highlighting the stamp as the apparent source of the infraction.

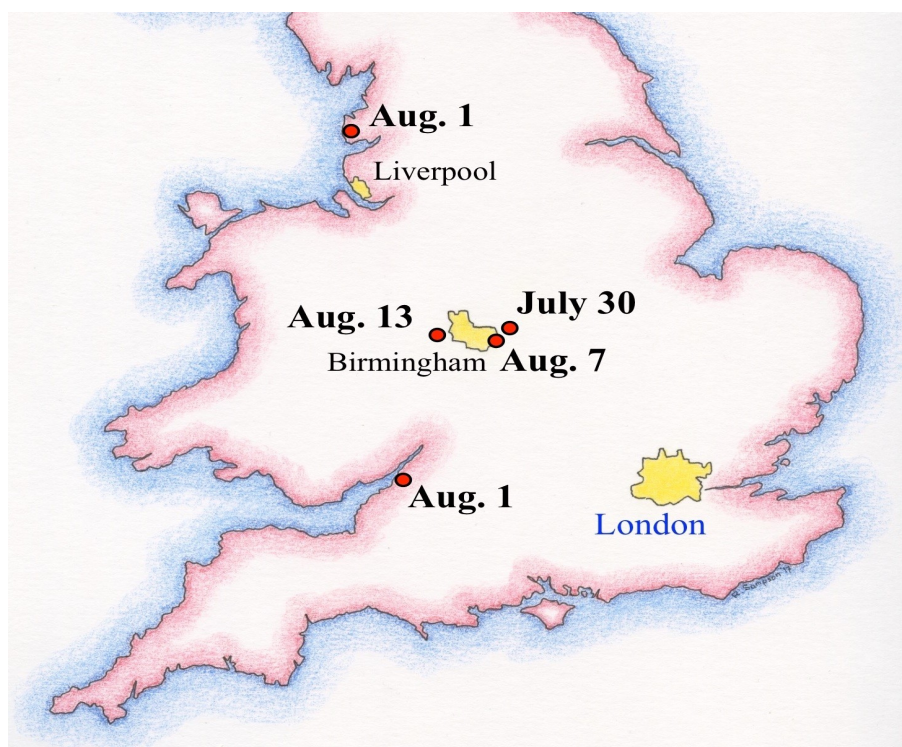


Figure 6: Map showing the location and cancellation dates of the five covers. Note the two furthest locations occur on the same day. (Illustration by the author)

assumption. None of the five show any receiver cancels, but 2 received additional red postage due hand stamps from the Canadian postal officials.

But why were the covers franked with 5c postage?

The average currency exchange in 1957 was 1c CDN = 1.12d (historical statistics .org). This may suggest that the person applying the Canadian postage did not know the exchange rate since 4c postage would be been sufficient to equal the 2½d surface rate. This fact appears to be against the possibility of a CPR employee at the Liverpool office mistakenly applying Canadian postage to these envelopes. However an alternative explanation is that the 5c postage may have been applied in the mistaken belief that the UK postal authorities would have allowed its passage. This supported by the fact that once converted to pence, the franking covered the surface rate AND the expected postage due tax caused by the illegal use of foreign postage. (i.e. 2½d surface rate + 2½d tax is close to 5c Canadian). If so, this evidence supports the official use hypothesis, since the application of the 5c postage could have been a misinformed attempt to avoid additional postage due at reception—and thus the application of the collectable markings. It is interesting to note that for two of the covers this may have actually worked since they were not taxed.

It is also apparent from the address on the envelope that they were intended for international use since the address includes the word “Canada”. Checking all my other CPR perfin covers (232 in total) shows only one other example shows only one other example where the address includes the country of origin—Canada. This strongly suggests that the foreign freight accounts may have been the proper usage for these envelopes.

If the philatelic hypothesis is correct, it strains logic that the franking rate would be an attempt to cover the surface rate *plus* the anticipated postage due tax. A simpler hypothesis would be that the philatelic conspirator would apply the approximate surface rate —3c— and assume the tax at the other end. If the desire was to collect postage-due stamps, why attempt to cover the expected tax and avoid the hand stamps - like the two covers have done?

