

## 'T' Stamps Test New Paper

By Steve Esrati

The Postal Service is presenting another challenge to stamp collectors with its new 22¢ Flag Over Capitol test stamps.

Each stamp shows a "T" in the bottom margin as well as a plate number every 48th stamp in the form of "T1."

What this is all about is whether a stamp with a "T" is a totally different stamp from one that does not have one. Clearly, the stamps are design different. In days of yore, that would have made them worthy of their own Scott catalog number. But with the introduction of plate numbers on coil stamps in 1981, Scott appears to have forsaken the design-different distinction, not giving each of our PNC strips a separate catalog number.



The reason each stamp carries a "T" is because the

Postal Service is attempting to improve the quality of its stamps, test its machinery and reduce costs.

What these stamps have is a new form of tagging. Instead of the tagging being applied after the stamps are printed, this time the tagging is on the paper before printing.

Because the stamps do not show tagging on the gummed side, they are surface coated in the paper plant, Harrison & Sons, Ltd., of England.

The new printing technique makes it possible for the first time to feel the raised lines of the intaglio inks on the paper without having them squashed down by the run through the tagging process, which applied a varnish over the intaglio inks.

It also makes the stamps appear sharper and crisper. This is most noticeable if you hold the stamp to have light reflect off the red stripes in the flag. The red shimmers brightly on the "T" stamps while on the old 22¢ Flag stamps it was dull.

According to a spokesman for the Postal Service, the "T" stamps should appear identical under shortwave ultraviolet light to the surface-tagged stamps except

## BEP Hints of 3.4¢ Rarities

By Alan Malakoff, Thom E. Wheeler and Steve Esrati

Although the 3.4¢ School Bus was withdrawn April 30, 1987, stocks are still around.

The latest report from the Bureau of Engraving and Printing (BEP), which brings us through plate activity for January 1987, contains two huge surprises. If the data are correct (and even USPS doubts this), there should be some 5.75 million PNCs around from Plates 4 and 6.

No collector has ever found one of these.

According to the Postal Service, the 3.4s were slow movers. If the stamps ever were shipped out from BEP they might still be in post offices. But because these stamps are off sale, they may also have been tagged for destruction.

After receiving the BEP report, we queried the Postal Service and were told that the impression total (319,322) given for the 3.4s included Plates 1 and 2 and was really around 20,000. USPS guidelines to BEP are

that when a stamp is printed in a total of less than 20,000 impressions, the stamps are not to leave the BEP.

That means, these stamps may have been destroyed at BEP.

(A total of 20,000 impressions on the Cottrell presses would yield a total of 360,000 stamps with a plate number.)

According to the USPS spokesman, we may never know the exact total of impressions on Plates 4 and 6

### The Plate Number

Published at least six times a year by Stephen G. Esrati, P.O. Box 20130, Shaker Heights, Ohio 44120-0130. Subscription price is \$10 a year.

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# Scott Changes PNC Catalog Numbers

In the May issue of *Scott's Monthly Journal*, Scott Publishing Co. changed many of its numbers for the 1988 Scott catalog. This occurred after the 1987 *Catalog of Plate Number Coils* went to press.

It had been in an attempt to prevent the two catalogs from having different Scott numbers, that I called Scott late in April, only to be given the old Scott numbers that appear in the PNC catalog. Evidently Scott knew in April that its May issue would change all the numbers.

Scott, which has assigned a separate number to the B Press version of the 8.3¢ Ambulance precancel, has still not decided (at *TPN* press time) whether to give the B Press 14¢ Iceboat a number of its own even although the two versions can be easily distinguished by the tagging and lack of a joint line.

Note that the number for the B Press 8.3¢ is a major number (not an "a" number) for a precancel.

It should also be noted that Scott describes the precancels in the *Monthly Journal* as "untagged," not as "untagged Bureau precancels." We shall have to await publication of the catalog's Volume I to see if this means they are priced as mint and used.

The old numbers are those of the 1987 Scott (and the PNC catalog); the new numbers appear in Volume I of the 1988 Scott.

Stamp	Old number	New number
1¢ Omnibus, B Press	2225	2225
2¢ Locomotive, B Press	2226	2226
4¢ Stagecoach, B Press	2228	2228
4.9¢ Buckboard	2125	2124
5.5¢ Star Route Truck	2126	2125
6¢ Tricycle	2127	2126
7.1¢ Tractor	2127B	2127
8.3¢ Ambulance	2128	2128
same, B Press	2231	2231
8.5¢ Tow Truck	2128B	2129
10¢ Canal Boat	none	2259
10.1¢ Oil Wagon	2129	2130
11¢ Stutz Bearcat	2130	2131
12¢ Stanley Steamer	2133	2132
12.5¢ Pushcart	2132	2133
14¢ Iceboat	2134	2134
same, B Press	none	none
17¢ Dog Sled	2135	2135
25¢ Bread Wagon	2136	2136

What Scott has done is to arrange the Transportation Series into four parts.

The first part runs from 1897 (1¢ Omnibus) to 1908 (20¢ Fire Pumper). Part II goes from 2123 (3.4¢ School Bus) to 2136 (25¢ Bread Wagon). Part III is reserved for the re-engraved stamps originally printed on

the Cottrell presses that were reissued on the B Press. This is where the 14¢ Iceboat should be but is not.

The fourth part is just beginning with the 10¢ Canal Boat at 2259. This is presumably where any added values will go for the new postal rates now being considered.

## Catalog Update

You are urged to go through your 1987 PNC catalog and change the numbers to make them coincide.

Here are additional fixes to the catalog:

**Introduction Page 7:** In the section headed "Scott Numbers," change the word "tagged" to "untagged" to make it read "The *Scott Catalogue* numbers used herein are those for the tagged stamps."

**Introduction Page 7:** In the fourth paragraph of the section headed "Tagged" there needs to be a differentiation between the numbers seen on the stamps and the full plate numbers (seen only in BEP reports). The number on the stamps is the same for precanceled and tagged stamps even though the two types of stamps are printed from two different plates. The full plate numbers have the same suffix, the number we see on the stamps.

**Page 14:** The note under the 5.5 precancel should say: "Precanceled FDCs required the affixing of 22¢ in tagged stamps."

**Page 18:** Artmaster FDCs exist for Plates 3 and 4 of the 9.3¢.

**Page 19:** Change the "Flying Hyphen" variety from "tagged stamp only" to "tagged and precanceled." This is a new find. Also, under high magnification, this variety actually looks like a bow tie. The name was given to it before the stamp was examined by the study group.

**Page 20:** The "Brake Shoe" and the "Hoseline II" illustrations have been switched.

**Page 25:** This one is a "Steve Forgot." Add a variety to Plate 5. Plate Crack, "CB Antenna" from "8" of "18c" to top of surrey's roof. (est. \$15.) This one was illustrated on Page 19 of *TPN* in March 1987.

