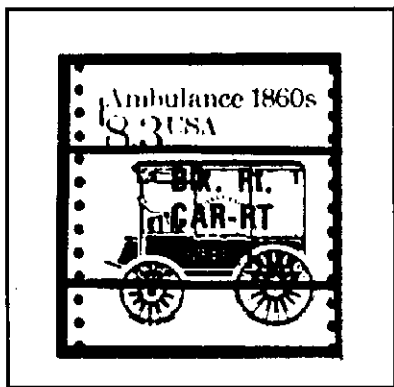


First Forged Plate Numbers Found



Hash mark on 8.3¢ Ambulance. Pg. 50.

B Press Version of 12¢ Steamer Is USPS Surprise

Despite Postal Service assurances that it would never happen again, the precanceled version of the 12¢ Stanley Steamer printed on the B Press was shipped out of Washington without prior announcement and without an official first day of issue.

Like the B Press version of the 8.3¢ Ambulance (to which Scott Publishing assigned a major number, not a number followed by an "a"), the stamp was not re-engraved, but used the master Please Turn to Page 57

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By Ken Lawrence

Two first-day covers of the 5.2¢ Sleigh coil stamps, both bearing crudely forged plate numbers, were recently sold in New York.

At first glance, both covers appear to be PNC FDCs, but close examination reveals them to be deliberately created fakes.

The two covers are genuine FDCs of the 5.2¢ stamps, machine canceled strips of four on ArtCraft cacheted envelopes, but someone has added phony "plate numbers" and hints of "joint lines" in red ink that matches the stamps' design almost perfectly.

Thomas E. Gift, the Bronx dealer who has specialized in PNC FDCs, said he purchased the two covers from Manhattan dealer Sandy Dolin for \$15. Dolin did not

return my phone messages asking for additional information.

Gift later noticed that the "plate numbers" (both number 1) didn't seem to have serifs, so he sent them for my opinion.

Under magnification it is clear that the "plate numbers" are just single strokes of red ink. Their placement is not correct, but this only became obvious when they were held beside genuine 5.2¢ Sleigh PNCs.

The clincher is the "joint line." Under high magnification, dots of ink can be detected on the portions of the envelopes inside the perforation holes, proving that the ink was added after the stamps were already on the envelope.

The big question is: If somebody is motivated to add counterfeit plate numbers to covers that retail for less than \$15 apiece, how widespread is the practice, especially at a time when some PNCs sell for so much more than that?

With prices now well over \$1,000 in the current market, collectors need to exercise great caution. Questionable items should be expertized.

Editor's note: As indicated on Page 8 of the 1987 *Catalog of Plate Number Coils*, the American Philatelic Expertizing Service of the American Philatelic Society (P.O. Please Turn to Page 47

First Steps Are Taken to Form a PNC Society

Gene Trinks of Troy, Mich., has volunteered to coordinate the formation of a national organization for collectors of plate number coils.

If formed, the organization would be separate from the Plate Number Coil Study Group although most of the members of the latter would probably join the larger society.

At a meeting of the study group at STAMPSHOW in Boston, requests by collectors who had sought to join the study group were put up for discussion. Among the concerns expressed by those at the meeting was that no groundwork for setting up a society had preceded the meeting.

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The Plate Number

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How Now, Dow Jones?

By Steve Esrati

As we all know, the stock market has been in a tremendous rally since the first PNC was issued in 1981.

The Dow Jones Industrial Average has climbed from its 1981 close of 875 to 2722.42 on Aug. 25, before ending August at 2662.95, a gain of 204.34% to the Aug. 25 high..

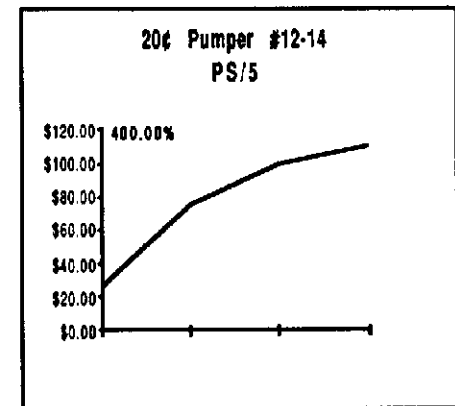
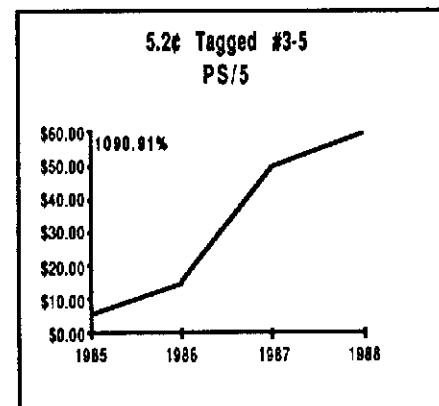
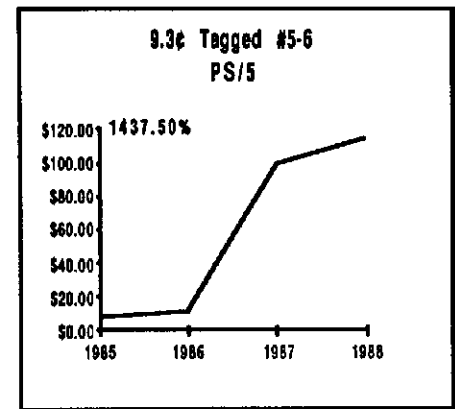
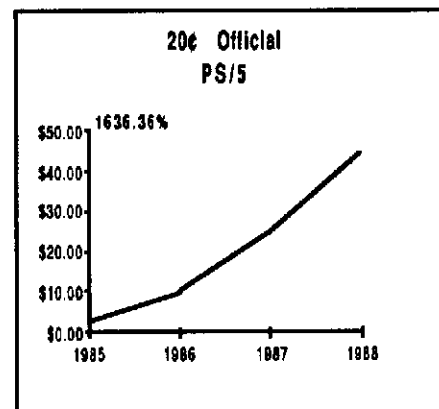
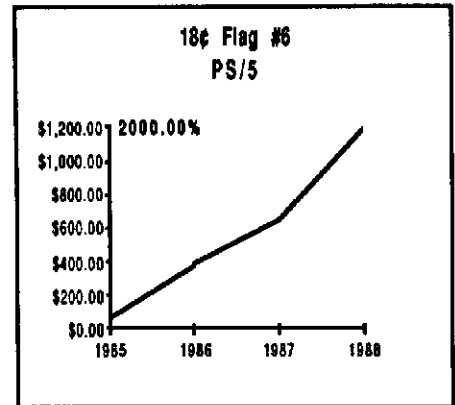
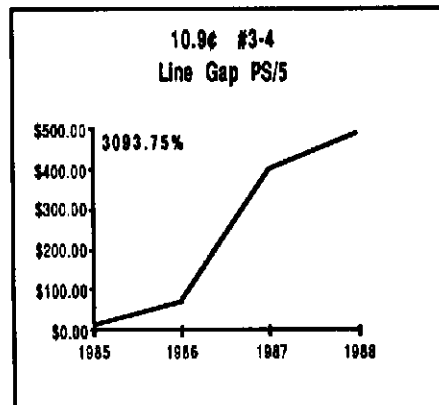
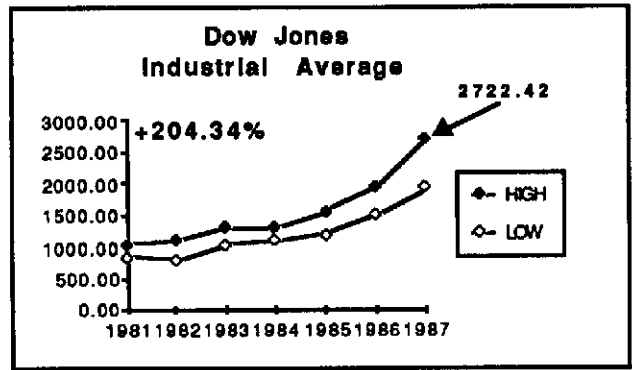
Unfortunately, investors do not buy the DJIA. They buy individual stocks. Some have done better in that period, some have done worse.

But PNCs have put the DJIA to shame.

In trying to compile this article, I sought to find PNC prices for strips of five before the appearance of the first *Catalog of Plate Number Coils* in 1985. It could not be done. Most of my early price lists were for strips of three only. So I had to use the three editions of the catalog. The "1988" prices are from various sources.

These prices are not the ones that will be used in the 1988 catalog, if present trends continue.

Obviously, what all this shows is that people who bought PNCs as they became available to collectors beat the DJIA. Even unlucky collectors who were caught by a price squeeze on some items that later settled down (such as the 18¢ Surrey from Plates 17-18 or the 18¢ Flag from Plate 7) did better with their stamps than they could ever dream of by investing in the stock market.



Plates 1, 4 Never Paired, Totals on 9.3s Indicate

By Steve Esrati
and Ken Lawrence

There is no pairing of Plates 1 and 4 on the 9.3¢ Mail Wagon, examination of BEP reports of printing totals for all plates proves.

BEP gave the following totals for each plate:

1	204,620
2	810,620
3	418,696
4	1,092,529
5	703,677
6	703,677
8	67,833

The pairing of Plates 1 and 4, reported by the Postal Service, has never been found by collectors. The question has been, "Does it exist?"

Let's see what we can come up with from the printing totals.

We learn nothing about Plates 5 and 6 since their printing totals are identical. And, because both plates were printed only with each other, we cannot deduce anything from these totals.

We know that the tagged stamps served no useful postal purpose whatsoever. The stamps were inscribed "Bulk Rate." For use on third-class mail, a mailer had to use precancels. At that time, collectors could not use precancels and had some difficulty using stamps inscribed "Bulk Rate."

Since the Postal Service had already provided tagged stamps off Plates 1 and 2 for collectors and to send out as examples to postal administrations that belong to the Universal Postal Union, there was really no need to print tagged stamps on Plates 5 and 6, nor on Plates 3 and 4.

(U.P.U. members always get tagged stamps because the example provided must be stamps used in international mail. Precancels are for domestic use only.)

It can, therefore, be assumed that the number of tagged stamps printed on Plates 3 through 6 was small. Because of their scarcity, we know this to be the case for Plates 5 and 6.

Let's see if we can figure out anything about Plates 3 and 4.

We know from rolls we have seen that Plate 4 was paired with Plates 2, 3 and 8 as a precancel and with Plate 3 as a tagged stamp.

First Forged PNCs Found on 5.2¢ FDCs

Continued from Front Page

Box 8000, State College, PA 16803) will examine PNCs for forged plate numbers.

APES agreed to do so at the urging of the Plate Number Coils Study Group.

For expertizing, write APES for an application blank. There is a charge.

