

PNC ecstasy follows label agony

By David E. Barrie-LaVergne

After exhausting Steve Esrati's supply of coil labels, he suggested I write to PNC dealers and offered to run an adlet in *TPN*.

I took his advice and got some excellent responses from Tom Maeder, Kim Cunierti and Al Haake. Even better, a chance inquiry at the post office in Nashua, N.H., landed me an incredible trove of really old (1982-88) labels saved by the local philatelic clerk, who kindly let me pore through his box (about 4,000 labels) and pick two of each! By month's end, I had 193 different labels (including color "shades," die varieties, etc.) and was darned proud of my rapid progress in so short a time.

Pride goeth before a fall!

I took my reference collection (the 193 "best") to the May 3 "show and tell" meeting of the Boston Philatelic Society, where I received some nice comments, appreciations, encouragement.

I went out for dinner with other members after the meeting ... and ended the evening filling out forms at the police station. While we'd been eating, some idiot broke into Dan's car; among the missing were Dan's tape deck, an expensive leather coat, and my binder full of PNC labels (the 193 "best").

I spent a week being very gloomy be-

After the great PNC robbery



More about labels, Page 81

fore contacting all my sources again and explaining why I wanted another crack at their wares. Meanwhile, my *TPN* adlet appeared in the May issue, and, so far, six letters.

Six letters—six other label collectors. It may not seem like much, but it has been intensely interesting. The current state of things reminds me of the early days of PNC collecting — we're all avid for information, prey to rumors, willing to trade one-for-one.

We're still making minor discoveries (some quite exciting in this admitted microcosm) and beginning to worry about rarity factors (especially when one of us surfaces with an item that none of the others has seen).

Our major contribution, to date, has been the construction of a sort of Type Key that has allowed us to identify, in a sort of simple shorthand, every "500" label variety (meaning labels from rolls of 500).

Previously, for trading, we had to either send each other everything we had or resort to annotated photocopies or (even worse) long verbal descriptions.

On the 1¢ "500" label, we have so far counted 10 different varieties (to be honest, one—an "orange" label—is probably a faded red; two others—a purple and a red-brown—may be the result of sloppy

inking or ink-mixing), so the Type Key is a boost in clarifying things. The "3000" labels and the few "100" labels also fit neatly into the key, so far.

I think it is time to "go public" and branch out a bit. So far, our network stretches from Hawaii to Massachusetts, Arizona to North Dakota and a few other spots in between. Somehow, I pulled the duty of typing up ("illustrating") the Type Key (although it was really the original idea of Fred Brown, our New Jersey leader) and getting the word out to the public.

That's why an adlet appears in this issue of *TPN*.

I worked briefly with Diane Thompson on identifying the quarter and half gaps on Cottrell precancels, until I ran out of useful data.

I'm still active in hounding out paper types and B Press gaps with Kim Cunierti and Tom Maeder, although these two guys are miles ahead of me. My contributions, so far, consist mostly of confirming their discoveries.

But coil labels... They'll never be in the same class as PNCs, never be as eagerly sought as gaps or "rain cracks." But I find them fascinating and, even better, find this an area where simple "just collectors" like Dave Weber and Fred Brown and Gene Paquette and I can contribute to the general pool, shed a little light. It's an awfully nice feeling.

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Paid circulation this issue is 372.

The Plate Number

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

TPN's Data Bank

All information here is from the Postal Service. Brackets indicate additions. Data Bank uses material about the design, usage and printing only.

10.1¢ Oil Wagon

[This stamp will be given the PNC catalog number 10.1T1Pii. The old precanceled 10.1¢ stamps become 10.1T1Pi and 10.1T2Pi.]

The Postal Service today [June 23] provided details on the 10.1¢ Oil Wagon coil stamp to be reissued with a new precancellation. The oil wagon design was first used on a stamp issued in mint [unprecanceled] and precanceled form on April 18, 1985, in Oil Center, N.M.

The new version will be issued June 27 in Washington, D.C.

There will be no first-day-of-issue ceremony, but first-day cancellations may be ordered up to the deadline of Aug. 26.

Under the postage rate structure which took effect April 3, 1988, 10.1 cents became the minimum piece rate for third-class mail presorted to the carrier route. By coincidence, under the previous rate structure, the 10.1¢ denomination applied to third-class mail presorted to five-digit ZIP codes.

As with all stamps produced primarily for presorted mail, the new version is being printed in precanceled form only. Mint [unprecanceled] Oil Wagon stamps from original inventories remain available at Philatelic Centers, however.

Issue Date: June 27, 1988. (Washington, DC)

Printing Process: Intaglio (B Press, BEP) ...The precancellation is not engraved. [It is a flexographic plate, like the one used on 8.5T1P, ed.]

Colors: Blue (oil wagon, "Oil Wagon 1890s" and "10.1 USA." Red (precancellation "Bulk Rate / Carrier Route Sort")

Plate Number: One single digit on every 52nd stamp

Stamps per Coil: 500 and 3,000



15¢ Tugboat

[PNC Catalog Number: 15T1]
This 15¢ stamp meets the post card rate.

The stamp design follows the traditional series format of a single-color line drawing of the subject. [Designer Richard] Schlecht's original concept was based on the artist's review of several historical photographs supplied by the Smithsonian Institution.

This indigo-colored image represents a tugboat type common in the early 20th century, with a prominent single smoke stack and a heavily guarded hull. "Tugboat 1900s" is centered above the vessel. "USA" and "15" appear beneath the title in two lines of type.

First Day: July 12, 1988.

First-Day City: Long Beach, CA

Printing Process: Intaglio (BEP, B Press)

Colors: Purple (PMS 267)

Size: .71 x .82 inches or 18.0 x 20.87mm (image)
.87 x .96 inches or 22.1 x 24.4mm (overall)

Stamps per Coil: 500 and 3,000

[The Postal Service omitted data on plate numbers. It is one digit every 52 stamps.]



13.2¢ Coal Car

[PNC catalog number: 13.2T1P]

The Postal Service today [July 5, 1988] provided details on the Coal Car 1870s coil stamp. The 13.2¢ Transportation Series stamp pays for a single item presorted to five-digit ZIP codes.

The July 19 first day of issue will take place in Pittsburgh, Pa.

Richard Schlecht's stamp design is based on a photograph of an actual coal car manufactured in 1873 by the York, Pa., firm of Billmyer & Small. It is the third 1988 Transportation Series project for Schlecht, who also developed designs used for the Conestoga Wagon and Tugboat stamps.

Though simple in function and appearance, the humble coal car had a great impact on American industry. Up until the mid-19th century, coal was most often hauled to the surface by mules or by miners themselves, a slow and perilous process. Fortunately, the development of safe and practical locomotives, themselves dependent on coal for power, also proved to be a boon for mining.

Loading coal into cars like the one

pictured on the stamp remained a manual task until the 1920s, when various mechanical devices began to appear. Since then modern equipment has continued to add greatly to the complexity and safety of mining. Today massive "continuous mining" machines slice through solid coal walls with little more difficulty than sawing through soft wood. ...

As will be the case with all new precanceled or "service-inscribed" stamps, the Coal Car [stamp] will not be produced in mint [unprecanceled] form. All stamps are printed with the same dark green picture, lettering and numerals, and precanceled with the slogan "Bulk Rate," in red. Although this and other precanceled stamps are intended for use by bulk mailers, they may be used on limited-size mailings so long as the proper first-class postage is paid and other requirements [see Page 82 in this TPN] are met.

For the purpose of obtaining first-day or other philatelic cancellations, collectors may use precanceled stamps exclusively.

First Day: July 19, 1988.

First-Day City: Pittsburgh, Pa.

Printing Process: Intaglio (B Press, BEP)

Colors: Dark green PMS 330
Red ("Bulk Rate"), PMS 185

Size: .71 x .82 inches / 18.0 x 20.9mm (image area)
.87 x .96 inches / 22.1 x 24.4mm (overall)

Plate Number: one single digit on every 52nd stamp

Stamps per Coil: 500 and 3,000

8.4¢ Wheel Chair

[PNC catalog number: 8.4T1P]

[Editor's note: Webster's New World Dictionary and the Associated Press' Stylebook and Libel Manual use "wheelchair" as one word. The Plate Number and the Plate Number Coil Catalog will use two words when referring to the stamp by name.]

Tucson, Ariz., will host the Aug. 12 issue of the new Wheel Chair stamp in



the Transportation Series.... [T]he 8.4¢ denomination meets the single-piece rate for third-class bulk mailings prepared by nonprofit organizations.

Based on resource material provided by the Smithsonian Institution, artist Chris Calle's design depicts a 1928 model wheelchair produced by the Invacare Corp. of Elyria, Ohio. [Editor's note: A spokesman for Invacare said the 105-year-old company was then called Colson Co.] ...

The featured chair of wicker construction has a single, centrally mounted rear wheel and two larger front wheels, driven by belts connected to shoulder-level hand cranks. "Wheel Chair 1920s / 8.4 USA" appears in two lines of maroon type above the same colored vignette. The precancellation designation, "Nonprofit," appears in red, running vertically up the lower, left side of the design. ...

[T]he wheelchair is a vehicle which provides locomotion for those who ... are unable to walk on their own. Prior to the use of "propelled chairs" during the Renaissance, invalids and the aged often were carried in wheelbarrows, as has been commonly depicted in scenes showing such individuals being brought to a "fountain of youth."

A paraplegic German watchmaker has been credited with the first self-propelled wheelchair, a three-wheeled model he built for his own use in 1640. However, with this and later

Updated schedule of 1988 PNC stamps

(Stamps are listed by tentative date of issue. A "P" means the stamp will be issued only as a precancel.)

15¢	Tugboat — July 12, Long Beach, CA.
13.2¢	Railroad Coal Car — July 19, Pittsburgh, PA. P
8.4¢	Wheel Chair — Aug. 12, Tucson, AZ. P
21¢	Railroad Mail Car — Aug. 16, Santa Fe, NM. P
20¢	Cable Car — Aug. 30, San Francisco, CA.
7.5¢	Carreta — Aug. 30, San Jose, CA. P
25¢	Honeybee — Sept. 2, Omaha, NE.
5.3¢	Elevator — Sept. 16, New York, NY. P
20.5¢	Fire Engine — Sept. 28, San Angelo, TX. P
24.1¢	Tandem Bike — Oct. 26, Redmond, WA. P
13¢	Police Patrol Wagon — Oct. 29, Anaheim, CA. P

Note: Some of these dates and first-day sites are revised from those previously

ventions being heavy, cumbersome and expensive—often requiring great strength or a full-time attendant—many handicapped [persons] were confined to institutions or their homes, totally dependent on others.

The initial impetus for the production of wheelchairs in the United States was, to a great extent, the needs of the disabled Civil War veterans....

As with all new precanceled issues, the Wheel Chair stamp will only be produced with the precancellation inscription, "Nonprofit."

Issue Date: Aug. 12, 1988.
 First-day City: Tucson, Ariz.
 [Full rolls of \$4TIP were on sale Aug. 11 at the Cincinnati, Ohio, convention of the Precancel Stamp Society, TPN has learned. Aug. 11 first-day covers are possible.]

Printing Process: Intaglio (BEP, B Press)

Colors: Maroon PMS 209
 Red, PMS 186
 ("Nonprofit")
 Size: .71 x .82 inches / 18.0 x 20.9mm (image area)
 .87 x .96 inches / 22.1 x 24.4mm (overall)
 Plate Number: One single digit every 52nd stamp.
 Stamps per Coil: 500 and 3,000.



21¢ Railroad Mail Car

[PNC Catalog number: 21T1]
 An Aug. 16 Transportation Series stamp featuring a Railroad Mail Car will be issued in Santa Fe, N.M.... The 21¢ denomination meets the single rate for first-class mailings precanceled to either three- or five-digit ZIP Code....

In addition to numerous photographs, artist David Stone used as the model for his design Southern Railway Postal Car No. 49, which was built in 1922 by the American Car & Foundry Co. He also designed the 1981 Bicycle stamp in the same series....

Postal Car No. 49 is 64 feet and 6 inches long and weighs 112,000 pounds, with a 45-foot mail-distribution section equipped with 744 letter and 210 paper separations. It was donated ... to the Atlanta Chapter of the National Railway Historical Society, Inc., and later sold to the North Carolina History Corp. and moved to Spencer ... where it presently is locat-

About those PMS codes

Postal Service news releases about new stamps note colors by name and with a PMS number.

