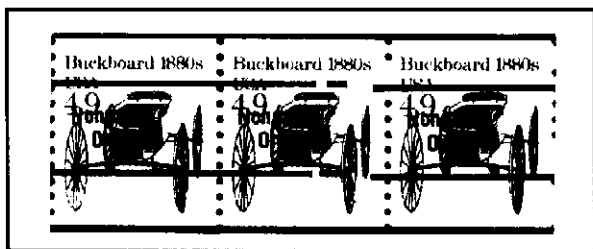


Study of double gaps on 4.9¢ Buckboard reveals several new low entries on Plate 1



Double-gap variety on 4.9¢ Buckboard from Plate 1.

The only low entry previously reported for a plate number coil was found on Plate 2 of the 10.9¢ Hanson Cab. It was at 2L, just left of the plate number, in one row.

The 10.9¢ low entry occurs on tagged as well as precanceled stamps.

The following article re-

veals several new low entries on Plates 1, 3, and 4 of the 4.9¢ Buckboard. There is also a high entry.

The article is reprinted, with permission, in edited form from a newsletter sent to his customers by the author and has been updated by him.

By Kim Cunibert

My interest in the double-gap mat varieties on the 4.9¢ Buckboard precancel was really not planned. Although I found it to be the most striking mat variety on any precancel, I had no idea of the extent of its constancy.

It wasn't until I began to accumulate various different gap positions for my inventory that I began to see the same double gaps.

Precancel sales illegal, USPS insists

The Postal Service, after inquiries by *The Plate Number*, has stuck to its guns.

- It is illegal for a stamp dealer to sell precanceled stamps.

- It is illegal to use a combination of precancels on a mailpiece to meet a rate.

- It is illegal to send a mailpiece bearing more

than \$1 in postage unless each stamp bears a date and the mailer's initials in black.

Ernest J. Collins, general manager of the Business Requirements Division of the Office of Classification and Rates Administration, first outlined USPS views on precancels:

Mail bearing postage in the form of precanceled stamps bypasses the cancellation and postmarking operations in the post office. Thus, the mail can be handled more expeditiously in the mailstream than mailpieces having ordinary adhesive stamps affixed.

However, because precanceled stamps do not go through any defacing process to denote when they have been used for postage, you can understand that there is a genuine

postal concern with revenue protection which exceeds that where ordinary adhesive postage stamps are used by a mailer.

The postal regulations which govern the use of precanceled stamps in *Domestic Mail Manual* section 143 were promulgated in part out of that concern.

In response to a question raised by *TPN* after dealer Frank Marrelli was cautioned not to sell precanceled stamps, Collins said:

You made the observation ... that every dealer in the Transportation Series of coil stamps is violating the law every time he sells a precancel. The Postal Service anticipates that when a permit holder buys precanceled

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The Plate Number

Published 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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Dennis Chamberlain, a PNC pioneer, saw the future, but few paid heed

Dennis D. Chamberlain could be called the "grand old man of PNC collecting." He may also become known as a prophet.

Chamberlain was the first PNC dealer, the first dealer to write a newsletter on PNCs, the first person to notice that PNCs had differing precancel gaps, the first person to describe the differences in precancel styles on the 17¢ Electric Auto, and — most remarkable of all — the first person to predict four-figure prices for PNCs.

Chamberlain's odyssey into PNCs was described by him in a 1983 publication, The Great Philatelic Treasure Hunt. It sold for \$10 and was advertised for three weeks in Linn's in March 1983. He sold only 11 copies and one dealer in southern California sent it back for a refund.

The ad (shown below at the left) was prophetic:

NEW SECRET REPORT!

RARE STAMPS!

YOU CAN FIND THEM! They are in homes, offices, post offices and philatelic centers! There are more than 50 different varieties! Some varieties could be worth hundreds of dollars! Rare stamps are being used every day to mail letters! Rare used stamps are destroyed every day and are becoming rarer! Millions of these new U.S. rare stamps have been issued since 1981 and they are still being printed!

Now, after six months of research, the secrets about these stamps are revealed. The price you pay for this valuable information is only \$10. My report is titled **THE GREAT PHILATELIC TREASURE HUNT**, and it tells how you can —

- Buy rare stamps from the post office!
- Know the new varieties and which ones are rarest!
- Join a new stamp trading group!
- Help establish a new stamp collecting specialty!
- Accumulate a valuable collection of rare stamps at the lowest cost possible!

DEALERS WANTED: Sell my report for big profits, no risk! Write for details.

Last year, Chamberlain wrote, "Because it was so unbelievable, I decided to stop selling the report and become a PNC dealer and let time take its course."

But Chamberlain had tried just one more time in 1986 when he published an update. Together, the two reports tell a lot about PNC collecting and the resistance of the U.S. collecting community, including the catalog publishers and the philatelic press, to any new idea. PNC collecting certainly was a new idea.

With Chamberlain's permission, here are excerpts from his two reports. Emphasis is Chamberlain's.

By Dennis D. Chamberlain

© 1983 by Dennis D. Chamberlain

What is a rare stamp?

Rare means scarce, uncommon, available only in small quantities. Any stamp that is distinguishable from other stamps at the time it is printed and is available only in small quantities is a rare stamp. It may be a different design. It may be a printing error that makes it different. Even subtle differences such as an almost invisible watermark on the paper the stamp was printed on, or the number of perforations around the border of the stamp can make an oth-

erwise common stamp valuable.

What makes a rare stamp valuable?

Supply and demand. We have just defined a rare stamp as one available in small quantities — in other words, **low in supply**. To be valuable, a stamp has to be in **demand** by collectors, dealers or investors who are willing to pay for it because it is hard to find. The more popular a stamp is to collectors, or the more collectors there are who are willing to pay for it, the greater will be the demand and the higher the value.

How can "millions of rare stamps" go unnoticed for so long?

This is really incredible! I am sure many people have noticed them and that a few sharp stamp collectors are putting them quietly into their collections. [Editor's note: The Plate Number Coil Study Group's first round-robin newsletter was sent out in 1982. Its four members (all collectors of the West German Building Series of 1948) began by collecting plate number strips of three. Chamberlain was invited to become a member late that year.] However, the public and the vast majority of stamp collectors have paid little attention to them. Errors would be no-

ticed immediately, but today's collectors are not conditioned to expect rarities in regular issue stamps. Stamp collectors continue to collect in traditional ways while these new stamps are unprecedented. Collecting these stamps would begin a whole new specialty....

TRANSPORTATION COIL STAMPS

The new rare stamps are found in a series called "Transportation Coils."...

The first Transportation coil stamp was issued on May 18, 1981. It was an 18¢ first-class stamp with a picture of a brown 1890s Surrey. This stamp was printed until December 1981 when the first-class rate was changed to 20 cents. A 2¢ 1870s Locomotive (black) was issued to help with the 2-cent increase. The new first-class stamp was the familiar 20¢ 1860s Fire Pumper (red-orange) which is still being used. A 17¢ 1917 Electric Auto (blue) was issued for use on presorted, first-class mail....

I became interested in this series because of the several uncommon varieties. I had seen the 2¢ Locomotive at the Davis post office, but when I tried to get some later they were no longer available in Davis. I was also interested in getting some 17¢ Electric Autos.

I went to the old post office in Sacramento and asked if they had any 2¢ or 17¢ coils. "No, we don't" the clerk said, "but we have the 18¢ coil stamp." I wasn't interested. A first-class issue would always be common. He suggested I go to the main Sacramento post office where I could get the 2¢ and 17¢ coil stamps and even the [4¢, 5.9¢, 9.3¢ and 10.9¢] bulk-rate stamps if I wanted them

The main post office in Sacramento has a philatelic window....

A few weeks later ... I stopped at the main post office. This was on a Friday the 13th in August 1982. It was 9:30 a.m., the philatelic window did not open until 10 a.m. I

asked at one of the other windows if they had 2¢ coils. "No," was the reply, "the 2¢ coil is not a regular issue. You'll have to get those at the philatelic window." I waited.

By 10 a.m. I must have really wanted the 2¢ Locomotive because I asked for two rolls of 500. "Why not?" I thought, "1,000 2¢ stamps only cost \$20." I also bought 50 of the 17¢ stamps and 10 each of the other Transportation coil stamps. I pulled out a strip of the hard-to-get 2¢ Locomotives. Twenty of the identical little engines in a row reminded me of a strip of motion picture film. I looked at each stamp. A thought crossed my mind that had many times before while looking through other new lots of stamps or coins. "It would be nice," I thought, "if one of these stamps was in some way different from the others." This time, there it was! There was a small number "4" at the bottom of one of the stamps! I started looking for more numbers. Twenty-four stamps down the strip I found another number! It was a "3!"...

I looked at the other coil stamps I had just bought. In the 50 17¢ Electric Autos I found a "1" and a "2," again every 24 stamps! I found numbers on some of the other Transportation coils, but I had only 10 stamps of each. I had to buy more at a later date to complete the number pair from each design. I learned that it is important to buy at least 50 of each design to be sure to get one of each number....

I went to the Davis post office and asked if they had any 18¢ coils. I was told they all should have been shredded long ago, but one clerk did have one dusty, flattened roll in the corner of her drawer. I bought it and a coil of 20¢ Fire Pumpers, which were plentiful.... Both coils' numbers were different from the first stamps I saw....

I remembered the 18¢ coils I had refused at the old Sacramento post office. These suddenly had new

meaning to me so I returned.... I bought two [rolls with 13s and 14s].

These unwanted, obsolete 18¢ rolls had been there since December. This is positive proof to me that most stamp collectors are not aware of the numbered stamps, or they are not awake to their potential value. If they were awake, these coils would sell like gasoline offered today at 50 cents a gallon!...

Very few collectors have been saving the numbered stamps in any condition. The early issued stamps of both first-class issues have already been used and destroyed. Stamp collectors always save large quantities of unused stamps of every issue. However, the stamps saved tend to be from the first or the last of each issue. I believe some of the 18¢ Surrey numbered stamps... have been completely neglected.

Some of the more than 50 or more different numbers may turn out to be...comparable in rarity to the 1918 airmail stamps! Once the general public becomes aware of the valuable numbered stamps, people will watch for them....

Precanceled and uncanceled varieties exist for most numbers in these [5.9¢, 9.3¢ 10.9¢ and 17¢] designs. The precanceled stamps of some numbers may be very rare in unused condition. The problem is you may have to buy 50 of these stamps to get the numbers you want. **You cannot use precanceled stamps without a permit.** This problem is, in fact, the reason less may be saved, which would make them valuable....

[Editor's note: Chamberlain continued his first report with tips on finding strips with plate numbers. His 1986 update is where he became even more prophetic:]

© 1986 by Dennis D. Chamberlain

I do not claim to be a philatelic expert. My opinions about what is

Please Turn to Page 4

Chamberlain sees the future and it happens

happening in plate number coil collecting is based on economic cycles, and my interest in the psychology of the collector. The bulk of my experience has come from 33 years as a coin collector, I have collected stamps only since 1982.