For a less formal opinion, Mr. Lawrence has volunteered his services. He asks that he be reimbursed for his costs of postage and registration. His address is P.O. Box 3568, Jackson, MS 39207.

According to a letter from Francis J. Janaczek, acting manager of the Stamps Management Branch of the Stamps Division, dated March 20, 1985, Plate 1 was paired with Plates 2 and 4.

Collectors have never found any evidence of a pairing of Plate 1 with Plate 4. If we assume that Janaczek's facts were correct, we must take it as a given that this pairing will be reflected in the totals for Plates 1 and 4.

The total impressions (1,092,529) for Plate 4 were enormous, one of the highest totals we have ever found on the Cottrell presses.

So let us break down Plate 4 first.

We know that there were 67,833 impressions of Plate 8, which appeared only as a precancel and was paired only with Plate 4. These are the only pairings ever found by collectors.

$$1,092,529 - 67,833 = 1,024,696$$

That's the total printed with other plates.

We know that Plate 4 was also printed with Plate 3, which was paired only with Plate 4. The 3-4 pairing is the only one collectors have ever found for Plate 3.

$$1,024,696 - 418,696 = 606,000$$

That's the total still unaccounted for.

Now let's look at Plate 1. We know it was paired with Plate 2 because we have seen the 1-2 pairing in rolls of stamps, both tagged and precanceled.

If we subtract the impression total for Plate 1 from the total for Plate 2, we get:

$$810,620 - 204,620 = 606,000$$

We also know that Plate 2 was paired with Plate 4 as a precancel. Since the remainder for Plate 4 exactly matches the remainder for Plate 1, we have to assume that this is the total printed in the 2-4 pairing.

That leaves no remainder for a possible pairing of Plates 1 and 4.

Before we dismiss Janaczek's report as erroneous, we should also note that the impression total for Plate 1 was reported by BEP when the plate was canceled in December 1981. We were provided with impression totals for Plates 2, 4, 5, 6, and 8 in the report for plates canceled in November 1986. It is most unlikely that anyone at BEP would have tried to work out calculated totals in 1986 to make the 1981 report for Plate 1 come out right.

The new data also proves that the printing history of the 9.3¢ Mail Wagon is pretty accurate.

We have "To press" dates for precanceled Plates 1 and 2 on Nov. 20, 1981, and again on Dec. 1, 1981. We have tagged Plates 1 and 2 reported going to press on Nov. 4, 1981.

By Jan. 20, 1982, the plates being precanceled were Plates 3 and 4. Plate 1 had been canceled Dec. 16, 1981. No more stamps could be printed from it. Plate 4, of course, was still around.

Precanceled Plate 2 was sent to press twice in 1983, paired with Plate 4. Those press runs occurred on Oct. 14 and Nov. 20.

The curious thing is not that Janaczek erroneously reported a pairing of Plates 1 and 4 that we have never seen, but that he did not report the pairing of Plates 2 and 4. Maybe that's what he meant to say in the first place.

Hash Marks Are Found on 8.3¢

By Steve Esrati

Among the many things we have found but know nothing about is the hash mark, which can be found on some precanceled plates from the Cottrell presses.

Until now, all known hash marks have been on just three pairings of Cottrell plates. Two occurred on the 5.2¢ Sleigh; one on the 9.3¢ Mail Wagon.

We do not know why they are there nor do we know the purpose they served. We do know what our eyes have found. The hash mark is always six stamps to the right or left of the gap. It is usually a straight vertical line about 1.5mm tall and about 0.5mm wide. The color is identical to the black of the precancel itself.

Further, we know that the placement of the hash mark, until now, has always been 1.75mm below the bottom precancel bar and that it was in the exact center of a precancel's full length from gap to gap of 12 stamps.

This last fact is highlighted by the relationship of the gap to the perforations. If the precancel lines extend to the left or right beyond the perforations, the hash mark is to the left or right of the perforations by the same amount of overlap. Conversely, if the gap is exactly on the perforations, so is the hash mark.

This means that where the precancel gap is perfectly centered on the perforations, the hashmark may fall over a perforation hole and be almost invisible.

Previous hash marks were found on:

- The 5.2¢ Plates 3 and 5 where the gap is at 5L. (This pairing was inadvertently omitted from the 1987 catalog.)

- The 5.2¢ Plates 4 and 6 where the gap is at 2L.
- The 9.3¢ Plates 5 and 6 where the gap is at 3L.

Stephen Sickerman of Lubbock, Tex., has just found a new set of hash marks, this time on Plates 1 and 2 of the 8.3¢ Ambulance.

Unlike the three previous pairings, his are 1.75mm above the top precancel bar. They are also somewhat longer, measuring 2.6mm in height. But again they are exactly six stamps away from the precancel gap.

In Sickerman's find the 2L gap is a bit weird. The bottom line ends 1.25mm to the right of the center of the perforation holes. The top line, which turns slightly downward, ends 0.8mm to the left of that center line. The hash mark has neither of these measurements and falls 1.75mm to the right of the perforation holes' center.

The hash mark appears six stamps to the left of the gap and is seen at 8L.

Sickerman's find came from a strip of 90 he bought from the Philatelic Sales Division.

Hash marks are believed to have some connection to plate alignment and have always been 24 stamps apart at the exact midpoint of one precancel line, which extended across 12 stamps on the Cottrell presses.

Hash marks are relatively scarce. Sickerman's find is only the fourth set of plates on which they have been reported.

On the very day that Sickerman's hash marks arrived in Cleveland, Al Haake called to report finding a whole roll of hash marks on the 9.3¢ Mail Wagon. His were the previously reported Plates 5 and 6, No Gap (3L). That puts the hash mark at 3R.

But we learned something new from Haake's find. We did not previously know whether the hash mark was repeated on both precancel mats needed to overprint a full plate on the Cottrell presses. Thus, if there was a hash mark at 1R, would there also be one at 13R (or 11L)?

Haake's find proves conclusively that only one of the two mats had the hash mark. This means there is only one hash mark per plate, or one hash mark per plate number.

Now let us speculate about the purpose of the hash mark. We have all seen stamps in which the precancel mats (four were used to overprint one full plate on the Cottrell presses, each mat being 12 stamps wide and 9 stamps high) are not aligned with the stamp.

Sometimes this misalignment was vertical, giving us high or low precancel bars. Sometimes it was horizontal, giving us awful-looking stamps in which the precancel crosses the perforation holes.

Just what purpose this little vertical line on the flexographic mat is supposed to be for can only be surmised by its position smack in the center of the 12-stamp width of the mat. The offsetting of the hash mark from the perforation holes by a distance equal in all but the Sickerman find to the offset of the end of the precancel bar must be taken to mean that it served in some way to align the mats to the plates.

We do not yet know how it was done.

However, we can speculate a bit more. From the se-tenant precancel styles found on the 17¢ Electric Auto, we know that printers added flexographic mats to the press in a willy-nilly fashion. Sometimes we got plates in which all four mats were of the same style:

This gave us rolls in which all the stamps had the same typeface.

A	A	B	B	C	C
A	A	B	B	C	C

Sometimes we got AB and BA pairings:

Why Are the Catalog Totals 'Funny'?

If you closely examine *The Catalog of Plate Number Coils*, you immediately notice that the impression totals for many stamps printed on presses other than the Cottrells carry an asterisk.

Then there is a note telling you that BEP reported a much larger number.

The question is "Why?"

There are really two questions here:

- Why did we not just stick to the BEP's impression total?

- Why did we bother?

We were forced to bother because BEP reports the total number of impressions for something it calls the "subject size," not for the number of impressions per each revolution of the printing cylinder. (In early reports, BEP sometimes did report impressions for the entire cylinder.)

Take a 22¢ Flag stamp printed on the B Press. It has 936 stamps on the cylinder. These are arranged in 18 strips of 52. That means there is a plate number at the end of each plate after the 51st stamp and that there are 18 plate numbers on the plate.

But BEP does not always report a figure for 936

18¢		
Scott 1891		
Issued: April 24, 1981		
Withdrawn: July 31, 1982		
Press: B (18 strips of 52)		
Plate 439722-4	Max. PNCs:	28,458,000
Certified: 05/14/81		
To Press: 05/15/81		
Canceled: 12/13/84		
Impressions: 1,581,000*		
*Total of 3,162,000 impressions reported by BEP for 468 stamps per revolution.		

Typical catalog entry showing reduced Impressions total where BEP reported 468-subject plate.

stamps; it often reports on 468, or half a cylinder. It calls this the subject size.

The practice, of course, reflects what happened on the Cottrell presses, where there were two plates on each cylinder. On the Cottrells, there were 18 plate numbers per plate, but two plates on the cylinder.

On the Cottrells, the number of subjects equaled the number of stamps in a plate, 432.

On the B Press (or on the C and D presses), the total number of stamps printed with every revolution of the press is double the number of impressions stated when they are given based on subject size.

But we are not interested in the number of stamps printed. We care only about the number of plate numbers printed.

That means that BEP prints two impressions to produce 936 stamps with 18 plate numbers. The convenient way to handle this was to divide the number of impressions reported by BEP by two to arrive at an impression figure from which we could calculate the number of stamps that could exist with a PNC.

Another way of understanding this is in terms of stamp orders. In the old days, the Postal Service ordered so many panes of stamps from BEP. Now, with a continuous roll of stamps, the question is "What constitutes a pane?"

While we have never been able to learn definitively that USPS considers half a turn of the printing cylinder to be a pane, it does appear that its computations are based on that assumption.

There is one caution needed in all this. We are relying on accuracy in the BEP's reports. Scarcity, however, dictates that we take the reports with a grain of salt. We know for a fact that Plates 1, 3, 6 and 7 of the 18¢ Flag are scarce. Chances are that we should divide their "impressions" totals by two as well.

Hash Marks Found on 8.3s

Continued from Previous Page

A	B	B	B
B	B	B	A

We can therefore be positive that the printers did not care where the mat with the little mark appeared. It could be in either top mat or in either bottom mat. Thus, we now are led to believe that hash marks may also be found six stamps right of the gap in the portions of the roll that we have always considered "waste" or "scrap."

For example, in the roll from Plates 5 and 6 where the gap falls at 3L, there is another gap at 9R. Twelve stamps to its right, the gap printed at the end of the first mat's line will recur. Then, three stamps to the right of that second gap, we will again have a plate number.

If the leftmost plate number in that roll was a 5, the one 24 stamps to its right will be a 6.

And in between is a strip of 18 or so stamps we have thought of as waste.

We now realize that hash marks might be found in that space of 18 stamps, stamps that show no plate number, but still have that mysterious mark.

This last is speculation, but I cannot help wondering how long it will be before the first such hash mark is reported on waste.