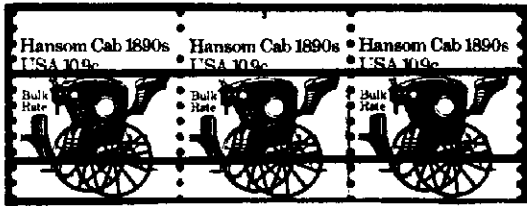
**Page 35:** The checklist is wrong for the 2¢ Locomotive, Plate 1, which does not exist. Plate 2 does exist. Also, the 1¢ Omnibus exists as Plate 1.

**Page 38:** Add Plates 3 and 4 of the 9.3¢ and mark them "E\*."

**Page 40:** The bottom line of the Postal Rates table was inadvertently dropped. It should read:

02/17/85 13.1 Continuing None

# 10.9¢ Beauties Saved for Posterity



No Gap strips of Plates 3 and 4 are rare. These have full numbers on top, too.

By Donald D. Nelson

On March 10, 1983, our Birmingham (Mich.) Stamp Club had a regular meeting called a "pre-show lick & stick" wherein we would fold, stuff, address and stamp the notices we were sending out for our upcoming Spring Stamp Show the following month.

## Matching Plate Cracks

By Ken Lawrence

The more constant plate varieties we find, the closer we are to being able to plate our modern stamps.

Michael A. Courtney of Carlsbad, Calif., has sent multiple used copies of Plate 1 on the 18¢ Surrey which enable us to position two of them relatively with respect to each other.

The cracks are very faint, but show up under 10-power magnification.

One crack is a tail on the plate number, beginning in the middle of the foot of the "1" and angling down slightly to the left.

This matches well when placed above Courtney's second group of Plate 1 Surreys with a lightning-like zigzag crack that proceeds from the inner edge of the right serif of the "y" of "Surrey" upward to the top edge of the stamp.

They would probably be missed by naked-eye scrutiny, even when you know they are there.

Our vice president, Ed Fisher, had obtained a bulk-mail permit from the Birmingham post office for the club to use on the mailing. He also bought three rolls of 500 of the 10.9¢ Hansom Cab precancels to put on the 1,500 or so envelopes we were sending out.

The rolls were thrown out on the table for use on the night of our meeting when I noticed that nobody seemed to want to save the plate number pairs (or strips of three—there was no thought of fives at that time). So I volunteered to go through them and pull out the numbers. There should have been about 60 of them in the three rolls.

Today I don't remember how many rolls had the number shifted to the top, but I know that some of them had the number split by the knife. As I recall, we used those up on the envelopes.

After pulling out all the decently centered strips (I started out making pairs, but then switched to strips of three), they were sold to whomever of the 15 to 20 members present wanted them for 33 cents per strip of three.

Any leftovers were used up on our mailing.

I'm trying to find out how many were saved, but at this point I can only guess it was about 10 strips at most.

So at least a few of the precanceled strips of Plates 3 and 4 are in the hands of collectors who obtained them because they helped their stamp club and the hobby. As Paul Harvey would say, "Now you know the rest of the story."

## WANTED FOR PERSONAL COLLECTION

### PRECANCEL GAP POSITIONS:

- 4¢ #3 (Line Gap), #4 (Line Gap)
- 5.2¢ #3 (4L), #5 (4L)
- #3 (Line Gap), #5 (Line Gap)
- #4 (3L), #6 (3L)
- 5.9¢ #3 (5L), #4 (5L)
- 9.3¢ #2 (2L)
- #3 (4L), #4 (4L)
- #5 (1R), #6 (1R)

### ALSO:

- ANY EFO'S FOR 4.9¢ BUCKBOARD
- ANY FULL NUMBER (100%) AT TOP
- PLEASE CALL OR WRITE FIRST WITH DESCRIPTION AND PRICE.

LEE WARZALA

10 St. MARY'S COURT  
 SPRINGFIELD, IL 62702  
 (217) 753-4045

# BEP Hints of 3.4¢ Rarities

## Continued From Front Page

because no clerk was on duty at BEP at the time these stamps were printed and the total reported may include stamps from the two other plates.

To add to the muddle, USPS could no longer verify whether these stamps were shipped out, if they ever were.

Other highlights in the report are:

- An erroneous report that no stamps were ever printed from Plate 4 of the 17¢ Electric Auto. We know millions were printed. USPS checked for us and BEP maintained that no stamps from this plate were ever printed, so you have non-existing stamps in your collections.

Further, BEP gave impression totals for plates 5, 6 and 7 of the 17s and we cannot reconcile these totals.

- An erroneous report that there are two separate plates for Plate 14 of the 22¢ Flag, one for the C Press and one for the B Press. USPS checked for us and the C plate turned out to be Plate 17. The Bureau Issues Association had a correct listing in the June *U.S. Specialist*.

- A report that there were 1,440 impressions from Plate 5 of the 2¢ Locomotive, providing a total of 25,920 PNCs. (According to the Postal Service, these stamps should never have left the BEP and, therefore, were destroyed.) But this report forces us to recalculate the BEP impression totals for the 2¢ Locomotive. But no matter how we juggle the totals, we cannot make the numbers agree.

(See separate article on the 2¢ Locomotive on Page 41 of this issue of *TPN*.)

- For unknown reasons, BEP reported totals for Plate 3 of the 4.9¢ Buckboard, but not for Plate 4. The numbers that it did report agree with those in the catalog (which were obtained from *Linn's*).

- An indication that BEP had great difficulty with the 8.5¢ Tow Truck, having trashed two plates (both bearing a "1" on plates designated as 8.5s) with no stamps ever printed. These plates may have been intended as the precancel plate for the 8.5 and may explain why the red precancel on this value was applied by a flexographic plate usually used to apply the tagging, a process that had been discarded for other recent stamps.

The two trashed plates had the same six-digit BEP numbers as the numbers previously assigned for 8.7s. The 8.7s, however, had the suffixes 1 and 2. The possibility exists that BEP tried to rework the plates intended for the 8.7s and failed. The plate number actually used to print the 8.5s (tagged and precanceled) was a

new plate (177454-1).

The report finally closes the book on many stamps printed on the Cottrell presses.

One thing that needs to be pointed out is that the numbers given here for Maximum PNCs do not differ-

entiate between tagged stamps and precancels.

Collectors who obtain the full report may be confused by one feature. BEP reports sometimes give impression

**For a Complete BEP Report of Plate Activity Through January, 1987, Turn to Page 40.**

totals for a month, showing the number of stamps printed during that month. This information has been sought by collectors.

The impression report for November 1986 gives totals for the 18¢ Washington Monument stamp. The impression totals are all for Plate 33333.

The impression totals for all five plates are the same. This indicates that no tagged stamps were printed in November. Had there been a printing of tagged stamps, the total for the black-type plate would have been less than the totals of the other plates.