In my 1983 report I predicted that some coil plate strips would sell for over \$100 within five years. This prediction was easy, I knew it could not fail! However, the past three years have been full of surprises. Many numbers are much rarer than I expected three years ago. The 18¢ Flags with plate numbers 1, 3, 6 and 7 likely range in total quantity of each between 150 and 400 strips. Today, Number 6 in a plate strip of three (PS/3), sells for \$250. The trend toward larger strips of five has created outrageous rarities for those who desire them. PS/5 of [Scott number] 1891-3 now sells for up to \$350.

In 1983 when I began to bring some attention to the tiny numbers on coils, I expected large stamp dealers would instantly see their great potential. This was of some concern to me, since I had no inventory and little money to become established as a PNC dealer. This expectation was completely false! My biggest surprise was that many dealers scoffed at the idea that coil plate numbers had any potential at all!

What about today? Have PNC values reached their peak? Predicting future prices is more difficult now than it was three years ago. On the other hand, some collectors dropped out of PNC collecting in 1984. They thought that prices were too high when I asked \$8 for PS/3 of 1891-3.

Predicting the future of the PNC market

Making predictions today is much harder than in 1983. Back then prices couldn't go down, they could only go up. Today there are a number of

possibilities that could impact the market negatively....

In spite of these possibilities, I am optimistic.

I am going to make a few specific recommendations based on my esti-

mate of today's supplies combined with my expectations of growth in demand over the next few years....My predictions, of course, are...only guesses.

Dennis' 1986 Predictions

PS/3		1986	1992
10.9¢	precanceled 1,2	\$9	\$150
5.9¢	precanceled 3,4,5,6	\$10	\$90
20¢	Flag precanceled 14	\$7	\$75
10.9¢	1,2	\$4	\$60
7.4¢	precanceled 2	\$4	\$50
PS/5		1986	1992
18¢	Flag 3	\$350	\$3,000
18¢	Flag 6	\$400	\$2,750
10.9¢	precanceled 3, 4	\$200	\$2,500
18¢	Flag 1	\$250	\$2,250

[Editor's note: Chamberlain's prediction on a PS/5 of the 18¢ Flag from Plate 6 nearly came true last year when a retail sale was reported at \$2,500.]

1986 sales of 21.1¢ stamps exceeded 5 million, the expected minimum, USPS official replies

There was a need for 21.1¢ stamps, according to W. L. Davidson, Jr., the director of the Office of Stamps.

Davidson had been asked about a report in July's *TPN*, which quoted the office's Linda Foster as saying that the 21.1s "are not moving, hardly moving at all." She said BEP shipped only 67,000 rolls of 500 in FY 1986. In rolls of 3,000, she said, only 12,000 were shipped.

The question asked by *TPN* was whether the stamps were needed.

While final figures for FY 1986 were unavailable, Davidson said: "I can state without hesitation that the 21.1¢ stamp was issued to meet a documented and justified need."

He said USPS has a rule of thumb to determine whether a stamp is justified. That rule says a stamp is needed if demand is anticipated at 5 million or more

stamps a year. USPS did anticipate such a demand.

"If you extend the figures supplied by Linda Foster, you will discover that FY 1986 shipments from the Bureau amounted to 69.5 million stamps, while shipments from the SDOs [stamp distribution offices] came to 4.76 million.

"Shipments from SDOs represent a fair gauge of local demand, but must be combined with a percentage of the Bureau shipments for the many larger offices which take delivery direct from the Bureau.

"It is no stretch of the imagination to conclude that annual demand in FY 1986 exceeded the 5 million figure."

Davidson said demand continues at an acceptable level and said it would be difficult to call something "rare" when usage exceeds 5 million a year.

Our own Dow Jones

In Issue 5, we compared the Dow Jones Industrial Average since 1981 with selected charts for PNCs.

Ken Lawrence objected that the comparison was unfair because we showed only the "blue chips" among PNCs.

Of course, the DJIA consists only of 30 blue chips.

To allow a better comparison, we have devised a *TPN* average, made up of 29 blue chips among PNCs.

Prices for prior years are from the PNC catalog; the most recent prices are an average of recent dealer price lists for F-VF strips of five. Because the premiums charged by some dealers for VF or bet-

Update

New stamps

22¢ Flag, Plates 23-24, noted in the last issue, were reported by a reliable source, but the report was in error. The plates have not yet been found.

Correction

The illustration in Richard Nazar's article on Page 73 of the previous issue of *TPN* labeled "Type III" should have been labeled "Type IIa."

ADLETS

Classified ads are 15 cents a word. There is no charge for your address.

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

NEW DISCOUNT: Get 10% off my PNC prices by ordering more than \$100 worth. If I can't fill your order, you still get the discount. Steve Esrati, P.O. Box 20130, Shaker Heights, OH 44120.

BACK ISSUES of TPN are available. There were seven issues in Volume I. All but No. 7 are \$1 each; No. 7 is \$2. There were six issues in Volume II. Issues 1-3 are \$1; Issue 4 is \$2; Issues 5-6 are \$3. Steve Esrati, P.O. Box 20130, Shaker Heights, OH 44120.

BE A BOOSTER OF PHILATELY. Donate a PNC catalog to a philatelic library. The price for catalogs mailed to a library is \$10. You may also wish to make your philatelic library a repository of *TPN*.

ter have not been factored in, the average is conservative, i.e., it understates current prices.

A divisor of 29 is used on the sum of the prices of 18¢ Flag 1 and 3; 20¢ Flag 4 and 11; 22¢ Flag 1; 5.2¢ 3 (tagged); 5.2¢ 4 No gap; 5.9¢ 3 Line; 5.9¢ 6 Line; 7.4¢ 2 (tagged); 9.3¢ 1 No gap; 9.3¢ 6 (tagged); 9.3¢ 8 2L.

And, 10.9¢ 1 Line; 10.9¢ 4 Line; 17¢ 6 (tagged); 17¢ 6 BA Gap 1L; 18¢ Surrey 1, 3 and 17; 20¢ Pumper 1, 2, 7, 11 and 12; Consumer 1, and 3; Official 20¢ 1; Official 22¢ 1.

The 18¢ Flag from Plate 6 was excluded because it is advertised too infrequently.

The two most recent prices are those used in ads and in mailings by dealers. It should

PNC society now has a nucleus, Trinks says

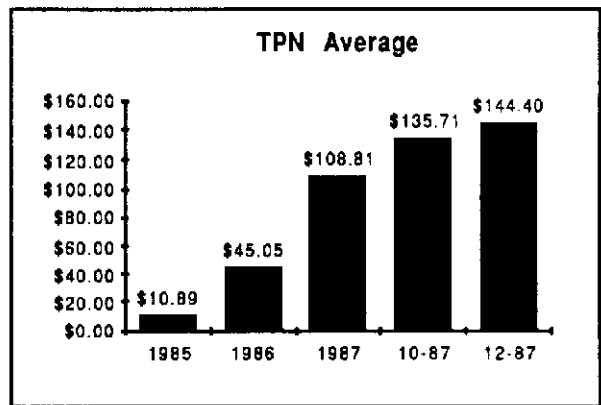
Gene Trinks, chairman of the founders' committee of a nationwide society for PNC collectors, is encouraged by the fact that he is now in contact with a nucleus of 17 persons indicating interest in forming such a society. By the time this appears, the group will have a constitution.

He said, "Our formation has begun."

He would like to hear (at 3603 Bellows Court, Troy, Mich. 48083) from others who have ideas or suggestions about the goals of the society or views on the following questions:

- Should the society have a journal?
- What should dues be?
- Should the group seek to become an affiliate of the American Philatelic Society?

The first of those dotted questions is spurred by the ex-



be noted that some prices declined during the last two periods, but rises in a few strips brought the average up.

The *TPN* Average will be a sometime feature of this magazine, a sort of *TPN* equivalent to *Linn's* "Price Trends."

Readers are cautioned that the chart's averages reflect the values of 29 "blue chip" PNCs. If run-of-the-mill PNCs had been factored in,

the average's rise since 1981 would be far less pronounced.

Using all PNCs, however, would be difficult because of new issues and a corresponding change in the underlying basis.

It is anticipated that from time to time the average may need to be revised. New divisors and switches to different PNCs will be noted when this occurs.

istence of *The Plate Number*, which is a for-profit publication of Steve Esrati, who has the help and assistance of the Plate Number Coil Study Group.

At the Boston meeting, Esrati offered to make *TPN* available to members as part of their dues. Michael Laurence, publisher and editor of *Linn's*, noted then that it is somewhat irregular to make a for-profit journal a society organ.

Esrati has now informed Trinks that he would set aside space in *TPN* for society use that would be totally under the control of the society. Further, each member would be assured one free 25-word classified ad in *TPN* every year.

Meanwhile, Trinks said he expects the society to be under way early this year when recruiting begins "so that we can have an active group and our first annual meeting at

STaMpsHOW 88" in Detroit.

Several readers have asked why it was not possible simply to open the existing study group to a wider membership. The answer comes from Esrati's comments at STaMpsHOW in Boston:

"The PNC Study Group is a working organization. Those who don't work don't stay in. Those who work are reimbursed — and even paid — for their services. The group simply is not structured to become a club for fans of PNCs. Another mechanism has to be found for them."

Further, several members of the study group object strongly to the idea of expanding it beyond its present size.

So, with all that said, *TPN* awaits the first news of the new society.

COLLATERAL MATERIAL: I have roll labels for most values from 25 cents down. They dress up a page. Send want list. Steve Esrati, P.O. Box 20130, Shaker Heights, OH 44120.

Study of double precancel gaps on 4.9¢ Buckboard discovers low entries, ties to constant plate varieties

Continued From Front Page

Soon I found myself returning to buy rolls because one roll in the first batch proved to have a double gap.

At any rate, many of my observations here are theoretical, and I expect the likes of Jerry Clark, Tom Maeder, Larry Haynes and others to confirm the truth.

The double gaps are cracks in the precancel mat that, because they occur at the end of the mat, are subject to a widening that allows them to take on gap-size proportions. These cracks appear to be long enough vertically to extend the variety through at least two adjacent rows.

This much has been confirmed by the "Rain Crack" plate cracks. The main Rain Crack is found on one of the two double gaps that break both bars. The Rain Crack Continuation is found in the very next row below with a double gap in the top precancel bar. Viewed together, it is easy to see how this crack continues through this part of the mat.

It is interesting to note that because the Rain Crack occurs with its plate number ("5") cut and with no indication of a partial number at the top, that it is from the top row. The same double gap variety is found on

strips of Plates 1 and 2 with numbers cut (and missing) and no number at the top, confirming position and constancy.

How frequent the double gaps are has a two-part answer. Within one gap position, each variety (double gap top bar, bottom bar and both bars) is found on one out of 18 rolls, the same frequency of occurrence as "Buggy Whip" (on the same value) and the low plate number 1 on the 8.3¢ Ambulance.

To date, however, I have traced these three double-gap varieties on two different gap positions on Plates 1 and 2 (2R and 3R) and three different gap positions on Plates 5 and 6 (Line, 1R and 2R). I am not aware of it on Plates 3 and 4. Are there double gaps on other gap positions on Plates 1, 2, 5 and 6? I have not seen sufficient material to rule this out.