BEP Plate Activity Through March

PLATE	SERIES	FACE	ASSIGNED	TO PRESS	CANCELED	IMPRESSIONS	TOTAL	NOTES
174057.04	FLAG	22.0	04/26/85	06/11/85	02/26/87	3,275,354	29,478,186	B PRESS
175582.07	FLAG	22.0	10/28/85	08/04/86	03/30/87	1,841,114	18,411,140	C PRESS
176208.11	FLAG	22.0	03/13/86	03/31/86	02/02/87	3,144,932	31,449,320	C PRESS
176834.12	FLAG	22.0	06/12/86	06/24/86	03/06/87	8,215,791	73,942,119	B PRESS
177592.16	FLAG	22.0	12/12/86	02/27/87	03/30/87	1,102,808	9,925,272	B PRESS
177806.18	FLAG	22.0	02/19/87					C PRESS
177903.19	FLAG	22.0	03/10/87					B PRESS
177997.20	FLAG	22.0	03/27/87					C PRESS
174568.02	MONUMENT	18.0	07/01/85	NEVER	03/31/87	0	NONE	BLACK TONE
174569.02	MONUMENT	18.0	07/01/85	NEVER	03/31/87	0	NONE	BLACK TYPE
177319.01	TRANS	2.0	10/09/86	02/19/87				B PRESS
177288.01	TRANS	5.5	10/02/86	10/16/86	02/26/87	297,336	2,676,024	P/C
177894.02	TRANS	5.5	03/09/87					B PRESS
177784.02	TRANS	12.5	02/19/87					B PRESS

4 New PNCs Due Soon, 1 Is Issued

Plate activity in February and March at the Bureau of Engraving and Printing produced two new numbers—Plates 2 of the 12.5¢ Pushcart and of the 5.5¢ Star Route Truck.

Also, the USPS *Philatelic Catalog* for September-October reveals existence of a precanceled 12¢ Steamer off the B Press (See story on Front Page).

And the Postal Service has added two new Transportation coils to its 1987 program, a 5¢ Milk Wagon and a 17.5¢ Racing Car. Both were to be issued Sept. 25 in Indianapolis.

One must guess that the two new plate numbers on the 5.5¢ and 12.5¢ are for precancels.

Leading to this conclusion is the cancellation of Plate 177894-1, the precancel plate for the 5.5¢ stamp, after only 297,336 impressions. That plate produced a maximum of 2.676 million PNCs.

Since the 5.5¢ stamp is not really needed as a tagged stamp, the assumption is that the new plate is a precancel, too, to replace Plate 177894-1.

The need for a new 12.5¢ plate had been expected, since 12.5 cents is the basic bulk-rate charge, making this a much-used stamp. The original B Press plate used to print these stamps had been in use since March 1985. That is a long time for any plate.

There is one glaring error on the February-March BEP report. It gives the number of subjects on Plate 16 of the 22¢ Flag as 480, the number of subjects on the C Press.

When Plate 16 was assigned, it was termed a B Press plate, with 468 subjects in half a revolution.

But all is not lost. BEP correctly gave the press number for Plate 16 as 701, the number of the B Press. So this was just a typographical error. (But the report did not correct any of the glaring errors in the September 1986-January 1987 report.)

For a complete rundown of the new report, please look above.

The news of the two new stamps ends the expecta-

tion that BEP would re-engrave the 5¢ Motorcycle. W. L. (Pete) Davidson, director of the Stamps Division, said at STAmPsHOW that no more stamps would be re-engraved and that a Conestoga Wagon is coming.

The 17.5¢ stamp shows the Marmon Wasp, a car that won the first Indianapolis 500-mile race.

17.5 cents is the value we had been expecting since that rate was established for first-class mail sorted to a nine-digit ZIP code on Feb. 17, 1985. A stamp of that denomination was to have been issued Oct. 22, 1985, but was delayed for budgetary reasons. No design was ever revealed.

It is the 17.5¢ rate that pays the freight on almost all U.S. utility bills. It is the rate for which ZIP+4 was set up. It exceeds the rate for sorting to carrier route by a half cent.

A last word on the BEP report: BEP no longer reports precancels printed. Apparently earlier reports dealt only with overprinting, not with precancels produced from a two-color plate.

20¢ Flag, Plate 3 FDC

on ArtCraft cachet, strip of three, First Day of Issue machine cancel, for sale. Best offer.

Ken Lawrence

P.O. Box 3568

Jackson, MS 39207

I borrow, write about, buy, and trade all interesting plate number coils—mint, used, FDCs, other philatelic covers, and commercial covers.

I send my PNC quarterly newsletter to those who appreciate it. Subscribers demonstrate that by writing to me occasionally and by sending donations to cover production costs and postage.

Dumaine Cuts Back on PNC Business

Bob Dumaine, who runs Sam Houston Philatelics in Houston, is cutting back his PNC business, which he termed "a monster."

Dumaine will continue to sell all PNCs, graded and by plate number, in his retail store, at stamp shows and in several outlets at shopping malls. What he is cutting down is his mail-order business by which he supplied specific plate numbers in strips of three or five at any grade desired.

The mail-order business is being reduced to a basic stock.

"If you want a 1¢ Omnibus from me you can get it by mail, but if it's a particular plate number on the Omnibus you want, you'll have to come into the store," he said.

But Dumaine will continue to deal by mail in the hard-to-find numbers, which he refers to as "the dirty dozen." These include Plates 3 and 5 of the 5.2¢ Sleigh, Plates 5 and 6 of the 9.3¢ Mail Wagon, Plates 3 and 4 of the 10.9¢ Hansom Cab, Plates 2, 12 and 14 of the 20¢ Fire Pumper and Plates 1, 3 and 6 of the 18¢ Flag.

For Dumaine, the decision to cut back was a matter of economics because dealing in PNCs is highly labor intensive. Dumaine said he wanted to get back to

simplicity of operation in his business, 85% of which is based on state and federal duck stamps. He also deals in errors and PNC imperfs.

"The PNC business has become a monster," said Dumaine, who attends 35 stamp shows a year and runs 8 mail sales and 5 public auctions every year.

"First, you have to be a good detective to find the material at all. So then you buy rolls or boxes of rolls and spend day after day breaking out the strips and grading them as accurately as you can (and PNC grading in itself is time consuming). You spend more time mounting these in sales books or filing them in bulging file cabinets.

"Next, you have to find a market for your scrap, which requires a real selling job.

"And then comes pricing. You mark up the stamps in your books with one price and the next day along comes an ad from Dealer X and you erase your prices and change them to stay competitive."

All this takes time—and time is money.

Dumaine said labor costs were staggering.

He sold his excess stock to Dale Hendricks who runs Dale Enterprises and advertises every PNC by number.

	F	VF	XF
1897 1c Omnibus 1-2-3-4-5-6	.90	1.00	1.25
2225 1c Omnibus 1	.90	1.00	1.25
1897A 2c Locomotive 2-3-4-6-8-10	.90	1.00	1.25
*Imperf 6-10 (each) PS/5			\$350.00
2226 2c Locomotive 1	.90	1.00	1.25
1898 3c Handcar 1-2-3-4	1.00	1.25	1.50
2123 3.4c School Bus 1-2	1.50	1.75	2.00
2123a 3.4c Precancel 1-2	1.50	1.75	2.00
1898A 4c Stagecoach 3-4	1.50	2.00	5.00
1-2-5-6	3.00	4.00	6.00
2228 4c Stagecoach 1	1.50	2.00	3.00
1898Ab 4c Precancel 3-4-5-6	2.00	2.50	8.00
2124 4.9c Buckboard 3-4	1.50	1.75	2.00
2124a 4.9c Precancel 1-2-3-4-5-6	2.00	2.50	3.00
1899 5c Motorcycle 1-2	1.50	1.75	2.00
3-4	2.00	2.50	3.00
1900 5.2c Sleigh "1-2"	10.00	12.00	14.00
*3-5	65.00	85.00	100.00
1900a 5.2c Precancel 1-2	4.00	5.00	7.00
*3-5	7.00	8.00	10.00
*4-6	10.00	12.00	15.00
2125 5.5c Star Route Truck 1	1.75	2.00	3.00
2125a 5.5c Precancel 1	1.75	2.00	3.00
1901 5.9c Bicycle "3-4" PS/5	12.00	14.00	18.00
*3-4 PS/3	9.00	10.00	12.00
1901a 5.9c Precancel 3-4	15.00	17.00	20.00
-5-6	20.00	25.00	30.00
3-4 numbers whole on top	50.00	60.00	70.00
PS/5 no number, design complete	50.00	60.00	70.00
2126 8c Tricycle 1	1.75	2.00	3.00
2126a 8c Precancel 1-2	2.00	2.25	3.00
2127 7.1c Tractor 1	2.00	2.50	3.00
2127a 7.1c Precancel 1	2.00	2.50	3.00
1902 7.4c Baby Buggy "2	10.00	12.00	14.00
1902a 7.4c Precancel 2	3.00	3.50	4.50
2128 8.5c Ambulance 1-2	2.00	3.00	3.50
2128a 8.5c Precancel 1-2	3.00	3.50	5.00
3-4	5.00	6.00	7.00
2231 8.3c B Press Precancel 1	3.00	3.50	4.00
2129 8.5c Tow Truck 1	3.00	3.50	4.00
2129a 8.5c Precancel 1	3.00	3.50	4.00
1903 9.3c Mail Wagon "1-2"	13.00	16.00	20.00
*3-4	18.00	20.00	25.00
*5-6	140.00	170.00	200.00
1903a 9.3c Precancel "1"	21.00	25.00	30.00
"2	12.00	14.00	16.00
"3	18.00	18.00	23.00
4-5-6	4.00	5.00	7.00
"8	55.00	65.00	80.00
2259 10c Canal Boat 1	2.50	3.00	4.00
2130 10.1c Oil Wagon 1	2.50	3.00	4.00
2130a 10.1c Precancel 1	2.50	3.00	4.00
1904 10.9c Hansom Cab "1-2"			
PS/5	20.00	25.00	30.00