(Conversely, the printing totals given on Page 30 of the PNC catalog are suspect. First of all, they do not show any printing from Plate 2, which we know was the case with stamps that show the numbers 1112 and 11121. That plate was used for the black tone. Secondly, the totals given for all plates are the same, yet we know that tagged stamps exist, and those stamps had to have different printing totals from the precancels.)

While this BEP report closed the books on many Cottrell plates, we are still not done. We are missing data on the 11¢ Stutz, 12¢ Stanley Steamer and 18¢ Surrey, among others.

But all in all we are grateful for this report. Particular thanks must go to the Stamps Division of USPS which did yeoman work in helping us sort out the data.

Collectors should be aware that putting out the report at all is purely a service to them, done at great expense to BEP and USPS with no reward to either of these agencies and quite a few headaches.

So we should thank both agencies for their help to us.

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**DONATE A PNC CATALOG TO A PHILATELIC LIBRARY.** Check your favorite philatelic library. If it lacks the PNC bible, give the library a copy. For such donations, the catalog price is reduced to \$10.

**BACK ISSUES OF TPN:** Back issues are available at \$1 each. There were seven issues in Volume I. This is the fourth issue of Volume II. Order from Steve Esrati, P.O. Box 20130, Shaker Heights, OH, 44120.

CHECK YOUR MAILING LABEL, don't miss an issue.

# Constant Plate, Mat Varieties—Part VI

By A. S. Cibulskas

## 1¢ Omnibus

a. Dashes. Two dashes under the rear wheels. Constant at 8R of Plate 3. (Weber, Washburn)

b. Multiple faint cracks starting at lower right corner extending up toward the wheels. Constant at 2L of Plate 3. (Washburn, Haynes)

## 2¢ Locomotive

a. Double plate gouges near top of joint line of Plate 8. Constant. (Haynes)

## 4.9¢ Buckboard

a. Gray blob at joint line about one-third up from bottom. Has appearance of grease or paper stain but is constant on Plate 4. (Anon.)

b. Plate crack? Very definite wavy line between the front wheels (plate not given). About 3.5 to 4 inches long and extending horizontally. Only one copy was available, therefore constancy is uncertain. As this is visually quite dramatic other reports would be appreciated. (Youngblood)

## 5.2¢ Sleigh

a. Broken Runner. Followup on previous report. Other examples are available from Plates 1 and 2 where the variety occurs randomly. (Maeder)

## 21.1¢ Stamps Bomb

Question: Have you ever seen a commercially used 21.1¢ ZIP+4 Letters stamp?

"They're not moving, hardly moving at all," said a spokesman for the Postal Service.

According to her figures, the Bureau of Engraving and Printing shipped only 67,000 rolls of 500 in fiscal 1986. In rolls of 3,000, only 12,000 were shipped.

She checked the figures for the 219 Stamp Distribution Offices, large post offices that supply stamps to other offices.

For fiscal 1986, only 4,000 rolls of 500 and 920 rolls of 3,000 were shipped out. In one quarter of the year, no rolls of 3,000 were shipped at all.

The reason for the slow sales is that the rate is silly. Any mailer who can use ZIP+4 must have a computer. If so, the mailer can also sort the mail and avail himself of the cheaper 17.5¢ rate.

20¢ FLAG, PLATE 4 in superb PS/8, \$175. Same in XF PS/5, \$150. VF PS/5, \$125. Esrall, P.O. Box 21030, Shaker Heights, OH 44120.

PNC EPOS: Please report all plate cracks, numbers at top, numberless line strips and other varieties to A.S. Cibulskas, 28 Westwood Rd., Stamford, CT 06902.

RARE FDC: I have one copy of the FDC with 18¢ Flag, Plate 5. The cachet is Colorano. \$150. First-come, first served. Steve Esrall, P.O. Box 20130, Shaker Heights, OH 44120.

## 7.1¢ Tractor

a. Dots. Numerous reports of dots. (Another Artillery Shell in the making?) All reports have the dot at or near the top of the stamp at the following positions: Numbered stamp, 4R, 23R, 27R. (Weber et al)

b. Dot and scratch. Red dot under "1" of "1920s" and a vertical scratch through the serif of the "1" on precanceled numbered stamp. (Tukker)

## 8.3¢ Ambulance

a. Two or three straight vertical lines and dots at bottom half of stamp. Possibly an inking offset as viewed from reverse. Constant at 3R of Plate 3. (Anon.)

b. Missing ink variety. Foreign substance or slight paper crease during printing results in an uninked area looking like a pie sliver that begins about the center of the stamp and extends "southeast" through the lower right wheel. It is perhaps most noticeable as missing spokes and tire of wheel. (Youngblood)

## 8.5¢ Tow Truck

a. Straight line, 7-8mm long, through both sides of left rear wheel. Constant every 34 stamps. (Anon.)

*Editor's note: The repetition after every 34 stamps marks this variety to be a printing freak, not a constant plate variety.*

b. "T" of "Truck" has an almost horizontal line through left serif. at 2L. Only one example reported. Confirmation needed. (Thornburg)

## 10.1¢ Oil Wagon (precancel only)

a. Artillery Shell IV. Constant at 14R (gap 3R). (Dous)

*Editor's note: Submission of this variety requested for illustration purposes.*

b. Vertical line over "W" constant at 18R. (Liu)

c. Dots at bottom right of stamp. Dots appear like "rocks in the road." Constant at 27R. (Dous)

## 11¢ Caboose

a. Brake Shoe II. Constant at 9L. (single crescent at 9 o'clock of far left wheel) and at 8L (double and single crescents at 3 and 9 o'clock of left pair of wheels). (Liu)

## 11¢ Stutz Bearcat

a. "Polishing Cloth." Plate flaw appears on hood of numbered stamp of Plate 3 and has the shape of an uneven rectangle. Constant. (anon.)

## 14¢ Iceboat

a. "Double Mast." Plates 1 and 2 at 1R.

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## Varieties—Part VI

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Long vertical line from the hull to the "o" of "Iceboat." Appears to be same color as the design ink.

The possibility that it may be a mark from the gripper of a stamp-vending machine cannot be ruled out. (Anon.)

### 17¢ Dog Sled

a. Line through "D" of "Dog" appears to be from a doctor blade. (Youngblood)

### 18¢ Surrey

a. Chipped plate at joint line in upper third of the of the stamp. Constant throughout a roll from Plate 2. (Roll was 2-8.) (Anon.)