According to Joe Brockert of the Stamps Division, the PMS numbers are from a color catalog widely used in printing and among artists.

"PMS" stands for Pantone Matching System. The colors are also referred to as, for example, "Pantone 209."

The state is in the process of restoring the car to operating condition and plans to use it at the historic site for actual running demonstrations.

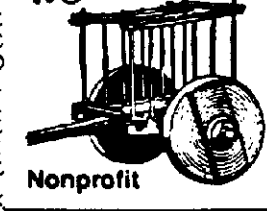
The featured vehicle is pictured on a track in green, with the words "Railroad Mail Car / 1920s" printed in two lines of the same colored type above the image. Below the wording and to the right side appear two lines of red type noting the precancellation designation, "Presorted / First-Class." "21 USA" is printed in green at the lower left corner of the design.

Issue Date: Aug. 16, 1988
 First-day City: Santa Fe, N.M.

Printing Process: Intaglio (B Press, BEP)

Colors: Green, PMS 455
 Red, PMS 186
 ("Presorted First-Class")
 Size: .71 x .82 inches / 18.0 x 20.8mm (image)
 .87 x .96 inches / 22.1 x 24.4mm (overall)
 Plate Number: One single digit on every 52nd stamp
 Stamps per Coil: 500 and 3,000 (precanceled only)

Carreta 1770s 7.6 USA



7.6¢ Carreta
 [PNC Catalog number: 7.6T1]
 A primitive cart used by settlers and

native in early Spanish California takes a ride of honor on the Transportation Series ... beginning Aug. 30. The simply designed but highly functional carreta wagon is the earliest vehicle featured in the series....

The 7.6¢ Carreta stamp is Richard Schlecht's fifth philatelic design this year. Schlecht developed his design from a reference drawing by Ralph Rambo, a noted artist and historian who resides in Palo Alto, Calif....

[The stamp meets the rate for single-piece bulk mail of nonprofit organizations sorted to five ZIP code digits.]

The word *carreta* is Spanish and means cart. As elemental in its design as it was useful to the missions and residents of the California area, the springless wagon served as a tool for hauling firewood and barrels of water. On Sundays, it doubled as a passenger cart for bringing women and children to Mass.

Constructed entirely of wood, the carreta had wheels made from the transverse sections of a log, usually about 3 feet in diameter. They were held together by an axle with wood pegs to keep the wheels from falling off. Another pole attached to the axle became a support frame on which a cage-like structure was built. The cart was pulled by oxen, yoked by the horns, and prodded with a stick by drivers who ran alongside.

Central to Schlecht's latest design is the utilitarian cart. Across the top of the stamp, in one line of brown type, the words "Carreta 1770s" appear. "7.6" and "USA" are printed in the same brown type flush left and underneath the wagon's name. Serving as the precancel endorsement, the word "Nonprofit" appears in red type along the bottom left corner.

Issue Date: Aug. 30, 1988.
 First-day City: San Jose, Calif.
 Printing Process: Intaglio, Press B (BEP)

Colors: Brown PMS 168
 Red PMS 186 (precancel)
 Size: .71 x .82 inches / 18.0 x 20.9mm (image)
 .87 x .96 inches / 22.1 x 24.4mm (overall)
 Stamps per Coil: 500 and 3,000 (precanceled only)
 [USPS neglected to state the plate number interval. It is every 52nd stamp.]

25¢ Honeybee

[PNC Catalog Number: 25H1]
 The Honeybee coil stamp, by veteran stamp designer Chuck Ripper, will [be issued] Sept. 2 at the Omaha Stamp Show in Omaha, Neb....

...A gold-and-black worker honeybee lights on the pink florets of a clover. "25 USA" appears in the upper left corner in black serif type against a golden yellow background.

The combination of offset and intaglio printing provides rich color and intricate detail, right down to the bee's delicate wings and the tiny hairs that virtually cover the insect, aiding it in the collection of pollen. Although five



different color inks are used (four offset, one intaglio), only a single black intaglio plate number appears, on every 48th stamp.

First Day: Sept. 2, 1988
 First-day City: Omaha, Neb.
 Printing Process: Intaglio / Offset

Colors: Magenta, light yellow, cyan, and black (offset)
 Black (intaglio)
 Size: .71 x .82 inches / 18.0 x 20.8mm (image)
 .87 x .96 inches / 22.1 x 24.4mm (overall)

Plate Number: One intaglio digit, appearing on every 48th stamp
 Stamps per coil: 100

[The Postal Service did not specify presses. Linn's said the offset portion was printed on BEP's six-color Goebel Optiforma web-fed offset press. It said the black intaglio portion (which includes the black lines on the bee, as well as the plate number) was done on the three-color intaglio C Press after the offset-printed rolls were rewound. The stamps, said Linn's, have block tagging.]

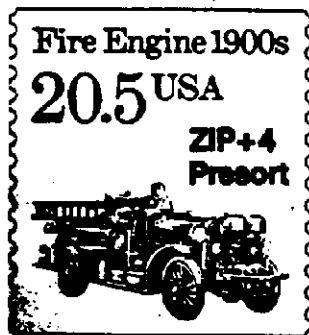
CAUTION:
Offset problems ahead
 Use of offset as well as intaglio on the 25¢ Honeybee is the result of printing on two separate presses.
 Reports to TPN's A. S. Cibulka about varieties found on offset-printed official stamps indicate that a variety on those stamps repeats every 25 stamps. This is as yet unexplained, but might indicate that the circumference of the offset Optiforma press is different from the intaglio C (or D) Press.
 Only the intaglio interval of 48 was stated by USPS for the Honeybee. The offset interval is unknown. It may well be 25.
 See Page 91 for details.

20.5¢ Fire Engine

[PNC catalog number: 20.5T1P]
 A 20.5¢ Fire Engine stamp will be issued in San Angelo, Tex., on Sept. 28. The ... denomination meets the single-piece rate for First-Class mail-

Please turn to Page 76

Continued from Page 75



ings presorted by the ZIP+4 code.

Artist Chris Caille's design depicts the Model AC Number 516 engine. It was produced in 1913 by one of the most successful manufacturers of fire-fighting equipment, Ahrens-Fox, and purchased by San Angelo. The "C" in the model designation indicates that

ADLETS

Classified ads are 15 cents a word. There is no charge for your address. Members of PNC3 are entitled to one free adlet a year up to 25 words.

TRANSPORTATION STAMP SHIRTS! Expand your PNC collection with these terrific shirts. For your free catalog of stamps you can wear, write: PhilatelTees, P.O. Box 742, Winar Haven, FL 33882.

17¢ AUTO, Plates 3-4 BA VF. Mat variety 'Hole in D' strips of 10. Both \$50 or trade. Wayne Chewery, RD 2, Box 2035, Dexter, ME 04830. (5-88)

JOIN PNC3! Get valuable discounts from dealers. Send SASE to Eric Ruzman, P.O. Box 17374, Whitfish Bay WI 53217. Ours are \$10 a year. (6-88)

USED AND MINT plate number coil singles and strips. Featuring an extensive used stock, mint varieties, precancel position gaps and extra long strips. Free price list, precancel gap list or buy/trade list. Michael Lipson, Box 2543, Reston, VA 22090. (5-88)

ALL BACK ISSUES of TPN are available. Please send a SASE for an order blank. Eerrat, P.O. Box 20130, Shaker Heights, OH 44120.

COIL LABELS: Informal study group forming to exchange data, classify varieties, and promote trading of PNC labels; all label collectors are strongly invited to "Network" together. No dues, no fees, only your time and efforts required. A proposed Type Key and preliminary Checklist are available. David E. B-LaVerigne, 27 Braddock Park, Boston MA 02116-5816. (5-88)

ADVERTISERS: Please inform TPN if you give special discounts to members of the Plate Number Coil Collectors Club (PNC3).

PNC CATALOG, 4th edition, 80 pages, lavishly illustrated, \$15 (\$16.05 in Ohio). Eerrat, P.O. Box 20130, Shaker Heights, OH 44120. PNC3 members get \$1 off (to \$14.05 in Ohio).

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BUYING PNC FDS. Write: Irt. Thomas GIR, 1950 Haviland Ave., Bronx, N.Y. 10472 (4-90)

IF YOUR MAILING LABEL SAYS "5-88," YOUR SUBSCRIPTION EXPIRES WITH THIS ISSUE.

the apparatus was equipped with a chemical tank.

"Fire Engine 1900s" and "20.5 USA" appear at the top of the stamp, stacked in two lines of red type. Below and to the right is the precancellation inscription, "ZIP+4/Presort" in two lines of black type. The drawing of the fire engine is centered in the lower half of the stamp, with the vehicle facing right.

As with all new precanceled issues, the Fire Engine stamp will only be produced with the precancellation inscription, "ZIP+4 Presort."

First Day: Sept. 28, 1988

First-Day City: San Angelo, TX

Printing Process: Intaglio (B Press, BEP)

Colors: Red PMS 185U

Black ("ZIP+4 Presort")

Size: .71 x .82 inches / 18.0 x 20.8mm (image)

.87 x .96 inches / 22.1 x 24.4mm (overall)

Plate Number: One single digit every 52nd stamp.

Stamps per coil: 500 and 3,000 (precanceled only)

'Buggy Whip' discovered on Plate 6 of Buckboard

At STAmPsHOW in Detroit, Conrad Keydel showed Dr. Rabinowitz a strip of the 4.9¢ Buckboard from Plate 6 (Gap 3L) which Dr. Rabinowitz had sold to Keydel.

"See the Buggy Whip?" he asked.

Dr. Rabinowitz looked. Sure enough, the stamp had a plate flaw much resembling the more famous flaw on Plate 4.

As soon as Dr. Rabinowitz returned home, he examined his stock. The variety found by Keydel was constant; Dr.

Rabinowitz had 12 more.

(He's selling them at \$75 for F-VF; \$105 for VF-S.)

Dr. Rabinowitz said he had bought just two rolls of 3,000 of the value with Plates 5 and 6. The strips from Plate 5 yielded the "Buggy Rein."

"Anybody who bought a strip of Plate 6 from me with the gap at 3L," Dr. Rabinowitz said, "has one of the new Buggy Whips. I was too blind to see the damned things."

Catalog Updates

New Stamps:

3.4T1P—Plate 1, 8.4¢ Wheel Chair, red precancel, issued Aug. 12.

10.1T2Pi—Plate 2, 10.1¢ Oil Wagon, red precancel, issued June 27.

13.2T1P—Plate 1, 13.2¢ Coal Car, red precancel, issued July 19.

15T1P—Plate 1 of the 15¢ Tugboat, black tagging, issued July 12.

16.7T1P—Plate 1, 16.7¢ Popcorn Wagon, black precancel, issued July 7.

18M4P—Plates 43444 of the precanceled 18¢ Washington Monument stamp. Dull gum. (Rabinowitz)

21T1P—Plate 1 of the 21¢ Railroad Mail Car, red precancel, issued Aug. 16.

25F3—Plate 3 of the 25¢ Flag, Aug. 3 (Norulak)

Stamps withdrawn from sale:

June 30, 1988: 1¢ Omnibus (Cottrell) (not announced, but omitted from *Philatelic Catalog*)

Aug. 31, 1988: 2¢ Locomotive (Cottrell)

Aug. 31, 1988: 3¢ Handcar

Catalog additions:

Page 10: Gap 1L on 3.4T1P-2P has been added to the gap table by Larry G. Haynes.

Page 18: Gap 6L-20R on 6T1P has been deleted from the gap table by Larry G. Haynes.

Page 28: Gaps 10L-16R on 8.3T1BP have been added to the gap table by Larry G. Haynes.

Pages 22-23: Gap 2R on 9.5T5P-6P has been added to the gap table by Larry G. Haynes. (Also reported by Shultz)

Page 23-4: Gaps 25L-1R, 21L-5R, 22L-3R, 24L-2R, 5L-21R and 13L-13R on 10.1T2Pi have been added to the gap table by Larry G. Haynes. He deleted Gaps 20L 6R on 10.1T1P.

