

1914, and on late 1913 and early 1914 dated P.08s. However, by approximately sn. 5000/1914 it reverted on P.08s to the “N” mark used briefly in 1911/12, which then remained the predominant

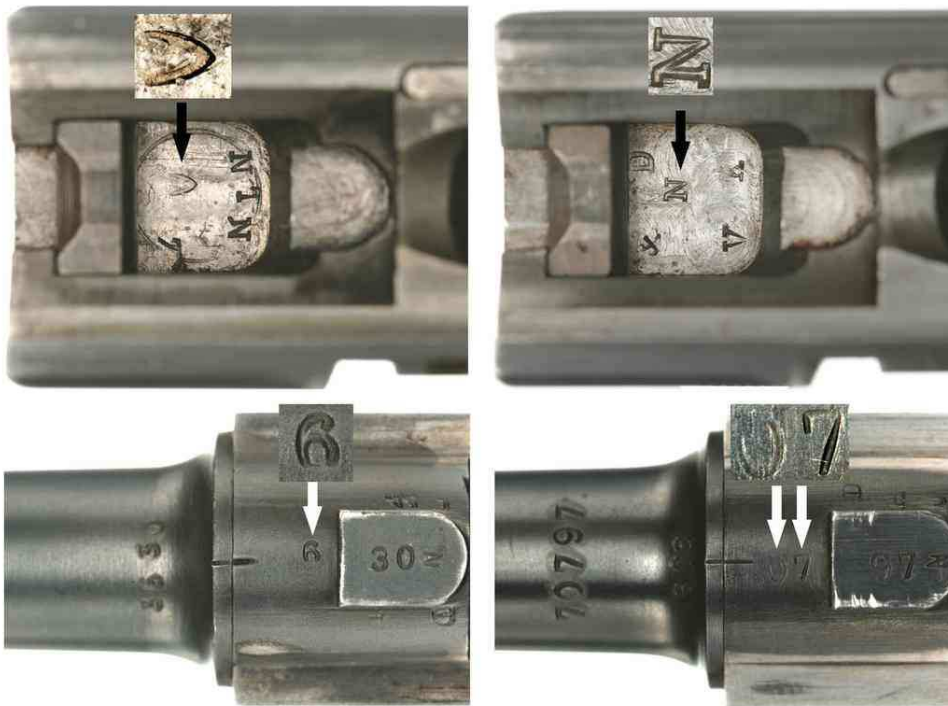


Fig. 9-95: The barred-shield mark was used briefly as a principal inspector's mark in early 1914, being found stamped in the frame well of the Dutch M11 pistols of the fourth delivery, made in March 1914 (left, sn 3630, shield arrowed in frame well; note continued application of the third sn. digit on the receiver, arrowed) and on low serial number 1914 dated P.08s. It was accompanied by the “N” mark applied in the well and to the stop lug, which soon replaced the shield entirely; **right**, commercial sn. 70797, note application of additional two serial number digits on the receiver.

internal inspection mark throughout DWM's WWI production of all Parabellum types until 1917 (Army P.08 & IP.08, Navy P.04 (no grip-safety and 1916 dated) and commercial P.08s (from ca. sn. 70000).



Fig. 9-96: From early 1914 the letter N became the principal inspection mark on all production, being generally applied in the frame well and on the receiver stop lug. **Top left**, undated long-frame Naval P.04 without grip-safety, sn. 5432b, retaining two additional serial number digits on the receiver ring; **top right**, 1916 dated P.04 on which, despite the attempts to rationalise production, the last two digits of the serial number were still stamped on the stop-lug in the commercial style, although the additional digits on the receiver ring of 1910 - 14 production are now omitted; **bottom left**, P.08 sn.5709o/1916, marked N in both locations and with no internal serial numbering, as with all P.08s from 1911; **bottom right**, commercial P.08 sn. 76062 marks the end of WWI commercial production in 1916 and also the use of the N mark, with similar inspection marks and retaining commercial pattern two digit receiver serial numbering on the stop lug as the 1916 dated P.04s.

This simple “N” mark was then replaced during 1917 by the *N-in-circle*, (N), marking, initially in the frame well only during early 1917 dated production, but later in 1917 on the stop lug as well, usually accompanied by an N stamp (P.08s, IP.08s and P.04s), and then on 1918 dated P.08s this mark appears also on the front of the foresight bed.