	F	VF	XF
1904a *1-2 PS/3	13.00	15.00	17.00
10.9c Precancel "1-2"	20.00	24.00	28.00
*3-4 LP only	—	30.00	40.00
10.9c Precancel 3-4 WANTED			
1905 11c Caboose 1	5.00	7.00	9.00
1905 Brake Shoe strip of 8	20.00	25.00	30.00
1905a 11c Precancel 1	3.00	3.50	5.00
2131 11c Stutz 1-2-3-4	2.00	2.25	2.50
2132 12c Steamer 1-2	2.00	2.50	3.00
2132a 12c Precancel 1-2	2.00	2.30	4.00
2133 12.5c Puffcart 1	2.50	2.75	3.00
2133a 12.5c Precancel 1	2.50	2.75	3.00
*Imperf 1 PS/5	—	350.00	—
2134 14c Isambard 1-2-3-4	1.25	1.50	1.75
2 (B Press)	2.50	2.75	3.50
1906 17c Auto 1-2-3-4-5	3.00	4.00	5.00
"6	18.00	22.00	25.00
7	6.00	7.00	12.00
1906a 7c Precancel 1C-2C	12.00	18.00	30.00
3A-4A-5A-6A-3C-4C	7.00	8.00	10.00
7A-8B-8B	12.00	15.00	17.00
*5BA-1*5BA	70.00	90.00	100.00
*5C-7C	20.00	25.00	30.00
5AB-7AB (PS/10)	15.00	17.00	20.00
3B-4B	30.00	35.00	40.00
3BA-4BA (PS/9)	35.00	40.00	45.00
2135 17c Dogged 2	2.75	3.00	4.00
1907 18c Surrey "1"	25.00	30.00	35.00
*3-4-7	20.00	25.00	30.00
2-8-9-10	4.00	5.00	6.00
5-6	5.00	7.00	9.00
11-12-13-14-15-16-17-18	10.00	12.00	15.00
Imperf #10 PS/6	900.00	—	—
1908 20c Fire Pumper 1 (LP)	8.00	10.00	15.00
"1 PS/3	40.00	50.00	60.00
2 (LP)	20.00	25.00	30.00
"2 PS/3	150.00	175.00	200.00
3-4-5-9-10-13-15-16	4.00	5.00	6.00
"7-8	50.00	60.00	—
"6	5.00	6.00	10.00
"12-14 LP	20.00	25.00	30.00
"12-14	150.00	175.00	250.00
"11	15.00	18.00	20.00
15 Wounded "P"	25.00	30.00	35.00
2136 25c Bread Wagon	4.00	4.50	5.50
2005 20c Consumer			
3-4 (LP)	4.00	5.00	6.00
"1-2-3-4 (PS/3)	45.00	50.00	60.00
1891 18c Flag "1 (PS/3)	100.00	125.00	150.00
"1 (PS/5)	—	500.00	—
"2	20.00	25.00	30.00
"3 (PS/5)	—	500.00	650.00
4-5	8.00	9.00	11.00
"6	—	1750.00	—
7	40.00	50.00	60.00

	F	VF	XF
1891 Imperf #5 PS/3 \$110.00; PS/5 \$140.00; PS/6 \$160.00			
1895 20c Flag (PS/3 Prices)			
*1-3-12	7.00	9.00	10.00
2-5-8-9-10-13-14	6.00	7.00	9.00
"4	40.00	50.00	60.00
"11	9.00	12.00	15.00
1895 20c Flag (PS/5 Prices)	125.00	—	—
"1	—	50.00	—
2-3-8	10.00	12.00	15.00
"4	—	—	175.00
*5-9-13-14	7.00	9.00	10.00
"11	10.00	15.00	20.00
10-12 (XF WANTED)	7.00	14.00	—
1895a 20c Precancel 14	8.00	9.00	10.00
2115 22c FLAG			
2-4-5-7-8-10-11-12-13-14-15-16-17-18-19-20-21			
"1-3-6	4.00	4.50	5.00
1T (Test coil)	7.00	8.00	10.00
18c Washington (both)	6.00	7.00	8.00
2149 18c Precancel (both)	3.50	4.00	5.00
2149a 18c Precancel (both)	3.50	4.00	5.00
2150 21.1c Letters (both)	4.00	5.00	6.00
2150a 21.1c Precancel (both)	4.00	5.00	6.00
2112 22c "D" 1-2 (PS/5)	10.00	12.00	14.00
1-2 (PS/3)	5.00	6.00	7.00
O 135 20c Official "1 PS/3	17.00	20.00	25.00
O 139a "D" Official "1 PS/5	60.00	70.00	80.00
"1 PS/3	20.00	25.00	30.00

* Means I am also buying these numbers.
Mint postage (sorted by denomination) accepted in trade at 100%; Mint precancels in strips of three or longer at 90% Satisfaction guaranteed with 14-day return privilege. Prices are for strips of 5. If you collect strips of 3, deduct 5%, unless listed separately.

AL HAAKE

R. R. 1, Box 65
Germantown, IL 62245
(618) 523-4716 (Best after 5 P.M.)

AP# B138012 BA #1100

FDCs with Plate Number Coils

No.	Stamp	Plate	P/S	Cachet	Condition	Price
1	18¢ Flag	1	1	Americana	VF	17.50
2	18¢ Flag	5	2	Colorado	VF (# on right)	150.00
3	22¢ Flag	1	5	Chamberlain	F (mint strip, sealed)	5.00
4	20¢ Consu	1	3	Fanam	Superb	50.00
5	20¢ Consu	1	4	Artmaster	XF	40.00
6	20¢ Consu	1	4	ArtCraft	XF	40.00
7	20¢ Consu	4	2	ArtCraft	VF	25.00
8	(22¢) D	2	2	ArtCraft	F (# on right)	20.00
9	(22¢) Offi	1	1	Americana	VF	17.50
10	(20¢) Offi	1	2	Colorado	VF	25.00
11	(22¢) Offi	1	3	Fanam	XF	35.00
12	(22¢) Offi	1	3	Fanam	F	25.00
13	(22¢) Offi	1	3	Artmaster	F	13.75
14	(22¢) Offi	1	3	ArtCraft	VF	15.00
16	1¢ Trans	2	3	ArtCraft	F (+17¢ Carson)	3.50
18	2¢ Trans	4	4	ArtCraft	VF (+12¢ Torch)	23.00
19	4¢ Trans	3	5	ArtCraft	VF (# at left of strip)	15.00
20	4¢ Trans	3	5	ArtCraft	VF (# on 2d stamp)	17.50
21	5¢ Trans	1	4	ArtCraft	F	17.50
22	5¢ Trans	2	4	ArtCraft	Superb	23.00
23	5.2¢ Trans	1	3	Fanam	Superb (+5.2¢ Single)	15.00
24	5.2¢ Trans	1	3	Artmaster	VF (+5.2¢ Single)	12.00
25	5.5¢ Trans	1	4	Artmaster	Poor (# cut)	3.00
26	5.5¢ Trans	1	4	Artmaster	VF (cancel on #)	3.50
27	5.5¢ Trans	1	4 PC	Artmaster	Superb precancel (+4 X 5.5¢ tagged without #))	17.50
28	5.5¢ Trans	1	3 PC	KMC	Superb precancel (+4 X 5.5¢ tagged with #))	20.00
29	5.9¢ Trans	3	4	ArtCraft	Superb	25.00
30	5.9¢ Trans	3	2	Americana	Poor (+15¢ envelope)	12.50
31	5.9¢ Trans	4	2	Americana	VF (+15¢ envelope)	15.00
32	5.9¢ Trans	4	4	Artmaster	VF	25.00
33	5.9¢ Trans	4	4	ArtCraft	Superb	30.00
34	7.1¢ Trans	1	3	Artmaster	F (+1¢ B Press)	3.50
35	7.1¢ Trans	1	3 PC	Artmaster	VF (+1¢ B Press)	15.00
36	7.4¢ Trans	2	3	ArtCraft	VF	10.00
37	8.5¢ Trans	1	3	Americana	VF	7.50
38	8.5¢ Trans	1	3	Artmaster	VF	5.00
39	8.5¢ Trans	1	3	ArtCraft	VF	5.00
40	8.5¢ Trans	1	3 PC	Artmaster	XF	15.00
41	8.5¢ Trans	1	3+3	KMC	XF (Tagged) VF (PC)	22.50
42	9.3¢ Trans	1	4	ArtCraft	XF	25.00
43	9.3¢ Trans	1	2	Fleetwood	XF (+2¢ Americana)	25.00
44	9.3¢ Trans	1	2	Fleetwood	Poor (+2¢ Americana)	17.50
45	9.3¢ Trans	2	2	Fleetwood	XF (+2¢ Americana)	25.00
46	9.3¢ Trans	2	4	ArtCraft	Poor	17.50
47	10.9¢ Trans	1	4	ArtCraft	VF	25.00
48	10.9¢ Trans	1	4	Artmaster	F (# on left stamp)	15.00
49	10.9¢ Trans	1	2	Colorado	VF	25.00
50	10.9¢ Trans	1	3	Fanam	XF	25.00
51	10.9¢ Trans	2	2	ArtCraft	F	15.00
52	11¢ Caboose	1	2	Benham	VF Bulls-eye (# on right)	17.50
53	11¢ Caboose	1	2	Benham	Poor Bulls-eye (# on right cut)	12.50
54	11¢ Caboose	1	3	ArtCraft	XF	17.50
55	12¢ Trans	1	3	Artmaster	Superb	10.00
56	14¢ Trans	1	5	Chamberlain	XF (Mint strip sealed)	5.00
57	17¢ Trans	1	2	Americana	Poor	4.50
58	17¢ Trans	2	2	Americana	Poor (# cut)	3.75
59	17¢ Trans	2	4	ArtCraft	Poor	7.50
60	18¢ Trans	1	1	Collins	XF (Hand painted) (+single canceled elsewhere to prove First Day)	75.00
61	18¢ Trans	1	2	Fleetwood	F	20.00
62	18¢ Trans	1	4	ArtCraft	F	25.00
63	18¢ Trans	2	2	Fleetwood	XF	30.00
64	18¢ Trans	2	2	Fleetwood	F	22.50
65	25¢ Trans	1	3	KMC	XF	12.00
66	25¢ Trans	1	3	Artmaster	XF	12.00
67	18¢ Monument	No #	2	ArtCraft	VF Untagged error	15.00

Please order by number. Condition refers to the PNC. Most items are one of a kind and an attempt has been made to describe them fully. Instant refund for any reason. 5% discount for orders over \$50; 10% discount for orders over \$100. Terms: Cash with order, please.

Stephen G. Esrati

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

(216) 561-9393

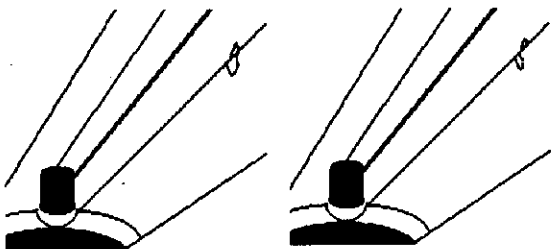
In Ohio, please add 6.5% sales tax.

Stutz 3 Full of Varieties

A veterinarian who does not want his name used has been stripping plate number strips from coils for several years. He has had a field day with Plate 3 of the 11¢ Stutz Bearcat, because he has found a host of varieties on it.