The Fact 3— The Envelopes; the Placement of the Stamps and their Opening

The placement of the stamps on the envelopes provides some evidence to suggest that the covers were franked by the same person (G. C.?) who was careful to preserve the attractiveness of the cover.

For the five covers in this study, the distance from

the centre of the top edge was found to be 4.0 millimeters with a sample standard deviation of 0.9 millimetres ($\pm 0.9\text{mm}$). The average distance from the centre of the right edge of the stamp to the right edge of the envelope with a sample standard deviation of 0.4 millimeters ($\pm 0.4\text{mm}$). The sample standard deviation is a measure of the variations of the measurements and the smaller the value the more consistently the stamps are affixed to the same location on the envelope.

From my collection a randomly selected sample of 10 letter-sized covers with no evidence of reduction, (i.e. cutting a section of the envelope away) that were all franked with similar single sized stamps produced an average vertical displacement of $4.5 \pm 3.3\text{mm}$ and horizontal displacement from the right envelope edge of $7.3 \pm 4.7\text{mm}$. The large discrepancy of average distance and especially the standard deviations between the CPR covers and the random sample, strongly suggests the same person franked all five of the CPR covers.

The fastidiousness of the place supports both hypotheses. A stamp collector wishing to preserve the value of the covers would be careful to maximize the visual appeal. On the other hand a secretary assistant or other office worker charged with preparing these envelopes for inclusion in a way bill may be impelled to produce a consistent appearing cover, since these covers could have been seen by their supervisor (G.C.?) as a reflection of the quality of their work.

The evidence also suggests that the same person opened all the envelopes and that person was most likely not interested in saving the covers for philatelic purposes. The very fact that they are all opened supports the official use hypothesis. Philatelic covers are often unopened since their contents are often irrelevant with respect to the cover's philatelic value. I have seen numerous unopened first day, first flight and others filled with a blank piece of cardboard.

A careful examination of the openings of the envelopes reveals some consistencies that suggest a rather dull letter opener or other pointed device was inserted under the right hand side of the back flap. All five show obvious damage (tears, folds and missing paper) to this part of the flap indicating the location where the letter opener was inserted. This also strongly suggests that the person was right-handed (the right-handed author conducted an experiment with his own mail and closely reproduced the same effects). The letters were then opened in a quick motion that in three cases produced an exit wound on the opposite side—on the side of the envelope beside the stamp. The proximity of this exit wound to the

stamp clearly suggests that the person opening the envelope was not careful to preserve the philatelic value of the cover. Therefore some else appears to have recognized the value of these covers after they were received and opened. This suggests the covers may not have been intended to be collectable since it would have been wise to alert the receiver (a secretary for instance) and have them set aside for more careful opening. Since the letters were addressed directly to G. C. Brooks it is possible that Brooks himself opened them.

The Facts 4—Who was G. C. Brooks?

An Internet search reveals a considerable amount of information on G. C. Brooks. His service in the Great War was extracted from the online services in the Library and Archives (www.bac-lac.gc.ca). Mr. Brooks was born October 12th, 1896 and his full name was Goldwin Chilson Brooks. He was drafted on June 25th 1918 under the Military Service Act of 1917. G.C. was then assigned to the 1st Depot Battalion of the 1st Quebec Regiment and discharged only 44 days later on August 8th. At the time he was “single” living in Sherbrooke Quebec and his occupation was listed as “clerk”. G. C. continued his vocation and afterwards and in online scans of the publication *Railway Age* for February 4th, 1928 (page 340) under the section “Traffic Officers” it was announced that G. C. Brooks was appointed assistant general freight agent to the CPR with headquarters in his hometown of Sherbrooke. A later addition of the same periodical states that Brooks was appointed freight accountant and freight claim agent for the Quebec Central Railway with its headquarters also in Sherbrooke. (see Figure 7). The CPR leased the Quebec Central from 1912 to 1994 and covers with CPR perfin are nor uncommon.



Figure 7: An unused postcard showing the headquarters of the Quebec Central Railway in Sherbrooke Quebec where G. C. Brooks worked 1928 to 1934.

Brook’s moved to Montreal in the 1930’s. Viewing the online scans of the Lovell Directory for Montreal found the first record of G. C. in 1934-35 where he is listed as an employee of the CPR. Apparently he was promoted to Chief Joint Facility Accounts in 1936-37. then joined the freight department in 1950 and was appointed to the position stated on the covers in 1955. The accounting department was located in the Windsor Street station of the CPR (Figure 8). Brooks appears to have retired from the CPR in 1961.



