

G.B. PERFIN STUDY GROUP NEWS-SHEET

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RAILWAY PERFINS

Mr Eades informs us that a slight error occurred in the notes on the Furness, Railway Company. This line was not completely divorced from the main system as stated but actually ran into Carnforth where it jointly owned a railway station with the LNWR.

Railway types further to those already listed are to be found under the heading "Additions & Corrections" whilst other possibilities are given in "Who Knows The Answer?".

WANTED

More articles are needed for future issues of the News-Sheet. We shall be most grateful to receive, if not an article, at least perhaps the material for a few paragraphs. Many members must know something about the origin and history of some of the concerns using perfins, why not let us have the information? We will knock it into shape.

Upon completion of the listing of railway perfins it is proposed to present, in a similar manner lists of those used by Banks, Insurance and Assurance companies. Information on any of these is requested.

PERFIN ARTICLES

The Secretary now has two spare copies of the Decemer 30th issue of Linn's Weekly Stamp News which contains many articles on perfins, mainly of the U.S.A. If anyone is interested in seeing a copy perhaps they would inform Mr Bowmam.

STOP PRESS

Another Member has just joined our ranks, _

C. Cox.

SECURITY ENDORSEMENT MACHINES AND PROCESSES

By Chas. Jennings.

Despite the vast amount of research that has been done on stamps with Security Endorsements and the extensive identification of the actual dies, not much is yet available in the way of official information regarding the machines employed for these purposes. The manufacturers, so wholly absorbed with the confidential nature of their works seem reluctant to divulge any particulars regarding the actual machines and processes. In addition I have found it impossible, so far, to secure any information from any person actually working with one of these machines. Perhaps other collectors may be more fortunate in this respect.

We do know, however, the basic principals of all perforating machines and these apply very largely to those used for Security Endorsements.

The operation of any perforation machine consists fundamentally of causing a metal pin to be thrust through sheets of paper at a given point, into corresponding holes in the bed of the machine. When the pin is withdrawn a neat hole will be found in the paper and the small circular disc removed will have passed through the hole in the bed into a receptacle beneath. In theory, at any rate, that is how the machine should work. Careless operation will, however produce entirely different results. If too many sheets are put under the machine at one operation, the pins may become strained and, not slipping into the holes in the bed will be snapped off against the flat metal bed. Even if this disaster is not produced, the small disc of paper which should have been pushed through the hole will be retained within the hole which will ultimately become clogged causing bending of the pins or imperfect punctures.

With this explanation in mind it must be remembered that the puncturing of stamps emanates from two distinctly different sources. A firm wishing to have punctured stamps may apply to Slopers for a supply. Slopers will obtain the stamps from the Post Office, manufacture a die and perforate the stamps. These will be supplied to accredited firms against a monthly account. Since Slopers pride themselves on a high degree of perfection in their work, all their products are perfect. It will be obvious from this deduction that "blind" holes, missing pins, reversed and inverted designs will be from the second source - privately operated machines.

If a firm wishes to produce its own punctures as and when required they may obtain a machine from Slopers or any other of several manufacturers of these machines together with a die or dies and these will be operated by office staff. In the hands of hurried or inexperienced operators the dies suffer considerably and the very many poor varieties are found. One of the worst offenders in this respect I have found to be the Eastbourne Council for about 80% of their punctures are "blind" or defective in one way or another.

This sharp division between consistent perfection and frequent imperfection enables a collector to differentiate between stamps from the two sources.

The first patent by Joseph Sloper for a perforation machine was taken out in 1858. This machine was intended to afford security for cheques and consisted of either a roller carrying projecting pins or of a punching device. A "stripper" for freeing the sheets from the bed of the machine was incorporated in the design.

In 1868 another patent was issued for a machine by Sloper for punching railroad tickets. Only provisional patent was granted for this.

An improvement of the railroad ticket puncher was produced in 1869 employing, a "stripper" and having interchangeable heads to permit a choice of designs. It is extremely probable that this was the machine first used for the perforation of designs in stamps. Indeed very few examples of punctured stamps have come to light with postmarks earlier than 1870. I have one surface printed stamp with a postmark of 1868 which was probably produced on this or the 1868 machine.

This machine was considerably improved by a patent of 1872 when interchangeable dies with interfitting female dies to procure changes in design were incorporated. The "stripper" was connected to both ends of the female die instead of to one end only on this machine. This machine was used to produce the bulk of the stamps of the 19th Century.

In 1893 Slopers' son produced a further machine which had a series of heads mounted on a horizontal wheel so that the operator could select any design at will. This was probably for use by large firms who employed different dies to distinguish between their various branches, etc.