I have looked for the same mat characteristics I found on "normal" strips from Plates 5 and 6 with the gap at 2L that I had found on "normal" strips out of the batches that contained the double gaps. I have not found any matches, but that does not rule out the possibility that 2L could have double gaps.

As we now know how mats were combined to produce the 17¢ Electric Auto se-tenant typeface styles, it is possible that the double-gap mat may have been combined with one or more "normal" mats. This would make it impossible to exclude one gap position from being a double-gap candidate based on the lack of matching characteristics on only three or four rolls.

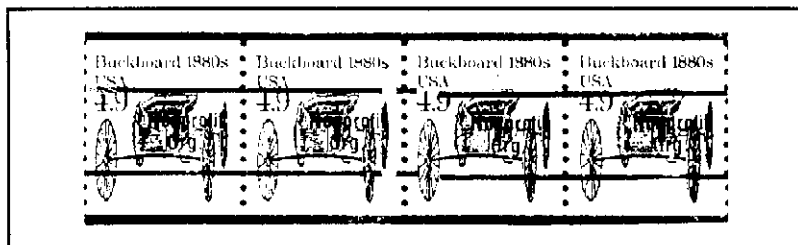
On Plates 5 and 6 with the gap at 4L, 3L and 3R, I've just not seen enough material to be statistically meaningful, although I have heard no reports of any double-gap varieties on any of these gaps from anyone who is aware of this mat variety.

Since my report went out, double gaps have also been confirmed at 1R on Plates 1 and 2 and at 3R on Plates 5 and 6.

Low entries have been confirmed on Plate 3 at 11L, 6L and 10R. There is a high entry (very slight) at 11R. The 11L low entry is the most distinct. But there may be two rows with this as I have seen one less distinct.

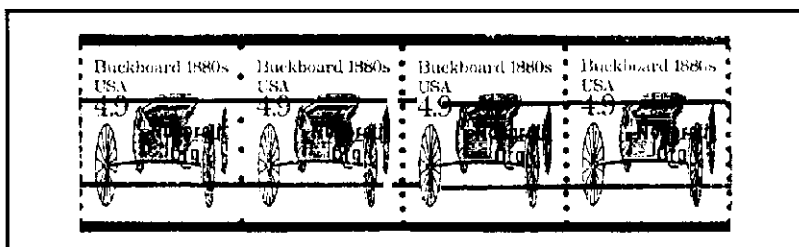
On Plate 4, low entries are confirmed at 9L and 6R.

(The author stresses that this report is preliminary. His price list for these varieties may be obtained from him at Contemporary Coils, P.O. Box 3654, Danbury, CT 06813-3654.)

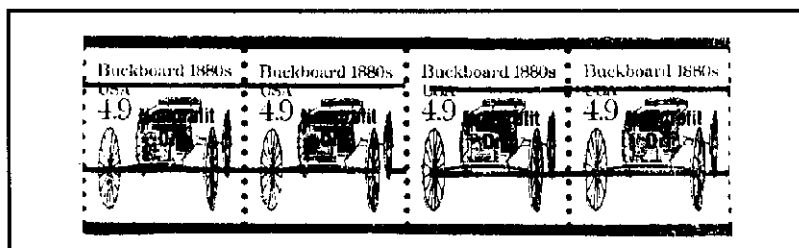


BREAK IN BOTH BARS, TYPE Ia: This variety is found with two constant plate varieties. On Plate 1 (gaps 2R and 3R) there is a low entry at 8L. On Plate 5 (gap 2R) it is known with the Rain Crack on the numbered stamp. In each of these cases, the double gap appears in the top row of the 18-row cylinder. On Type Ia, the ends of the bars around the break appear rounded, as if they contain a circular object to hide the bars.

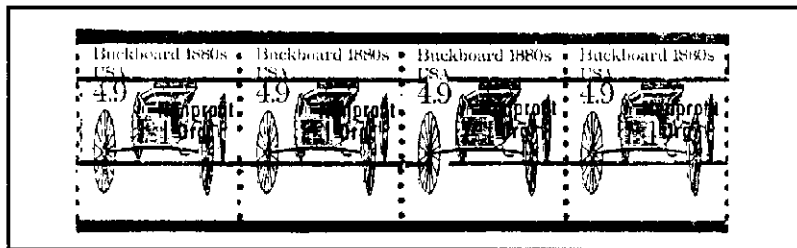
BREAK IN TOP BAR, TYPE Ic: As luck would have it, I do not have an example of this variety to use for illustration. It is known to exist on gap 2R with the Rain Crack Continuation, so, to be consistent, I have labeled it Type Ic, since it occurs in the row below Type Ia. It should look different from Type IIc (bottom illustration on facing page).



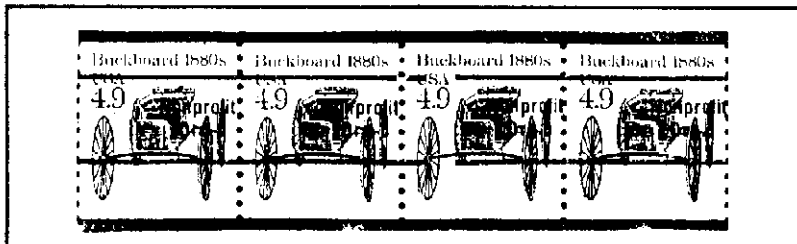
BREAK IN BOTH BARS, TYPE IIa: This variety is not known to be found with any constant plate variety. It may be distinguished from Type Ia by the relatively blunt ends of both broken precancel bars.



BREAK IN BOTTOM BAR, TYPE Ib: This variety, when occurring with Plate 1, is found with two low entries at 8L and 9L. It is easily distinguishable from Type IIa because of the wide gap at the break in the bar. It may occur in the row above Type IIa as a continuation mat break.

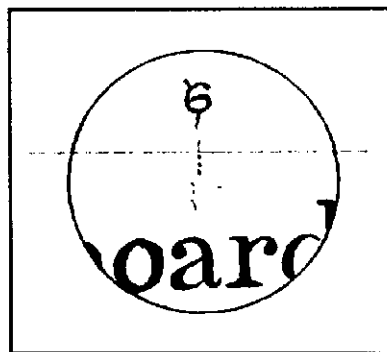


BREAK IN BOTTOM BAR: TYPE IIb: This double gap is harder to isolate because it is narrow. It can also be lost completely if the break happens to align with a perforation hole. Its relationship with any other rows showing double gaps, if any, is unknown.



BREAK IN TOP BAR, TYPE IIc: In theory, this variety may occur in the row below Type IIa, but I have no proof.

Here's the 'Split 6' on 4.9¢ Buckboard



©1988 by Kim Cuniberti

By Kim Cuniberti

As things tend to go with Cottrell plate number strips, while one is searching for one plate crack...guess what? Following Bob Rabinowitz's "Buggy Rein" (*Editor's note:* First shown in his ad in the last *TPN*.) discovery on Plate 6 of the 4.9¢ Buckboard, I searched through my material to see if I could find examples.

I found one on strips with a Line gap.

[Dr. Rabinowitz's ad in *TPN* did not give the gap location of his Buggy Rein find, but Mr. Cuniberti reports that those strips had a gap at 3L. *Ed.*]

But after seeing how cracks had traveled from row to row on the 2¢ Locomotive from Plate 3, I thought it might be wise to look carefully at strips from Plate 6.

The above enlargement is my artistic rendering of what I found. I have attempted not to enhance it beyond how it looks on the most distinct examples.

It is not as bold as the precanceled versions of the "Buggy Whip," but there is no question that it is in the early stages of what may later have become an impressive crack.

My preliminary study indicates that there may be some very distinct copies out there.

Any reports on gaps other than Line and IR would be most welcome at the address shown at the end of the article on Page 6.

Plate and mat varieties — Part VII

By A. S. Cibulskas

2¢ Locomotive

- a. Gouge on Plate 8 at 1R. Constant at rear of tender, left and below the top. (Cibulskas)
- b. Constant crack in the track on Plate 1, B Press at 26 R/L. (Haynes)

4.9¢ Buckboard

- a. "Buggy rein" on Plate 6 at 1L. Diagonal crack about 4-5mm long below the buggy. Bold and extremely noticeable. (See illustration on Page 81, *TPN* November 1987) (Rabinowitz)
- b. Low entries (or low transfers): In addition to the earlier report here of a low entry at 8L on Plate 1, new reports show the following low entries, all on Plate 1: 8L, 11L and a double at 8L and 9L. (Cuniberti *et al.*)
- c. "Split 6" and "Split 6 continuation" plate crack. A vertical crack "splitting" the number and continuing downward into the next row. (See illustration on Page 7 of this issue) (Cuniberti)

5¢ Motorcycle

- a. What looks like a vertical crack from the top to the bottom of the "e" in "Motorcycle" has not had its constancy confirmed. (Beschoner)

10.1¢ Oil Wagon

- a. Constant plate crack above the "W" of "Wagon" at 15R on precanceled (see illustration in "All the PNC News" in this issue) (Maeder)
- b. "Artillery Shell II" now confirmed on tagged stamp (previously known on precancel).

10.9¢ Hansom Cab

- a. Chill roller offset on Plate 2 constant on 3L, 2L and 3R. Most noticeable in "Bulk rate," rear tire from 9 to 11 o'clock and 4 to 6 o'clock on the inside of the cab's window. (Anon.)

11¢ Stutz Bearcat

- a. Many reports on chill roller offsets

continue, with all sorts of permutations. Most of these are on the numbered stamp, but to some degree or another on all stamps in the numbered strip of five and beyond.

- b. "Tail on 1" plate crack at 1L on Plate 2. Constancy to be defined. This looks like the "tail on 1" variety on the 2¢ Locomotive. (Adams)

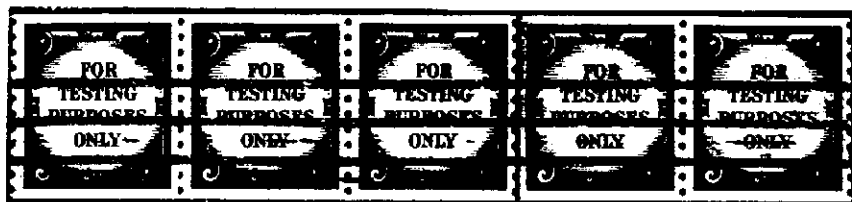
17¢ Electric Auto

- a. Blue dot above and to the left of the "E" in "Electric" at 1R of Plate 6 on tagged and precancel. (Maeder)

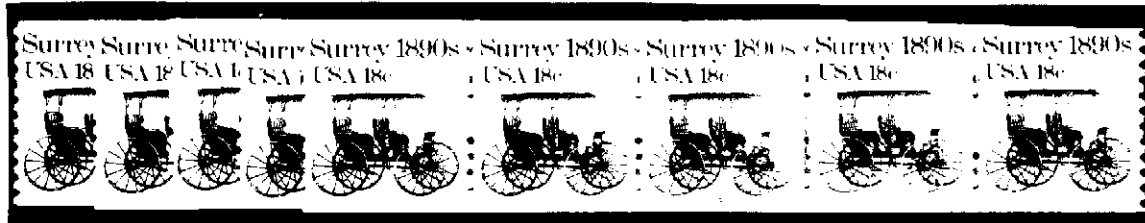
17.5¢ Racer

- a. "Boiling radiator" plate crack. Constancy and position unknown. Looks like a two-line crack starting from the period of "17.5." One line runs down to the right of the radiator cap (about 3mm) while the second is angled at 45 degrees and is about 1.5mm long. (Schattinger)

LOOKING FOR SOMETHING DIFFERENT?