Page 26: Gap 5L on 12T1P-2P has been offered for sale by Dr. Robert Rabinowitz.

Page 27: Gaps 8L-18R and 11L-15R on 12.5T2P have been added to the gap table by Larry G. Haynes.

Catalog corrections:

Page 38: 17T5Pb and 17T6Pb (no gap) exist only with cut numbers or with numbers at the top.

Page 35: The price of 20T13 as a strip of five should be \$5.50, not \$16.75.

Minkus catalog? Save your money, it ignores PNCs

The new edition of the Minkus catalog changed its name from *New American Stamp Catalog* to a more important-sounding *Specialized American Stamp Catalog*.

From the viewpoint of plate number coils, save your money. It's not even as good as Scott. It does not price all PNCs as strips of three and omits any mention of precancels. The B Press versions of Cottrell press stamps that do not have a change in design (8.3¢ Ambulance, 12¢ Stanley Steamer and 14¢ Iceboat) are simply ignored.

Richard L. Sine of Scott Publishing Co. said in Detroit that Scott has not ruled out giving these stamps numbers.

Scott gave a major number to the Ambulance, listed the Iceboat as a no-number variety, and ignored the Stanley Steamer.

And, unlike Scott, Minkus pays no attention to the plate numbers whatsoever. An 18¢ Flag is an 18¢ Flag whether it has a 5 or a 6 at the bottom.

This simply cannot be taken seriously as a specialized catalog.

What's more, through the magic of photocopying, many of the pages are simply reproduced from the previous edition, even with the old name above the folio.

Ken Lawrence answers Diane Thompson

Diane Thompson's letter in the July *TPN* provides an interesting glimpse into her methods of finding and marketing PNCs, but it is not an accurate account of the 10.9¢ precancel, Plates 3 and 4.

At least two collectors found those once-scarce numbers before she did, but by early December 1987 they were experiencing difficulty selling them at the level of published buy prices. On Dec. 8, two different sources told me that Thompson had made a sizable find, which accounted for the problem. Al Haake told me he would pass if anyone offered him a quantity of these numbers.

In the Dec. 14 *Linn's*, Bill Langs still had a published buy price of \$275 for PS/3 and \$425 for PS/5, but in the Dec. 21 issue these were replaced by "POR."

(I don't know what Esrati meant by a "decent interval" between the two advertisements, given that *Linn's* appear only once a week.)

Since I managed to learn of Thompson's find in early December, surely Langs could also have known of it, as well as of the other two finds. The fact that she says she has never sold anything to Langs is irrelevant. At that time, she had not sold me anything, either.

I was out of the country from Dec. 17 until Jan. 1, the time when buy prices for 10.9T3P-4P were disappearing from *Linn's*. By coincidence I returned a call from Thompson on Jan. 2 and arranged to buy some PNCs from her (not 10.9s), and when I sent my check I asked her what she knew about the multiple finds.

Her Jan. 19 reply to me asserted, as she did in *TPN*, that hers was the only find (which I already knew to be erroneous), but she added that she had located "a few rolls of 10.9 #3 and #4" in October, and named one collector and four dealers to whom she had sold quantities.

Personally, I don't consider it sleazy for Thompson to recover costs and make a profit, but I do regard it as irresponsible that she and a couple of others refuse to disclose accurate information about the quantities of certain PNCs known to exist.

Dealers who withhold such information or attempt to mislead collectors as to existing quantities of major errors are now roundly condemned as unethical by collectors and fellow dealers alike.

Ken Lawrence
Jackson, Miss.

E stamp found with no yellow plate number

A strip of 25E has been found with no yellow plate number. The strip is from Plates 1222, but shows only "12 2." The stamp was carefully examined, and the yellow number is definitely missing.

Strips of the undenominated 25¢ Earth stamp have caused some trouble because collectors could not read the yellow digit in the plate numbers.

When W. T. Moore of Utah reported his find to *TPN*, he was told to get a blue filter and look again. He did. No yellow number!

But the strip found by Moore is otherwise totally normal. The yellow horizontal bands seen on each side of the Earth are clearly present. Also, oranges and browns in the stamp are the correct color and intensity. Both require presence of the yellow plate.

What this leaves us is an EFO in which a foreign substance somehow obscured the yellow plate number. This is the only possible explanation since the yellow plate did print on all other areas of the strip where its lack would have changed the colors of the stamp.

Meanwhile, A. S. Cibulskas has found strips where the yellow digit is hidden under the black digit. He needed a microscope to see the yellow.

And dealer Frank Marrelli has found strips with missing yellow numbers. It was not known if they were obscured by other digits.

Now, has anyone found a 25E strip in which the yellow colors of the design are missing?

As long as the design shows yellow, the yellow plate number is probably there, or hiding.

PNC Quotes

"I continue to list the Transportation Coils by denomination instead of the patchwork Scott numbering system. I think this should be viewed as a continuing long series that should someday be numbered sequentially."

Dave Kaplan,
in a letter to dealers

"I have been servicing first-day covers since 1956 and I have never seen such a rush of new issues. We can criticize the Postal Service all we want, but they are going to announce more issues to meet the rate change...."

"I know people are canceling as a result of the negative publicity in *Linn's*—but hang in there and do the best you can."

John Halladay
former owner
House of Farnam

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Singles and longer strips.

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PNC exhibit wins a vermeil

Darrell Ertzberger won a vermeil medal in May at the National Philatelic Exhibition (NAPEX) in Washington, D.C., for his showing of the Cottrell issues of the Transportation coils. Ertzberger also picked up the Statue of Freedom Award of the Bureau Issues Association.

William McMurray's PNC exhibit took a silver at Philatelic Show '88 in Boxborough, Mass., in May.

Dr. Terence Hines, a PNC collector and editor of *The Modern Postal History Journal*, won a silver in the literature competition at PIPEX in Eugene, Ore., in May.

Scott Publishing Co. has changed the catalog number on 25E to 2279. It still has not assigned numbers to 14T2B or 12T1BP.

The 1989 PNC catalog will have to assign a more complex number to the 10.1¢ Oil Wagon precancels because of the change in precancel styles, the first such event in PNC history.

The old 10.1s will bear the numbers 10.1T1Pi and 10.1T2Pi; the new red precancel will be 10.1T1Pii. The logic comes from the method used on the 17¢ precancels, where the precancel typeface follows the "P" in lower-case letters.

The Lindner Co. is marching to the beat of its own drummer. In its 1987 supplement for its U.S. hingeless album, all coils were dropped because "collectors tend to collect the so-called 'line pairs' in strips of three, the plate number in the middle. As these stamps are collected only by specialized collectors, we are not including them in our USA album. We are not including the coil pairs because they are no longer collected."

Lindner said that if it gets 100 requests from collectors who want pages for strips of three, it will issue an album for them.

Charles Yeager, Washington correspondent for *Linn's*, has some semantic arguments with the PNC fraternity. For one thing, he says we should get our terminology straight on flexographic plates used to put precancels on all Cottrell issues and some B Press issues.

All the PNC News that fits we print

"They're plates," he said, "not mats. The only difference is that unlike letterpress plates, they're plastic, not metal. The name stems from the fact that they can be bent."

On another matter, Yeager has clarified the terminology on "varnish" vs. "lacquer."

"Varnish," he said, "is used on intaglio printings; lacquer is used on gravure."

That means the 18¢ Washington Monument stamps have lacquer, not varnish.

Washington rumor has it that all coil production may soon shift to the use of phosphored paper, the paper that was tested in the 22¢ Flag test coils.

Collectors are urged to examine stamps

they purchase and report any finds to *The Plate Number*.

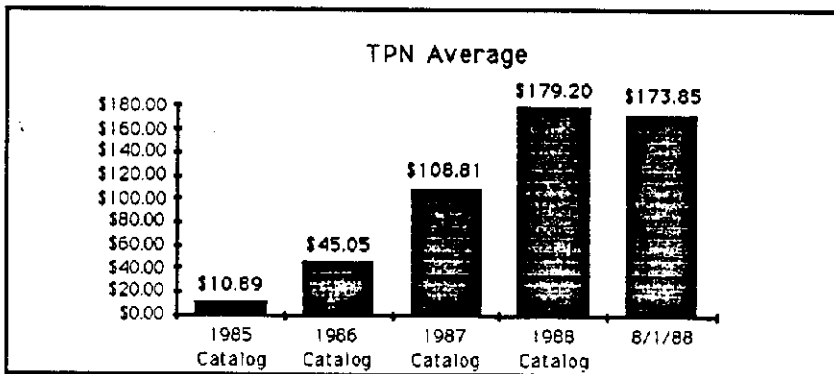
The phosphored paper (USPS foolishly calls it "pre-phosphored") has two main characteristics:

- It appears much whiter in daylight.
- It cannot exhibit the phosphor shapes we recognize as block tagging.

Elmer F. Degon, a PNC dealer in Augusta, Maine, notes in his June price list that XF quality is difficult to obtain on certain strips, so he sets special prices on them.

The strips in question are all Cottrell issues of the tagged and precanceled 4¢ Stagecoach, Plates 3 and 5 of the 5.2¢ Sleigh, the 11¢ Caboose and Plate 7 of the 17¢ Auto.

Degon also offers private vending coils.



TPN Average continues to decline

The *TPN* Average continued its slight decline in the past two months, mainly because of price reductions in more common material. This report does not include the decline in auction prices at STAmpsHOW 88 in Detroit.

The average always trails market prices because it includes price lists that have not been updated in the previous two months.

All obsolete prices on the 20¢ Pumper from Plates 12-14, however, were excluded from the average. That caused a slight drop in June, and new finds have further reduced those prices.

Going up were such strips as 9.3¢ Mail Wagon, precanceled Plate 8; 5.2¢ Sleigh

Plate 3, 22¢ Flag Plate 1 and 5.9¢ Tricycle precanceled Plate 4.

Plates 3 and 4 of the 18¢ Surrey and Plates 7 and 8 of the 20¢ Fire Pumper climbed, as did Plate 11 of the latter.

Noted as rising in dealer lists, although not included in the *TPN* Average, was 22¢ Flag Plate 3.

The average is based on prices published by more than a dozen dealers. They include Al Haake, Kim Cuniberti, Dr. Robert Rabinowitz, Stamps 'n' Stuff, M&M/Southwest, Lee Warzala, Craig Selig, Dale Enterprises, H&H Stamps and Dennis Chamberlain.

The average is based solely on their prices for strips of five.