Except for the use of electricity in the operation of machines and the employment of large multi-die machines there seems to have been little further change in the basic design of the 1869 machines.

The machines used for the puncturing of postage stamps consist of a heavy metal base with a broad apron for feeding the stamps into the "throat" of the machine where the stamps are punctured. Most of the machines used by Slopers are capable of taking a full sheet through the machine one row at a time. Smaller machines for use by firms are capable of taking only half a sheet or even less, and, in consequence, the general practice with such machines is to fold the sheet lengthways thus producing "mirror" or reversed impressions. Naturally if the sheet be fed into the machine bottom first, "upside down" and "upside down, reversed" impressions will be found. It is safe to say that almost all of these are from privately operated machines.

The smaller machines have an overhanging arbor secured to the base at one side of the throat while the large machines have an arbor supported by columns at both sides. A handle is pivoted in

the arbor so that by pulling it down, (in the hand operated machine), the male dies are thrust downwards through the paper into the female dies in the bed of the machine. As the sheets in most privately operated machines are advanced through the machine by hand it will be seen that there will be some variation in spacing between horizontal rows. The number of dies employed varies from one to twelve operating at one movement. Foreign machines are generally arranged so that one, five, or ten dies are used at one operation since their sheets consist of 100 stamps and not 240 as in the case of British stamps.

The number of sheets to be punctured at one operation should never exceed five but where dies employing a large number of pins are used the number should be reduced even to single sheets.

The most modern refinements of these machines attain very high speeds and in these a rotary cylinder carrying a large number of dies revolves against another "female" cylinder carrying the corresponding "female dies". The paper passes between these receiving the puncture and, although I have no evidence concerning this, I suspect that stamps still in large rolls, are processed in this manner and probably the stamps with sideways watermark are produced the same way.

All these machines are, of course, designed to take the standard size low value definitive and, if large commemoratives or high values are passed through then two or more impressions will appear on each stamp. Single die machines can, of course, be used when only, one impression will appear.

An article on Security Endorsement machines would not be complete without mention of the "EVERETT" Thief-Stamp Detector. This consisted of a horizontal roller containing eight rows of metal designs rolling in contact with an ink roller. Each row consisted of six designs so that one complete revolution of the roller would produce 48 impressions in ink on the backs of the stamps. The rollers were united by a metal arbor having a handle in the centre and looking rather like a photographers "squeegee". The machine was, invented by W.H. Everett & Son Ltd., and was marketed at the price of £1 somewhere about 1910.

I have only seen stamps bearing the initials of Messrs. Everett, themselves so far, and these are on stamps of Edward VII, (Harrison and Somerset House printings), and of George V 1912 issues. Probably other initials exist.

I am conscious that many additions and corrections may have to be made to the information in this article and possibly collectors in a better position to furnish information may be able to help in this direction. I shall be happy to receive any further information or corrections.

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PERFIN OFFER

Mr N Lyre informs us that he has a large accumulation of perfins which he is anxious to exchange for used postage stamps of any country. Anyone interested should contact him to form a basis of exchange.

SOME RAILWAY PERFINs OF GREAT BRITAIN Cont.GREAT WESTERN RAILWAY

1.	GR/W	Echelon	10,16,11	4mm.
2.	GWR	H	10,14,12	4½mm.
3.	GWR	H	11,14,12	5mm.
4.	GWR	H	9,11,10	5mm.
5.	GWR	H	10,14,12	5mm.
6.	GWR	H	9,12,10	5½mm.
7.	GWR	H	9,12,10	4½mm.

Although sanctioned in 1835 the first line, from Paddington to Maidenhead was not opened until 1838. This was due to the wider gauge of 7 feet which their engineers favoured and the method they adopted in laying the rails. However, in spite of the very slow start it soon became one of the premier companies of its day and was running trains at 40 mph whilst 25-30 mph was the general rule on other lines. By 1841 it had the longest main line in the British Isles, a stretch of 118¼ miles from London to Bath.

The above dies have been listed in the-order in which they appear to have come into use, die 1 is known as Q.V.1d red and 1d lilac; Die 2 on-all issues from 1d lilacs to K.G.VI Dark Colours; Dies 3 & 4 on the earlier K.G.V issues; Die 5 on K.G.V. & K.E.VIII; Die 6 on K.G.VI Dark Colours; and Die 7 on K.G.VI Light Colours.

Since some of these dies appear to have been in use at the same time one assumes that they were located in different areas. Further study of the postmarks may in time substantiate this theory.