LOOKING TO TRADE?



LOOK TO LEE WARZALA

ILLUSTRATED SELL/TRADE LIST #5

SEND SASE TO: 10 St. MARY'S COURT, SPRINGFIELD, IL 62702
 PLATE STRIPS OF FIVE, VARIETIES, FULL NUMBER ON TOP, SPECIALS

Sales of precancels are illegal, USPS insists

Continued From Front Page

stamps from his post office he will either use them for the purpose of paying postage on his mail, or for the purpose of adding them to his own stamp collection. (*emphasis added*)

Purchases may be made by nonpermit holders for collection purposes only.

It is not anticipated that precanceled stamps will be bought, either by permit holders or nonpermit holders, for the purpose of reselling them. (*emphasis added*)

It should be noted that Collins only voiced what the Postal Service anticipates and did not go so far as to say resale is illegal.

Nor did he indicate what penalties, if any, could be incurred for the resale of precancels. In the case of permit holders, of course, revocation of the permit is possible for failure to meet the postal regulations.

On using more than \$1 in precancels, Collins said:

I now turn to ... the provisions of *DMM* section 143.423 calling for overprinting when the postage amount on a mailpiece exceeds one-dollar. Here, again, we feel that the rule serves a useful purpose in the area of revenue protection. We recognize that it entails an additional step for the mailer, but it is a necessary one.

Collins also shot down the use of two precanceled stamps to meet the rate for a mailing. In an example provided by *TPN*, an 8.3¢ and a 3.4¢ were used to pay part of the 12.5¢ rate needed for mailing an item under the basic bulk rate.

You indicated that one 3.4-cent precanceled stamp and one 8.3-cent precanceled stamp was used and that a meter strip representing the difference was affixed to the mailing statement.

Neither of the stamps used in this instance was actually produced for the purpose of paying the bulk third-class basic rate of postage.

The 8.3-cent precanceled stamp was produced so that permit holders might be able to pay the regular bulk third-class carrier route rate of 8.3 cents.

Similarly, the 3.4-cent denomination was produced so that authorized nonprofit organizations would be able to pay the special bulk third-class carrier route rate of 3.4 cents which was in effect from February 17, 1985, to January 1, 1986. Currently, that rate is 5.5 cents.

The real problem with this ... mailing was not merely that more than one stamp was used to pay the 12.5 cents postage chargeable, but that the stamps used to pay the particular rate of postage were in fact intended for another purpose.

Precanceled stamps are not sold to postal customers for use on an altogether indiscriminate basis. Certain denominations of them are produced and

sold to facilitate postage payment at specific rates. For example, a precanceled stamp is printed in a denomination corresponding with each of the six categories prescribed for regular and special bulk rate third-class mail. Since the stamps produced for these various rate categories are not intended to be interchangeable as a matter of standard operating policy, it is hoped that permit holders will buy and use them with a bit more care and thoughtfulness than might be exercised under ordinary mailing conditions.

For the permit holder who buys too many precanceled stamps, unused ones in full coils and in full sheets are redeemable from precanceled permit holders for 90 percent of postage value (*DMM* section 147.13f). Also, whenever postage rates change, the Postal Service will generally provide a grace period for the users of precanceled stamps during which the old denominations can be exhausted.

To illustrate this point, the current regular bulk third-class rates were implemented on February 17, 1985. However, customers were allowed until June 16, 1985, to use up old denominations of precanceled stamps.

But the saga rolls on. Permit holder George Kuhn mailed a letter from his Leesburg, Fla., post office. The letter was returned from the regional center in Orlando, which ruled that precancels cannot be used for first-class.

More in the next *TPN*.

Recently issued PNCs

	S	XF	VF
5¢ Mail Wagon, 1	2.50	2.00	1.75
5.5¢ Truck, Plate 2	3.00	2.50	2.00
10.1¢ Oil Wagon, Plate 2	—	3.75	3.00
12¢ B Press, 1	3.75	3.00	2.50
17.5¢ Racer, 1	4.50	4.00	3.25
same, precanceled	4.50	4.00	3.25

Hash Marks

- 5.2¢ Sleigh, Plates 4-6, 2L, VF-XF \$75 a pair, PS/10
- 9.3¢ Wagon, Plates 5-6, 3L, VF \$80 a pair, PS/10
- Same, XF, \$100 a pair.
- Same, Plate 5, tear at 1R, otherwise superb, \$15
- Same, Plate 5, small ink stain 2R, otherwise S, \$15
- Same, Plate 6, folded at 3R, otherwise XF, \$25

Low Entry

- 10.9¢ Cab, Low entry at 2L, Plate 2, Gap 3R, VF, \$100 in PS/10
- 10.9¢ Cab, Low entry at 2L, Plate 2, Gap 3R, XF, \$150 in PS/10

I now carry House of Farnam PNC FDCs by subscription. Send \$25 to receive numbered PNC FDCs. First shipment is Canal Boat, Milk Wagon, Racer (tagged), all 3 VF or better at \$25. Send \$25 more to become regular subscriber to all new PNC FDCs.

Stephen G. Esrati

P.O. Box 20130

Shaker Heights, OH 44120

In Ohio please add 7% tax

Why PNC collectors cannot use

By George V. H. Godin

An article by me was featured in the July 1983 *United States Specialist*. Its main purpose was to tell people that there was a new specialized field, collecting plate numbers of the Transportation Series coils.

I wrote: "Since many of the coils are precanceled by the Bureau of Engraving and Printing, we will attempt to simplify the identification of the precancels for you by using hand drawings of our types. These are NOT intended to replace the data given for the types assigned by various precancel collecting and publishing organizations. These are intended solely for the 'Coil Scorecard' (Editor's note: This is a regular feature of *The United States Specialist* and served as the basis for the checklists used in the PNC catalog) so that the collector knows what the wording is on the precancel used on the specific face value.

"There are technical differences (such as line spacing and typefaces) which we have eliminated as our sole objective is to record all of the face-different varieties that might be used to make your collection. The major reason for including precancels is the fact that it may turn out that certain plate numbers will ONLY be available as precancels.

"The 'Coil Scorecard' is set up with Style 1 as the unprecanceled variety. Immediately below that will be listed EACH of the types of precancel that is available on the same stamp. As of the time this is written, there has been only one type of precancel associated with any one stamp."

The article illustrated what I termed Styles 2 through 6 as lettering done by using a Leroy lettering set. Since that date additional precancel styles have been used and I changed from a typewriter and the Leroy lettering set to an IBM personal computer.

Since my original article, coil collectors have gone after both the precanceled stamp and the plain one showing the plate number in strips of varying lengths. They have also broken down the style of precancel used on the 17¢ Electric Auto as A, B, and C to differentiate the three different precancels that were

used on the stamp. I did not make this change in the "Coil Scorecard" to stay consistent with the original intent not to go beyond the words shown on the stamps.

Those collecting these precancels have carried the breakdown of the precancel well beyond what the average precancel collector wants in his collection. I refer you to Steve Esrati's *Catalog of Plate Number Coils*, wherein you will find the precancels broken down by the location of the gap position. I find no fault with that, nor do I expect anyone to find fault with my ideas that were the basis of the "Coil Scorecard." I write this to give an understanding of that which follows.

The August issue of the PSS' *Precancel Forum* had an article by the editor, Dilmond Postlewait, suggesting that I should change the style designations in the "Coil Scorecard" to agree with those given by PSS.

At the time I wrote the *Specialist* article, nothing was available from PSS on which to base precancel definitions or to set up types. The other alternative would have been to use the data from Horace Q. Trout by assigning *Noble Catalog* types to the stamps. The simple solution was to do what I did and go with something that would not compete with either of the catalogs devoted exclusively to precancels.

In response to Postlewait's suggestion, I wrote a letter pointing out reasons why it would be difficult for me to switch over. PSS has established various types to describe local and BEP precancels.

Now, PSS has established minute criteria for the overprint types on the Transportation coils. When one deals with measurements, a question of accuracy is involved.

If you are a machinist, you are given a dimension and a tolerance such as 1.750 +.000 -.001.

This means that the finished part MUST measure between 1.749 and 1.750, a difference of one-thousandth of a unit. If you give a measurement as 1 3/4, you are implying that the dimension is greater than 1 11/16 and less than 1 13/16. This total difference is roughly 1/8, which translates to a decimal rough-

ly 125 times as great as the machinist's example.

When you specify 1.7, you imply a reading between 1.69 and 1.71 as being acceptable.

All of the foregoing is relevant to my problems with the new PSS definitions of Types 2.1 (defined as Gothic capital letters that are 2.4mm high); 3.1 (with 2mm Gothic capitals), and 4.1 (with 2.2mm Gothic capitals) and ALL lines defined as 1mm wide. No mention is made of the type of equipment used to make these measurements.

(Editor's note: Notice that no attention is paid to what the words say, only that they are printed in Gothic capitals. Says Godin:

"Put yourself in the shoes of the people who started the PSS type descriptions. They could not have done what I did, namely use the wording on the stamp. They would have had a separate type for every town in the U.S.A. that used a precancel. I can understand them trying to put the various town names into similar groupings.

"(For example, as long as the same general typeface and size was used, their criterion was whether the name of the town was on one line and the state on the second line; if the town name was split with part of the name on the first line and the rest on the next line along with the state name, or whether the town name was on two lines and the state on the third.")

Many years ago, I bought a piece of surplus Army equipment on sale at the Granite City Army Depot. It was a photo interpreter's kit made for the U.S. Army Air Forces. It includes a flat scale calibrated in half millimeter increments and a tube magnifier with etched scales either in 0.001-foot increments or 0.1mm ones.

The purpose of these items is to make accurate measurements on aerial photographs and to determine exact distances to targets for field artillery or bombing missions. The accuracy of the equipment is extremely important.

I made a series of measurements on randomly selected used copies of various denominations and also on mint strips of

PSS precancel classifications

five. I did not show the results to Bill Schall, but on Sept. 18, I took the stamps and the measuring devices to Bill's home and asked Bill to make measurements to check my readings.

I had measured the width of the lines, the distance between the lines (from inside edge to inside edge), the overall measurement (from outside edge to outside edge) and the heights of the letters "P," "F" and "C" from "PRESORTED FIRST-CLASS."

I can provide exact measurements, but the point is that Bill's readings agreed with mine when we compared them later.

Rather than present a long list of numbers, let me give some examples of what we found. The preponderance of readings on the width of the precancel lines on many different stamps was 0.8mm (not the PSS' 1mm). There was one 7.4¢ stamp where the lines measured exactly 0.7 mm. On the 10.1¢ and 12.5¢, the lines varied from 0.7mm to 0.8mm, with only one reading of 0.7mm.