Plate 3 is the strip on which the plate number stamp shows the "polishing cloth" variety on the stamp with the plate number. He has found many of these but on his version of the flaw, the "polishing cloth" is no longer a near-rectangular object, but rather two distinct blobs, one on each side of the line representing the hinge of the car's left hood. The two blobs do not quite touch.

The following is an attempt to show the two varieties by computer:



Polishing Cloth I Polishing Cloth II

The previously reported variety is labeled "Polishing Cloth I" and the vet's find is "Polishing Cloth II." It cannot yet be determined if this is a progressive flaw, that his variety eventually became enlarged into the previous flaw.

In addition, he has found two distinct plate cracks on the left rear fender of the Stutz on the stamp with the plate number. Unfortunately, computer drawing cannot accurately portray these.

So we'll have to describe them.

"Fender I" has a thin crack that runs to the left of the line on the fender (presumably a metal seam). The crack is jagged and runs to the left of the circular object on the seam from the bottom of the white area on the fender almost to its very top. It stays well clear of the circular object.

All stamps seen with "Fender I" also have various doublings around the plate number "3."

"Fender II" is in almost the same place, but the jags of the line are different and the crack does not extend all the way to the top of the white area, stopping just above the circular object. There is no damage to the plate number.

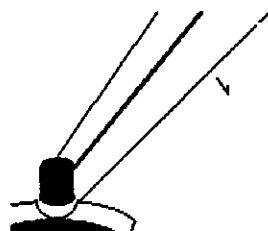
In addition, he has found several stamps at 7L with various kinds of marks.

On one strip, which has no markings on the plate number stamp, 7L has what appears to be a chill-roller doubling from the "e" of "Bearcat" to the first "3" of "1933." The bottom loop of the "3" contains a large blob that is visible with the naked eye. There is a vertical line to the left of the "1" of "1933."

On a second strip, which contains "Polishing Cloth II," there is some chill-roller doubling from the "B" of "Bearcat" to the first "3." The vertical part of the "B" has a vertical line to its left. The upper loop of the "3" has a small blob, not easily seen with the naked eye.

On yet a third strip, 7L has a crack on the fender that starts just below the circular object and runs a little above it. This crack touches the body of the car at its top and bottom. It is much shorter than either of the two other fender cracks.

And, still on Plate 3, the veterinarian found a zig-zag line on the hood at 2R. Here's a computer drawing:



The vet said he has yet to find any plate damage on Plates 1, 2 or 4. He is aware that a clear chill-roller doubling has been found on Plate 3 on the stamp with the plate number. In it, the lettering in "Stutz Bearcat" is visibly thicker.

"But why," he asked, "is

Arrow on Hood the damage always on 7L?"

Also appearing on the numbered stamp from Plate 3, Ernest St. Laurent of Foxboro, Mass. has found what he terms a "broken arrow." What he found is a horizontal line, about 1mm long that exits to the right from the hinge line right of the hood ornament.

But what St. Laurent missed is that he also has a "Fender II" crack.

2 New PNC Dealers Start Up

Rick Lancaster, doing business as Maine-ly Modern Philatelics, has assembled a stock of covers bearing PNCs. His list is available for a SASE with 39 cents in postage from P.O. Box 421, Skowhegan, Maine 04976.

A 20¢ Official cover goes for \$10.

Lee Warzala, 10 St. Mary's Court, Springfield, Ill. 62702, has issued his first PNC sell-trade list, including some very hard-to-find numbers. Send a SASE to receive it.

BUYING PNC FDCs write first. Thomas Gift, 1959 Haviland Ave., Bronx, N.Y. 10472. (4-90)

WANTED FOR PERSONAL COLLECTION: PNCs on commercial covers. 18¢ Flag #6, 7; 18¢ Surrey #1, 3, 14, 15, 16, 17, 18; 20¢ Pumper #12, #14; 5.9¢ Precancel any #; 18¢ Washington Monument Precancel any #; 7.4¢ Precancel; 8.5¢ Precancel; 7.1¢ Precancel; 5.5¢ Precancel. Write with details and price. Rob Washburn, 5 1/2 Coburn Ave. Skowhegan, ME 04976. (5-87)

CONSUMER 1-2, PS/5 in VF \$200; XF \$250; 3-4 in VF PS/5 \$100; XF \$150. Al Haake, Rt. 1, Box 65, Germantown, IL 62245 (618) 523-4716 (after 5). (5-87)

BACK ISSUES of TPN are available. There were seven issues in Volume I. They are \$1 each. There were four previous issues in Volume II. All but Issue 4 are \$1; Issue 4 is \$2. Steve Esrati, P.O. Box 20130, Shaker Heights, OH 44120-0130.

3.4¢ CHILL ROLLER, PNC-5, \$19.95 Plate 1 or 2; Plain, \$1 per stamp. Discovery Stamps, P.O. Box 2502, Syracuse, N.Y. 13220-2502. (315) 652-5517. (5-87)

Linn's Adds 'Price Trends' for PNCs

Linn's is doing a centerfold on PNCs.

No, it's not something you have to hide from your teenagers. It's a "Price Trends" section. And it's welcome news because it will help dealers to gauge the fast-moving market.

The first installment appeared in the issue dated July 13 and was prepared with the help of Dale Hendricks, who runs those big ads for Dale Enterprises.

The first "Trends" priced F-VF strips of three and five and used singles. The only drawback is that "Trends" used 1987 Scott Catalogue numbers—after Scott changed the numbers for its 1988 edition. Here's a rundown of the tough numbers:

Face	Plate	PS/5	PS/3	Used single
Transportation Series				
5.2	3-5	50.00	40.00	50.00
9.3	5-6	105.00	90.00	80.00
20	1	155.00	42.00	.55
20	2	475.00	150.00	2.50
Consumer Education				
20	1-2	150.00	40.00	.35
Flag Series				
18	1	400.00	105.00	2.50
18	3	425.00	200.00	7.00
18	6	1,000.00	750.00	150.00
20	4	200.00	50.00	.40

Dennis Melichar has found an unreported gap for the 5.2¢ Sleigh, Plate 5 at 2L.

Melichar does not recall where he obtained his strip. His find puts all on alert to look for a 2L gap on Plates 3 and 5, which were paired.

Dealer Stewart Kusnitz had some rare FDCs for sale at CAPEX, the international stamp show in Toronto.

Some of his prices:

- 4¢ Stagecoach re-engraved—\$750.
- 20¢ Fire Pumper Plate 8—\$450.
- 20¢ Fire Pumper Plate 5—\$195.
- 20¢ Flag Plate 3—\$495.

Dr. Robert Rabinowitz has come out with what may be the first price list of almost every known precancel gap position, including the "No Gap" strips that require a long strip to show the gap far removed from the strip of five. If you are interested, write him at 37-E Stanwick Place, Stamford, CT 06905. He requires a minimum order of \$50 net.

But the biggest news in his new list is a find: Plates 3 and 4 of the 17¢ Electric Auto with a Style AB precancel at 5R. He prices a long strip of 10 at \$150.

Dr. Bob also did something unusual among PNC dealers. In his previous list he had priced the 22¢ Flag, Plate 15, at \$10. Since then, the stamp has become more readily available. So he offered a credit of \$5.50 to any customer who paid the higher price.

Since he is encouraging the collecting of long strips to show gaps, Dr. Bob gives this advice:

How do collectors mount the long strips of 10 and sometimes more stamps? Everyone has his own way, but a large proportion of collectors have purchased "Cadillac," the SAFE album. These are manufactured to hold strips as long as 18 stamps.

PNCs have hit the big time, at least in respect to prices. Dealer Stu Kusnitz reports that he has sold two strips of five of the 18¢ Flag, Plate 6, for \$1,195! And dealer Al Haake paid \$1,200 (with no buyer's commission) for a strip

All the News of PNCs

of five of that elusive number at an auction held by M&M Southwest. Haake is offering it for \$1,750.

Prices of off-sale PNCs began to go crazy right after the last issue of *TPN* came from the printer.

Haake was forced to issue a second "Fall" price list only a month after his first. Both he and Dr. Rabinowitz reported to their customers that some items are difficult to replace. (But Dr. Rabinowitz lowered some prices.)

Haake said he sold 80 strips of the 9.3¢ precancels from Plate 8 to another dealer last November at \$8.50 each and bought 50 of them back in May for \$30.

Strips (not including the ones we have been repeatedly reporting on since Issue 1 of *TPN*) that have gone up in both lists include:

- 22¢ Flag, Plate 1 and 3.
- 5.2¢ Sleigh, Plates 4 and 6.
- 9.3¢ Mail Wagon, tagged, Plates 3 and 4.

Two items that have gone down slightly in price are Line Gap strips of the 4¢ Stagecoach from Plates 3 and 4 and the 9.3¢ Mail Wagon, Plate 1, with the gap at 2L. Both have been found recently.

Ignorance may be bliss, but it can also result in offers that are not wholly on the up and up.

Take this ad by a Fort Wayne, Ind., dealer.



- Re-Designed: \$9.50/stamp
- \$19.00/pair
- \$37.50/gap pr.
- \$95.00/PS/5 #1
- \$95.00/PS/5 #2

Do you have the re-designed Hansom Cab issue yet? Although this re-design was not officially released as such, it is probably the most interesting error of the transportation coils you can acquire. Order your copy today for your collection - You'll be glad you did!!

The rub, of course, is that the stamp was not redesigned. It is simply a perforation variety in which the stamps were cut extremely low. Charging \$100 for this as a miscut may be OK, but calling it a "redesigned" stamp is not.

A new find among FDCs is a combination of the tagged and precanceled 6¢ Tricycle on an ArtCraft cacheted cover. The covers reported all came from R&D Enterprises in Rockville, Md.

Michael Laurence, publisher and editor of *Linn's*, reported a low entry of the stamp left of the plate number on 10.9¢, Plate 2. The stamp is about half a millimeter low and half a millimeter to the left. It is easily spotted by looking at a strip.

The variety has been found both tagged and precanceled.

'Not a New Stamp,' USPS Says of B Press 12¢

Continued from Front Page

die and the transfer rolls that were used to make the plates for the Cottrell presses. The only way to tell them apart is by the absence of a joint line on the new stamps.

The stamps are available only in rolls of 3,000 and carry the plate number 1.

A spokesman for the Postal Service said, "I don't know what all the hoopla is about. These are not new stamps and they were not re-engraved."

That was the justification used by USPS for not having a first-day ceremony for other stamps switched to the B Press.

After the re-engraved 1¢ Omnibus made its appearance, USPS reversed its position that these new stamps (which admittedly had a visible change in design) did not constitute new stamps and, therefore, did not deserve a formal first day.

