

G. B. PERFIN STUDY GROUP

NEWS-LETTER

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NEW MEMBERS

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DUPLICATING

Mr. Terry has now taken over the production of our bulletin and will be dealing with the typing, duplicating, and posting-of this and all future copies. He tells me that his wife will be assisting by cutting the stencils and by helping in other Rays, so we are very grateful that with her assistance the publication of our bulletin each month is now assured.

All editorial matters, for a time at least, will still be dealt with by the Secretary and all correspondence with respect to the contents of the bulletin should be addressed to him.

MATERIAL FOR NEWS LETTER

The Secretary's plea in our last issue brought forth most of the contributions included in this number and one or two letters with other comments.

Unfortunately, this does not mean that we now have sufficient material for several issues. On the contrary, we have used everything sent in and urgently need more for the future.

Mrs Smith in his contribution suggests certain ways in which members can help, so if you have anything on perfins please send it along. You do not need to be a literary genius - just send your effort in the form of notes if you wish - we will knock it into shape.

WHO KNOWS THE ANSWER?

The following comments have been sent in by Mr. Nelson.

1) NP/IC - Mr. Rucklidge's query (May issue)

The answer must, I think, without much doubt be the NATIONAL PROVINCIAL INSURANCE COMPANY LIMITED, the principal business of which is Plate Glass insurance. The company is wholly owned subsidiary of Royal Exchange Assurance (not Company) and has nothing to do with National Provincial Bank Limited.

2) Identities (June issue)

I cannot help much I am afraid,, the information is a bit too sketchy to chance anything more than wild guess Two definites in my collection are:- SC - Sevenoaks Rural District Council  
D.H./R.D.C - Dorking & Barley Rural District Council

WHO KNOWS THE ANSWER? continued

3) Miss Thornton's query (March-April 1961)

No one seems to have followed this up so I thought I would.

The two firms, Gregory and Company and Rowcliffes and Company were Solicitors in the same building at 1 Bedford Row, London, W.C.1. They are, in fact, still there-but have at some time in the interim amalgamated to form, the present firm of Gregory, Rowcliffes and Company. They still use a perfin.

DUPLICATOR FUND

Two new members purchasing back pages and a contribution from Mr. Smith has increased the fund by 16s. 0d. this month.

The fund now stands at £12 3s. 7d.

REPEAT APPEALS:

Please remember that EXCHANGE PACKET is in constant need of material and that those duplicates which you think everyone else has already got in their collections will more likely than not sell, like the proverbial 'hot cakes', outside your own area of the country. Mr. Rucklidge's address is on the heading of this and every bulletin, so why not forward your material to him NOW.

You may have noticed that the new Editor's typewriter uses a smaller type than the Secretary's, this means that more letters, news items, queries, oomments, suggestions etc. than ever are needed, so PLEASE unsheath those pens and write and we in turn will make every effort to supply your needs within YOUR bulletin.

TOPIC FOR DISCUSSION

In the May issue we published some notes by our President, suggesting that the name 'Perfins' be discarded in favour of something more formal. One or two members have commented on his remarks and these letters are published below. We would welcome further views on the subject.

1) ENDORSEMENTS OR PERFINS by Mr. F. H. B. Smith

We are deeply indebted to Mr. C. Jennings for his illuminating articles re Penny Red Porfins and his authoratative cataloging of estimated relative values of their respective plate numbers. These well informed, and, indeed, unique expert opinions are invaluable and place us under a sense of grateful obligation to our President. Incidentally, in spite of his protest that 'compiling a priced catalogue (of Perfins) would be extremely difficult, etc.', he very effectively demonstrates the fundamental basis of any such valuation; namely, fixing an approximate figure for a specific die on the commonest known issue upon which the die is struck. This was the tentative point I was groping after in the latter part of paragraph 3 in a previous note (see March News Sheet), and what a volume of instructive information that, and contributions by other members, has drawn forth.

As to catalogue pricing every known die on every known issue, that is obviously impossible. But one can visualise the possibility of an enthusiast in some particular section producing a monograph on some specialised group, or even on the emissions of an individual firm. For example, with profound apologies to those mentioned, might we not have Mr. Carr on the Kentish Railways; Mr. Muggleton on Barclay's Bank; Mr. Clarkson on the City of Leeds or Bradford and so on. Each writer giving in his brochure or article a list of every known die and every known stamp upon which it occurs.