### 18¢ Washington Monument

a. Pimple. Grayish dot just above the mouth has appearance of a pimple. Constant at 2R of Plate 3333. (Lancaster)

### 20¢ Official

a. Inking variety. The top of the "3" and the tops of the tall letters are in black. (Dous)

### 21.1¢ Letters

a. Numerous blue-green doctor blade lines result in about a quarter inch "streak" of lines throughout a roll of Plate 111121. (Rabinowitz)

### 20¢ Flag

a. Slate-blue variety: This color variety has been found on a plate strip of three showing plate number 3. Previous reports of this variety were limited to Plates 5 and 8. (Cibulskas)

### 22¢ Flag

a. Plate 14. Constant varieties. Parts of the dome's pinnacle are missing at 5L, 4L., 2L, Numbered stamp and 3R. Also red dot at top of Statue of Freedom (or where the statue should be) on the above. Also at 4L, the top of the "U" in "USA" is missing. (Anon.)

b. Plate 17. Several reports of doctor blade line on numbered stamp and 1R.

## Mat Varieties

### 8.3¢ Ambulance

a. "T" partly missing. Plate 4, Gap 1R at 1R. The "T" lacks a cross bar and part of the top. (Johnston)

### 8.5¢ Tow Truck

a. Open "P" in "Nonprofit". Constant throughout a roll at 21R. (Tukker)

## 'T' Stamps

Continued From Front Page

that they have overall tagging instead of the block tagging used on other 22¢ Flag stamps.

(Block tagging was developed to prevent tagging at the perfs because it wears out perforation pins.)

The color of the phosphors, he said, should be the same because the same phosphors (zinc-ortho silicate) are used.

But when Flag stamps from the two papers were laid side by side under UV, most of the new stamps phosphoresced much greener than the old, almost like the bright greenish color seen on early U.S. experimental tagged stamps.

Several used examples phosphoresced white.

The gum side is not phosphorescent (with or without gum) and the two types of paper are not markedly different under UV when seen from the back.

**Stamps that appear to be cut high are more attractive because they leave room under the 'T.'**

One additional observation needs to be made. Centering on the "T" stamps is terrible. In 20 rolls of 100, almost all were cut high or low. Horizontal centering was average.

This raises a question about condition. After laying several strips out on my desk, I decided that the stamps that appear to be cut high are more attractive because they leave room under the "T" and the plate number. A simple rule of thumb would be to consider the "T" part of the design and to look for vertical centering that leaves an equal amount of white space above the flag and under the "T."

But some collectors do not consider the plate number part of the design and look for vertical centering that does not take the number into account. On these stamps, at least, that does not appear to work because doing this puts the "T" right next to the bottom edge.

The reason the stamps carry the "T" is for internal control experiments by the Postal Service.

Stamps with tagging are automatically recognized by the machinery handling the mail.

When a letter goes through the facer-canceler, the first operation performed by the machine is to look for the stamp in order to face the letter correctly for the application of the circular date stamp.

The facer first looks in one upper right corner. If it finds no stamp, it turns the letter around to bring up the corner that is diagonally opposite. If it still does not find a stamp, it turns the letter over, to examine the back in the same manner. If it still finds no stamp, it

# 'T' Stamps Test New Paper

ejects the letter for hand cancelation.

(There is one added gimmick. Business mail, which often carries no stamps, would all be rejected by the facer if the stamp were the only trigger for recognition. Yet business mail needs to go through a machine that reads the address and sorts the letters. So a series of six vertical lines may be found on much business mail. This also activates the facer and allows equipment that reads the address on the envelope to do the next step in mail handling.)

Now the Postal Service will examine those rejected letters to see if stamps showing the little "T" are being rejected because the facer cannot "see" the tagging.

Chances are good that there should be no more re-

## An Economic Benefit

Putting the phosphor on the paper under the design may have an added benefit to USPS—prevention of re-use.

Putting the tagging over the design required the use of a varnish. This "protected" the design from cancelers. It was relatively easy to remove cancelers and re-use stamps.

The new "T" stamps prevent that.

jection of "T" stamps than of stamps without the "T," providing that the phosphors are really the same.

The question is not whether the phosphors appear the same color under UV to collectors (which they do not). Rather, the question is whether the phosphors phosphoresce at the required wave length for which the

facer's recognition equipment is set. What the Postal Service is looking for is a change in wave length (measured in Angstroms) that would defeat the facer-canceler.

According to a report in *Linn's* of June 1, only 105,000 rolls of 100 were to be distributed to stamp postiques. An undetermined number of coils of 3,000 were to be distributed for testing the facer-cancelers. Rumor has it that these stamps are being shipped to New Jersey. It has been difficult to obtain the larger rolls from philatelic boutiques.

The "T" stamps spell the beginning of a new chapter. If the experiment proves successful, we can expect the Postal Service to stop printing the "T" on stamps. Then, in the event that stamps are printed with identical plate numbers on the old and the new paper, the only way to tell them apart will be by examining the tagging.

If the plate numbers are the same, there is going to be a slight increase in the sale of shortwave UV lamps.

That would be especially so if one variety should become costly. Even dealers who did not want to lay in UV might start using it if the difference in the price of two "identical" stamps is quite steep.

Even before the Postal Service released the first "T" stamps, it said, "Future test printings are possible using the Flag Over Capitol stamp format with different phosphor formulations." That could give us varieties in tagging.

It needs to be said that collectors have always been able to tell a reprinted stamp from its original. Chances are that we will also be able to distinguish between the new prephosphored paper and the old tagged-after-printing paper without too much trouble. But that remains to be seen when large quantities of the stamps are out. If various phosphors are used, we may face quite a challenge.

It should be kept in mind that the "T" stamps are experimental. That could mean that there might also be slight changes in the formulation of the paper during the course of the experiment. It may be wise to lay any "T" stamp covers aside until all the results are in.

One of the odd aspects of the "T" experiment is that the Postal Service did not really spell out the reason the "T" was being put on each stamp—to check on rejection by facer-cancelers—concentrating instead on the stamp-production improvement.

That would mean that the "T" was there only for use by BEP (the reason plate numbers were put on stamps in the first place). That appears highly debatable.

## I have T Stamps

I can supply T stamps in PS/5 or PS/6. Please indicate whether you want equal white space above the Flag and below the 'T' or above the Flag and below the Capitol.

	VF	XF	Superb
PS/5	\$4.00	\$4.50	\$5.75
PS/6	4.25	4.75	6.00

I can also supply most 22¢ Flags in PS/5 or PS/6.

	Plates 1-5, 7-12, 14-20		
PS/5	3.50	4.00	5.25
PS/6	3.75	4.25	5.50
	Plate 6		
PS/5	15.00	18.00	20.00
PS/6	16.00	19.00	21.00
	Plate 13		
PS/5	5.50	6.00	7.25
PS/6	5.75	6.25	7.50

In Ohio, Please add 6.5% sales tax.