LONDON, BRIGHTON AND SOUTH COAST RAILWAY

1.	LB/&/SCR	2H	7,15/14/13,8,13	5¼/5/4¾
2.	LB/SC	2H	7,14/11,8	5¾/5¾
3.	LB/SC°	2H	6,12/10,9	5¼/5¼
4.	L.B/S.C	2H	7,14/11,8	5½/5½
5.	LB/SC	2H	6,12/10,9	5½/5½
6.	LB&SCR	D	6,12,9,10,7,11	4
7.	LB&SCR	D	7,12,8,9,7,11	4
8.	LBSCR	S	7,13,10,8,11	4¼
9.	L.B/&/S.C.R	3H	7,15/14/13,8,13	5/4¾/4¾
10.	LB/SC	2H	8,15/11,10	5¼
11.	LB/SC	2H	8,15/11,9	5¼

The company was formed in the latter part of the 18th century from the London & Croydon Railway (1835) and the London & Brighton Railway (1837). Prior to its incorporation into the Southern Railway in 1923 it served a large portion of South East England, the area it covered being roughly in the form of a triangle between London, Hastings, and Portsmouth with Brighton at the centre of the base.

Of the eleven dies recorded I have personal knowledge of only the first five and I have these on stamps as follows; Die 1, on Q.V. 1d Red; Die 2, K.E.VII, and K.G.V; Die 3, Q.V. 1d Lilac, Jubilee issue and K.E.VII; and Dies 4 & 5, K.E.VII.

Mr Jennings reported Die 6 which he has on Q.V. 1d. Red and Mr Young the remainder.

LONDON AND NORTH EASTERN RAILWAY

1.	LN/E	2H	6,10/9	6¼/6¼
2.	LN/E	2H	6,11/9	4½/4½

Formed in 1923 under the Railways Act from the North Eastern, North British, Great North of Scotland, Great Northern, Great Central, and Great Eastern railways, it later became part of the Eastern Region of the British Railways when the Nationalisation bill was passed shortly after the second world war.

Die 1 can be found on all issues from K.G.V. Light colours to K.G.VI Dark colours whilst Die 2 has only been seen on K.G.VI. Light colours.

LONDON AND SOUTH WESTERN RAILWAY

1.	LS/WR	2H	6,10/13,11	4¾/4¾
2.	LS/WR	2H	6,10/12,11	5/5
3.	LS/WR	2H	6,10/11,10	5¼/5¼
4.	LS/WR	2H	6,8/11,10	6/6
5.	LS/WR	2H	6,11/13,11	4¾/4¾
6.	LS/WR	2H	6,10/11,11	4¾/4¾

Originally began as a line from London to Southampton in 1834. It later extended and gradually covered an area between London, Southampton and Exeter with branches through North Devon to Plymouth and finally terminating at Bude, and Padstow in Cornwall.

Of the above six dies I have only the first four, therefore, my remarks can only be applied to those dies. The earliest example seen is of Die 1 on Q.V. 1d Lilac but this does not mean to say that earlier stamps were not punctured by this company. Dies 2,3 and 4 appear on stamps of K.E.VII. whilst Die 2 can be found on issues of K.G.V/ prior to 1923.

LONDON TRANSPORT

LT	H	6,6	4¼
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London Transport is included here by virtue of the fact that it is the governing body of the London Underground railway system as well as the buses.

This die can be seen on all issues from K.G.V. Dark Colours to the present day.

WHO KNOWS THE ANSWER?

1. TM/Ltd 2H 7,15/7,5,7_ 5½/4¼,2½,2½

This type is on a piece containing a K.E.VIII stamp post-marked Halstead and on a K.G.V. 2d (Dark Colours) used as a receipt and on which can be deciphered the letters ...AS MOY.

2. The following types have been submitted by Mr Young, as possible railway perfin. Can anyone confirm these?

a. CLC H 8,7,8 4¾ Postmark : Birkenhead
 b. C.L.C H 9,7,8 5½ Postmarks: Helsby and
 Warrington.

The postmarks on these types are all towns through which the railways of the Cheshire Lines Committee ran.

c. C.P./R. 2H 8,10/12 5½ Postmark : London
 CANADIAN PACIFIC RAILWAY?
 d. GNR H 11,13,12 6
 e. GNR H 9,10,10 5¼ GREAT NORTHERN RAILWAY?
 f. GC H 12,9 8½,7½ Postmarks: London, Sheffield
 and Manchester
 GREAT CENTRAL RAILWAY?