Figure 8: Unused postcard of Windsor Station in Montreal, the head office of the CPR and workplace of G. C. Brooks during the mailing of the perfin covers.

His wife was named Eva and Mr. Brooks died on March 21st, 1964 and was buried in the Mount Royal Cemetery. His obituary mentions no children, no occupation and no hobbies (ancestry.com).

The Facts 5— Was G. C. Brooks a Stamp Collector?

Searching the online publications on BNAPS and the 1956-57 membership directory of the Royal Philatelic Society of Canada found no mention of a Mr. G. C. Brooks. A search on the online Canadian philatelic bibliography (www.bac-lac.gc.ca) also did not find any evidence that Mr. Brooks was a stamp collector.

While attending the 2017 summer seminars of the American Philatelic Society’s headquarters in Bellefonte PA, I enlisted the assistance of the librarians of the APS Philatelic Research Library. There I searched the past issues of the Montreal Stamp Club newsletters from the period (1950’s) while the librarian searched the closed stacks that contain confidential stamp club membership rosters. All attempts failed to find any mention of G. C. Brooks.

Therefore, there is no evidence that G. C. Brooks was a stamp collector. It is not unreasonable that some

one willing to perpetrate such a scheme would be a serious collector of postal history and as such, would seek the company of fellow collectors and historians. This should have caused his name to appear somewhere in the relevant clubs and societies.

Yet as the famous astronomer Carl Sagan once said, *“absence of evidence is not evidence of absence”*. The world is full of “closet collectors” - collectors that never exhibit, never publish, and never share their interests with other collectors.

The Facts 6—Was G. C. Brooks at the Scene of the Crime?

Was G. C. Brooks in the UK at this time? From searching online passenger lists (findmypast.com) there are no records of either G. C. or his wife Eva arriving in the UK by steamship. At this time Canadian Pacific Steamships departed Montreal every few days and arrived in Liverpool. Not only is this the most logical method for England bound Montreal travellers, but also for the hypothetical freight that these covers may have represented.

Canadian Pacific Steamships would have been the most likely method of travel since if Mr. Brooks chose an air carrier, as a prominent employee of CPR, one would expect him to travel on CP Air. Yet at that time this carrier did not land in England (timetableimages.com) but would have landed in Madrid, this adding an additional and unnecessary level of complexity to this puzzle.

A careful examination of the cancellation dates and the geographic distribution of the cancels strongly suggests that one person could not have mailed all five covers since the Blackpool and Bristol covers were mailed on the same day (cancelled only 1¼ hours apart) and yet are the two most distant towns of the five (see Figure 6). This does not exclude the possibility of multiple philatelic conspirators but once again, adds an unnecessary level of complexity to the hypothesis—recall Occam’s Razor—the simplest hypothesis is the most likely.

Conclusions

Alas there is no smoking gun. However, the weight of the evidence strongly suggests that these covers were more than likely officially used but franked with improper postage (see Table 1). Most likely there were SASE and

Evidence	Phil.	Official
Existence of the covers on the philatelic market	X	X
Use of perfin (deterrent to illegal usage)		X
Postage rate applied (Including approximate tax)		X
Address on envelope includes “CANADA”		X
Placement of the stamps on the envelopes	X	X
Opening of the envelopes to retrieve contents		X
Damage due to the opening of the envelopes		X
No evidence that GC was a stamp collector		X
No evidence that GC was in the UK at the time		X
Difficulty in air travel via CP Air		X
The timing vs. geographic location of the cancels		X

Table 1: The evidence and whether it supports the philatelic or the official use hypothesis. It is apparent from this table that the bulk of the evidence supports the official use hypothesis.

part of a waybill that accompanied England-bound freight on board Canadian Steamships departing Montreal and arriving in Liverpool. The contents of the returned covers may have provided accountants and auditors (i.e. G. C. Brooks) with evidence that the freight had arrived in a timely and satisfactory condition. The illegal use of Canadian postage may have been a mistake or, as the rate analysis suggest, a misinformed attempt to convince the UK postal authorities to let these covers through.