TRANSPORTATION COILS

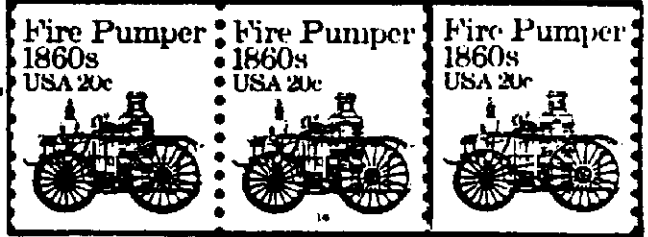
Special

#12 & #14 Fire Pumper

Line Pair \$19.00

PS3 \$22.00

PS5 \$23.00



	LP	PS3	PS5
1897 1e Omnibus 1, 2, 5, 6	.50	.50	.56
3, 4	.40	.85	.70
2225 1e B Press 1, 2	.40	.85	.70
1897A Loco 3, 4, 8, 10	.40	.50	.56
2, 6	.50	.70	.75
2225 Loco B Press 1	.50	.70	.75
1898 Handcar 1, 2	.50	.70	.90
2123 3.4e Bus 1, 2	.50	1.20	1.25
2253 Conestoga	.50	.75	.90
2123 3.4e Bus 1, 2	.50	.80	1.00
Precancel 1, 2	.70	.90	1.00
1898A 4e Coach 3, 4	.90	1.20	1.25
5, 6	1.10	1.35	1.45
1, 2	1.00	1.40	1.50
Precancel 3, 4, 5, 6	1.10	1.80	1.70
2228 4e B Press 1	.90	.90	1.00
2124 4.9e Buckboard 3, 4	.90	1.10	1.20
Precancel 1, 2, 3, 4, 5, 6	1.25	1.30	1.50
2255 5e Milk Wagon 1	1.00	1.30	1.50
1900 5e Motorcycle 1, 2	.90	1.00	1.40
3, 4	1.30	1.80	1.80
1900 5.2e Sleigh 1, 2	4.75	7.25	8.00
3, 5	98.00	98.00	100.00
1900A 5.2e Precancel 1, 2	4.50	8.00	7.00
3, 4, 5, 6	7.00	8.00	8.75
2125 5.5e Tractor 1	.90	1.30	1.50
Precancel 1, 2	1.00	1.40	1.50
1901 5.9e Bicycle 3, 4	8.00	10.75	12.00
Precancel 3, 4	10.00	11.00	11.50
5, 6	75.00	78.75	80.00
2126 6e Tricycle 1	1.00	1.45	1.50
Precancel 1, 2	1.25	1.75	1.90
2127 7.1e Truck 1	1.20	1.80	1.75
Precancel 1	1.00	1.50	1.60
1902 7.4e Buggy 2	8.00	8.75	9.75
Precancel 2	2.50	2.70	2.85
2128 8.3e Ambulance 1, 2	1.25	1.80	1.85
Precancel 1, 2	1.00	1.50	1.75
3, 4	3.00	3.50	3.70
2231 B Press 1, 2	1.20	1.75	1.90
2129 8.5e Truck 1	1.00	1.75	1.90
Precancel 1, 2	1.20	1.85	2.00
1903 9.3e Mail Wagon 1, 2	7.00	9.50	12.00
3, 4	12.00	19.00	25.00
5, 6	190.00	195.00	200.00
Precancel 1, 3, 4	20.00	22.00	25.00
5, 6	3.00	3.70	4.70
2	10.00	11.00	12.50
8	100.00	105.00	110.00
2259 10e Boat	1.20	1.70	1.90
2130 10.1e Oil 1	1.00	1.75	2.00
Precancel 1, 2	1.70	2.00	2.75
NEW! Red p'd 2	1.75	2.00	2.25
1904 10.9e Cab 1, 2	12.00	14.00	22.00
Precancel 1, 2	8.00	14.00	20.00
3, 4	40.00	395.00	495.00
1905 11e Caboose 1	3.50	4.00	5.00
Precancel 1	2.75	3.00	3.50
2131 11e Bearcat			
1, 2, 3, 4	1.00	1.50	1.70
2132 12e Steamer 1, 2	1.25	1.75	1.95
Precancel 1, 2	1.50	1.75	1.95
B Press 1	2.25	2.50	3.00
2133 12.5e Push Cart 1	1.50	2.00	2.15
Precancel 1, 2	1.50	2.75	3.00
NEW! 13.2e Coal Car 1	2.75	3.00	3.50
2134 14e Iceboat			
1, 2, 3, 4	1.00	1.40	1.60
B Press 2	1.80	2.00	2.20
NEW! 15e Tugboat	2.75	3.00	3.50
NEW! 18.7e Popcorn Cart	2.75	3.00	3.50

	LP	PS3	PS5
1906 17e Auto 1, 2, 3, 4, 5	2.00	2.70	3.00
6	18.75	17.00	18.00
7	4.50	5.70	7.00
Precancel A 3, 4, 5, 6	5.00	6.00	6.50
Type A 7	8.75	9.00	10.00
Type B 3, 4	22.00	25.00	30.00
Type B 5, 6	9.75	10.00	12.00
Type BA 5, 6	88.00	69.00	70.00
Type C 1, 2	8.00	11.00	12.00
Type C 3, 4	5.00	6.00	7.00
Type C 5, 7	12.50	18.00	19.00
2135 17e Dogsled 2	2.00	2.50	2.70
2264 17.5e 1	2.25	2.70	3.50
Precancel 1	2.50	3.00	3.75
1907 18e Surney 1	14.00	50.00	75.00
2, 5, 6, 8, 9, 10	2.00	4.00	4.70
3, 4, 7	13.00	30.00	35.00
11, 12, 13, 14			
15, 16, 17, 18	4.00	6.80	7.00
1908 20e Pumper 1	8.00	45.00	175.00
2	80.00	210.00	975.00
3, 4, 5, 9, 10	3.00	3.50	4.00
7, 8	40.00	60.00	73.00
8, 13, 15, 18	3.50	4.50	5.00
12, 14	19.00	22.00	23.00
11	25.00	28.50	30.00

	LP	PS3	PS5
2136 25e Breadwagon			
1, 2, 3, 4, 5	2.50	3.50	4.00
1901 18e Flag 1	75.00	130.00	480.00
2	17.00	22.00	30.00
3	—	325.00	800.00
4	6.00	7.00	8.00
6	4.50	5.50	6.00
8 XF Only, net	—	1,550	2,200
7	20.00	23.00	25.00
1895 20e Flag 1	7.00	9.00	75.00
2, 3	4.00	5.75	10.00
4	45.00	49.00	180.00
8	35.00	45.00	70.00
5, 9, 10, 12	4.50	5.50	10.00
8	6.50	7.00	17.00
11	9.50	14.00	15.00
13, 14	4.50	5.50	8.00
Precancel 14	5.50	6.50	7.00
2115 22e Flag 1	10.00	11.00	15.00
3	22.00	28.00	28.00
6	6.50	8.00	10.00
2, 4, 5, 8, 10, 12, 15			
18, 19, 19, 21, 22, T1	3.00	4.00	4.25
7, 11, 13, 14, 17, 20	6.00	7.00	8.00
2280 25e Yosemite 1, 2	3.75	4.00	4.50
2149 18e Wash. 1112	2.50	3.00	3.50
3333	2.20	2.75	3.00
Precancel 3333	2.20	2.70	3.00
Precancel 11121	4.50	5.00	5.50
2005 Consumer 1, 2	4.00	40.00	170.00
3, 4	4.00	37.00	110.00
2150 21.1e 111111	2.75	3.20	3.50
111121	3.00	4.00	4.50
Precancel 111111	2.25	3.00	3.50
Precancel 111121	3.00	4.00	4.50
O135 20e Official 1	15.00	22.00	50.00
O139 22e "O" Official 1	20.00	22.00	65.00
2112 22e "D" Eagle 1, 2	3.75	4.00	6.00
2278 "E" Earth			
1111, 1211, 1222, 2222	2.50	3.50	3.95

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Plate and mat varieties — Part XI

By A.S. Cibulskas

Though these plate variety columns are generally only a compilation of reports I have received, there are several areas of general interest which, I feel, should be treated separately.

Months can go by between the time I compile this column and its actual appearance in print. This is caused by all sorts of personal and technical reasons. Those who wonder why their reports are not in the very next issue are asked to be patient. All reports deemed valid will be published.

Regular readers of this column will note its unusual length in this issue. This should be an indication of the widespread and genuine interest in varieties, including re-

ports from first-time contributors.

One specific report deserves special attention because it is of concern to us all.

20T9, Plate 9 of the 20¢ Fire Pumper, has been reported with an inking variety that could make it possible to confuse it for a costly 20T8. There is a very great price difference between the two strips. I believe it is necessary to disseminate such information as widely as possible.

This month's column contains many reports with an "LOM" notation. This is shorthand for "layout markings," which are either dots or horizontal lines, almost always on the numbered stamp, so far only on Cottrell issues. They vary in intensity from

readily obvious to some for which a magnifying glass is necessary (at least for someone with poor eyesight, like me).

LOMs are believed to be markings used by designers and/or plate makers in setting up the plate.

But so far we are guessing.

The LOMs have been forwarded to Ken Lawrence and Charles Yeager for possible future definition or for comment by the Bureau of Engraving and Printing.

Mike Courtney made all the original LOM finds. Instead of citing him throughout this column, I am doing so here.

1¢ Omnibus

a. Part of the left leg of the "m" in "Omnibus" is missing at 26R. This is probably a plate variety, not an inking variety, as the missing portion is identical throughout the roll and has been found in different rolls. (Adams)

3¢ Conestoga Wagon

a. Plate 1 at 3L shows a crescent-shaped crack or gouge under and centered midway between the two lower legs of the "W" in "Wagon." Constancy uncertain. (Warzala)

4¢ Stagecoach

a. Plate gouge at 1R on Plate 1 between and slightly above the "S" and the "t" in "Stage." (Courtney)

b. LOM dots on Plate 2: Two above the "S" in "Stage" at 1L; one above and to the right of the "t" in "Stage." Constant.

c. LOM dot above and to the left of "S" in "Stage" at 1L. Constant, tagged and precanceled.

d. LOM dot and some line on Plate 6 above and to the left of the "S" in "Stage" at 1L. Constant, tagged and precanceled.

4.9¢ Buckboard

a. Constant vertical plate crack at 9L of Plate 1 about 4mm long from the top of the left front tire, parallel to the numeral "w" in the denomination. (Adams)

5.9¢ Bicycle

a. Dot or plate gouge at 1L of Plate 3 to the right and below the "s" of the date. Constant. (Marrelli)

7.1¢ Tractor

a. "Blowout" (poorly illustrated on Page 71 of *TPN*, July 1988). Found constant in a roll of 500 on the precanceled Plate 1 at 7L or 8L.

Described as a constant plate variety, the Blowout has the appearance of having been caused by foreign matter to create an inking variety. This, however, would not cause ink smears at the edges, which are indeed very obvious.

In addition to causing a break in the front axle, the blowout obscures part of the left front wheel. It is an uninked area with ink spraying out of the uninked area. (Haake, Marrelli)

(Author's comment: Additional copies are being submitted. More information in the next issue.)

8.5¢ Tow Truck

a. Constant plate variety on Plate 1, originally reported only on the precancel, but now confirmed tagged, too. Dot to the right of the control handle of the tow rope (below the tow arm). (Warzala)

Second Skin Studios.

We're looking for a few good philatelists.

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but now we find lots of LOMs

b. Constant plate varieties on Plate 1. Dot under the left top of the crossbar of the "T" in "Tow" at 12R. Dot over and to the right of the "k" in "Truck" at 17R. (Maves)

c. Three dots outside the right rear wheel at about 4 or 5 o'clock. Found on used copy, so constancy and position are not yet known. (St. Laurent)

d. Precancel mat variety: The first three-quarters of "N" in "Nonprofit" is missing (only the right vertical leg is seen). Also, the upper quadrant of the "g" in "Org." is missing. Found on used copy, so constancy and position are not yet known. (St. Laurent)

9.3¢ Mail Wagon

a. "Half Moon" plate crack, constant at 1R of Plate 3. The crescent-shaped crack extends 1-2mm from the bottom of the stamp at about the place where a plate number would be. Although new to me, this was described as a well-known "older" variety. (Haake)

10.1¢ Oil Wagon

a. Dot on the right side of the second "1" of the denomination about 60% of the way up from the bottom of the "1." Plate 1 at 1R. Constancy uncertain. (Albert)

b. Constant dot in the top left of the "O" of the denomination at 17R of precanceled Plate 1. (Maves)

c. Constant dash over the "U" of "USA" at 22R of tagged and precanceled Plate 1. (Adams)

d. Constant dot over "A" of "USA" at 23R on precanceled Plate 1. (Adams, Maves)

e. Constant dot over "i" in

"Oil" at 20L on precanceled Plate 1. (Maves) [*Editor's note:* Could this be the variety shown at the top of Page 24 in the 1988 PNC catalog?]

f. Constant tail on the "O" of the denomination at 25L of tagged only (to date). This runs outward from the middle right side of the zero at about a 45-degree angle. (Adams)

11¢ Stutz Bearcat

a. Rock in the road in front of the right wheel at 8L on Plate 3. This is constant and is confirmed as coming from the top row in the plate. (Liu)

b. "Polishing Cloth" also called the "Dented Hood." Additional copies have been submitted with a flaw looking like the two triangles of the "Dented Hood" constant 3-4mm below and to the left of the front wheel. Constant on Plate 3. (Anon.)

12.5¢ Pushcart

a. Quotation marks under "ar" of "cart" at 11R on precanceled Plate 1 Constant plate variety because it has been found at the same location but with various precancel gaps. (Beschoner via Nazar)

b. Mark under "S" of "USA" at 13R of precanceled Plate 1. Constancy needs to be defined. (Beschoner via Nazar)

14¢ Iceboat

a. What looks like a triple joint line is constant at 1L on Plate 4. The added line is about 1mm left of the normal line. (Adams)

b. Constant ink blob in the top left of the main sail at 16L on Plate 2 from the B

Renew now if your label says "5-88"

Press version. (McKenna)

16.7¢ Popcorn Wagon

a. This has to be a first! On the day of issue, Frank Marrelli found a possible plate crack at 1R in the form of a red line running down and to the right from about 5 o'clock right of the front right wheel.