A campaign, led by *Linn's*, brought forth a USPS announcement for media publication on Dec. 8, 1986, which retroactively set a first-day for the 1¢ stamp off the B Press for Nov. 26, allowing collectors (and the

large firms that prepare FDCs) to send in cacheted covers through Jan. 27, 1987.

It could not be confirmed whether Nov. 26 really was the first day for the stamp, but earlier dates of use have yet to be reported.

When the September-October *Philatelic Catalog* was issued late in August, it included Item 788P, the B Press precanceled Stanley Steamer. This was the first indication collectors had of its existence.

According to the Postal Service the 12¢ stamps (used for the five-digit post card rate) were shipped to Philatelic Sales Division centers in Kansas City in June and to Merrifield, Va., on Sept. 1. They apparently went on sale in Washington on Sept. 3.

Collectors believed after USPS reversed its position on the re-engraved 1¢ Omnibus, there would be no more surprise issues of former Cottrell stamps. But with the view that the 8.3¢ and 12¢ are not "new stamps," USPS could do this again with other Cottrell precancels.

Catalog Update

PAGE 10: Plate 4 is paired with Plate 3.

PAGE 13: Add a new precancel gap for Plate 5 at 2L. Although it has not yet been found, Plate 3 should have the same gap.

PAGE 13: Add a "hash mark" variety for Plates 3 and 5. The gap is at 5L; add Gap 2L for the "hash mark" on Plates 4 and 6.

PAGE 16: 7.4¢ "Blown tire" variety is at 10L. Not yet reported on precancel.

PAGE 22: The plate pairings of the 14¢ Iceboat are 1 with 2; 3 with 4.

PAGE 23: Add a No Gap (5R) for Plates 3 and 4.

PAGE 27: Change the price of the plate crack on Plate 2 of the 20¢ Fire Pumper from \$100 to \$600. The price in the catalog is a typographical error. Without a crack, Plate 2 is estimated at \$500 for a VF strip of five.

New numbers reported:

22¢ Flag, 21, 22.

New stamps issued:

5¢ Milk Wagon (Sept. 26) (coils of 100 and 3,000)

12¢ Stanley Steamer (Sept. 1?), B Press, precancel, Plate 1 (coils of 3,000)

17.5¢ Racing Car (coils of 100 and 500, tagged; coils 3,000, precanceled in red) (Sept. 26)

Withdrawals from sale:

17¢ Electric Car (tagged), Oct. 31, 1987

20¢ Fire Pumper, Oct. 31, 1987

New Varieties for Sale

Low entry, 10.9¢ Plate 2, Line Gap, Fine only (sorry about that!) PS/5, \$50.

Polishing Cloth II on 11¢ Stutz Plate 3, PS/5, VF, \$17.50.

Arrow on Hood, Stutz 3, PS/5, VF, \$17.50; XF \$20.

Fender I, Stutz 3, PS/5, VF, \$17.50 (has doublings on plate number).

Rain Crack, 4.9¢ Buckboard, Plate 5, Poor (# cut) \$50.

5.2¢ Hash Marks, Plates 4-6, VF-XF, \$75 the pair (one pair available).

7.4¢ Tagged, "Blown tire" variety in VF strip of 5 or 6, \$35; XF \$50.

Price Reduction: 20¢ Pumper 3-4, \$5.25 (S); \$4.00 (XF), \$3.50 (VF); \$3.00 (F). (Wholesale quantities available.)

Price Reduction: 18¢ Surrey 3-4, \$18 (S); \$15 (XF); \$12 (VF); \$10 (F). (Wholesale quantities available.)

Some items are one of a kind, so you may wish to phone to reserve them.

Steve Esrati

(216) 561-9393

Ohio residents, please add 6.5% sales tax

Does C Press Also Mean D Press?

Regarding the D Press listing (in the catalog for the 22¢ Flag, Plate 8): Why pick out one plate only?

Do you have evidence that it was not also printed on the C Press, since the two are interchangeable?

Charlie Yeager (the Washington columnist for *Linn's*) says each of the C Press sleeves is normally printed on the C Press unless something else is set up there, for example the Seashell booklets, in which case the coil plate goes on the D Press for that period of time.

But to my knowledge they are not telling us each time, so usually "C Press" really means "C and/or D Press."

Ken Lawrence
Jackson, Miss.

In reply: Charles Yeager is correct, but unless BEP tells us it printed a stamp on the D Press, as it did for Plate 8, we have to report what BEP says, even if we know the stamps were indeed printed on either press.

The D Press is officially referred to as a backup for the C Press.

New Name Proposed

A suggestion from a long-time librarian:

Change the title of future editions to "Plate Number Coils Catalog."

Any listing then would be equivalent to a subject listing, and not be lost among the heap of Catalogs and Catalogues.

Didn't your English teachers tell you to start a sentence with an emphatic word?

H. D. Peterson
Oregon Stamp Society Library
Portland, Ore.

In reply: Thank you for the suggestion. It shall be ever thus.

21.1¢ Usage

You mentioned that 21.1¢ stamps were really unnecessary since "any mailer...must have a computer [and can]...avail himself of the cheaper 17.5¢ rate."

However, I have at least one meter cover with 21.1¢ in the indicia. I seem to remember that the 21.1¢ rate was for more than 200 letters but fewer than 500 and the 17.5¢ rate was for more than 500 (but I might be wrong on this).

I read where Ken Lawrence made the same statement a few weeks ago.

Glenn A. Estus
Westport, N.Y.

In reply: Mr. Estus is almost correct. § 323.2 of the *Domestic Mail Manual* requires at least 500 pieces for the 17.5¢ rate. Further, it requires that the mailpieces must be in groups of 10 or more to the same carrier route, rural route, highway contract route, post office box section or general delivery unit. All pieces not in groups of 10 are charged the full first-class rate.

The 21.1¢ rate is covered in § 324 and requires at least 500 pieces of a ZIP+4 mailing or 250 pieces of a ZIP+4 nonpre-sort mailing. Further, the addresses must be machine readable and space must be left free for the bar code. And there are sep-

Letters to TPN

arate requirements for OCR (optical character recognition) readability, such as all upper-case letters in the town name, a uniform left margin, mandatory use of the two-letter state abbreviations and a spacing of six lines to the inch.

But both rates are for 500 pieces if sorted. The exception is for 250 pieces of ZIP+4 mail with no sorting at all.

The evident reason for the 21.1¢ rate, then, is for mail going to many parts of the country that cannot be grouped in bundles of 10. There is a slight savings to those first-class mailers if they use ZIP+4.

More Drawings

Thanks to Wayne Youngblood for the drawings of the plate cracks. I hope he'll put in more in the next edition of the catalog.

I can't tell you how much these drawings mean to me.

Do you think you'll ever price the plate cracks as used singles? I have many

Richard Peluso
Boston, Mass.

In reply: Wayne has offered to continue drawing varieties for *TPN* and for the catalog. But there has been a slight delay because Wayne's house in Nebraska burned down in July. No one was hurt, and Wayne was able to save his stamps and his drawing materials. Aside from that, Wayne lost everything, as did his wife and children. That's why there are computer drawings in this issue of *TPN*.

Pricing varieties as used singles is dicey. Prices in the catalog are based (in almost all cases) on a composite of several dealers' prices. When dealers start selling varieties used, we'll be able to compile their prices.

Thanks, Guys!

The catalog is an excellent resource. I only wish I had earlier editions when they came out.

The work of you and your associates has immeasurably furthered the PNC cause.

Jeffrey M. Gordon
Chicago

Pricing EFOs

I find *TPN* and the catalog very helpful. Probably the only thing lacking is pricing on the freaks and errors. I find it hard to place a value on items where the number is complete at the top of the stamp.

Newell I. Thompson
Williamsport, Pa.

In reply: Errors, freaks and oddities are impossible to price. But the miscuts with numbers at the top are sufficiently popular that we should be able to establish a formula for pricing them in the future.

This is so because some dealers, such as A.S. Cibulskas, specialize in these. In stock market terms, this means that there is a market, and when there is a market, there's a price.

Catalog Illustrations Spur Hunt for New Varieties



Will the real 'Sleigh Whip' please stand up?

Publication of the 1987 *Catalog of Plate Number Coils* has resulted in increased interest in constant plate varieties.

Collectors apparently checked their holdings against the Wayne L. Youngblood illustrations in the catalog. Some found that they had the varieties. Some found that they did not. And some found new varieties.

One of the most dramatic finds was made by Al Haake, who examined some pairs of the scarce 20¢ Fire Pumper, Plate 2. He found the plate crack shown on Page 27 of the catalog, but he also found something else.

It looks like a series of faint cracks running down from the top of the stamp and extending to the odd-looking object in back of the driver's seat.

While the crack shown in the catalog ("Crack 1") runs upward from the right edge of the "e" in "Fire," the Haake find's top crack ("Crack 2") runs upward from the middle of the "e."

(Actually, the illustration on Page 27 shows a line running diagonally upward to the left and not quite as long as the actual "Crack 1." Wayne Youngblood will redraw it for next year.)

There are also several other cracks on the stamps Haake found. There are two from the top of the "0" in "1860s," one over the inside shading of the left side of the "0" and the other over the middle of the shading of the right half.

A short faint crack comes out of the "0" at the bottom, just right of center. It makes the "0" into a "Q." On some examples, this crack was longer, extending all the way to the "2" of "20c."

Where that crack is longer, it proceeds haphazardly down through the "2" exiting at the bottom left of the horizontal part of the "2."

Another dramatic find was made by Stephen Sickerman, who found what appears to be another hash mark. (See separate article in this issue about hash marks.)

Among the difficult plate pairings are plates 1 and 2 of the 9.3¢ precancel. And Haake found these, too, with the gap at 2L. The catalog prices Plate 1 at \$50 and Plate 2 at \$10. That's because of a more common pairing of Plate 2 with Plate 4.

The catalog reported that only one roll of the 1-2 combination at 2L had been found previously and Larry G. Haynes gave it a "Very High" scarcity rating.

The next edition of the catalog will differentiate between the scarcities of Plates 1 and 2.

Another scarce precancel gap was found by Frank Marrelli, a dealer in Kenosha, Wis. Marrelli found seven rolls of 3,000 of Plates 3 and 4 of the 4¢ Stagecoach with line gaps.

Before you jump to the conclusion that these are now

common (the catalog prices them at \$15 for a VF strip of five), Marrelli found that when he broke down the rolls, the quality was poor. On Plate 3 he found 46% VF or better. On Plate 4, he found 54% to be VF or better. The rest were Average or Fine.

Haake also found a constant crack on Plate 3 of the precanceled 9.3¢ Mail Wagon. This is a faint line running upward from the left edge of the "U" of USA on the stamp just right of the joint line.

Ken Lawrence saw the textual parts of the catalog when he was doing the final proof-reading and editing. But he never saw the illustrations. When he saw the picture of the 5.2¢ Sleigh Whip, Lawrence said it did not look like what he had.