To further support either hypothesis would require further evidence, especially additional covers of their kind. If these covers were in fact official, it is somewhat baffling why the Montreal head office did not do what many other perfin-using companies have done in the past—simply

have the ULK offices of the CPR forward perforated UK postage to the Montreal head office, then affix this postage on these Self Addressed Stamped Envelopes. This is even more baffling when it is common knowledge that the UK offices of the CPR had their own perforating machine (see Figure 9).

Readers are now encouraged to search their collections and their memories for more clues to this mystery.... "the case of the wayward perfin".

The Author:

Russel D. Sampson is a professor of physical sciences at Eastern Connecticut State University at Willimantic, CT. Not only is he a scientist but is also a trained visual artist. His professional research activities include astronomy, the atmosphere and education. In philately, he has been collecting, researching and exhibiting since the 1990's and specializes in Canadian perfins (especially those of KE VIII issue and the C6- CBC. He is also interested in Canadian slogan cancels and in particular, those from his previous home, Edmonton AB.

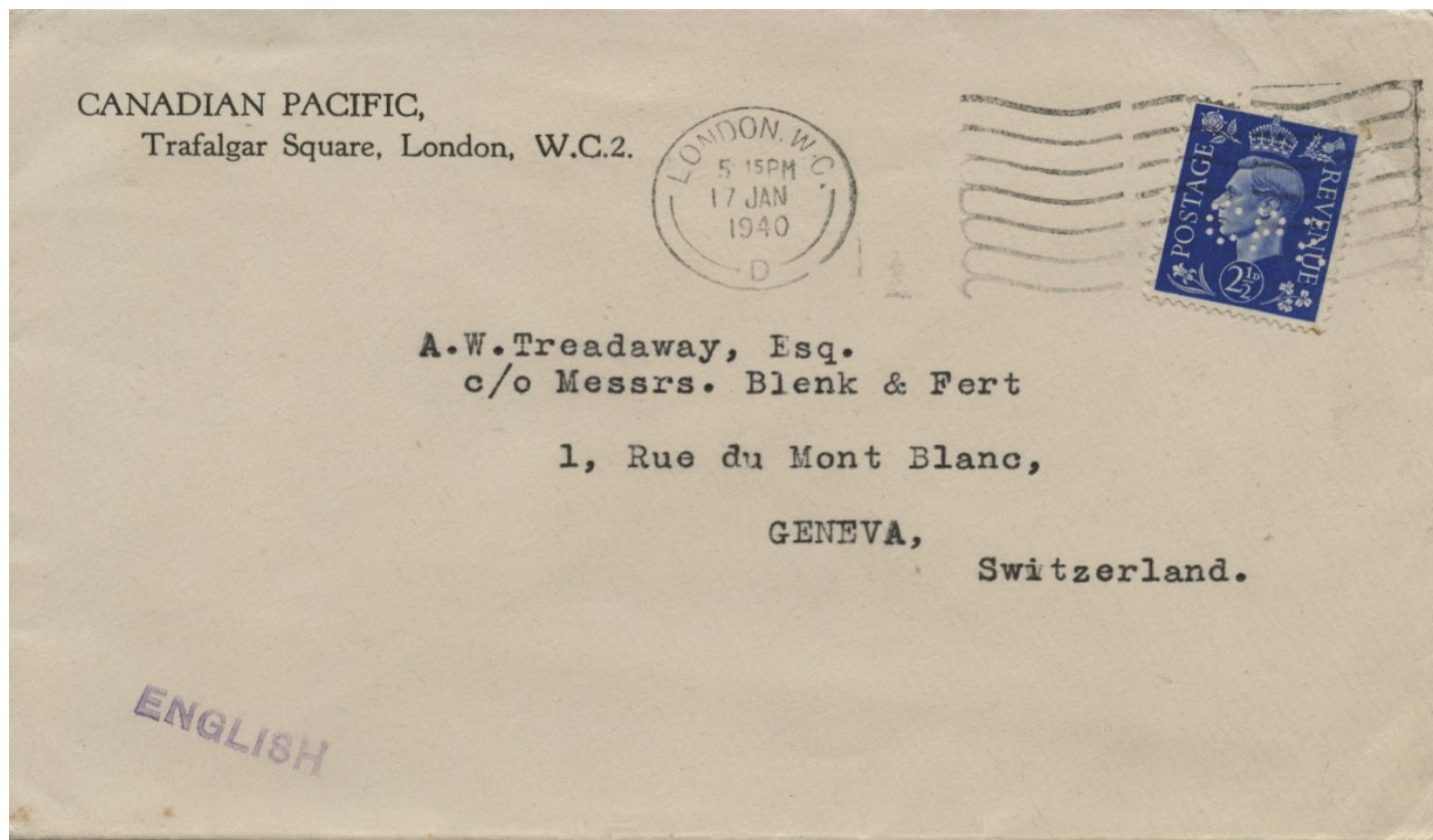


Figure 9: A sample of a CPR perfin produced by the UK office of the Canadian Pacific Railway, cancelled LONDON W.C. D 5 15 PM 17 JAN 1940. It is curious that the covers in this article were not franked with CPR perfin UK postage produced from this office.

We are all familiar with this common pattern, of Lamontagne Ltd. of Montreal QC. And it is fairly obvious what the “LL” in the stands for but what about the two “B”’s? (Figure 1).

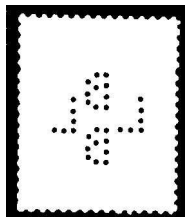


Figure 1. The B10 pattern from the 5th Edition of the Canadian Stamps with Perforated Initials. Lamontagne perforated issues beginning with the Admirals and ending with the Arch.

At BNAPEX this year Gary Tomasson, Jon Johnson and I were introduced to Geoffrey Meyer , a perfin collector with a unique way of displaying his collection. His page with the Lamontagne perfins had a number of illustrations— the interior of the store, a post card showing the store on Notre Dame Street West, and this advertisement for saddles (Figure 2).