17¢ Electric Auto

a. Constant plate crack at 1L on Plate 1 extends vertically downward for about 2mm from the left center of the front axle. Various reports called it a "broken axle," an "axle break" or a "hand crank." (Four reporters)

b. LOM dots above and between the "E" and "I" of "Electric" at 1L. Dot above the left side of the first "c" in

"Electric" at 1R. Constant tagged and precanceled.

c. LOM dot and line below the middle of the front right wheel. Constant at 1L on tagged Plate 1.

d. LOM dots and line above and between the "e" and "c" of "Electric" and a dot and line above the "I" at 1R. Constant tagged and precanceled.

e. LOM line parallel to bottom edge on Plate 2 starting at the right side of 1R and continuing through 2R. Constant.

f. LOM dot above and slightly left of the "A" in "Auto" at 1L on Plate 3. Dot and line above and slightly left of the "A" at 1R. Constant tagged and precanceled.

Please turn to next page

Selling Imperforate Transportation Coils

	Pair	# Strip of 5
2¢ Locomotive	\$79.95	\$375.00 (#3, #4)
4¢ Stagecoach PC	995.00	—
5¢ Motorcycle	1,550.00	—
6¢ Tricycle PC	195.00	1,395 (#2)
9.3¢ Mail Wagon PC	130.00	—
10.1¢ Oil Wagon	145.00	1,250.00 (#1)
10.9¢ Hansom Cab	150.00	—
12.5¢ Pushcart	65.00	450.00 (#1)
14¢ Iceboat	85.00	475.00 (#1, #2)
17¢ Auto	150.00	POR
17¢ Dog Sled	895.00	—
17¢ Sled miscut	695.00	—
18¢ Surrey	100.00	POR
20¢ Pumper	100.00	POR
18¢ Washington PC	795.00	— (#33333)
18¢ Washinton Mint	1,250.00	—
25¢ Bread Wagon	175.00	POR
(25¢) "E" Earth	295.00	POR

WILLIAM S. LANGS

P.O. Box 851, Ansonia Station, NY 10023

Continued from Page 81

g. LOM dot above and between the "A" and "u" of "Auto" at 1L of Plate 4. Dot above the "i" of "Electric" at 1R. Constant tagged and precanceled.

h. Two LOM dots at 1L of Plate 5. The stronger one is above and between the "A" and "u" in "Auto." A second, fainter, dot is above the left side of the "u", right of the first dot. Also, dot and two lines centered above the "u" at 1R. Constant tagged and precanceled.

i. LOM dot and line above and slightly left of "a" in "Auto" at 1L of Plate 6. Two dots above "u" at 1R. Constant tagged and precanceled.

20¢ Fire Pumper

a. LOM dot midway above the "P" in "Pumper" at 1L on Plate 1. Constant.

b. LOM dot under middle of front wheel at 1L on Plate 1. Constant.

c. Possible plate crack at 1L on Plate 1. Line parallel to left side and 1mm from front to bottom of the "F" in "Fire." (Courtney)

d. Possible plate crack continuation at 1L on Plate 1. This line runs upward from the bottom left side of the stamp for about 1-2mm. Constancy to be defined. (Courtney)

e. LOM dot above the midpoint of the "P" in "Pumper" constant at 1L of Plate 2.

f. Plate crack continuation of "Crack over e" on Plate 2. This runs up from bottom edge of stamp to almost below the front wheel. Constant at 1L. (Courtney)

g. LOM dot over left side of "r" in "Pumper" constant at 1L on Plate 3.

h. Possible plate crack ex-

tending up and to the right from the top right side of the loop of the "P" in "Pumper" at 1L of Plate 4. Constancy needs to be defined. (Courtney)

i. LOM dot and line above the midpoint of the "F" in "Fire" constant at 1L on Plate 4.

j. LOM dot and line above the left side of the "P" in "Pumper" constant at 1L on Plate 5.

k. Cracked, chipped or scratched plate constant to the left of the fourth perf from the top next to the joint line at 1L on Plate 5. (Courtney)

l. Similar to (k.) above but much longer. From first to fourth perf hole from the top and slightly farther from the joint line at 1L. (Courtney)

m. Plate blister at joint line by the rear wheel. Two elongated teardrop blisters. Additional finds have confirmed constancy at 1L on Plate 6. (Courtney)

n. LOM line at the bottom right side at 1R on Plate 6. Constant.

o. LOM dot over the midpoint of the "F" in "Fire" constant at 1L on Plate 7.

p. LOM dot below the middle of the front wheel of 1L on Plate 7. This is from a different row than (o.).

q. Plate crack at 1L of Plate 7 above the "u" in "Pumper." Confirmation copies show progression from 0.2mm to about 1.5mm. (Courtney)

r. LOM dot above the left side of the "F" in "Fire" constant at 1L on Plate 8.

s. Plate blister over the right side of the "i" in "Pumper" at 1L of Plate 8. Constancy needs to be defined. (Courtney)

t. Two LOM dots above the

left of the "P" in "Pumper" and above the right side of the "u." Constant at 1L on Plate 9.

u. Plate cracks extending upward from the top of the plate number of Plate 9 result in the appearance of a "Horned Nine." Constant at 1L. (Courtney)

v. LOM dot and line above the midpoint of the "P" in "Pumper" constant at 1L of Plate 10.

w. LOM dot above the left side of the "r" in "Fire" constant at 1L of Plate 11.

x. LOM dot over the right side of the "e" in "Fire" constant at 1L of Plate 11.

y. LOM dot under the middle of the front wheel constant at 1L on Plate 11.

z. Plate crack or scratch at 8:30 o'clock outside the right wheel constant at 1L on Plate 11. (Courtney)

aa. Possible gouge results in dot-like appearance above and between the digits of the plate number. Constant at 1L of Plate 11. (Courtney)

bb. Possible plate cracks: two lines extending downward from the middle bottom of the loop of the "P" in "Pumper" on Plate 11. Lines are about 1-2mm long. Constancy needs to be defined. (Courtney)

cc. LOM dot above and right right of the midpoint of the "P" in "Pumper" constant at 1L on Plate 12.

dd. LOM dot above the right side of the "e" in "Fire" constant at 1L on Plate 13.

ee. LOM or plate gouge above the right side of the "P" in "Pumper" at 1R on Plate 14. Constancy needs to be defined.

ff. LOM dot above the right side of the "r" in "Pumper."

constant at 1L of Plate 15.

gg. Dot or gouge at about 8 o'clock outside the rear wheel at 1L on Plate 15. Constancy needs to be defined. (Courtney)

22¢ Flag

a. Constant plate crack or gouge at 19L on Plate 11. The flaw is at the bottom of the stamp where a plate number would be and is almost similar in shape to a numeral "1." (Cibulskas)

Farnam goes to Artmaster

John Halladay, owner of the House of Farnam since 1978 and a full-time teacher, has given up on the first-day cover business. Halladay said he wanted to spend more time with his 11-year-old daughter.

"I hope I have made first-day cover collecting more enjoyable, and that you won't forget me as I have put my heart and soul into the Farnams I created for your enjoyment," Halladay said.

Farnam accounts have been transferred to Bill Toutant of Artmaster. Artmaster will continue to make Farnam covers using the same artists and engravers as before.

But there was a horrendous delay on Farnam covers because of the transfer, the flood of new issues and a shortage of 25¢ Earth PNC covers serviced by Halliday. (Halliday did not make covers with all plate number combinations.) However, Toutant promised to catch up and to provide all covers ordered by old Farnam customers.

If your label says "5-88," this is your last issue.

Labels provide clues to roll's contents

By Gerald H. Clark

An often overlooked enhancement for any PNC collection is beginning to emerge as a highly collectible item. Dealers are starting to sell them and collectors are now trading them. At least one wholesaler even sends photocopies of selected ones with her inquiries to post offices and bulk mailers across the country. One dealer uses them to attract new customers in his quarterly newsletter.

What are they? Simply stated, they are the most important tool used by avid PNC collectors and dealers to find scarce, tough or elusive numbers—THE WRAPPER LABEL.

A good understanding and knowledge of the labels found on any roll of 500 or 3,000 will give the finder an above-average chance of knowing what plate numbers, precancel types, or even gap positions are in the roll, without opening the wrapper.

Remember that on a roll of 500, a collector has only one chance in seven of having a plate number show from the outside. Even if he is lucky enough to find that one opportunity, there are still problems such as knowing what the other plate number is on a roll printed on the Cottrell presses. For example, Plate 5 was paired with Plate 6 and with Plate 7 on the 17¢ Electric Auto. Later, I will show how to tell the difference by the wrapper label.

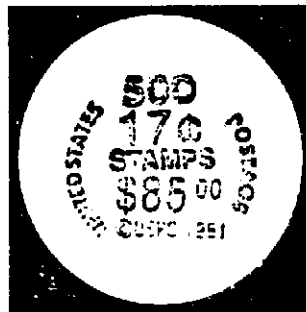
Who says "you can't tell a book by its cover"?

It appears that the Bureau of Engraving and Printing (BEP) has been telling us all along how to find the numbers we've been looking for. Virtually every press run of a

TPN Research Report

given issue will have a slightly (sometimes dramatically) different label. Different colored inks may be used. Different styles of printing may be found. Handstamps of various kinds or at different locations make one label differ from another. In some way, the label will tell a definite story about the contents of the roll.

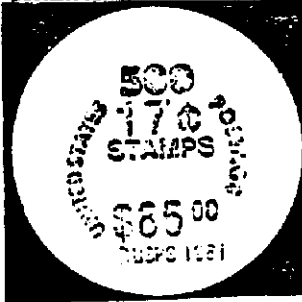
For this article, I will concentrate on differences found on the 17¢ Electric Auto in tagged and precanceled form. Let's first examine some of the wrappers from unprecanceled stamps. (I say "some" of the labels, because although every plate pairing is represented, not all press runs are.)



Example A shows the label from the pairing of Plates 1 and 2 on Type I paper with a vertical tagging gap at 2L. Since Plates 1 and 2 were also used to print on Type II paper, and also exist without tagging gaps on Type I paper, it may be assumed that at least two more varieties may exist.

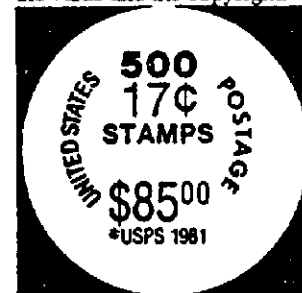
This label was produced by use of a handstamp with black ink. Note the placement of "\$85.00" and the copyright line. Also look closely at the "©" as this will become im-

portant later.



Example B contained stamps printed from Plates 3 and 4 on Type II paper, again with vertical tagging gaps at 2L. Since this represents only one of many press runs, several other varieties are likely to exist.

Again, a handstamp was used, but with blue ink (almost identical to the stamp itself). Notice the placement of the value and the copyright.

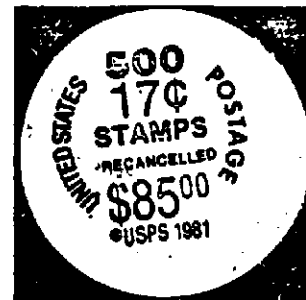


Example C is the key wrapper to this issue. It contained stamps from Plates 5 and 6. This label appears identical at first glance to Example B. There are, however, three significant differences:

- The lettering is very distinct and uniform, indicating printing rather than handstamping.
- The color is black, not blue.
- Most importantly, the size of the "©" is extremely small, only half the size of the letters "USPS."

Example D (not shown), from the pairing of Plates 5 and 7, is made by a handstamp and is identical to Example B in every respect except its color—black.

Now we should examine a few labels from precanceled rolls. With 64 collectible gap positions, 3 types of precancel mat and 2 types of paper, the mathematical possibility of label varieties seems endless. I will show only a few varieties to demonstrate label differences.