The interesting readings were on PSS types 2.1, 3.1 and 4.1.

We used the 17¢ Electric Auto for Types 2.1 and 3.1 and the 12¢ Stanley Steamer (Cottrell version) for Type 4.1.

Thickness of lines:

Type 2.1	1.0mm
Type 3.1	0.9mm
Type 4.1	0.8mm

Distance between lines:

Type 2.1	10.25 to 10.3mm
Type 3.1	10.55 to 10.6mm
Type 4.1	10.95 to 11.0mm

Height of "P," "F" and "C":

Type 2.1	2.1mm P
	2.3mm F
	2.4mm C
Type 3.1	2.1mm P
	2.1mm F
	2.1mm C
Type 4.1	2.2mm P
	2.15mm F
	2.3mm C

Using a set of gap strips of the 17¢ Auto and the designations in the PNC catalog, the length of the word "PRESORTED" was measured (in millimeters) as follows:

A	A	gap	A
11.4	11.2	gap	11.2
A	A	gap	B
11.4	11.3	gap	12.7

B	B	gap	B
12.9	12.7	gap	12.7
B	B	gap	A
12.8	12.7	gap	11.1
C	C	gap	C
13.7	13.5	gap	14.0

This illustrates the problem in attempting to measure the overprints in finite units rather than with a range of measurements.

In conclusion, my contention is that the listing of the styles by using the wording that appears on the stamps eliminates all measurement and, at the same time, eliminates the differences in the overprinting using a Cottrell press, a platen press, the B Press or flexographic plate, engraved lines, recessed lines or whatever method may be employed.

Furthermore, it is easily understood by anyone and requires no specialized equipment to make measurements accurate enough to define the width of a gnat's eyebrow.

The primary problem with the subject of measurements was brought out by Richard A. Kiusalas, who manufactured the *United States Specialist* gauge, in his

article in the *Specialist* of February 1966. I strongly recommend that this article be read and studied as it contains both the problem and the solution. Now, 20 years later, we are again making the same mistake, which is the attempt to use the metric system to define the parameters of the precancel which were established on the American system of measurement.

Not only does the Bureau of Engraving and Printing use inches and thousandths of inches when it manufactures the printing plates of our stamps, but the same basic unit of inches is also used by all the printers in this country.

Therefore, it is unrealistic to attempt to define the characteristics of our stamps or precancels by the metric system.

What is needed is a mechanical draftsman with the skill to draw an accurate device comparable to Kiusalas' perforation gauge but etched on dimensionally stable plastic so that the tool can be used as an overlay to read the measurements that are required. Then and only then can we have a meaningful means of measuring our stamps.

PSS published the following style descriptions (we reprint only those applicable to PNCs) as a supplement to *Precancel Forum* in September 1985:

Style descriptions (PSS #)

This listing covers Bureau precancels issued since the dropping of town/state names as of September 21, 1978, and included lines only and other special services, i.e., bulk rate, presorted, etc.

- Lines 0.75 to 1mm thick, spaced approximately 12.7mm apart. (These are precancel lines without text, as on the 5.2¢ Sleigh.)
- Lines 0.75mm thick, spaced 10.25 to 10.75mm apart. (These are precancel lines without text, as on the 5.2¢ Sleigh.)
- Gothic 2.4mm caps, between lines 1mm thick, spaced 10.75mm apart; 2mm between lines of legend. (Illustrated on 13¢ Americana)
- Like 2.1, but 0.5mm between lines of legend. (Illustrated on 9¢ Americana)
- Two lines of Gothic 2mm caps, between lines 1mm thick, spaced 10.75mm apart. (Illustrated on 12¢ Americana)
- Like 3.1, but first line of legend caps and lower case. (Illustrated on 3¢ Parkman, vertically)
- Like 3.1, but both lines of legend in caps and lower case. (Illustrated on 4¢ Stagecoach)
- Like 3.1, but legend in three lines, first in caps and lower case and lines spaced 11mm apart. (Illustrated on 7.4¢ Baby Buggy)
- Two lines of Gothic 2mm caps, between two lines 1mm thick, spaced 11mm apart. (Illustration shows Style A on 17¢ Electric Auto)
- Like 4.1, but one-line legend in caps and lower case. (Illustrated on 12.5¢ Pushcart)
- Like 4.1, but first line of legend in caps and lower case. (Illustrated on 3.4¢ School Bus)
- Like 4.1, but both lines of legend in caps and lower case. (Illustrated on 6¢ Tricycle)
- Like 4.1, but three lines of legend, first in caps and lower case. (Illustrated on 8.3¢ Ambulance)

None of the style descriptions quotes the text on the stamp.

Found: What looks like a '3' on a 'D' Stamp

Letters to TPN

I bought the enclosed PNC several months ago, and it continues to defy explanation (I did not see the roll it came from).

On the surface, it looks like a "3," which, as far as I know, was not a plate number that was sent to press on the "D" Eagle.

Under magnification, it still seems to be a "3," though with some odd attachments. It doesn't appear to be a "1" or a "2." Is it a plate smear?

Jeffrey M. Gordon
Chicago

In reply: The only plate numbered "3" assigned to the "D" stamp was a Cottrell. It was, as far as we know, never used. It has never been canceled.

These stamps cannot be Cottrells because:

1. They have block tagging (Cottrells have overall tagging).

2. They have no joint line.

Since no Plate 3 was prepared for any other press and since all "D" stamps were printed on the Andreotti or A presses, this must be a "1" or a "2," even though it looks like a "3."

I have seen a previous example of this and gave the same answer.

Steve Esrati

Conspiracy

I read with interest about the *Linn's* ad that was pulled by the editors after one insertion. The advertiser was offering PNCs at 10% off anybody else's "recent, legitimate price list."

I agree with the viewpoint that he is able to sell low by avoiding the time in preparing his own list, and the expense of mailing the list out, not to mention the months of advertising needed to even amass a mailing list.

There is even one more

point: How is the buyer to know how comprehensive the dealer's stock is?

Yet, I find the whole story a little disquieting. Doesn't *Linn's* pulling of the ad after other dealers complained smack a little of conspiracy in restraint of trade? No one has challenged the advertiser's honesty. He is a Texas M.D. No one has argued that the collector is at risk. The only complaint is that he is offering strips at a lower price. With off-sale material soaring in price, that is a breath of fresh air.

Tom Maeder
San Pedro, Calif.

I was surprised by the ad in *Linn's* since it seemed to violate their advertising policy.

I ordered a 20¢ Flag #11 from him. After a month, I asked for (and received) a refund!

Anthony Marshall
Seattle, Wash.

Hingeless for singles

A propos the question: "Why a hingeless album for used singles?"

If one is well versed in industrial cost accounting and figures one's own time ("Time is Money"), plus the cost (including waste) of polystyrene mounts, or even just ordinary, old-fashioned hinges, it is cheaper to buy ready-made hingeless albums than to mount even used stamps yourself by the tedious and time-consuming old-fashioned hinging way.

Over here in Europe, very few collectors — except for used stamps — buy regular albums. And not a few who do so — even for used stamps — then equip them with black mounts because they feel the perforation stands out and looks better than in the

transparent mounts of the ready-made hingeless albums.

Another advantage of hingeless albums is that auctioneers decidedly prefer them over collections with old-style hinges.

Personally, I have not used a single hinge for 30 years to mount a used single in an album, although Lighthouse does have hinges in its sales program.

Wolfgang Schön
Leuchtturm Albumverlag
(Lighthouse Albums)
Geesthacht, Germany

(Editor's note: Mr. Schön is a member of the Plate Number Coil Study Group.)

What format?

In what format are plate and mat varieties collected? Are they collected attached to plate number strips or separately, with the pertinent information noted?

I also advocate a collector's doing his own thing, but I would like some input before making my decision so as not to make my stamps completely worthless.

Don Eastman
Berlin, N.H.

In reply: Ideally, a variety should be collected with the plate number attached. But even on Cottrell printings this could mean a strip as long as 14, assuming one also kept a strip of at least five around the number. Obviously, strips of 14 are too long to mount in almost all albums.

The problem was confounded on B, C and D press issues, where the distance to the nearest plate number could be as high as 26.

Thus, we are forced to expediency.

Some collect the longer strips and fold over the excess, displaying only the portion showing the variety. The reason for doing this, in part, is to confirm the constancy of

the variety, since we usually know the variety's location on the roll.

Others simply collect the varieties in the same format they usually choose, whatever that might be.

In any event, there is no clear-cut preferred method. You still have to pick one for yourself.

TPN production

I really enjoy most of the articles as well as the very pleasing layout and graphics.

You ought to describe your equipment and software.

Anthony Marshall

In reply: TPN is produced on a Macintosh Plus equipped with a 20-megabyte hard-disk drive.

The articles are written in Microsoft's *Word* 3.01. Pages are laid out in Letraset's *Ready, Set, Go!* 4.0.

The mailing list is on Microsoft's *File*. The labels are made by merge printing that list in *Word*.

I have no graphics capability. Pictures are taken to the printer along with the finished pages and are photocopied into position.

The computer sketches occasionally used are done in Ann Arbor Softworks' *Fullpaint*.

It is all a lot of work.

And an aside, TPN now has 300 paid subscribers. Subscriptions pay for 4 issues of 12 pages each plus the cost of mailing. Extra pages and issues come from ad revenue.

An added 100 subscribers would finance six issues of 12 pages, at least under current postal rates.

So far, TPN is losing a little money, but has enough subscribers to last another year. Needless to say, ads are always welcome.

This 20-page issue adds a new expense, mostly in time. To prevent loss of pages in the mail, we're now sealing TPN.