Figure 2. A Lamontagne advertisement from April 12th, 1909 in the Montreal Gazette

Note the reference to the “Balmoral Block” underneath “RIDING SADDLES”. The post card showing the Lamontagne enterprise makes the same “Balmoral Block refer-

ence. (Figures 3 and 4).



Figures 3 and 4 (insert). A post card of the extensive building which housed the Lamontagne enterprise on Notre Dame Street West with an enlarged section showing the second reference to the “Balmoral Block”.

So, thanks to Geoffrey now we know! The “BB” in “BLLB” stands for Balmoral Block, the home of the Lamontagne store.

The presentation by Jon Johnson and Gary Tomasson at BNAPEX was very informative. Study Group members are aware of the dangers of purchasing 5-hole OHMS perfins because of the large number of fakes. Gary's exhibit of fakes and how to distinguish these from the real thing was featured in issues 138 to 140 of the Perforator.

Their latest contribution to the topic seems to conclusively pinpoint the timeframe for the appearance of the 5-hole fakes. Table 1 below consolidates listings

of tissues and positions of the 5-hole variety from various philatelic publications of the late 1940's and '50's. The research shows a distinct pattern — a slow growth in the known issues from 1947 to 1950 and a virtual doubling of known issues between 1950 and 1954. This very strongly suggests that the fakes appeared at this time.

Table 2 shows the current CSPI and the 2012 Unitrade Specialized Catalogue listing for the 5-hole OH/MS pattern.

Summary of perforated 5-OHMS Official checklists						
	CBD Garrett BNATopics	CBD Garrett Maple Leaves	CPS of GB Maple Leaves	WC Gordon BNATopics	WT Jackson BNATopics	Wrigley Book
	V.4, #9 1947	V.2, #3 1948	V.2, #7 1949	V.7, #10 1950	V.11, #8 1954	(first) 1955
Issues	52	63	64	65	114	123
Positions	75	94	114	121	204	302
	Wrigley Book 9th Edition ~1979	133	495			

Table 1. Jon and Gary suggest that the issues listed in the highlighted publications are a lower risk of being fake

	BNAPS 4th Edition CSPI	BNAPS 4th Edition CSPI	Unitrade Specialized
	1985	2015	2012
Issues	62	75	129

Table 2. CPSI and Unitrade Specialized 5-hole listings

A comprehensive listing for issues and positions of both the 5-hole and the 4-hole OH/MS perfins is available in an Excel spreadsheet. With the permission of Jon and Gary this is available from your editor upon request.