Example E—"REANCELLED" and

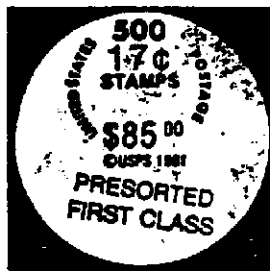


Example F—"Split 500" are both from the pairing of Plates 3 and 4 with the gap at 4R. For more than a year, the "Split 500" label was highly sought after and requested by photocopy from post offices throughout the country. Reason? If found, the collector had a 50-50 chance of obtaining the elusive BA typeface. Remember that half of the

Please turn to Page 84

Continued from Page 83

printing output was the combination AA, and the other half was BA (See Tom Maeder, *TPN*, Sept. 1987, for details on plating.) What most seekers did not know was that the "RECANCELLED" wrapper had the same opportunities. Both labels are printed in blue ink and have the small "©."



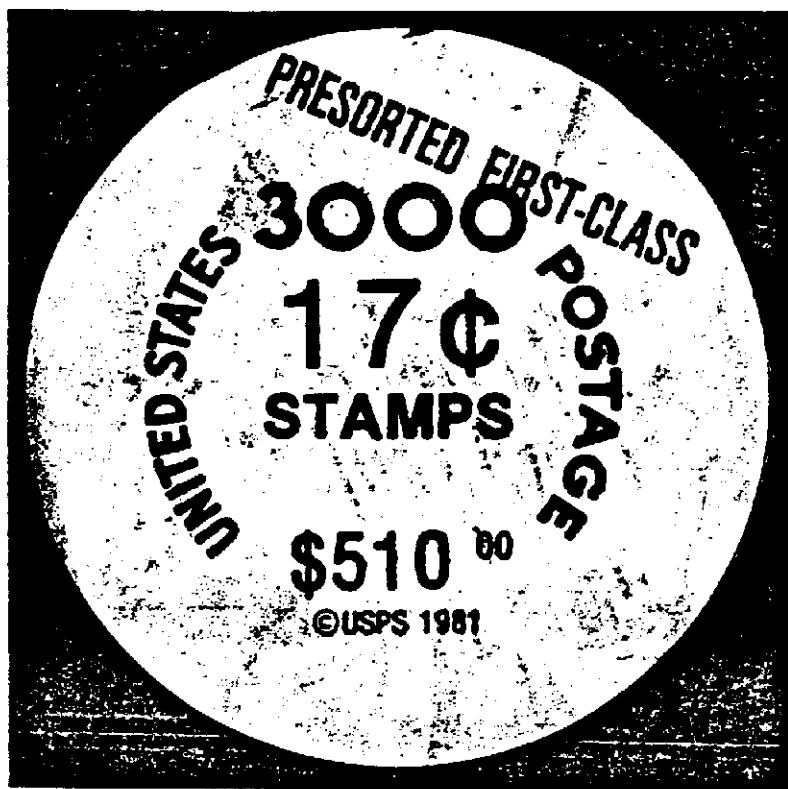
Example G shows a completely different format and wording than the two previous examples. Printed in bright purple, rolls having this label contained Plates 3 and 4, Typeface AA, Gap 4L. It appears that "PRESORTED FIRST CLASS" was added by a different handstamp but in the same color of ink.

Examples H, I and J are all from rolls of 3,000. This can become a rather expensive proposition unless you have more than an educated guess of what is inside the wrapper. You have only 15 stamps showing from outside the wrapper on which there might be a plate number. Trying to determine the location of the gap is even harder, so the obvious solution is to know the label.

These three examples are all handstamped in black for the major portion of the label. An important second handstamp was used to apply "PRESORTED FIRST CLASS." The location and color of this second handstamp gives clues of the roll's contents.

Example H contained stamps printed from Plates 5 and 6 with the gap at 1L and precancel style AA—an extremely common position. The second handstamp was applied at an angle at the top of the label in a bluish-black ink.

This printing also had a gum difference although it was printed on Type I paper. The gum appears almost snow-white when compared to the yellowish gum on all other 17¢ Autos. Also, when unrolled, stamps from this wrapper will



Example H, contained common stamps from Plates 5 and 6.

flatten and stiffen almost immediately (the others curl).

Example I (not shown) shows the second handstamp at the bottom of the label, again in blackish-purple ink. These rolls contained Plates 3 and 4 with Style AA precancel and the gap again at 1L. The blackish-purple ink and the location of the handstamp caused me untold grief and anxiety and cost me a lot of money in the search for the next example.

Example J appears absolutely identical to the previous example when seen in black and white. There is, however, one small, exasperating difference. The color of the second handstamp is black, without a trace of purple. Stamps in these rolls were also from Plates 3 and 4 with Style AA, but with the scarce Line gap.

Here I must deviate from the main purpose of this article to tell the story of the Line gap.

In the fall of 1985, it was reported that this was the scarcest gap position on the 17¢ Auto, with copies only in the possession of one collector.

Shortly thereafter, collectors all over the country reported that they also had copies. It was then reported that six rolls

of 500 had been found, broken up, and entirely distributed. One dealer began offering only Plate 4 at \$100.

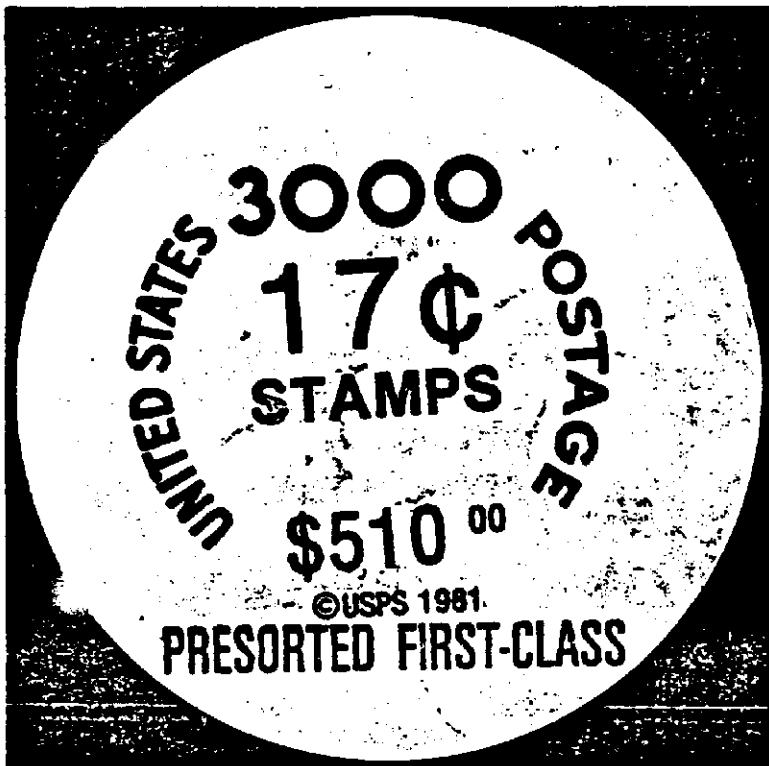
This story appears to me to have been a cover-up to conceal the fact that Line gaps existed on rolls of 3,000, which yield 62 or 63 strips of each number.

In October 1986 I began teasing a fellow collector that I would find the line gap if it killed me. At the same time, I learned that my eyes were no longer what they used to be and that I needed spectacles. The eye doctor determined for me that I should have a rose tint put into the glasses because of my excessive use of ultraviolet light in examining stamps. The rose-colored glasses nearly cost me a fortune by buying the wrong rolls and they almost resulted in no more Line gaps being found to be made available to collectors.

On the way home from the eye doctor, I stopped to examine several rolls of 17¢ precancels in rolls of 3,000 to be used in a large bulk mailing. One roll particularly caught my eye for several reasons.

First, it was extremely low centered, the perfect roll to have the numbers on top.

Second, it had what appeared to be an



Example J looks just like Example I, except in color

"albino" precancel variety showing from the outside of the roll.

Third, the "PRESORTED FIRST CLASS" on the label was black—something I had not seen before.

When the roll was opened from the center (*Editor's note:* This is a way to examine rolls without having to undo the sealing tape), I could not believe my eyes. There it was—the Line gap with the plate numbers 3 and 4 completely on top.

There were no more rolls with black lettering in this batch, but I went home with what I thought was a major find.

Lost? Found

Somebody sent me 34 strips of the 10.1¢ Oil Wagon showing a plate variety at 23L.

I found them under a pile of mail on my desk, but do not know who sent them, what price was asked, or if I paid.

Will the owner please identify himself (herself)? My conscience is killing me.

Steve Karati

P.O. Box 20130

Shaker Heights, OH 44120

The only problem was that nobody then wanted numbers on top. My challenge remained to find "the real thing."

Two weeks later, after picking up my rose-tinted specs, I stopped by at the post office and requested to see any rolls of 3,000 that could be brought to the window. They were helpful and kindly brought all the boxes and allowed me to go through them. Alas, no luck—the boxes had all been opened and gone through by someone else, and all the wording was purplish-black.

As the months went by, I kept taking chances, assuming I may have erred in analyzing the label. I wound up with a heck of a lot of Plates 3 and 4, style AA, Gap 1L.

Then, a month before the rolls were withdrawn, I again checked with my bulk mailer, who was doing another large mailing. I knew I had seen all these rolls before, but I still had hope.

For some reason, I took off my glasses while looking through the rolls, and there they were! Four rolls with black lettering!

You guessed it, the rose tint in my new specs had been turning those labels from

black to purplish-black for more than a year and they had been staring me in the face all the time.

I quickly bought two of the four rolls, thinking the other two would be used on the mailing. Wrong again!

Two days later, the bulk mailer exchanged 6 rolls of 3,000 for the 36 remaining rolls of 500 at the philatelic window. The two remaining rolls of Line gaps wound up being sent to collectors who were ordering from the Midwest. Lucky them!

My end result: 1 roll with numbers on top; plus 1 roll with no numbers (from the top row of the press); plus 3 rolls with split or normal numbers; plus the original find, for a total of 750 strips found.

(Oh yes, the 36 rolls exchanged for were the last rolls of the AA-BA precancel styles that I had requested at the window for the completion of the plating of Plates 3 and 4. That explains my inability to complete the AA portion of that project.)

I hope I have generated some interest in wrapper labels and given you something to look for in a meaningful way. The 17¢ Auto is still on sale in most parts of the country (*Editor's note:* The withdrawals were from the Philatelic Sales Division and from philatelic windows only, although some philatelic clerks still have them in stock).

I doubt that we will ever come up with a complete listing of labels, but I encourage collectors to save them and record what was found in the wrappers they accumulate.

Correspondence, questions or information on other varieties are welcomed by me at 424 Roosevelt St., Midvale, Utah 84047-3622.

BIA taps George Godin as executive director

George V.H. Godin, editor of the *Durand Standard Plate Number Catalog* and a member of the Plate Number Coil Study Group, has been named executive director of the Bureau Issues Association. He replaces Cheryl Lawrence, who resigned.

Godin is a major collaborator on the *Plate Number Coil Catalog* and is BIA's major researcher on plate numbers.

USPS OK's precancel-only stamps' use

By Stephen G. Esrati

Introduction of precancel-only stamps was followed by a brief announcement by USPS that it is all right to use precancels on mail other than bulk mail as long as the proper first-class postage is paid.

USPS said that "prior to 1986" it had been required that one add unprecanceled stamps equal to the first-class rate to covers, even if the precanceled stamps met the first-class rate.

Now USPS is quite clear about the rules: "Although this and other precanceled stamps are intended for use by bulk mailers, they may be used on limited-size mailings so long as the proper First-Class postage is paid and other requirements are met. ...For the purpose of obtaining first-day or other philatelic cancellations, collectors may use precanceled stamps exclusively."

The requirements referred to are those issued in 1986. They were published in *Postal Bulletin* 21574, July 10, 1986, and are reproduced on the next page. (They were repeated in *Stamp News USA* No. 46, dated for release on July 6, 1988.)

On July 7, the day of issue of the 16.7¢ Popcorn Wagon, Frank Marrelli, a PNC dealer in Kenosha, Wis., went to Chicago for the first-day ceremony. That day, he tried to mail some registered letters at the main post office. They bore precancels.

Without any question about whether he had a permit to use precancels (which would not have been valid in Chicago), a clerk simply told him he could not use precancels.