**Stephen G. Esrali**

P.O. Box 20130,

Shaker Heights, OH 4120-0130

# BEP Plate Activity Through January

PLATE	SERIES	FACE	ASSIGNED	TO PRESS	CANCELED	IMPRESS.	TOTAL	NOTES
174449.05	FLAG	22.0	06/14/85	07/09/85	12/19/86	6,817,898	68,178,980	C PRESS
175938.10	FLAG	22.0	01/15/86	02/20/86	12/09/86	3,562,406	32,061,654	B PRESS
176842.13	FLAG	22.0	06/12/86	10/22/86	12/13/86	232,428	2,091,852	B PRESS
177371.14	FLAG	22.0	10/24/86					B PRESS
177550.15	FLAG	22.0	12/05/86					B PRESS
177592.16	FLAG	22.0	12/12/86					B PRESS
177684.17	FLAG	22.0	01/13/87	02/17/87				C PRESS
40535.02	TRANS	1.0	02/18/83	04/21/83	11/24/86	183,250	3,298,500	COTTRELL
40536.03	TRANS	1.0	02/18/83	07/15/85	11/24/86	221,565	3,988,170	COTTRELL
40537.04	TRANS	1.0	02/18/83	07/15/85	11/24/86	221,565	3,988,170	COTTRELL
40558.05	TRANS	1.0	03/11/83	01/23/85	11/24/86	507,343	9,132,174	COTTRELL
40559.06	TRANS	1.0	03/11/83	01/23/85	11/24/86	507,343	9,132,174	COTTRELL
177399.01	TRANS	1.0	11/03/86					B PRESS
39908.05	TRANS	2.0	09/18/81	04/14/82	11/24/86	1,440	25,920	COTTRELL Shredded
39909.06	TRANS	2.0	09/18/81	09/12/84	11/24/86	81,840	1,473,120	COTTRELL
40208.08	TRANS	2.0	05/04/82	09/26/84	11/24/86	296,083	5,329,494	COTTRELL
40734.10	TRANS	2.0	08/03/83	09/10/84	11/24/86	296,083	5,329,494	COTTRELL
177319.01	TRANS	2.0	10/09/86					A PRESS
40060.01	TRANS	3.0	01/26/82	01/17/83	11/24/86	365,524	6,579,432	COTTRELL
40061.02	TRANS	3.0	01/26/82	01/17/83	11/24/86	365,524	6,579,432	COTTRELL
40169.03	TRANS	3.0	03/31/82	01/17/83	11/24/86	61,156	1,100,808	COTTRELL
40170.04	TRANS	3.0	03/31/82	01/17/83	11/24/86	61,156	1,100,808	COTTRELL
41186.01	TRANS	3.4	01/18/85	04/02/85	11/24/86	277,794	5,000,292	PC date to press
41187.02	TRANS	3.4	01/18/85	04/02/85	11/24/86	277,794	5,000,292	PC date to press
41189.04	TRANS	3.4	01/18/85	09/20/85	11/24/86	319,322	5,747,796	USPS says 20,000
41254.06	TRANS	3.4	03/05/85	09/20/85	11/24/86	319,322	5,747,796	USPS says 20,000
41285.08	TRANS	3.4	04/08/85	NEVER	11/25/86	0	NONE	COTTRELL
40214.03	TRANS	4.0	05/10/82	07/12/82	11/24/86	399,853	7,197,354	COTTRELL
40215.04	TRANS	4.0	05/10/82	07/12/82	11/24/86	399,853	7,197,354	COTTRELL
40261.05	TRANS	4.0	06/29/82	07/12/82	11/24/86	347,395	6,253,110	COTTRELL
40262.06	TRANS	4.0	06/29/82	07/12/82	11/24/86	347,395	6,253,110	COTTRELL
40281.08	TRANS	4.0	07/16/82	NEVER	11/24/86	0	NONE	COTTRELL
41197.01	TRANS	4.9	01/28/85	08/09/85	11/24/86	50,075	901,350	COTTRELL
41198.02	TRANS	4.9	01/28/85	08/09/85	11/24/86	50,075	901,350	COTTRELL
41199.03	TRANS	4.9	01/28/85	05/15/85	11/24/86	219,824	3,956,832	COTTRELL
41241.05	TRANS	4.9	02/26/85	08/13/85	11/24/86	192,157	3,458,826	COTTRELL
41242.06	TRANS	4.9	02/26/85	08/13/85	11/24/86	192,157	3,458,826	COTTRELL
40510.01	TRANS	5.0	02/08/83	08/24/83	11/24/86	328,036	5,904,648	COTTRELL
40511.02	TRANS	5.0	02/08/83	08/24/83	11/24/86	328,036	5,904,648	COTTRELL
40512.03	TRANS	5.0	02/08/83	09/07/83	11/24/86	282,149	5,078,682	COTTRELL
40513.04	TRANS	5.0	02/08/83	09/07/83	11/24/86	282,149	5,078,682	COTTRELL
40514.01	TRANS	5.2	02/08/83	03/02/83	11/24/86	427,250	7,690,500	COTTRELL
40516.03	TRANS	5.2	01/08/83	03/14/83	11/24/86	914,900	16,468,200	PC date to press
40517.04	TRANS	5.2	02/08/83	07/02/84	11/24/86	166,780	3,002,040	COTTRELL
40532.05	TRANS	5.2	02/18/83	03/14/83	11/24/86	914,900	16,468,200	PC date to press
40533.06	TRANS	5.2	02/18/83	07/02/84	11/24/86	166,780	3,002,040	COTTRELL
40910.07	TRANS	5.2	04/03/84	NEVER	11/25/86	0	NONE	COTTRELL
177272.01	TRANS	5.5	09/26/86					B PRESS (Tagged)
177288.01	TRANS	5.5	10/02/86	10/16/86				B PRESS (PC)
177452.01	TRANS	7.1	11/13/86					B PRESS
177509.01	TRANS	7.1	11/26/86					B PRESS
40901.02	TRANS	7.4	03/20/84	03/24/84	12/13/86	955,466	8,599,194	B PRESS
174107.01	TRANS	8.3	05/01/85	06/07/85	11/24/86	497,089	8,947,602	COTTRELL
174108.02	TRANS	8.3	05/01/85	06/07/85	11/24/86	497,089	8,947,602	COTTRELL
174109.03	TRANS	8.3	05/01/85	09/03/85	11/24/86	128,838	2,319,084	COTTRELL
174110.04	TRANS	8.3	05/01/85	09/03/85	11/24/86	128,838	2,319,084	COTTRELL
176302.01	TRANS	8.5	03/27/86	NEVER	01/09/87	0	NONE	B PRESS
176697.01	TRANS	8.5	05/12/86	NEVER	11/07/86	0	NONE	B PRESS
177454.01	TRANS	8.5	11/14/86					B PRESS
176302.01	TRANS	8.7	03/27/86	NEVER	01/09/87	0	NONE	B PRESS
176331.02	TRANS	8.7	04/02/86	NEVER	11/15/86	0	NONE	B PRESS
39929.02	TRANS	9.3	10/10/81	11/04/81	11/24/86	810,620	14,591,160	COTTRELL
40015.04	TRANS	9.3	12/04/81	01/20/82	11/24/86	1,092,529	19,665,522	COTTRELL