He sent in the illustration shown at the left above to contrast with the one in the catalog.

Readers are asked to report their own Sleigh Whips. Which of these is the real Sleigh Whip?

New Dealers Offer Covers, PNCs

Rick Lancaster's Maine-Iy Modern Philatelics (P.O. Box 421, Skowhegan, ME 04976) has issued a list of covers bearing PNCs. Send a 39¢ SASE. A 20¢ Official goes for \$10.

Lee Warzala (10 St. Mary's Court, Springfield IL 62702) has just issued his first PNC buy-trade list. Send a SASE.

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National PNC Society Needs Volunteers, Suggestions

Continued from First Page

Trinks offered to act as coordinator to help start up the society. Trinks made it plain that when the society is started he would not want to be its president.

After STAmPsHOW, Ursula Lescher of Somerset, N.J., volunteered to become treasurer of the society.

Among the issues to be resolved is that of a society journal. Steve Esrati, who chaired the meeting, offered to make *The Plate Number* available to members as part of their dues, but Michael Laurence, publisher and editor of *Linn's*, noted that it is somewhat irregular that a for-profit publication become a society organ.

Those who took the floor at the meeting expressed the thought that the coordinating group would have to lay the groundwork first, decide on a publication (if not *TPN*) and also decide what benefits would accrue to members.

Ken Lawrence, who writes the PNC column for *Linn's*, presented the APS slide show he prepared. Lawrence had been told that the show would include new material which he had supplied since AMERIPEX (where it debuted at a study group meeting). Unfortunately, the slide show is in such demand that the updating never took place.

PNC collectors who attended the APS show in Boston did manage to do some swapping, buying, selling, talking and gawking, but much of this took place at the table of Stewart

Kusinitz because the show provided no quiet places to sit and the lighting throughout the exhibit areas was terrible.

Those who sat in Kusinitz's chairs tried not to disturb his business, but probably did.

APS Executive Secretary Keith Wagner and AMERIPEX President Les Winick were quick to explain why stamp shows have so little seating.

"We have to keep chasing the vest-pocket dealers away," said Wagner.

"At AMERIPEX, we had to have patrols against these guys," Winick said.

But that did not explain the dingy darkness.

A member of the Boston organizing committee explained that when the contract was signed five years ago to hold the show in the Sheraton-Boston Hotel, the city's Hynes Auditorium was supposed to have been the site. The auditorium adjoins the hotel, but is being rebuilt by the city.

The hotel ballroom was not large enough for the show, so a hotel garage was used.

Working at the Kusinitz table was Bill Langs, who had some goodies of his own to supplement Kusinitz's first-day covers and other rarities.

Langs showed a roll of the 17¢ Electric Auto which was mostly imperforate but was misperfed at its right end so that the perfs ran through the middle of the stamps. The roll was also miscut because the numbers (1 and 2) were at the top.

At other tables, pickings were slim for PNC collectors. The FDC dealers had no covers with what they still stupidly refer to as "line pairs," even on B Press coils that have no lines.

But PNCs were on sale at the table of Jon Denney of M&M Southwest and at the table of Bob Dumaine of Sam Houston Philatelics.

For precancel gap collectors such as Dr. John Greenwood, USPS even had coils available at face at its two counters. Not surprisingly, both counters had the same plate number on the 22¢ Flag (Plate 16).

The one thing that caught everybody's attention was something Tom Maeder was showing around with great pride. Gerry Clark of Utah has plated the 17¢ Electric Auto from some precancel plates.

What Clark did was real philatelic research and involved measuring the heights of the precancel bars (which are different from one row to the next) and also studying the ends of the bars.

Clark's full report will be in a future issue of *TPN*.

Present at the study group meeting was Rich Nazar of New Jersey, who has pioneered the study of the papers the PNCs were printed on. So far, Nazar has found three types of paper. His report will also be in *TPN*.

Nazar and Clark have become members of the study group.

Anyone wishing to help form the PNC society or to offer suggestions is urged to contact Trinks at 3603 Bellows Court, Troy, Mich. 48083.

The consensus in Boston was that a society is needed. Now work must be done to get it going in time for STAmPsHOW 88.



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3.4¢	1, 2	LG	\$9.50	9.3¢	1	3L, 5R*	\$21.00
3.4¢	1, 2	1R, NG	2.00	9.3¢	1	2L	35.00
3.4¢	1, 2	2R, 3R	4.00	9.3¢	1	4L	30.00
4.0¢	3, 4	2L	1.85	9.3¢	2	3L, 4R, 5R*	15.00
4.0¢	3, 4	LG, 1L	6.00	9.3¢	2	2L	30.00
4.0¢	5, 6	1L, 2L	1.85	9.3¢	2	4L	25.00
4.0¢	5, 6	LG	4.00	9.3¢	3	LG	13.00
4.9¢	1, 2	2R	4.00	9.3¢	3	1R, 1 1/2R, 2R, NG	25.00
4.9¢	1, 2	3R	6.00	9.3¢	3	OTHERS	WANTED
4.9¢	1, 2	1R, NG	2.00	9.3¢	4	LG	4.00
4.9¢	3, 4	1L, 2L	1.50	9.3¢	4	2R, 4R, NG, 1R, 1 1/2R	15.00
4.9¢	3, 4	LG	4.00	9.3¢	5, 6	2L, NG	4.00
4.9¢	3, 4	3L, NG	3.50	9.3¢	5, 6	3L, 5R	6.00
4.9¢	5, 6	3L, 2R, 3R*	4.00	9.3¢	5, 6	5L	10.00
4.9¢	5, 6	2L	3.00	9.3¢	5, 6	OTHERS	WANTED
4.9¢	5, 6	LG	5.00	9.3¢	8	2L	50.00
4.9¢	5, 6	1R, 4L	7.50	10.9¢	1, 2	LG	18.00
5.2¢	1, 2	3R*	6.00	10.9¢	1, 2	1R, 2R, 4R, NG	35.00
5.2¢	1, 2	5R, 6L, 6R	8.00	10.9¢	1, 2	3R, OTHERS	WANTED
5.2¢	1, 2	5L	20.00	10.9¢	3, 4	LG, 3L, 4L, 1R, 4R, NG	POR
5.2¢	3, 5	3L, 5L*	12.00	12.0¢	1, 2	LG, 4L	4.00
5.2¢	3, 5	6L, 6R	14.00	12.0¢	1, 2	1L	WANTED
5.2¢	3, 5	1L	75.00	17.0¢	3, 4 A	1L, 2L, NG	5.00
5.2¢	3, 5	LG, 2L, OTHERS	WANTED	17.0¢	3, 4 A	4L, 5L	7.00
5.2¢	4, 6	2L	11.00	17.0¢	3, 4 A	6L, 6R	12.00
5.2¢	4, 6	3 1/2L, NG	15.00	17.0¢	3, 4 A	4R, 5R	8.00
5.9¢	3, 4	LG, NG	15.00	17.0¢	3, 4 A	LINE GAP (RARE)	75.00
5.9¢	3, 4	4L, 6L, 6R	17.00	17.0¢	5 A	1L, 2L, NG	5.00
5.9¢	3, 4	5L	35.00	17.0¢	5 A	4R, 5R, NG	7.00
5.9¢	3, 4	5R	WANTED	17.0¢	6 A	5R, NG (1L, 2L @ \$5)	20.00
5.9¢	5, 6	LG	22.00	17.0¢	7 A	4R, 5R*	14.00
8.3¢	1, 2	2L, 1L, LG, 1R	2.25	17.0¢	3, 4 B	NG	30.00
8.3¢	1, 2	2R, NG	12.50	17.0¢	5, 6 B	1L, LG	12.00
8.3¢	3, 4	1R	4.25	17.0¢	3, 4 C	LG, 1R, 3L, 4L*	9.00
8.3¢	3, 4	2R, NG	7.50	17.0¢	5, 7 C	3L, 4L*	22.00
				17.0¢	5, 7 C	5L, 6L, 6R	WANTED

* means deduct \$2 for No Gap.

SOME COLLECTORS DESIRE PS6 ON STRIPS THAT ARE CONVENTIONALLY COLLECTED AS PS5. MOST OF THESE REQUESTS CAN BE ACCOMMODATED. THE FEE IS AN ADDITIONAL \$2.00. REQUESTS FOR OTHER NON-STANDARD-SIZE STRIPS WILL BE QUOTED.

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5, 7 A-B	4R (PS10); 5R (PS11)	ea. \$19
	and newly discovered	
3, 4 A-B	5R (PS11)	ea. \$135
same, #'s slightly clipped		ea. \$75

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Tagged 4¢ Stamps Weren't for DAV

By Ken Lawrence

Ever since the tagged 4¢ Stagecoach coil stamps printed from Cottrell press Plates 5 and 6 came onto the collector market, they have been called "DAV stamps," on the assumption that they were printed specifically for the Disabled American Veterans.

It was a good story while it lasted, but it really is not true, except in the sense that *all* tagged 4¢ Stagecoach coil stamps from every Cottrell plate and from the B press sleeve are "DAV stamps" — that is, that DAV is by far the largest user of these stamps.

In fact, the re-engraved B press 4¢ Stagecoach stamps would not exist at all without the DAV's order.

Except for the large orders from the Cincinnati post office, to supply DAV headquarters across the Ohio River in Kentucky, there is practically no call for that stamp.

Linda Foster, who fills all the stamp orders from her office in the Stamps Division of postal headquarters in Washington, supplied these figures for 1986:

19,400 4¢ rolls of 3,000 were shipped and 18,000 of these went to Cincinnati in two 9,000-roll shipments in January and August.

During July of 1986 there were not enough of the stamps in the vault at the Bureau of Engraving and Printing to fill the August order, so a (re-engraved) plate was prepared for the B Press and put into production on July 31.

The stock from that press run arrived in the vault on Aug. 11 and joined the old stock. On Aug. 13, 9,000 rolls were shipped to Cincinnati. Knowing that stamp collectors would want these new stamps, Foster shipped select stock of the re-engraved coils to the USPS philatelic distribution centers in Kansas City and Merrifield, Va., on Aug. 14, the date on "first day covers" marketed by two cachet makers.

Another order for 4¢ Stagecoach stamps was filled that day to the Northern Virginia post office.

That solves the mystery of Mike Courtney's Plate 6 stamps shown in the last issue of *TPN* (page 42). Obviously that order must have been filled with rolls from Cottrell stock.

True, those stamps had been printed so that DAV's January order could be filled. But they were available after that to fill anybody's order, and they were actually shipped to Northern Virginia after the B Press version had superseded them as "DAV stamps."