He asked for her supervisor. When that supervisor (Marrelli

called her "hostile") said the stamps would never get past her, Marrelli asked to see the supervisor's supervisor. It went on until he had come to his fourth supervisor's supervisor.

Marrelli said: "Look, I know the rules. They should have known them, too."

And the last guy knew. "He's right," he said as three lower-ranking chieftains and the postal clerk argued. "He is absolutely entitled to use them. Accept his mail and cancel the stamps."

Marrelli knew his Kenosha permit was no good in Chicago. "I would simply have applied for a Chicago permit," he said.

This is an indication that the 1986 rules have yet to be absorbed by the system.

Further, the repetition of the 1986 rules without change did nothing to clarify a situation also brought up by Marrelli. Marrelli is a bulk mailer as well as a dealer. According to the Postal Service, it is OK for a dealer who does not have a bulk permit to buy precancels for "collection purposes." That dealer may also sell the stamps.

A dealer with a bulk permit may not resell precancels, according to USPS. That leaves dealers in a quandary.

With the flood of new precanceled coils, dealers have huge quantities of coil waste. They won't give it away and can't use it all up.

What are they supposed to do with it?

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Precancel gaps, varieties, numbers on top, splits, misperfs, dropped transfers, double gaps, etc., etc.

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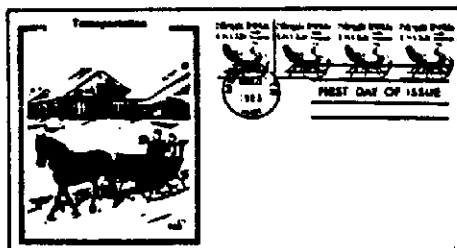
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Policy on Precanceled Stamp Use

(from *Stamp News USA* No. 46)

The Postal Service has restated its policy on collector use of precanceled or "service-inscribed" stamps. Beginning in 1988, stamps intended for use by bulk-rate mailers are no longer being produced in mint form.

When submitting covers for philatelic cancellation, collectors may use any combination of unused precanceled stamps so long as the total postage meets the applicable rate for First-Class Mail. Prior to 1986, mint, non-precanceled postage equal to the First-Class rate had to be used on any cover submitted for cancellation, even if the cover already contained an equivalent amount of precanceled postage. The new policy has been in effect since July 10, 1986.

The regulations which [follow] apply to those customers who use precanceled stamps on regular mail. This is typical for collectors who purchase the required number of precanceled stamps to obtain plate numbers or a few single stamps, and seek to use the remaining stamps on their outgoing mail. The regulations do not apply for collectors who submit mail order requests for philatelic treatment. The Postal Service, which cancels and returns stamped covers to the customer, is considered the mailer in such cases.

[Editor's note: *Stamp News* then reprinted the rules as given in the *Postal Bulletin* for July 10, 1986. We reprint the original:]

Precanceled Stamps

[From *Postal Bulletin*, July 10, 1986]

Recent articles published in philatelic newspapers have contained confusing information on the use of precanceled stamps. The following is a clarification of Postal Service regulations:

1. Although precanceled stamps typically are used to pay postage on bulk mailings, they also may be used on single-piece or limited-size mailings as long as the proper amount of postage is paid. Bulk-rate discounts do not apply under such usage.
2. All users of precanceled stamps must have an approved permit, Form 3620, *Permit to Use Precanceled Stamps or Envelopes*, on file.*
3. Those who do not have permits may purchase precanceled stamps only for philatelic purposes.
4. Mail bearing precanceled stamps may not be deposited in street collection boxes. All such mail must be presented to authorized postal employees at weigh units, window units, or detached mail units of the post office where the mailer's permit is held. When such use is not part of a qualifying bulk mailing, stamps should be canceled with a dated device by the accepting clerk.
5. A mailer may use precanceled stamps along with regular stamps on the same mailpiece for full payment of postage. In this event, a permit must also be on file and mail must be presented as in item 4 above.
6. Unless a bulk mailing is being made, it is not necessary to complete a Form 3602 PC, *Statement of Mailing With Bulk Rates*, simply because a mailer uses precanceled stamps.
7. Precanceled stamps bearing endorsements such as "Presorted First Class" may be used in any mailings as long as the appropriate amount of total postage is reflected on each piece.**

[Editor's note: The starred footnotes were added in *Stamp News* No. 46]

* Possession of this permit does not require a fee. A fee must be paid only when mailing in bulk at discount rates.

** Unless an item is part of a qualified bulk mailing, the total postage must equal or exceed the First-Class rate, regardless of the type of endorsement.

Subscription rate goes to \$15 a year as red ink swamps TPN ledgers

When *The Plate Number* appeared in 1986, it was a modest attempt to expand the newsletters of the PNC Study Group to outsiders.

The subscription price covered a four-page effort, but—just in case the baby would not grow—the \$10 price came with a money-back guarantee if six issues were not published.

TPN has grown to four or more times its original size. That raised printer costs.

The subscription base has grown to more than 350 copies with this issue, also hiking printer costs.

Last year, the magazine ran in the red. This year, the red ink overflowed.

Some readers have been aware of this plight and have generously sent in PNC scrap

to help pay postage. Thanks, folks!

But the time has come to bite the stamp tongs. The 33.6% increase in postal rates was just too much.

The subscription price has to go up. As of Sept. 15, the price is \$15. All existing subscriptions will be honored at the old rate until their expiration. Anyone who renews before Sept. 15, gets the old price.

The discount to members of PNC³ remains \$2. In all honesty, however, it should be pointed out that instead of growing in circulation from new readers added by PNC³, *TPN* has merely lost money on renewals by old readers.

Thanks for your support, and Happy Hunting!

Steve Esrafi

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PS5's.

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USPS promises to tell what's in the vaults

Assistant Postmaster General Gordon C. Morison has promised to release information on off-sale coils that are still in Postal Service inventories.

The promise came as a result of a request by Michael Laurence, publisher of *Linn's*, to make such information available. Laurence's request followed the finding of Plates 12 and 14 of the 20¢ Fire Pumper in Indianapolis.

Morison explained that commemoratives are printed only once. They are usually sold out. Remainders are destroyed. Some, however, are put aside for possible use in topical stamp collecting kits, annual sets, or other philatelic products.

"These stored stamps will not be placed on sale again individually," Morison wrote.

As to definitives, which are printed as often as needed, Morison explained that even after they are removed from sale in the Philatelic Sales Division, they can continue to be sold by post offices. "In

addition, they often are held in storage for possible future use, not only in products—as are commemoratives—but also for general sales, especially those issues for which it is expected that their use may be needed during a rate change."

Old definitives and special stamps (such as the Love stamps) will be removed from storage for rate changes, Morison said. They may even be reprinted. (This may have been the case recently with the 3¢ Parkman coil.)

According to Morrison, only 20¢ Flag stamps are now stored in the caves near Kansas City along with undenominated stamps. He said he expected 22¢ definitives to be stored in case the rate for a second ounce goes to 22 cents.

Other stamps are stored at the Bureau of Engraving and Printing. Morison said BEP storage is usually limited to the most recent obsolete first-class, second-ounce and, possibly, postcard rates.

Morison said it is not cost effective to store low-volume items or bulk-rate

stamps.

The conclusion to be drawn from this is that 20¢ Fire Pumpers put back on sale after the April rate change were primarily from local stocks or, possibly, from BEP vaults.

Morison's conclusion is: "We do our best not to deliberately tamper with the after-market for stamps, but operational considerations and convenience of the mailing public come first. And that, we believe, is good for philately, too."

The list, when made available, will be published in *TPN*.

New plate numbers found on 18¢ Monument strips

The 18¢ Washington Monument precancel has been found with plate numbers 43444 on dull gum, according to Dr. Robert Rabinowitz.

The paper looks like Type I, but because it is a gravure paper, that term does not apply.



As the acme of their research and development, Lighthouse are now in a position to offer collectors of tagged and untagged (precanceled) STRIP format PNCs:

- (a) All-inclusive, fully illustrated hingeless sets of pages with double-seam mounts that will hold — whatever you have or prefer — either PS 3 or PS 5 PNCs;
- (b) individual spaces for the usual »collectable« gap and/or mat positions;
- (c) and on top of all that, extra long PS 7+ spaces and mounts to even accommodate 3L and 2R gaps.

There are two sets of pages for the whole range of PNC strips, viz:

- 53 PNC/1 SF: off COTTRELL press, with »Joint Line«, regulars overall tagged, 1981—1985
- 53 PNC/2 SF: B. C/D & ANDREOTTI PNCs, w/o. joint line, regulars block tagged, 1981 to date.

Additionally, there are sets of pages as well for PNC SINGLES, again both tagged and untagged. These can, moreover, also be had as »regular pages (without mounts)« and, of course, as »SF-Hingeless pages (with mounts)«, i. e.

- 53 CS/1 or 53 CS/1 SF: off COTTRELL press, with »Joint Line«, reg. overall tagged, 1981—1985
- 53 CS/2 or 53 CS/2 SF: off other presses, w/o. Joint Line, reg. block tagged, 1981 to date.

Originally, these pages were meant for USED singles. But, obviously, there seem to be quite a number of collectors, too, who save PNC MINT singles (see STAMP COLLECTOR of 11/28/87, page 20, »Modern Stamp Collecting«).

The aforementioned sets of pages are suitably inserted in either a
DP-53: Lighthouse PERFECT 2-post turn-bar Binder with »USA« on spine, or
DE-red: Lighthouse EXCELLENT 13-ring Binder (w/o. name of country on spine).
KA-red: matching Slip Case for either one of the aforementioned binders.

It is a matter of personal preference whether to choose a PERFECT or an EXCELLENT binder. In view of the lengths of particularly the PS 7 spaces and mounts, the editors feel inclined to recommend the DE-red binder for items 53 PNC/1 & 2 SF, since the pages usually get bent less when being turned over.

Supplements: PARTS 2 of the STRIP and SINGLE format albums will be up-dated by annual supplements (or possibly only every other year depending on the number of new PNC issues during any one year).

Summary	Period	No. of Pages	Regular Pages without mounts	SF-Hingeless Pages with mounts
PNC PS 3/PS 5/PS 7 (Regulars & Precancels)				
Part 1: COTTRELL press/joint line/reg. overall tagged	1981/85	62	---	53 PNC/1 SF US\$ 158.00
Part 2: Other presses/no joint line/reg. block tagged	from 1981	32	---	53 PNC/2 SF US\$ 82.00
PNC Singles (Regulars & Precancels)				
Part 1: COTTRELL press/joint line/reg. overall tagged	1981/85	13	53 CS/1 US\$ 18.50	53 CS/1 SF US\$ 36.50
Part 2: Other presses/no joint line/reg. block tagged	from 1981	14	53 CS/2 US\$ 19.50	53 CS/2 SF US\$ 39.00
PERFECT 2-post turn-bar Binder with »USA« on spine			DP-53 US\$ 51.00	
EXCELLENT 13-ring Binder (without name of country on spine)			DE-red US\$ 52.00	
SLIP CASE			KA-red US\$ 24.00	

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Plate Number Coil Collectors Club membership climbs

Tom Maeder, a member of the Plate Number Coil Study Group, has agreed to serve as editor of *Coil Lines*, the journal of PNC.

Plans are to have a 4- to 6-page newsletter.

PNC has listed the following dealers as offering special discounts to members: Al Cibulskas, Ed Denson, Steve Errati, Red Raider Stamp Co. and Lee Warzala.

The following collectors have been admitted to membership since the report in TPN (May 1988). An asterisk indicates that the collector is also a member of the PNC Study Group.