Then, on the matter of nomenclature.... please let us stick to Perfins, In spite of the facts that my grandchildren probably nurse a secret idea that I'm a bit of a 'square' and my own admission that in some matters I may be rather conservative, I feel that Security Endorsements in this connection is somewhat archaic. In my business interests I have had a lot to do with endorsements, and to me the dictionary definition holds sway. "Endorso" implies writing, and primarily, although not essentially, "writing on the back". So that, whilst security endorsement might appropriately cover our older underprinted and overprinted specimens, 'Perfin' is a more precise expression indicating a stamp bearing a Perf-in.

This may well be an Americanism....but how apt!, how succinct! right on the target!! Anyhow, the term is in world-wide use amongst all English speaking collectors; so please let us stick to PERFINS.

2 ) From : MR. NELSON

The price list prepared by Mr. Jennings is first class. The Group is greatly indebted to him for the benefit of his knowledge and experience in this latest effort.

Mr. Jennings is absolutely right, the expressions 'perfins' and 'spifs' simply nothing in the way of genuine, philatelic status and I fully agree that it is time that a name which imparts more in the way of dignity should, if possible, be found. This is not easy as I have discovered after some delving in "Chambers Etymological Dictionary". "Roget Thesaurus" etc, without much success.

"Security Endorsements" is not quite right. The word endorsement means strictly "that which is written on the back" and that does not include perforations in any sense.

The word "puncture" is another word which lacks status and I feel that there can be nothing more appropriate than just plain "Security perforations". This admittedly leaves out under and overprints but these do not form a worthwhile part of the Group's studies and can, therefore, be left to bear their own descriptions.

3) From: MR. TOMKINS

With reference to Mr. Jennings' comments I agree that the names 'spifs' and 'perfins' leave something to be desired, but also feel that his suggestion of "Security Endorsements", although better, is not quite right as the word endorsement suggests an under or overprint. How about "Security Perforations" confining the word "endorsement" to the earlier over and underprints:- O.U.S. Copestake Moore, etc?

#### PERFIN PRICES

This issue has further suggested prices for early perfins compiled by Mr. Jennings. We are asked to make it clear that these prices are for average used copies and do not take into account superb condition or mint copies. They bear no relation to 'Gibbons' but are intended to reflect the scarcity of the punctured stmps in comparison with those which are 'undamaged.'

These prices are not set to be favourable to dealers but are those which Mr. Jennings estimates to be fair ones and they take into account that, as yet, the demand for these stamps is not very great.

CHECK LIST OF BRITISH RAILWAY PERFINs

Rlwy. 1

1)	<u>BARRY RAILWAY,</u> B.R	H	14,11	5
2)	<u>BARRY DOCKs &amp; RAILWAY</u> Type 111			
	BD/&R	2H	13,11/13,12	5½/5½
3)	<u>BELFAST &amp; NORTHERN COUNTIES RAILWAY</u> BNCR	H	13,13,8,11	4
4)	<u>BRECON &amp; MERTHYR RAILWAY</u> BM/R	2H	13,15/12	5½/5½
5 )	<u>CAMBRIAN RAILWAYS</u>			
	CAM/RYS	2H	8,10,15/12,8,10	4½
	CAM/RYS	2H	8,10,15/12,8,10	5
	CR	H	8,11	4
6)	<u>CANADIAN PACIFIC RAILWAY (London Office)</u>			
	CPR	H	7,8,10	4½
	CPR	H	8,10,11	4½
	CPR	H	8,10,11	5
	C.P/R	2H	8,10/12	5½/5½
	CP/R	2H	7,8/10	4½/4½
7)	<u>CORK BLACKROCK &amp; PASSAGE RAILWAY</u> CB/PR	2H	8,14/10,12	5/5
8)	<u>CORK, BANDON &amp; SOUTH COAST RAILWAY</u> CBS/CR	2H	8,14,10/8,12	5/5
9)	<u>EASTERN &amp; MIDLANDS RAILWAY</u> EMR	H	10,15,11	5
10)	<u>EASTERN REGION OF THE RAILWAY EXECUTIVE</u> EN/E	2H	9,11/9	4½/4½
11)	<u>FURNESS RAILWAY</u> FR	H	8,13	8
12)	<u>GREAT EASTERN RAILWAY</u>			
	GER	ECHELON	10,10,11	4
	G.E.R	H	10,10,13	5
	GER	H	10,10,12	4½
	GER	H	10,10,11	5