Rabinowitz Finds a Low-Entry Variety

Dr. Robert Rabinowitz had some misc rolls of the 10.9¢ Hansom Cab from Plates 1 and 2 in which the numbers were cut. On 2L of the Plate 2 strip there were two arcs at the top.

Now that the low entry at that position has been identified, it turns out that his "worthless" strips are the continuation of the low entry.

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ITEMS PRICED IN F-VF CONDITION. IF VF-XF DESIRED ADD 30% (Multiply by 1.3)

Misc	Plate #	PS3	PS5	Singles (no number) Pairs (Double)	Misc	Plate #	PS3	PS5	Singles (no number) Pairs (Double)	
1900 5.2¢ Sleigh	1,2	7.25	8.00	.20	1900 Pumper (cont.)	12,14	190.00	195.00	.35	
	3,5	65.00	70.00	.20		2005 20¢ Consumer	1,2	40.00	145.00	1.00
	3,4	8.50	11.00	.20		3,4	38.00	115.00	1.00	
	2	8.00	9.75	.20		2115 22¢ Flag	13,6	6.00	8.00	.40
	12	12.00	12.75	.25		15	5.00	6.00	.40	
1901 5.9¢ Bicycle	3,4	16.75	17.75	.25	all others, T	4, 25	4.25	4.50	.40	
	5,6	130.00	140.00	.25	O135 20¢ Official	1	20.00	75.00	.75	
	12	15.00	19.50	.25	O139 D Official	1	20.00	70.00	3.00	
	1	5.00	6.00	.25	2112 'D' Eagle	1,2	4.00	6.50	.50	
	1,2,3,4,5	3.00	3.50	.35	PRECANCELS					
1904 10.9¢ Hansom Cab	6	16.00	18.00	.35	1898Ab 4¢ Stagecoach	3,4,5,6	1.85	2.00	.20	
	7	5.25	5.50	.35	1900a 5.2¢ Sleigh	1,2	3.50	4.00	.25	
	1	24.00	25.00	.35	3,5	5.75	7.00	.25		
	3,4	15.00	17.00	.35	4,8	11.00	12.00	.25		
	7	20.00	22.00	.35	1901a 5.9¢ Bicycle	3,4	14.00	15.00	.25	
1905 11¢ Caboose	11,12,15,16	8.75	9.50	.35	5,6	18.00	20.00	.25		
	2,5,6,8,9,10	4.00	4.50	.35	1902a 7.4¢ Baby Buggy	2	3.25	3.50	.25	
	13,14	7.00	8.00	.35	1903a 9.3¢ Mail Wagon	1	20.00	21.00	.30	
	17,18	9.00	10.00	.35	2	12.00	14.00	.30		
	1	100.00	450.00	.40	3	14.00	16.00	.30		
1901 18¢ Flag	2	18.00	20.00	.40	4,5,6	3.50	4.00	.30		
	3	225.00	500.00	.40	8	48.00	55.00	.30		
	4,5	6.50	7.00	.40	1904a 10.9¢ Hansom Cab	1,2	13.50	20.00	.30	
	6	Call	Call	.40	3,4	345.00	475.00	.30		
	7	Wanted, Paying \$700 (PS3); \$1,000 (PS5) VF-XF			1905a 11¢ Caboose	1	3.50	4.00	.30	
1905 20¢ Flag	6	35.00	38.00	.40	1906a 17¢ Auto Type A	3,5	4.75	5.75	.35	
	1	8.00	55.00	.40	Type A	4,6	6.50	7.00	.35	
	2,3	5.00	14.00	.40	Type A	7	11.00	12.00	.35	
	4	50.00	130.00	.40	Type B	3,4	27.00	36.00	.50	
	6	25.00	75.00	.45	Type B	5,6	11.00	12.00	.50	
1908 20¢ Pumper	5,8,9,10,12	5.00	10.00	.40	Type C	1,2	11.00	12.00	.65	
	11	18.00	20.00	.40	Type C	3,4	8.00	7.00	.65	
	13,14	5.50	8.00	.40	Type C	5,7	19.00	20.00	.65	
	1	55.00	150.00	.35	Type AB	6	PS-9	Call	—	
	2	150.00	675.00	.35	Type AB	5,7	PS-10	15.00	—	
1908 20¢ Pumper	3,4,5,9,10,13	3.50	4.00	.35	Type BA	3,4	PS-9	35.00	—	
	6	4.75	5.50	.35	Type BA	5,8	PS-9	70.00	—	
	7,8	45.00	80.00	.35	1815a 20¢ Flag	14	6.50	7.00	.50	
	11	13.75	15.00	.35						

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Constant Plate and Mat Varieties—Part V

By A.S. Cibulskas

4.9¢ Buckboard

Additional and different plate cracks on the numbered stamp of Plate 5. Both are constant and from different rolls:

a. Two plate cracks on top of the "o" and "a" of "Buckboard" extending to the top edge. Each is about 2mm long. They are parallel and about .25mm apart, looking almost as though one is on top of the other. (Dous)

b. Same, but with an additional "Buggy Whip" type crack starting at the right side of the backseat and extending upward to the first "8" in the date. This is about 3-4mm high. (Dous)

5.2¢ Sleigh

a. Flying hyphen. Plate 2 between 3R and 4R. Previously reported only on precancel. Now confirmed on tagged stamps. (Emmett)

7.1¢ Tractor

a. Broken rear wheel of tractor on all stamps of a plate strip of six. (Schattinger)

Editor's note: This appears to be a printing freak, not a constant plate variety.

7.4¢ Baby Buggy

a. Mat variety. Crescent-shaped mark over the gap. (Haynes)

9.3¢ Mail Wagon

a. "Smoking g" plate crack (constant) on Plate 3 (tagged and precanceled). Crack runs from the top of the "g" in "Wagon" to the upper edge of the stamp. (Haynes *et al.*)

b. "Smoking g extension" (constant) on Plate 3 (tagged and precanceled). A continuation of the above crack into the stamp from the row below. Crack is about 3-4mm high, vertical along the left side of the plate number and resembles a "B." (Rabinowitz, Cibulskas)

c. "Tail on U" (constant at 1R on Plate 2. The crack runs from the middle of the left side of the "U" of "USA" and curves upward parallel to the left side of the "U" and through its top. (Haake)

10.1¢ Oil Wagon

a. Knob at 2 o'clock at the front of the canopy. Constant at 3R on precancel only so far. (Anon.)

b. On the strip showing "Artillery Shell I" there is a small period after the "A" of "USA" at 6R. (Constant) (Anon.)

10.9¢ Hansom Cab

a. Low entry. Previously reported as constant on precancel, now confirmed on tagged at 2L. (*Linn's*, Aug. 3, 1987)

b. "H to U crack" previously reported on precancel, now confirmed on tagged. (Cibulskas)

11¢ Caboose

a. Two short dashes in the "R" of "Rate." Constant but the position was not reported. (Anon.)

b. Mat variety: a 2mm break in the bottom line of the precancel bars. Constant, but position not reported. (Anon.)

c. Mat variety: a 2mm break in the top precancel bar. Constant at 22L. (Dr. Kay)

11¢ Stutz Bearcat

a. Spot under the right front wheel of the car, constant at 8R of Plate 3. Looks like an ink stain but it is constant in appearance and position. (Bauer)

b. Doubling on parts of the numbered stamp on Plate 3, most pronounced in the "a" and "r" or "Bearcat." Also, a doubling on the right rear and left front tires. This variety also shows a constant triangular plate chip at the left of the joint line. All the above are

constant. (Youngblood)

c. Several small lines extending below the rear tire. Constant at 5R of Plate 4. (Youngblood)

d. Line extending upward and horizontally from the right side of the spare tire. Plate chip in front of the right front fender. Slight doubling of the "B" in "Bearcat." Constant at 8R of Plate 4. (Youngblood)

e. See separate article in this issue on varieties found on this strip.

18¢ Surrey

a. Lightning bolt extension. Plate 1, numbered stamp. Extension of the crack from the row below makes the plate number look like it has tail running down from the number. (Courtney)

b. Plate crack, very distinct extending from the right front of the top of the surrey and running diagonally to the "9" in the date. Constancy unknown. On numbered stamp. (Cibulskas)

c. Plate crack. On numbered stamp from Plate 10. Distinct crack from left part of the "8" in "18¢" to the "e" in "Surrey." (Anon.)

22¢ Flag

a. A jet black dash about 2.5mm long at the bottom left edge of the stamp, just below the design on Plate 10 at 26L or 26R. (Anon.)

b. Misshapen plate number on Plate 8. Numerous reports describing poor inking, missing ink, misshapes on the plate number.

c. Partial slate blue color. Plate 17. The bottom part of the normally black design area has the blue coloration throughout the roll. The plate numbers are also blue. (Washburn)

22¢ Flag Test Stamp

a. Blob starting at the top edge of the Statue of Freedom and extending left about 1-1.5mm. Magnified, it looks like a mixture of red and black ink, resulting in a brown puff of smoke. Spotted at 1L, 4R, 6-9R, 11R. (Warzala, Eastman)

b. Dot after the second "2" of the denomination 3L. Constancy unknown.

T Stamps: Nothing Found

Examination of hundreds of used T stamps under ultraviolet light has shown nothing worth mentioning.

All the stamps came from collectors, who probably obtained them from rolls of 100 sold at stamp boutiques.

No rolls of 3,000 have been examined. Nor has it been learned where the Postal Service conducted its large-scale experiments.

Reports are sought on commercial mailings.

Treasure Hunt



By A. S. Cibulskas

This new feature is an attempt to provide the basis for an added mechanism for the exchange of information.

There have been instances where variety reports have been received on apparently unique items, where the constancy has not been established. Some of these items have been quite dramatic, sufficiently so their illustration in the 1988 PNC catalog would be desirable—if it can be proved that they are constant.

We will show one or more such items in each issue of *TPN*. Readers are urged to write me with added information at 28 Westwood Rd., Stamford, Conn. 06902.

Graphically enhanced illustrations of the cracks reported on Page 63 on Plates 9 and 10 of the 18¢ Surrey kick off our Treasure Hunt.

Notice to advertisers

The next issue of *TPN* will appear in November. Space reservations are requested by Oct. 8, although advertising copy need not arrive until Oct. 17 at the latest.

The last issue of Volume II will be mailed to subscribers no later than Nov. 2.

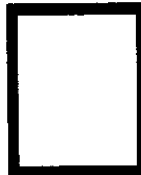
Paid circulation as of Sept. 1 stood at 270. Total circulation is 300.

Notice to collectors and advertisers

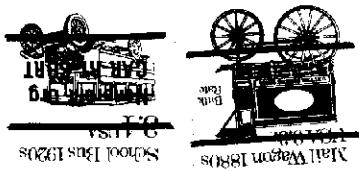
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