# BEP Plate Activity Through January

PLATE	SERIES	FACE	ASSIGNED	TO PRESS	CANCELED	IMPRESS.	TOTAL	NOTES
40057.05	TRANS	9.3	01/19/82	05/10/82	11/24/86	703,677	12,666,186	COTTRELL
40058.06	TRANS	9.3	01/19/82	05/10/82	11/24/86	703,677	12,666,186	COTTRELL
40220.07	TRANS	9.3	05/14/82	NEVER	11/24/86	0	NONE	COTTRELL
40221.08	TRANS	9.3	05/14/82	11/07/84	11/25/86	67,833	1,220,994	COTTRELL
177419.01	TRANS	10.0	11/04/86					B PRESS
41166.01	TRANS	14.0	01/09/85	02/15/85	11/24/86	319,322	5,747,796	COTTRELL
41167.02	TRANS	14.0	01/09/85	02/15/85	11/24/86	319,322	5,747,796	COTTRELL
41168.03	TRANS	14.0	01/09/85	04/15/85	11/24/86	191,925	3,454,650	COTTRELL
41169.04	TRANS	14.0	01/09/85	04/15/85	11/24/86	191,925	3,454,650	COTTRELL
39711.01	TRANS	17.0	04/28/81	06/04/81	11/24/86	522,243	9,400,374	COTTRELL
39712.02	TRANS	17.0	04/28/81	06/04/81	11/24/86	522,243	9,400,374	COTTRELL
39713.03	TRANS	17.0	04/28/81	Jun-81	11/24/86	1,108,789	19,958,202	COTTRELL
39714.04	TRANS	17.0	04/28/81	NEVER	11/24/86	0	NONE	Report in error
39723.05	TRANS	17.0	05/13/81	07/14/81	11/24/86	539,847	9,717,246	COTTRELL
39724.06	TRANS	17.0	05/13/81	07/14/81	11/24/86	233,312	4,199,616	COTTRELL
39726.07	TRANS	17.0	05/13/81	02/03/84	11/24/86	281,536	5,067,648	PC date to press
176930.01	TRANS	17.0	07/02/86	NEVER	11/07/86	0	NONE	B PRESS

## 2¢ Locomotive Totals Puzzle Totally

By Alan Malakoff and Steve Esrati

BEP's report that 1,440 impressions were printed on Plate 5 of the 2¢ Locomotive (a stamp never reported by collectors and probably shredded at BEP) forces us to re-examine all stamps of this value that were printed on the Cottrell presses.

Here first are the pertinent facts as they appeared in BEP plate-activity reports:

In April 1982, BEP sent plates 1, 2, 3, 4 and 5 to press. The exact dates given were:

- 1 April 15
- 2 April 15
- 3 April 14
- 4 April 16
- 5 April 14

There had been no prior announcement of plate-number assignments. Please note that BEP did not report that it sent Plate 5 to press with Plate 6 (which is what the 1987 PNC catalog states in error). The above dates clearly show that Plate 5 was sent to press with Plate 3.

Our next information about the 2¢ Locomotive came in the report dated September 1984.

This BEP report showed that Plates 3, 8 and 10 had been sent to press as follows:

- 3 Sept. 10
- 8 Sept. 26
- 10 Sept. 10

That same report also brought us the first cancellation, of the ill-fated Plate 1 and of Plates 3 and 4.

We now found that Plate 1 had been certified Oct. 19, 1981, had gone to press Sept. 14 (a day earlier than the previous reported date) and had been canceled on Sept. 7 with only 4,327 impressions.

Plate 3 was now said to have been certified March

20, 1982, gone to press Sept. 18 (four days later than the original date given), and canceled Sept. 26 with 189,339 impressions.

Plate 4 was said to have been certified April 16, gone to press Sept. 18 and canceled on the same day as Plate 3 with 181,640 impressions. It may be relevant that Plates 3 and 4 were both canceled Sept. 26 for that is the date BEP now says Plates 8 and 10 were sent to press. (It had previously said Plate 10 was sent to press Sept. 10, a date we are keeping.)

Dennis Chamberlain noted (in a round-robin newsletter that was circulated among members of the Plate Number Coil Study Group at the end of 1984) the discrepancy of 7,699 impressions and stated that there must have been a combination run with another plate. He was probably right, but we do not know with what plate.

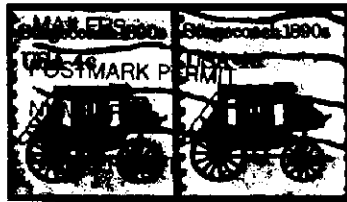
In the January 1985 report we learned what had happened with Plate 2. It was said to have been certified Oct. 19, 1981 and reported to press on April 15, 1982, the same date originally reported. The BEP canceled it Jan. 25, 1985, after 92,017 impressions.

We knew from the coils available at post offices that the pairings were 2 and 6, 3 and 4, 8 and 10. From the date to press as originally announced, the 1985 PNC Catalog said Plate 2 was first paired with Plate 1, then with Plate 6. Accordingly, the 92,017 impressions for Plate 2 were reduced in the 1986 catalog to 87,690 to compute the maximum number of PNCs that could have been printed because USPS assured us that all stamps printed off Plate 1 had been shredded.

But let's assume that the first set of "TO PRESS" dates were correct. Here then is the scenario:

Plates 3 and 5 went to press together on the 14th.

**Please Turn to Page 44**



Although it cannot be seen too clearly here, each of these pairs bears a mailer's permit postmark.

## Are They Really DAV Stamps?

By Ken Lawrence

Although it has been widely reported by Steve Esrati and others that the 4¢ Stagecoach coil stamps—printed unprecanceled from Plates 5 and 6 on the Cottrell press—were run exclusively for the Disabled American Veterans in Cincinnati, this is evidently another case where official information is incorrect or incomplete.

According to the accepted legend, the entire press run of Plates 5 and 6 was shipped to Cincinnati for the DAV, and the copies that reached PNC dealers and collectors came from that stock, purchased by a Cincinnati stamp dealer.

Now Michael A. Courtney of Carlsbad, Calif., has supplied two used pairs of Plate 6 from a different source. Both bear a mailer's non-profit postmark that is usually found on bulk mailings from a conservative organization in the Washington, D.C., area.

This isn't the first time that a collector of used PNCs has scooped the experts.

F. M. Arndt of Bellingham, Wash., found the 17¢ Electric Auto from Plate 2 precanceled in a used mixture long after specialists had decided that BEP reports of a Plate 1-2 precancel were erroneous.

Arndt's report led to a renewed search that turned up fresh rolls in several different places.

Often the appearance of PNCs on mail has allowed us to backtrack these plates to the post office that stocks them. Examples of this have been the 18¢ Flag Plate 6, the 22¢ Flag Plate 6 and the 8.3¢ Ambu-

lance Plates 3 and 4.