TO BE CONTINUED

CHECK LIST OF BRITISH RAILWAY PERFINs

Rlwy. 2

13)	<u>GREAT NORTHERN RAILWAY</u>			
	GNR	H	10,13,12	4½
14)	<u>GREAT SOUTH WESTERN RAILWAY</u>			
	G/SWR	2H	10/10,16,11	4½/4½
	GS/WR	2H	10,11/14,12	5/5
	GS/WR	2H	10,10/15,11	
15)	<u>GREAT WESTERN RAILWAY</u>			
	GWR	Echelon	10,13,10	4,3,4
	GWR	Echelon	10,16,11	4
	GWR	H	10,14,12	4½
	GWR	H	9,12,10	4½
	GWR	H	11,14,12	5
	GWR	H	9,11,10	5
	GWR	H	10,14,12	5
	GWR	H	9,12,10	5½
16)	<u>LONDON BRIGHTON &amp; SOUTH COAST RAILWAY</u>			
	LB/&/SCR	3H	7,15/14/13,8,13	5½/5/5
	LB/SC	2H	7,14/11,8	5½/5½
	LB/SC	2H	6,12/10,9	5½/5½
17)	<u>LONDON &amp; NORTH PASIMBN RAILWAY</u>			
	LN/E	2H	6,10/9	6½/6½
	LN/E	2H	6,11/9	4½/4½
18)	<u>LONDON &amp; SOUTH WESTERN RAILWAY</u>			
	LS/WR	2H	6,10/13,11	5/5
	LS/WR	2H	6,10/12,11	5/5
	LS/WR	2H	6,10/11,10	5½/5½
	LS/WR	2H	6,8/11,10	6/6
19)	<u>LONDON TRANSPORT</u>			
	LT	H	6,6	4½

CHECK LIST OF BRITISH RAILWAY PERFINs

Rlwy.3

20)	<u>LONDON TILBURY &amp; SOUTHEND RAILWAY</u>			
	L.T/S.R	2H	8,9/11,12	4½/4½
	LT/SR	2H	6,7/10,11	5/5
21)	<u>MIDLAND &amp; GREAT WESTERN RAILWAY</u>			
	M/G.W.R	2H	15/10,16,13	4½/4½
22)	<u>MIDLAND JOINT RAILWAY ?</u>			
	MJR	S	16,7,12	4
	MJ/R	S	15,7/12	4½/4½
23)	<u>MANCHESTER SHEFFIELD &amp; LINCOLNSHIRE RAILWAY</u>			
	MS/&L	2H	17,10/12,7	4½/4½
	MS&L	H	15,10,14,7	4
24)	<u>MIDLAND &amp; SOUTH WEST JUNCTION RAILWAY</u>			
	MS/WJ	2H	15,10/14,7	5/5
25)	<u>NORTH EASTERN RAILWAY</u>			
	NE/R	2H	14,10/13	5½/5½
26)	<u>RAILWAY EXECUTIVE WESTERN REGION</u>			
	RE/WR	2H	10,9/12,10	4½/4½
27)	<u>SOUTH EASTERN &amp; CHATHAM RAILWAY</u>			
	SE/CR	2H	10,10/8,12	4½/4½
	SE/CR	2H	10,10/8,11	4½/4½
28)	<u>SOUTH EASTERN &amp; CHATHAM RAILWAY - BRICKLAYERS ANMS</u>			
	SE/CR/BA	3H	10,10/8,12/14,10	5/5/5
29)	<u>SOUTH EASTERN RAILWAY</u>			
	SER	H	10,10,11	5½
30)	<u>TAFF VALE RAILWAY</u>			
	TV/R	2H	7,9/12	5½/5½