

"PERFINS"

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ADS:—1c per word. 3 times for the price of 2.

RAILROAD PERFINS

My interest in rail perfins stems from my hobby of being a "rail fan," following a period of service as a railroader, terminated during last depression. Having acquired "iron" in the blood, the outlet came via "philatelic railroading," postage showing locomotives, trains, stations, signals, etc; and, in course of time, came R.R. perfins with my efforts confined naturally to this specialty. This has had it's merits, as I have been able to do the job more justice than would have been possible with a general collection.

Obtaining them has been relatively easy, having several sources through agents, clerks, and others of the rail fraternity, as well as swaps with other perfin collectors. Previous to my association with our Society, it was merely a matter of contacts which has built up my collection.

For mounting inexpensively, yet adequate, I have used dime store 2 ring binders, 8½x11, white paper with stamps mounted on black mats, face up, using separate page for "series", pattern (in the case of a road having more than one), commens, airmails, etc. or any natural grouping. Top of each page is lettered with name of railroad and, to "dress up" the pages, I paste on lower right hand corner, a monogram of the road, which is clipped from timetable or advertising matter. Where a road has several pages, various colored monos add considerable to the appearance. Thus the expense of mounting is very reasonable and flexible as the collection grows. At

ALBUM PAGES

Your secretary now has blue or black cover paper for safe at cost. Punched to fit 3-ring binder. Postage is extra. Other sizes quoted on request

5½ x 8½ — 10 sheets 5c

8½ x 11 — 10 sheets 10c.

Mint stamps may be sent for small amounts. Sample of blue is enclosed. Allow two weeks for shipment.

present I have some 110 railroads, (about 25 obsolete) housed in 4 albums.

Some of the large roads, such as PRR, NYC, SP&CPR have plenty of items and take up to 6 or 7 pages each, while many have only one, and never will have more, having ceased to perf through absorption by a larger system and using the latter's perfs (such as P&LE) or being obsolete, having gone out of existence, such as Quebec Central.

A study of my collection has revealed a few facts which may be interesting. Some 11 different classifications (8 types) cover the field, about half of those listed by Dow, with 3 accounting for about 80% of the varieties (1H, 2H, diagonal) which probably would be expected and interesting perhaps, only 3 classes with one road each. Brief recapitulation at end of article. Six roads use 2 types and one (CPR) uses 3. To the Big 4, goes the honor of having the only pattern with "numeral", being shown with word "BIG" in semi-circle over "4" underneath. I consider this a very neat item. The Wabash also has a very neat pattern—using their "Flag" monogram as a pattern—with a "W" inside a flag (endogram.)

Also of interest might be the extent to which some roads perf various values and issues. About 7 or 8 of the larger roads have perfed everything from ordinary postage to airmails, special delivery and commens, and many have perfed since 1908, when U. S. authorized it by law. However, I have quite a few which used No. 300—the 1c Franklin of 1902 and the S. D. tops them all with No. 255., the 4c chocolate of 1894 (Grant). I would be interested to learn if anyone has seen any of the earlier Commens perfed by railroads—such as Pan Americans or Trans-Mississippi, etc. I have quite a few perfed commens such as Balboa, Pan-Pac, Walloon and Mayflower.

A few other oddities—a 3c parcel post by M&K (now obsolete, one Flag commem by ERIE, an Erickson by B&A, an Army and Navy by MARKET ST. RY of S. F. and 2c

Catalog pages at 2c each —
A1-2, A1-2, A1-2, A1-2, A1-2,
A3-4, B1-2, B3-4, C1-2, C3-4,
E1-2, F1-2, G1-2, H1-2, I1-2,
K1-2.

Back numbers, except 1, 2, & 3,
are available at 2c each, while they
last. Code page free.

Roosevelt by IHB To GTW goes the honor of perfining the Canadian type WT-1, which is the A43 with War-Tax overprint. My highest value is a 30c buffalo of 1920 by GH&H. How these oddities compare with general issues would be interesting to know.

Another interesting fact, perhaps, is that CPR and CNR both rate very high in issues, but they perhaps have an advantage because they use both U. S. and Canadian postage. CPR no doubt also uses foreign perfs as I have a cover from Antwerp (corner card) with a Belgium stamp for that road and a British stamp with same perf.

Worthy of note might be that 2 roads only, spell out their name, the ERIE with D pattern and RUTLAND with 2H pattern; and SOO LINE uses it's familiar dollar sign, by combining the S with the L, which is it's monogram also.

In closing, I have included in my collection firms directly connected with railroads, such as Baldwin and American Loco., Pullman Car & mfg. Am. Car & Fdy., etc. which might be termed my branch lines, as all railroads use their products.

If interest merits I would be glad at a future date to list the roads I have and appreciate data. Also, if members have any questions, will be glad to try to answer but as I have quite an extensive correspondence in my railfan activities, please be governed accordingly. All inquiries will be answered if possible.

RE-CAPITULATION

Pattern	No. of Roads
Diagonal	33
2H	31
1H	25
Exogram	5
(C of G, CNW, DM&N, P&LE, SP)	
3H	4
(QO&KC, WP&Y, KR&LC, LS&MS)	
Monos	3
(NYO&W, SOO LINE, WABASH)	
Hypogram	2
(ST.FE, PANAMA RR.)	
U. L.	2
(Rdy, Southern)	
Endogram	1
(Western Maryland)	
N (numeral)	1
(Big-4)	
O (overlapping)	1
(TCI&R)	

—Bob Gray

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