TRANSPORTATION COILS

	LP	PS3	PS5
1897 1c Omnibus 1, 2, 5, 6.....	.40	.80	.65
3, 4.....	—	.80	1.00
1c Bus B Press 1.....	—	.80	.90
1897A Loco 3, 4, 8, 10.....	.50	.65	.70
2, 6, B Press.....	.50	.70	.80
1898 Handcar 1, 2.....	.50	.75	.85
3, 4.....	.50	1.25	1.40
2123 3.4c Bus 1, 2.....	.50	.90	1.00
Precancel 1, 2.....	.70	.90	1.00
1898A 4c Coach 3, 4.....	.90	1.20	1.40
5, 6.....	—	1.55	1.65
1, 2, B Press.....	1.00	1.75	1.85
Precancel 3, 4, 5, 6.....	—	1.60	1.70
2125 4.9c Buckboard 3, 4.....	.90	1.10	1.20
Precancel 3, 4.....	—	1.40	1.50
Precancel 1, 2, 5, 6.....	—	1.80	2.00
2255 5c Milk Wagon 1.....	NEW	1.30	1.50
1899 5c Motorcycle 1, 2.....	.90	1.00	1.40
3, 4.....	.90	1.60	1.80
1900 5.2c Sleigh 1, 2.....	2.75	9.00	9.00
3, 5.....	—	75.00	85.00
1900A 5.2c Precancel 1, 2.....	2.50	3.75	4.00
3, 4, 5, 6.....	—	8.00	8.75
2125 5.5c Truck 1.....	—	1.50	1.65
Precancel 1, 2.....	—	1.50	1.65
1901 5.9c Bicycle 3, 4.....	2.25	8.75	10.00
Precancel 3, 4.....	8.00	13.50	15.00
5, 6.....	—	30.75	35.00
2126 6c Tricycle 1.....	1.25	1.55	1.70
Precancel 1, 2.....	—	1.85	2.00
2127 7.1c Truck Mint/PC 1.....	1.00	1.90	2.00
1902 7.4c Buggy 2.....	4.00	7.75	8.75
Precancel 2.....	1.50	2.50	2.75
2128 8.3c Ambulance 1, 2.....	1.25	1.80	1.95
Precancel 1, 2.....	—	1.80	1.95
3, 4.....	—	3.55	3.70
B Press 1.....	—	1.85	1.90
2129 8.5c Truck Mint/PC 1.....	1.00	1.75	1.90
1903 9.3c Mail Wagon 1, 2.....	7.50	9.00	10.00
3, 4.....	8.50	18.00	20.00
5, 6.....	—	140.00	175.00
Precancel 1, 3.....	9.00	19.00	20.00
4, 5, 6.....	2.00	3.70	4.70
2.....	—	11.00	12.50
8.....	—	59.00	60.00
2259 10c Boat.....	—	1.70	2.00
2129 10.1c Oil 1.....	1.00	1.75	2.00
Precancel 1, 2.....	—	1.75	2.00
1904 10.9c Cab 1, 2.....	5.00	14.00	19.00
Precancel 1, 2.....	8.00	14.00	17.00
3, 4.....	30.00	395.00	495.00
3, 4 Ave.....	—	—	150.00
1905 11c Caboose 1.....	2.50	4.00	5.00
Precancel 1.....	—	2.80	3.00
2130 11c Bearcat 1, 2, 3, 4.....	1.40	1.70	2.00
2131 12c Steamer 1, 2.....	1.25	1.70	2.00
Precancel 1, 2.....	—	1.80	2.00
B Press 1.....	NEW	1.80	2.00
2132 12.5c Push Cart 1.....	—	1.75	2.00
Precancel 1.....	—	1.75	2.00
2134 14c Iceboat 1, 2, 3, 4.....	.75	1.00	1.30
B Press 2.....	—	2.30	2.50
1906 17c Auto 1, 2, 3, 4, 5.....	1.50	2.70	3.00
6.....	—	16.00	18.00
7.....	—	5.75	6.00
Prec. A, 3, 4, 5, 6.....	—	4.25	5.00
Type A, 7.....	—	9.50	10.00
Type B, 3, 4.....	—	25.00	30.00
Type B, 5, 6.....	—	10.00	10.00
Type C, 3, 4.....	—	5.00	6.00

	LP	PS3	PS5
Type C, 5, 7.....	—	19.50	20.00
Type C, 1, 2.....	—	15.00	18.00
2135 17c Dog sled 2.....	1.50	2.50	2.70
2264 17.5c Mint/Prec'l 1.....	—	33.00	33.50
1907 18c Surrey 1.....	8.50	25.50	30.00
2, 5, 6, 8, 9, 10.....	3.00	3.80	4.00
3, 4, 7.....	6.00	24.75	25.00
11, 12, 13, 14, 15,	—	—	—
16, 17, 18.....	6.00	7.70	8.00
1908 20c Pumper 1.....	8.00	48.00	185.00
2.....	30.00	165.00	700.00
3, 4, 5, 9, 10, 15, 16.....	2.50	3.50	4.00
7, 8.....	30.00	64.00	85.00
6, 13.....	3.00	5.50	6.00
12, 14.....	50.00	180.00	200.00
11.....	10.00	23.50	25.00
2136 25c Breadwagon 1.....	2.50	3.50	3.95
1891 18c Flag 1.....	45.00	130.00	490.00
2.....	—	19.00	20.00
3.....	—	325.00	800.00
4, 5.....	—	5.50	6.00
6.....	—	1550.00	XF
7.....	12.00	30.00	35.00
1895 20c Flag 1, 8.....	3.00	7.00	50.00
2, 3, 11.....	2.50	7.00	12.00
4.....	—	49.00	180.00
6.....	—	60.00	70.00
5, 9, 10, 12.....	2.00	6.50	11.00
8.....	—	7.00	25.00
13, 14.....	—	5.75	6.00
Precancel 14.....	—	7.00	7.50
2115 22c Flag 2, 4, 5, 7, 8, 10, 11, 12, 13, 14, 15, 16,	1.00	3.15	3.50
17, 18, 19, 20, 21, 22, T1.....	1.00	9.00	12.00
1, 3.....	—	5.00	6.00
6.....	—	2.75	3.00
18c Wash. 1112, 3333.....	—	2.70	3.00
PC 33333.....	—	3.00	3.50
PC 11121.....	—	6.00	42.00
2005 Consumer 1, 2.....	6.00	42.00	150.00
3, 4.....	4.00	42.00	100.00
21.1c 11111, 111121.....	—	3.60	4.00
PC 11111, 111121.....	—	3.60	4.00
O135 20c Official 1.....	10.00	22.00	80.00
O139 22c D Official 1.....	—	22.00	80.00
2112 22c D Eagle 1, 2.....	—	5.00	6.00

TERMS: Payment with order. Prices subject to change without notice. Will take U.S. postage at face in trade. Precancels at 90%.

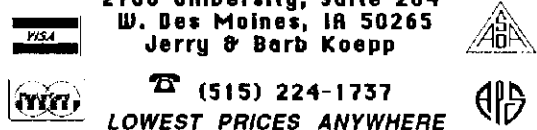
DISCOUNT Deduct 5% on orders over \$50.
10% on orders over \$150.

Discount doesn't apply on postage trades. Additional 5% on orders of 5 or more of any number for investors or dealers.

CONDITION: F-VF, Never Hinged. If you require VF-XF add 40% to List. Add 100% for Superb.

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PNC LIST #14

10-page sales and trading list now available.

- Plate strips of three
- Plate strips of five
- Line pairs
- Plate varieties
- Precancel gaps
- PNC's on First Day Covers
- Mint PS/5 First Day Covers

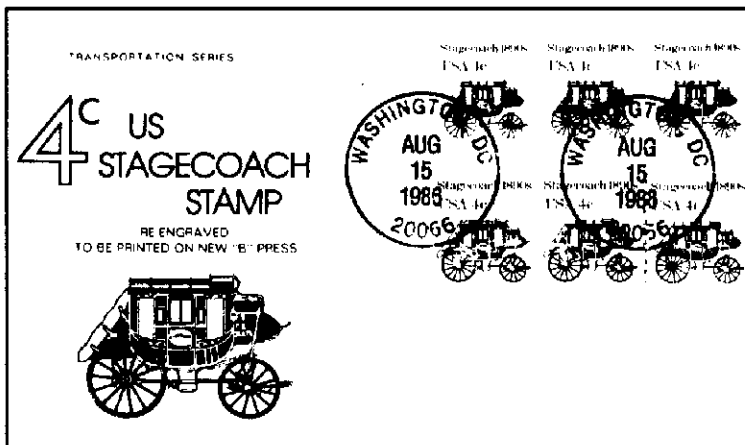
Please send large SASE

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PNC Rarities



Great FDCs

4¢ Stagecoach B Press, with 4¢ Cottrell, XF. Art-Craft. \$695.

This is the cover you've been reading about.

18¢ Monument, untagged error, pair, VF, no plate number. ArtCraft. \$15.

2¢ Locomotive B Press, PS/5, together with PS/5 from each Cottrell plate.

All 6 covers VF or better. The set: \$90.

Ask for free list of FDCs.

10% off on orders over \$100.

PNC Knockouts

- 4.9¢ Rain Crack, in strip of 10. Cut low like all Rain Cracks (otherwise VF or better). \$125.
- 4.9¢ Buggy Rein, in PS/5, No Gap. F \$60; VF \$70; XF \$87.50; S \$105.
- 4.9¢ Double Gap, Plate 2, both lines, Gap 2R in PS/8, VF, \$7.50.
- 10.9¢ Hansom Cab, Plate 3, PS/3, Line gap. VF, \$450.
- 10.9¢ Hansom Cab, Plate 4, PS/3, Line gap. XF, \$525.
- 22¢ "D" Eagle, Plate 1, untagged error, VF, \$50.
- 18¢ Flag, Plate 1, PS/3, VF, \$150.

IN OHIO: Please add 7% sales tax.

Steve Esrati

P.O. B. 20130

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5% discount over \$25;

10% off on orders over \$100.

Ways to exhibit your PNCs**How to show what can't be seen**

Jerry Clark is a died-in-the-wool collector who goes after every possible thing that differentiates one stamp or PNC strip from another.

He is also a believer in mounting these varieties in such a way that the difference may be seen clearly.

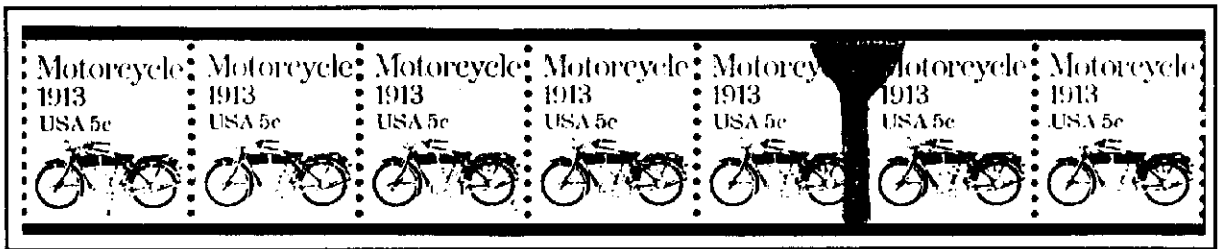
One of his interests is in tagging gaps. But this presents a problem. You can only see tagging gaps under ultraviolet

light and then only when the strips are removed from their mounts (ultraviolet cannot penetrate plastics).

So how does Clark show them?

The trick is to make a photocopy of the strip and mount it at the top of the page. On this photocopy, Clark draws the area that does not phosphoresce under UV. In effect then, the dark part in UV is dark on his sketch.

The following is an example of part of his page showing the 5¢ Motorcycle with a vertical tagging gap and screwhead at 4R. The strips are mounted vertically as strips of 10. The photocopy is at the right. Then come two strips of the actual stamps, one each from Plate 1 and Plate 2. A note indicates that the strips are on Type I paper.



INVISIBLE: Tagging gap and screwhead are shown on a photocopy with the variety drawn in.

Another page shows a vertical tagging gap on Plates 3 and 4 of the 17¢ Electric Auto on Type II paper. This time, the tagging gap runs across the stamp at 2R, so Clark was able to use strips of five and mount them horizontally.

His writeup said:

"One relatively small printing of the 17¢ Electric Auto was produced from Plates #3 and #4 using Type II paper. Stamps from this printing exhibit a constant 7mm break or gap in the tagging on the second stamp to the left of the line. Another 4mm gap is constant at twelve stamps to the left or right. This indicates that tagging was applied to this printing using the same portion of the Cottrell presses which normally applied

the precancelation mats."