Now we have the 4¢ Stagecoach Plates 5 and 6. The DAV yarn was a good story while it lasted. Let's see some collectors in the area of the national capital turn up some more rolls of those stamps.

## ...Probably not

By Stephen G. Esrati

D. John Shultz, then a dealer in Kansas, bought two lots of the so-called DAV stamps and was the first to sell them. He found the first lot in very good condition and the second lot awful. Shultz concluded that the stamps had had two printing runs.

That view did not coincide with official information emanating from the Stamps Division of USPS at that time.

However, in preparing the 1987 *Catalog of Plate Number Coils* it was necessary to check all plate-activity reports issued by the Bureau of Engraving and Printing.

George V.H. Godin did this by putting all BEP reports on a computer. He then sorted the file according to plate number and face value. He quickly proved that the USPS information was flawed.

According to BEP reports, Plates 5 and 6 were sent to press the first time in 1985 on June 13 on Cottrell Press 801. They were sent back to press on July 22 on Press 803. Shultz was proved to have been correct.

Why horizontal centering on

Press 803 was so awful is not known, but it was.

Then, in came the big BEP report that takes up so much space in this issue of *TPN*. It gives a first date to press for Plates 5 and 6 on July 29, 1982, on Cottrell Press 803. That's three months earlier than the earliest precancel date shown in the PNC catalog.

A quick check of the BEP report for June-July 1982 reveals that Plates 1 and 2 went to press on June 24, and Plates 3 and 4 on July 12. There isn't a word about Plates 5 and 6.

Also, the June-July 1982 BEP report says Plates 1 through 8 were assigned in July.

Obviously, BEP data here are faulty.

On the theory that you have to trust BEP data (as proven by the case of the precanceled Plates 1 and 2 of the 17¢ Electric Auto), the 1988 catalog will give the date to press of the tagged Plates 5 and 6 as July 29, 1982.

What this means is that we now have three known press runs—from two different presses—of these tagged plates and all of them were probably not the stamps we have assumed to have been printed solely for the DAV.

## PNC Trivia

By Ken Lawrence

*(Adapted from Lawrence's Spring-Summer newsletter)*

FIRST PNC: 18¢ Flag, Plate 1.

MOST MYSTERIOUS PNC: 10.9¢ Hansom Cab precancel Plates 3 and 4, difficult to find although 5,142,708 of each were printed.

STRANGEST PNC DISAPPEARING ACT: 3.4¢ School Bus, Plates 4 and 6, 5,747,796 reported printed; not yet reported by collectors.

BIGGEST RIPOFF: Tagged 21.1¢ Letters Plates 111111 and 112111, no legitimate postal use.

HIGHEST PNC NUMBER ON FDC: 18¢ Surrey, Plate 10.

FIRST PRECANCELED PNC ON FDC: 5.9¢ Bicycle, Plate 3.

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# 2¢ Locomotive Totals Puzzle Totally

Continued From Page 41

Something happened to Plate 5 after 1,440 impressions. So Plate 3 was paired with Plate 4. On the 15th, Plates 1 and 2 were sent to press. Plate 1 also had trouble and was canceled.

So we can deduct 1,440 impressions from Plate 3 and 4,327 from Plate 2. That leaves us with:

- Plate 1 4,327
- Plate 2 87,690
- Plate 3 187,899
- Plate 4 181,640
- Plate 5 1,440

One of us (Malakoff) also worked out several other scenarios. The numbers don't come out even, no

## Letters to TPN

### McMurray's Design Proposals

I had not seen William R. McMurray's suggestions for Transportation coils. You can be sure that I will pass them on to the Citizens' Stamp Advisory Committee. Since we plan to continue the series indefinitely, we can never have too many good ideas.

W. L. Davidson, Jr.  
Director,  
Office of Stamps  
and Philatelic Marketing

I like the proposed Transportation coils in the May issue and I really like the idea of a first-class rate because the Flag is so predominant in the mail.

Robert G. Knothe  
Nashville, Tenn.

William R. McMurray has some very good ideas in designs for the Transportation Series. They are certainly more valid than using a baby buggy or a bicycle in a design.

Mr. McMurray may not be aware of the general official government attitude regarding such ideas. The usual policy is: "If we didn't think of it ourselves, the idea is rejected."

I have had some experience of this in city government before I retired from my civil service position. I've seen it happen year in and year out.

Despite the Citizens' Stamp Advisory Committee for new stamp designs, we have some of the poorest designs for stamps issued. Many are in the class of high school posters. If the people who are in charge of stamp designing have no aesthetic sense we can expect the same old pap.

William A. Berner  
San Francisco

### Break in Precancel Bars

Enclosed is a photocopy of what I think might be a constant mat variety on the 4.9¢ Buckboard precancel.

On one strip there is a 2.5mm break in the bottom line

matter what plates we assume went to press together.

But then came the latest BEP report, covering September 1986 through January 1987.

This throws in several new factors (and one mystery).

Plate 6, which we know was to be found on the same roll as Plate 2, was reported as having gone to press on Sept. 12, 1984. This is the mystery. It would seem that Plate 2, first used with Plate 1, had been sitting in the BEP vault for more than two years. But it may have been paired with either Plate 5 or Plate 3 or both. We'll never know.

The "TO PRESS" report for September showed only Plates 3, 8 and 10. Nor was Plate 6 ever mentioned until its cancelation in November 1986.

Checking in dealers' price lists, the first stamps from Plates 2 and 6 were reported by collectors around March 1985. They appeared in Chamberlain's price list of April 1985.

The totals for Plates 2 and 6 do not work out, either. The impression total for Plate 6 is 81,840. Even after reducing the total for Plate 2 because of the shredding of stamps printed with Plate 1, we are left with a remainder of 5,850.

What this all leaves us is this. Since we are not certain which plate was paired with Plate 5, one of the plates other than 8 and 10 (which have equal impression totals) should be reduced in the maximum number of PNCs printed. The catch is that we don't know which one.

of the precancel, just left of the gap (on Plate 1). On other strips from the same plate, no such break occurs.

Richard C. Schulman  
Smithtown, N.Y.

In reply: Such breaks have been found on Buckboards from Plates 1, 2, 5 and 6. They exist on the bottom line, on the top line, and on both lines.

No one has yet done a study of these.

### Explanation, Please!

I have read Volume II Numbers 2 and 3 several times each and am still not sure I understand everything I have read.

Name withheld  
Plant City, Fla.

In reply: Whenever TPN gets too complex to understand, TPN has failed. All readers are urged to ask questions and seek explanations. Every effort will be made to answer all questions and to explain anything that needs explanation. That's the purpose of TPN.

It is, of course, recognized that some aspects of philately are hard to understand. But we go beyond that into some really difficult areas.

If you need help, please ask.