ADDITIONS TO PERFIN LISTS

Type 1a

A/&/H	3H	8,12,10	4½/4½/4½	ARDING & HOBBS LIMITED (Drapers) London.S.W.
AU/DC	2H	8,7/9,7	4¼/4¼	ABERDARE URBAN: DISTRICT COUNCIL. Glamorgan.
B	H	11	4½	J.W. BENSON (Jewellers) London.W.1.
B/H	H	15/11	5¾/5¾	BOURNE & HOLLINGSWORTH (Drapers) London. W.1.
CWF	H	8,14,8	4½	C. W. FAULKNER & COMPANY Ltd. (Art Publishers & Printers) London.E.C.
ES	H	9,9	4½	E & F.N SPON (Publishers) London.S.W.1.
GER	Echelon	10,10,11	4	GREAT EASTERN RAILWAY
GWR	Echelon	10,13,11	4,3,4	GREAT WESTERN RAILWAY
SC	H	9,7	4½	SOCIETY OF CHEMICAL INDUSTRY London.W.1.

Acknowledgements to Messrs. Eades
 Bartleson and Young for these.

SOME OTHER LANDS USING PERFINS

Compiled , by C. Carr.

The following is a list of countries whose stamps have been found to bear perforated initials. It is arranged according to present geographical boundaries since it is often possible to find the same perfin on stamps of two countries but used in only one, e.g. French P.O. in Alexandria and Egypt, or N.S.W. and Australia ,

The list does not include "Specimens" which exist on most British Colonials and I realise it is probably far from complete, however, perhaps members would advise me of any other omissions.

Algeria	Gold Coast	Portugal
Angola	Greece	Funchal
Argentina	Haiti	Rhodesia,
Australia	Hong Kong	Roumania
N.S.W	Hungary	Russia
Queensland	India	Latvia
S.Australia	Cochin	South Africa
Tasmania	Indonesia	Cape of Good Hope
Victoria	Netherlands Indies	Natal _
W.Australia	Ireland	Orange River_Colony
Austria	Jamaica	Transvaal
Belgium	Japan	Spain
German Occupation	Jersey*	Sudan
Bermuda*	Kenya	Sweden
Bolivia	Brit.East Africa	Switzerland
Brazil	Luxemburg	Tunisia
Bulgaria	Mallacca	Turkey
Canada	Mauritius	U.S.A
Newfoundland	Monaco	Uruguay
Canal Zone	Morocco-French	Venezuela
Ceylon	Netherlands	Yugoslavia
Chile	Netherlands Antilles	Bosnia
China	Curacao	Fiume
Kiautschou-German P.O.	New Zealand	
Sinkiang	Norway	
Weihaiwei-British P.O.	Papua	British Levant
Colombia	Persia**	French Levant
Costa Rica	Peru	Palestine
Cuba	Philippine Islands	
Czechoslovakia	Poland	
Bohemia & Moravia	Danzig-Polish P.O.	
Slovakia		
Denmark		
Egypt		
Alexandria-French P.O.	* Fiscal Perfin only	
France	** Inverted perfin in margin	
Germany	only.	
Bavaria	Coding : CC H 8,8 4¼	
	1922 Controle issue	

"I" IDENTITIES

I/C	2H	4/7	4½/4½	IPSWICH CORPORATION
Type 111a <u>IC/&A</u>	2H	7,8/12,10	5½/4½	IND COOPE & ALLSOPP_Ltd. London.
ICI	H	5,8,5	5½	IMPERIAL CHEMICAL INDUSTRIES
I/CS	2H	4/7,9	4½/4½	INTERNATIONAL CORRESPONDANCE SCHOOLS, London.
I/GAS/Co	3H	6/10,10,10/7,6	4¼/4¼4,2¾	IPSWICH GAS COMPANY.
IL	H	4,6	4¼) ILFORD LIMITED
I/L	2H	4/6	4¼/4¼) London.
I/Ld	2H	4/6,6	4¼/4¼,2½	1. IRONSIDE LIMITED London. 2. IDRIS LIMITED London.
ILS	S	5,7,12	4½	INCORPORnTED LAW SOCIETY London.
<u>I/R</u>	2H	8/10	4¼/4¼) INGERSOLL RAND COMPANY Ltd.
<u>I/R</u>	2H	9/12	5½/5½) London E.C.4.
Type III <u>I&R/M</u>	2H	8,14,14/15	5/5	I & R MORLEY LIMITED London.
ITC	H	4,6,7	4½	IMMEDIATE TRANSPORTATION Co Ltd. London.
<u>IT/C</u>	2H	9,10/10,	5½/5½) THE IMPERIAL TOBACCO COMPANY
<u>I.T/Co</u>	2S	7,12/8,6	5/5,3) Bristol.