Still another page shows four strips (without plate number) on Type II paper with a tagging break at 14L or 10R. But on the bottom row of the mat, there is a horizontal untagged protrusion to the right of the untagged area. This (like the screwhead shown on the 5¢ above) is caused by the device that held the tagging mats to the press. In this case, what you see is a clip.

The point to Clark's writeups is this: Any page should show the unknowing onlooker what he is seeing. If graphics are needed, they should be used. Clark

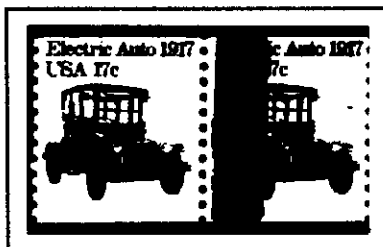
has found a way to show what cannot be seen.

And why does Clark show four strips of four on this page?

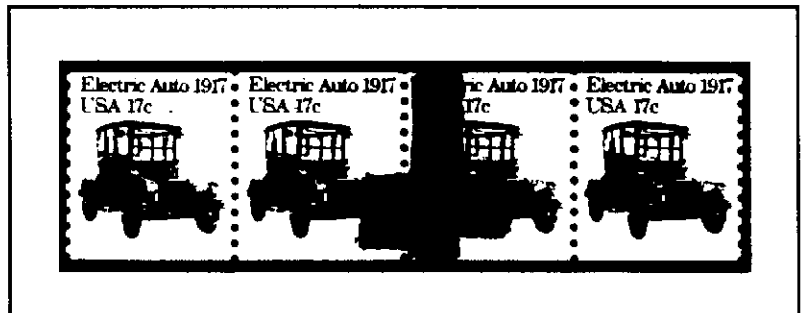
The four strips show the constant 4mm tagging gap at 14L and 10R of the joint line.

But there's a problem here. In fact, 14L is 10R on the next plate., but Clark is not showing plates, he is showing tagging mats.

It takes four strips to show a complete revolution of the plate cylinder. It might have helped if the nearest plate number were indicated.



PLAIN GAP: Ends of tagging mats leave an untagged area.



GAP WITH CLIP: The tagging gap on these strips shows a horizontal projection which is caused by the clip holding the mat.

Rabinowitz warns of overpaying for singles

Dr. Robert Rabinowitz, writing in his own newsletter, is concerned for those who collect PNC singles.

The problem is that many such collectors are missing some tough numbers. They are sometimes tempted by offers of pairs or even strips of three.

"My advice here," says Dr. Rabinowitz, "is that unless you can purchase these at a small fraction of the retail price of a strip of three (15%-20%), you'll undoubtedly be better off in the long run having purchased a mint strip of three to fill that space than paying 60%-80% of the strip of three's value" for a mint or used single or pair that may later be very difficult to sell.

"With the value of most strips of three continuing to appreciate, when and if an inexpensive single or pair turns up, you may be able to own it for zero cost by selling the strip of three then."

The latest news from the publishers of the Lighthouse album is that the illustrated, hingeless PNC album is going to be in several parts.

Part I will be for Cottrell strips. There will be 60 pages for strips and another 12 pages for singles.

Part II will be for strips printed on the B, and C/D presses as well as the Andreotti. The folks at Lighthouse are still working on the 38-page Part II.

Because of the decline in the value of the dollar against the German mark, Lighthouse will make the pages for singles available hingeless and not hingeless. Strip pages will come hingeless only.

Leland Warzala's new price list contains several surprises: He offers a 9.3c Mail Wagon from Plate 4 with the gap at 3L. If this is not an error, this would be a new discovery since this gap has not been previously reported. Warzala asks \$150 for a VF strip of nine.

He also offers the 10.1c Oil Wagon from Plate 1 with the gap at 2R as a VF strip of five at \$50, but there's definitely something quite wrong here. A Gap 2R (which is "no gap" to collectors of PS/5) cannot be seen in a strip of five unless the gap is shifted to the left and shows

All the PNC news that fits we print

on the rightmost stamp. How's that again, Lee?

New from Warzala was a breakdown of the 4.9c Buckboard with breaks in the precancel bars (see Kim Cuniberti's article on Page 1). But word is that Warzala sold out almost immediately.

Warzala did include one double gap that was unknown to Cuniberti. He listed a double gap of both bars with the regular gap falling at 1R. This is probably a Type Ia.

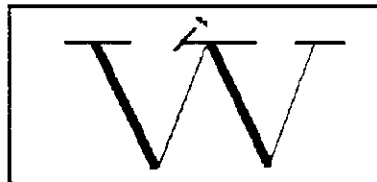
And, since good things always happen all at once, Ed Denson reports finding a low entry on tagged 4.9c Buckboards. They are to be found on Plate 4 at 13L and, Denson says, are easily seen.

John Hotchner, writing in *Linn's* notes that the "cute names" many of us have given to constant plate varieties, such as the "Buggy Whip," "Hoseline" and "Sitting Duck," have spurred interest in varieties.

Now comes Tom Maeder with a "Perched parrot" on the 10.1c Oil Wagon.

This variety resembles the "Artillery Shell with Fins" because it is directly over the "W." Maeder has it on precanceled rolls of Plate 1 with the position of the variety being 15R.

Unfortunately, the variety is one of those that will not reproduce by photocopying, so you'll have to make do with a computer sketch.



The November mail auction of Sam Houston Philatelics included 14 PNC lots. This included used singles of the 18c Flag from Plate 1 (estimated at \$50-\$60) and Plate 6 (estimated at \$300-\$400). A strip of six of the 10.1c Oil Wagon with "Artillery Shell I" was estimated at \$25-\$30.

The Steve Ivy auction last month at the Dallas Coin and Stamp Exposition included 25 PNC lots, and a few more scattered among the modern freaks and errors.

The firm placed a \$1,000-\$1,500 estimate on a strip of five of 18c Flag from Plate 6. Ivy called the strip "extremely fine" but PNC usage would have called it superb. A pair (also superb, judging from the photo) was estimated at \$400-\$500.

A surprise was an estimate of \$500-\$700 on a pair of strips of four (not five!) of Plates 3 and 4 of the 10.9c Hansom Cab.

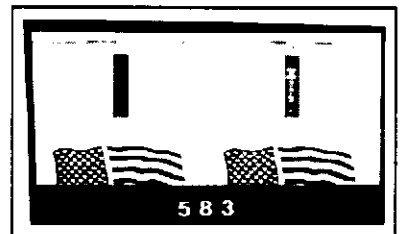
The star of the show was a Jenny invert (Scott C3a) with an estimate of \$115,000. The rub is that this was stamp 5 in the sheet, which was originally imperforate at the top. The stamp on sale had been "expertly reperfected," the firm said. (Question: How can a straight edge be reperfected?)

B.J.'s Stamps and M & M Southwest staged something new late last year, a net price mail sale. A superb strip of the 18c Flag from Plate 6 was offered at \$2,100.

A strip of five of 20c Fire Pumper from Plate 2, showing the new plate crack described on Page 59 of *TPN* last year, was offered at \$1,000.

There were brick red 20c Flag pairs (\$149) and brown 20c Flag pairs (\$100), a host of imperforate strips and an "Eric blue" 22c Flag pair at \$37.50. The color varieties were all without plate number.

A dramatic item was a 22c Flag miscut of which the catalog said only 50 were known. It was offered at \$140 and is shown below:



USPS gets egg on its face on rare FDCs

The following article is a condensation of the author's three-part investigative series in Linn's and appears with permission of the author and Linn's.

By Ken Lawrence

Prices are soaring on first-day covers of the re-engraved 4¢ Stagecoach post-marked Aug. 15, 1986. Stewart Kusnitz's price for a numbered cover is \$750.

Even more elusive are covers with the B Press version of the 8.3¢ Ambulance canceled Aug. 29, 1986.

Cachet makers are angry that they were unable to service their own covers and charge that certain competitors got favored treatment.

USPS officials deny favoritism and seem unaware what the fuss is about. Yet USPS bears responsibility for the furor because it claimed that the two stamps were not new stamps and, therefore, should not have a first day.

Charles Yeager, *Linn's*' Washington correspondent was on hand when the 4¢ was placed on sale and prepared six covers, then believed to be unique. Yeager was also on hand for the issue of the revised 8.3¢ and the covers he prepared then were also believed unique.

In September, ArtCraft offered FDCs of the 4¢ and Steve Esrati's report in *Linn's* ignited a controversy because it was believed Leo August, owner of Washington Press, which makes ArtCraft, had received favored treatment.

Those covers had a fixed-date hand-stamp, which must be ordered in advance.

I asked Asst. Postmaster Gen. Gordon Morison to explain how this happened. Morison referred me to Robert G. Brown, general manager of the Philatelic Sales Division, whose office furnished a June 2, 1896, document listing nine dates for which August obtained cancels. Brown told me that the Aug. 15 cancel was shipped to August on July 1. But that cancel was intended, August said, for a commemorative panel marking the 72nd anniversary of the Panama Canal.

August said he had had about 500 covers made of the 4¢ "and I sold them for just a few dollars each." August declined to say how the covers were prepared.

Postal regulations limit hand-back service to fewer than 50 envelopes. Postal records showed no order for canceling 400-500 covers with the re-engraved 4¢.

Cindy Tackett, Brown's assistant, said: "I've been handling orders from Leo August for years, and I've never seen anything like that cover. It doesn't look like his work."

We still haven't solved the mystery of how, when and where ArtCraft FDCs of the re-engraved 4¢ Stagecoach were made.

And as long as the mystery remains, critics will continue to accuse the Postal Service of giving special favors not available to all.

After the August covers became known, House of Farnam offered covers with the 4¢ and with the 8.3¢ in 1987. The Farnam covers had pictorial hand stamps used at the philatelic boutique at L'Enfant Plaza. These cancels have changeable dates.

Both covers are on envelopes prepared for the re-engraved 1¢ Omnibus which was issued Nov. 26, 1986.

The late arrival of the Farnam covers, and the evidence that the cachets had been added as much as four months after the dates in the cancels caused many collectors to suspect that these covers had been backdated.

John Halliday, owner of the House of Farnam, said he received 200 of each cover from a Washington source he had promised not to identify. "About 25 of the Stagecoach covers had plate numbers, and 12 of the Ambulance," he said.

Halliday said his contact probably did not make the covers on the first day, but shortly thereafter. "He probably knows somebody in the Postal Service who does this for him. They might have been done by somebody high up, but that's just my speculation."

Halliday said his source charges exorbitant prices for such covers and "the Postal Service doesn't like it when people can create expensive rare items that others can't get."

That's true. There's even a USPS rule forbidding it.

Nevertheless, rarities were created on these covers. Brown and Tackett say backdating is strictly prohibited except in authorized grace periods or when damaged

FDCs are being replaced.

Brown said large-volume producers sometimes ask for an extension of the grace period, which he sometimes allows. He denied that this occurred on these covers.

Meanwhile, to add to the confusion, USPS has issued album pages for its Commemorative Stamp Club for the 1¢, 4¢ and 8.3¢. The page gives Aug. 7 as the issue date of the 4¢, Aug. 15 for the 8.3¢. Both dates are earlier than the dates on the covers.