# News of PNCs From All Over

Gerald H. Clark of Utah knows where there are several rolls of 11¢ Caboose precancels but is totally stymied by the fact that he would have to buy whole rolls to examine them.

And he would love to examine them. Clark discovered the "sitting duck" on one roll he obtained. The roll also showed the "brake shoe."

The "sitting duck" honestly looks like one of those targets in an old-time shooting gallery, a duck facing to the right. It is found just under the "s" of 1890s at 9R in rolls of 500.

Clark reports that the variety has turned up only on Type II paper, the kind with smooth gum and no gum ridges.

Clark believes that the duck is a gouge.

\*\*\*

Eugene Kiehlmeier, who is on a constant discovery kick, has done it again.

Here is his report:

"I opened a roll of 10.1¢ unprecanceled the other day and on 19L there is what appears to be a 'seedling' sprouting from the first '1' of the '10.1¢'—very easily visible to the naked eye, about 1mm in length and extending upward to the 'O' in 'Oil.'"

\*\*\*

A dealer who is well past his 70th birthday is looking for a younger person who might consider taking over his business.

The dealer specializes in U.S. stamps in a field unrelated to PNCs. The inventory is quite large and may be unique. The opportunity, therefore, is for someone to set himself up in a specialty business.

He invites serious inquiries through Steve Esrati, P.O. Box 20130, Shaker Heights, OH 44120-0130.

\*\*\*

Among the items offered in the May 1 auction at Sam Houston Philatelics was a strip of the 11¢ Stutz Bearcat from Plate 3.

Owner Bob Dumaine described the strip as a recut. The photo in the auction catalog shows the "ar" of "Bearcat" much thicker than the rest of the lettering on the numbered stamp.

Reports of similar strips are invited by A.S. Cibulskas, chairman of the variety committee, 28 Westwood Rd., Stamford, Conn. 06902.

\*\*\*

"Hoseline II" on the 11¢ Caboose has been something of a mystery. It is carried in the 1987 PNC catalog as being found at 8L but there is a question mark to note that the position is not certain. Further, we have carefully refrained from calling it (and "Hoseline I") a plate crack.

Now Larry G. Haynes has examined the stamp

closely. He believes the markings found on it are caused by an offset from the chill roller. If he is correct, this would be the first report of a chill-roller offset on a stamp printed on the B press, which may not even have a chill roller.

Tipped off by Haynes, I examined the one strip available to me. Here is what I found. I welcome reports from others on their "Hoseline I" stamps.

- The main flaw, (the "hoseline") runs almost vertical just to the right of the left set of wheels. It angles slightly to the right as it descends. Below the end of the solid line there is a small colored dot.

- On the truck between the two right wheels, there are two solid (intended) vertical lines. Below the right vertical, there is another dot.

- On the outside of each wheel there is an (intended) object that looks like a brake shoe. To the left of the leftmost brake shoe there is a fine almost straight line that curves slightly. A similar curved line may be found on the stamp just to the left of "Hoseline II."

- Just to the left of the top of the first "R" in "RR" there is a large colored dot almost touching the serif. This is on the stamp with the hoseline. A smaller colored dot touches the side of the "O" in "1890s" at about 2 o'clock. Also, the flag of the "1" in "1890s" has a short vertical line through it.

That adds up to a lot of superfluous stuff on the stamp and may confirm Haynes' suspicions.

The 5¢ Motorcycle is usually green, a grayish green to be sure, but still green.

Then in came a pair of Motorcycles that were much, much darker. The collector sending it in said he thought it had picked up ink from the 12¢ Stanley Steamer, but that contains blue while this pair is definitely a dark green resembling olive green.

Any other off-color Motorcycles should be reported to A.S. Cibulskas, whose address is above.

\*\*\*

Dealer Michael M. Karen has been running ads offering the hardest, most difficult PNCs. Here are his prices, some of which are already higher than those given in the 1987 catalog:

Stamp	VF-3	XF-S-3	VF-5	XF-S-5
Flag 18-1	100.00	125.00	500.00	600.00
Flag 18-3	240.00	300.00	500.00	600.00
Flag 18-6	575.00	750.00	850.00	995.00
Flag 18-7	40.00	50.00	70.00	90.00
Flag 20-4	65.00	80.00	190.00	250.00
Flag 20-6			30.00	39.00
Flag 20-9,10, 13, 14			10.00	13.00
Flag 20-11	15.00	19.50	50.00	65.00
Flag 20-12			50.00	65.00

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# All the PNC News That Fits We Print

Continued From Page 43

Stamp	VF-3	XF-S-3	VF-5	XF-S-5
5.2¢-3	18.00	58.50	52.00	67.00
5.2¢-5	45.00	58.50	52.00	67.00
5.9¢-3,4	18.00	23.50	21.00	27.00
9.3¢-5,6	95.00	123.50	110.00	142.00
10.9¢-3,4	350.00	455.00	402.50	523.00
20¢-1	40.00	52.00	100.00	130.00
20¢-2	160.00	195.00	450.00	550.00
20¢-7,8	25.00	32.50	50.00	65.00
20¢-12,14	80.00	110.00	120.00	160.00
Consumer-1,2	30.00	38.50	115.00	150.00
Consumer-3,4	28.50	25.00	110.00	140.00
Official-20¢	14.00	17.00	32.50	42.50
Official-22¢	18.00	22.00	32.50	42.50

\*\*\*

Stephen Sickerman, who makes T-shirts with PNCs on them, has found a variety on the 2¢ Locomotive from the B Press at 28L. He calls it "the railroad spike."

The "spike" is a vertical line running down and through the fourth tie from the front of the locomotive.

\*\*\*

Dealer Al Haake has his own newsletter. A feature of his Fall 1987 price list is a review of price trends

for off-sale PNCs.

Some of his comments follow:

5.9¢ tagged—"Gets better with age. Price will increase."

9.3¢, Plates 5-6, tagged—"Tough. Strong recommended buy if you need it in your collection."

9.3¢, Plate 8 precancel—"Watch out for #8. Even used copies are nearly impossible." Haake predicts higher prices for Plates 1, 2 and 8 precanceled.

11¢ Caboose tagged—"At current prices, a good buy."

18¢ Surrey—"#1 is headed for extinction. Strong buy. #3, 4, 7 may follow."

Official (both values)—"Prices will rise."

20¢ Consumer—"Tough...Buy."

\*\*\*

Because of the PNC meeting at STAmPSHOW in Boston on Aug. 22, the ad deadline for the next TPN is delayed to Aug. 30. The next TPN will appear in September.

\*\*\*

New Plate Numbers Reported:

22¢ Flag, 15, 18, 19, 20, T1.

IF BOX IS CHECKED  
YOUR SUBSCRIPTION  
HAS EXPIRED



Forwarding and Address  
Correction Requested



BULK MAIL

Stephen G. Esrail  
P. O. Box 20130  
Shaker Heights, OH 44120-0130