John Spiehs of USPS said he got the dates from the Stamps Division, but the division's Linda Foster showed different dates:

- The 4¢ went into the vault Aug. 11, after which it was available to fill orders. It was shipped to Cincinnati Aug. 13 and to Philatelic Sales Division (PSD) centers the following day.
- The 8.3¢ went to the vault Aug. 20 and to PSD centers on Sept. 2.
- The Bureau of Engraving and Printing said the 4s went to press July 31 and the 8.3s on Aug. 4.

Foster's shipping date on the 8.3 is later than Yeager's cover, but that was Labor Day weekend so the paperwork may have followed on Tuesday. The earliest use of the 8.3 on Aug. 29 appears unassailable.

Though there is doubt about the Art-Craft and Farnam covers, their dates are more believable than the ones furnished by Spiehs for his album pages.

WANTED

For a competitive exhibit of plate number coils, I need interesting and unusual material, particularly PNCs used on piece and on cover. I would especially like foreign destination usages.

KEN LAWRENCE

P.O. BOX 3568

JACKSON, MS 39207

BEP reports on plate activity through September

PLATE	SERIES	FACE	ASSIGNED	TO PRESS	CANCELED	IMPRESS.	SUBJ.	TOTAL	NOTES
177684.17	FLAG	22	01/13/87	02/17/87	04/15/87	2,155,500	480	21,555,000	C Press
177806.18	FLAG	22	02/19/87	03/11/87	08/05/87	3,054,500	480	30,545,000	C Press
178054.21	FLAG	22	04/08/87				468		B Press
178212.22	FLAG	22	05/15/87				480		C Press
175584.02	LETTERS	21.1	10/28/85	10/28/85	09/16/87	95,840	408	1,629,280	Andre., ZIP+4 plate
175367.01	LETTERS	21.1	09/16/85	10/04/85	07/02/87	403,000	408	6,851,000	Andreotti, blue
175340.03	MONUMENT	18		10/23/85		579,800	408		Impression total only
175341.03	MONUMENT	18		10/23/85		579,800	408		Impression total only
175342.03	MONUMENT	18		10/23/85		579,800	408		Impression total only
175343.03	MONUMENT	18		10/23/85		579,800	408		Impression total only
175344.03	MONUMENT	18		10/23/85		579,800	408		Impression total only
178807.01	TRANS	3	09/08/87				468		B Press
177976.01	TRANS	5		07/30/87					
177994.02	TRANS	5.5	03/09/87	06/12/87			468		B Press P/C
174424.02	TRANS	6	06/12/85	07/27/85	09/09/87	1,161,283	468	10,451,547	B Press
177452.01	TRANS	7.1	11/13/86	06/08/87			468		B Press P/C
176884.01	TRANS	8.3	06/23/86	09/04/87			468		B Press P/C, 2d run
178919.02	TRANS	8.3	09/30/87				468		B Press
41258.01	TRANS	10.1	03/06/85	04/02/85	08/05/87	2,716,088	468	24,444,792	B Press
178808.02	TRANS	10.1		09/16/87			468		B Press P/C
41247.01	TRANS	11	03/05/85	08/09/85	04/02/87	195,851	432	3,525,318	Cottrell
41250.04	TRANS	11	03/05/85	05/23/85	04/02/87	206,244	432	3,712,392	Cottrell
41251.05	TRANS	11	03/05/85	NEVER	04/02/87	NONE	432		NONE Cottrell
41252.06	TRANS	11	03/05/85	NEVER	04/02/87	NONE	432		NONE Cottrell
41170.01	TRANS	12	01/09/85	02/28/85	04/02/87	374,526	432	6,741,468	Cottrell
41171.02	TRANS	12	01/09/85	02/28/85	04/02/87	374,526	432	6,741,468	Cottrell
41172.03	TRANS	12	01/09/85	NEVER	04/02/87	NONE	432		NONE Cottrell
41173.04	TRANS	12	01/09/85	NEVER	04/02/87	NONE	432		NONE Cottrell
178145.01	TRANS	12	04/29/87	05/12/87			468		B Press, Tagged, P/C
41243.01	TRANS	12.5	02/27/85	03/27/85	04/15/87	3,624,112	468	32,617,008	B Press
178453.01	TRANS	17.5	07/08/87	08/18/87			468		B Press P/C
178505.01	TRANS	17.5	07/20/87				468		B Press
39736.12	TRANS	18	05/26/81	07/01/81	4/2/87	293,149	432	5,276,682	Cottrell
39758.13	TRANS	18	06/18/81	07/23/81	04/02/87	391,896	432	7,054,128	Cottrell
39776.16	TRANS	18	07/05/81	08/18/81	04/02/87	195,986	432	3,527,748	Cottrell
39819.17	TRANS	18	07/14/81	09/16/81	04/02/87	112,230	432	2,020,140	Cottrell
39855.19	TRANS	18	08/13/81	NEVER	04/02/87	NONE	432		NONE Cottrell
39856.20	TRANS	18	08/13/81	NEVER	04/02/87	NONE	432		NONE Cottrell

3¢ Conestoga Wagon due Feb. 29; 8.3¢ gets a 2nd plate on B Press

A 3¢ Conestoga Wagon will be issued Feb. 29 in the Transportation Series, USPS has announced. The first day will be at Conestoga, Pa.

No other coil stamps were announced when USPS released its 1989 stamp program, but because of a postal rate increase in spring, many other designs can be expected.

Meanwhile, the Bureau of Engraving and Printing has brought us up to date as far as September on plate activity. It closed some of the gaps on the 11¢ Stutz, 12¢ Stanley Steamer and 18¢ Surrey and brought the 22¢ Flag issue up to Plate 22.

There were items of interest:

- Plate 2 has been prepared for the 8.3¢ Ambulance on the B Press.

- Because Plates 1 and 2 of the 11¢ Stutz were paired, we can now guess at the printing total for Plate 2 for which BEP had no data. It should be the same as the above figure for Plate 1.

- The B Press version of the 12¢ Steamer was sent to press tagged as well as precanceled. Only the precancel has been reported by collectors.

- It canceled the precancel plate on the 21.1¢ Letters stamp.

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ORDER \$100 WORTH OF PNCS OR FDCS FROM MY LIST, get a catalog free. DEALERS: Here's a perfect tie-in for your advertising. Catalog priced at \$6.50 in lots of 10 or more. Steve Esrali, P.O. Box 20130, Shaker Heights, OH 44120.

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PNC VARIETY SUPERMARKET

Plate Cracks on Numbered Stamps

4.9¢ mint	Buggy Whip #4	PS6	\$20.00
4.9¢ PC	Buggy Whip #4 LG	PS6	\$20.00
4.9¢ PC	Buggy Whip #4 2L	PS6	\$17.50
4.9¢ PC	Buggy Whip #4 3L	PS9	\$50.00
4.9¢ PC	Rain Crack #5 2R	PS8	\$75.00
4.9¢ PC	Rain Crack continuation #5 2R	PS8	\$100.00
4.9¢ PC	Cracked "6" LG	PS6	\$50.00
4.9¢ PC	Cracked "6" continuation. LG	PS6	\$50.00
4.9¢ PC	Buggy Rein #6 3L	PS9	\$75.00
4.9¢ PC	Buggy Rein #6 LG	PS6	\$50.00
4.9¢ PC	Buggy Rein #6 NG (from 4L)	PS5	\$70.00
9.3¢ PC	Cracked "3" LG	PD6	\$60.00
9.3¢ PC	"Smoking g" LG	PS6	\$60.00

F-VF centering; VF-S add 40%

The Buggy Rein is a fascinating crack, clearly visible to the naked eye. Its length (3L longest, LG shortest — about 2mm) has provided insight into the order of printing of these 5-6 precancels. Other gap positions are sought; please write.

Unique Number on Top Material

1¢ Omnibus	5, 6	PS5 ea.	\$15.00
2¢ Locomotive	3, 4	PS5 ea.	\$30.00
2¢ Locomotive	8, 10	PS5 ea.	\$20.00
5.9¢ PC	3,4 6L/6R	PS12 ea.	\$75.00
5.9¢ PC	3,4 5L	PS11 ea.	\$75.00
17¢ Mint	6	PS5	\$50.00
17¢ Mint	7	PS5	\$30.00
17¢ PC	1,2 CLG	PS5 ea.	\$100.00
17¢ PC	5,6 B 1L	PS5 ea.	\$30.00
17¢ PC	5,6 BA 5R	PS11 ea.	\$60.00
17¢ PC	3 AB 5R	PS11	\$175.00

- All numbers 100% on top.
- All F-VF lines; VF-S add 50%.

SERVICING "SHIVELY DISCIPLES"

- Number on top with or without partial on bottom.
- 100%+ of number on bottom, partial on top.
- Splits, including partials only top or bottom.
- No-number strips with Cottrell joint line only.

8.3¢ Ambulance — Low #1

I maintain a varied stock on this elusive item, including whole number 1's on the bottom, part number 1's on top and even missing 1's. Inquiries solicited from serious collectors.

Mint, precanceled, including gaps.

4.9 Double-Gap Breaks

Many varieties are in stock on Numbers 1, 2 and 5, 6. Various gap positions are represented. Please let me hear from you.

Position Gap Collectors

I have available the largest and broadest offering of GAPS in the world, including several where I discovered the only examples. Write (SASE please) for GAP price list.

37-E Stanwick Place
Stamford, Conn. 06905

☎ (203) 325-2312
Evenings: 7-10 p.m.
Weekends: All day

Dr. Robert Rabinowitz

Constant variety found on Plate 2 of 20¢ Flag

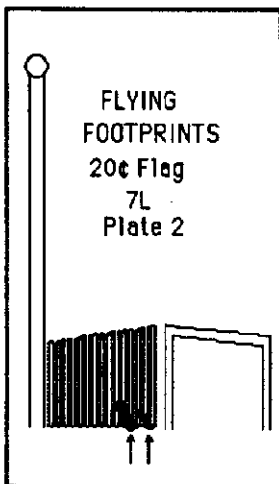
Few, if any, constant plate varieties have been reported so far on the 20¢ Flag coil.

Oh sure, we have had brick-red color varieties, blue color varieties, and all sorts of printing freaks.

But we've had no constant plate varieties, until now.

At the right you will see a computer rendering of a "flying footprint" discovered constant at 7L by Al Haake.

The computerized drawing is not very good, but it will have to do until we can get it drawn.



Coming in TPN

We cannot predict the future. News just happens. So we can only indicate what you may find in the next issue.

The March issue will have an update on the table of precancel gaps and gap scarcity.

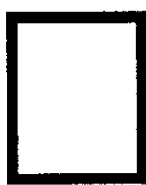
There will be a report on souvenir pages bearing PNCs and a gallery of odd usages.

We expect a follow-up on the dispute with the post office in Orlando, Fla., which says one cannot use precancels on first-class mail.

The March issue should have a new update on plate activity at the Bureau of Engraving and Printing.

Deadline for advertisers to reserve space is Feb. 20.

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