David Agrodinis, Berlin, NH
 The Rev. Noel Ahrens, Middletown, CT
 Michael Albert, Escanaba, MI
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 Louis Bartholotta, Elk Grove, IL
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SUPER SPECIALS

Scott #	Description	Plate #	Plate Single	PS/2 LP (2)	PS/3	PS/5
1906a	PC Fine	A3, A4	2.50	2.75	3.00	3.50
		B3, B4	19.00	19.50	20.00	25.00
		B5, B6	8.50	8.75	9.00	9.50
	Combination	BAs		59.00	59.50	60.00
	Combination	BAG		59.00	59.50	60.00
1907	XF 18c Surrey	C1, C2	6.50	6.75	7.00	7.50
		C3, C4	—	—	12.00	12.50
2149a	18c Surrey gum, no tag	7	16.50	17.00	17.50	18.00
		2, 5, 6, 8, 9, 10	2.00	2.25	2.75	3.25
		13,14,15,16, 17,18	4.00	4.25	4.50	5.00
1908	20c Pumper	15,16	3.00	3.25	3.50	4.00
2136	25c Bread	1,2,3,4	2.25	2.50	2.75	3.25
2149a	PC 18c dry gum, no tag	33333	4.25	4.50	4.75	5.25
		1111,1222, 2222	2.25	2.50	2.75	3.25
NEW	10.1c PC	2	1.50	1.65	1.75	2.00
NEW	15c Tugboat	1	1.60	1.75	2.00	2.35
NEW	16.7c Popcorn Wagon	1	1.75	1.95	2.15	2.50

F-VF OR BETTER, NH.

If you require XF, please add 35%.
 Satisfaction guaranteed — Postpaid!!

(Be sure to request your copy of my free U.S. Pricelist #8)



Craig Selig (APS, ASDA)



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Visa & Mastercard Accepted.



Although my interests in constant plate varieties are mainly as a reporter/collector/trader, I maintain a comprehensive stock of standard PNC strips and number-on-top miscuts. Free lists are available on request.

A.S. Cibulskas

28 Westwood Rd.

Stamford, Conn. 06902

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PNC3

PNC Study Group

PNC price list Number 11—25% Off

Prices good until a new list is issued. Most prices are the same as in my List #10.

TPN Special: 25% off on orders over \$100 if you mention this ad.

15% off on orders over \$50. PNC³ members: Deduct 5% more.

Ohio residents please add 7% sales tax.

Tagged stamps

Listed according to PNC Catalog numbers. Many strips of 6 are available at 10% premium. Superb copies also available at 25% premium over XF. No-quibble return policy without time limit.

Cat. #	Plate	Notes	PS / 3	
			VF / XF	PS / 5
171-6C	1-6	Omnibus	.50 / .70	.80 / .75
171B	1	B Press	.75 / .90	.85 / 1.00
272-10	2-10	Locomotive	.75 / .95	.85 / 1.05
271B	1	B Press	.85 / 1.05	.95 / 1.15
371C-2	1-2	Handcar	.90 / 1.15	1.25 / 1.50
373-4	3-4	Handcar	1.55 / 1.80	1.75 / 2.10
371B	1	Conestoga	1.15 / 1.35	1.25 / 1.50
3.471-2	1-2	School Bus	1.65 / 2.00	1.85 / 2.25
471C-2	1-2	Stagecoach	1.80 / 2.25	2.00 / 2.50
473-4	3-4	Stagecoach	1.80 / 1.90	1.75 / 2.10
475-8	5-8	Stagecoach	1.80 / 2.70	2.00 / 3.00
471B	1	B Press	2.25 / 2.70	2.50 / 3.00
4.973-4	3-4	Buckboard	1.40 / 1.65	1.55 / 1.85
571C-2	1-2	Motorcycle	1.65 / 2.00	1.85 / 2.25
573-4	3-4	Motorcycle	2.00 / 2.40	2.20 / 2.65
571B	1	Milk Wagon	1.65 / 2.00	1.85 / 2.25
5.271-2	1-2	Sleigh	12.00 / 15.00	18.00 / 22.50
5.273, 5	3, 5	Sleigh	90.00 / —	100.00 / 125.00
5.571	1	Star Truck	1.60 / 1.90	1.75 / 2.10
5.973-4	3-4	Bicycle	13.00 / 16.25	16.25 / 17.25
671	1	Tricycle	1.65 / 2.00	1.85 / 2.25
7.171	1	Tractor	2.25 / 2.70	2.50 / 3.00
7.472	2	Baby Buggy	10.75 / 13.00	12.00 / 14.50
8.371-2	1-2	Ambulance	2.25 / 2.70	2.50 / 3.00
8.571	1	Tow Truck	2.85 / 3.35	3.15 / 3.75
9.371-2	1-2	Milk Wagon	11.75 / 14.25	15.00 / 18.00
9.373-4	3-4	Milk Wagon	25.00 / 31.25	24.25 / 30.35
9.375-6	5-6	Milk Wagon	250.00 / 300.00	275.00 / —
1071	1	Canal Boat	1.65 / 2.00	1.85 / 2.25
10.771	1	Oil Wagon	1.85 / 2.00	1.85 / 2.25
10.971-2	1-2	Cab	18.00 / 22.00	31.25 / 37.50
1171B	1	Caboose	5.50 / 6.75	6.25 / 7.50
1171-4C	1-4	Stutz Bearcat	2.00 / 2.40	2.20 / 2.65
1271-1C	1-2	Steamer	2.85 / 3.35	3.15 / 3.75
12.571	1	Pushcart	3.35 / 4.00	3.75 / 4.50
1471-4	1-4	Iceboat	1.80 / 2.25	2.00 / 2.50
1472B	2	B Press	2.25 / 2.85	2.50 / 3.15
1571	1	Tugboat	2.25 / 2.85	2.50 / 3.15
1771-5	1-5	Electric Auto	4.00 / 4.75	4.50 / 5.50
177B	6	Electric Auto	20.00 / 25.00	23.75 / 28.50
1777	7	Electric Auto	8.00 / 7.50	7.50 / 8.75
1772B	2	Dog Sled	3.60 / 4.05	4.00 / 4.50
17.571	1	Racer	4.50 / 5.40	5.00 / 6.00

Cat. #	Plate	Notes	PS / 3		PS / 5	
			VF / XF	PS / 5	VF / XF	PS / 5
1871	1	Surrey	90.00 / —	100.00 / —	100.00 / —	100.00 / —
1872, 8	2, 8	Surrey	4.25 / 5.00	4.70 / 5.65	4.70 / 5.65	4.70 / 5.65
1873-4	3-4	Surrey	45.00 / 56.25	50.00 / 62.50	50.00 / 62.50	50.00 / 62.50
1875-6	5-6	Surrey	4.25 / 5.00	4.70 / 5.65	4.70 / 5.65	4.70 / 5.65
1877	7	Surrey	28.15 / 33.75	31.25 / 37.50	31.25 / 37.50	31.25 / 37.50
1879-10	9-10	Surrey	4.25 / 5.00	4.70 / 5.65	4.70 / 5.65	4.70 / 5.65
18711-18	11-18	Surrey	8.15 / 7.45	8.85 / 8.25	8.85 / 8.25	8.85 / 8.25
2071	1	Fire Pumper	60.00 / —	200.00 / —	200.00 / —	200.00 / —
2073-4-5	3-4-5	Fire Pumper	4.00 / 5.00	5.00 / 6.25	5.00 / 6.25	5.00 / 6.25
2078, 15-16	8, 15-16	Fire Pumper	4.25 / 5.05	5.00 / 6.00	5.00 / 6.00	5.00 / 6.00
2077-8	7-8	Fire Pumper	90.00 / 112.50	95.00 / 118.75	95.00 / 118.75	95.00 / 118.75
2079	9-10	Fire Pumper	4.00 / 5.00	5.00 / 6.25	5.00 / 6.25	5.00 / 6.25
20711	11	Fire Pumper	42.00 / 52.50	43.00 / 53.75	43.00 / 53.75	43.00 / 53.75
20713	13	Fire Pumper	4.00 / 5.00	5.00 / 6.25	5.00 / 6.25	5.00 / 6.25
20712-14	12-14	Fire Pumper	— / 45.00	37.00 / 48.25	37.00 / 48.25	37.00 / 48.25
2571-5	1-5	Bread Truck	4.50 / 5.40	6.00 / 7.50	6.00 / 7.50	6.00 / 7.50
18F1	1	Flag	165.00 / 205.00	—	—	—
18F2	2	Flag	23.75 / 28.50	28.50 / 33.25	28.50 / 33.25	28.50 / 33.25
18F4	4	Flag	10.00 / 12.00	10.50 / 12.75	10.50 / 12.75	10.50 / 12.75
18F5	5	Flag	6.75 / 8.25	7.50 / 9.00	7.50 / 9.00	7.50 / 9.00
18F7	7	Flag	—	25.00 / 30.00	25.00 / 30.00	25.00 / 30.00
20F1-14	13 values	Flag	190.00 / 225.00	—	—	—
20F1	1	Flag	11.25 / 13.50	87.50 / —	87.50 / —	87.50 / —
20F2, 3	2, 3	Flag	7.50 / 9.00	11.25 / 13.50	11.25 / 13.50	11.25 / 13.50
20F4	4	Flag	— / 57.50	—	—	—
20F5, 14	5, 14	Flag	6.25 / 7.50	7.50 / 9.00	7.50 / 9.00	7.50 / 9.00
20F6	6	Flag	— / 70.00	— / 135.00	— / 135.00	— / 135.00
20F8	8	Flag	10.00 / 12.50	20.00 / —	20.00 / —	20.00 / —
20F9, 10	9-10	Flag	5.00 / 6.25	7.50 / 9.00	7.50 / 9.00	7.50 / 9.00
20F12, 13	12-13	Flag	5.00 / 6.25	7.50 / 9.00	7.50 / 9.00	7.50 / 9.00
20F11	11	Flag	11.50 / —	15.00 / 18.00	15.00 / 18.00	15.00 / 18.00
22F1, 8	1, 8	Flag	11.00 / —	12.50 / —	12.50 / —	12.50 / —
A-Plates 2, 4, 5, 8, 10, 12, 15, 16						
22FA	A	Flag	4.50 / 5.40	5.00 / 6.00	5.00 / 6.00	5.00 / 6.00
22F3	3	Flag	20.00 / 25.00	45.00 / 55.00	45.00 / 55.00	45.00 / 55.00
B-Plates 7, 11, 13, 14, 17, 18, 19, 20, 21, 22, Test						
22FB	B	Flag	5.40 / 6.30	6.00 / 7.00	6.00 / 7.00	6.00 / 7.00
25F1-3	1-3	Flag	4.50 / 5.40	5.00 / 6.00	5.00 / 6.00	5.00 / 6.00
22D1	1	D Eagle	6.00 / 8.00	7.50 / 9.00	7.50 / 9.00	7.50 / 9.00
22D2	2	D Eagle	4.50 / 5.40	5.00 / 6.00	5.00 / 6.00	5.00 / 6.00
22E1111	1111	E Earth	4.05 / 4.95	4.50 / 5.50	4.50 / 5.50	4.50 / 5.50
22E1211	1211	E Earth	4.05 / 4.95	4.50 / 5.50	4.50 / 5.50	4.50 / 5.50
22E1222	1222	E Earth	4.05 / 4.95	4.50 / 5.50	4.50 / 5.50	4.50 / 5.50
22E2222	2222	E Earth	4.05 / 4.95	4.50 / 5.50	4.50 / 5.50	4.50 / 5.50
20C1-2	1-2	Consumer	50.00 / 60.00	210.00 / 260.00	210.00 / 260.00	210.00 / 260.00
20C3-4	3-4	Consumer	45.00 / 56.25	125.00 / —	125.00 / —	125.00 / —
18M1	1112	Monument	3.65 / 4.35	4.05 / 4.85	4.05 / 4.85	4.05 / 4.85
18M3	3333	Monument	3.10 / 3.75	3.45 / 4.15	3.45 / 4.15	3.45 / 4.15
21.1L1	111111	Letters	4.25 / 4.95	4.70 / 5.50	4.70 / 5.50	4.70 / 5.50
21.1L2	111121	Letters	4.50 / 5.40	5.00 / 6.00	5.00 / 6.00	5.00 / 6.00
20o1	1	Official	22.50 / 26.00	62.50 / 75.00	62.50 / 75.00	62.50 / 75.00
22o1	1	Official	— / 33.25	62.50 / 75.00	62.50 / 75.00	62.50 / 75.00

Constant plate varieties

I may have been the first dealer specializing in constant plate varieties. As such, I have built up a large stock of them, including many that are illustrated in the catalog.

Space does not permit a detailed listing.

If you are interested, please inquire by dropping me a SASE and asking for my varieties list.

Stephen G. Esrati

P.O. Box 20130

Shaker Heights, OH 44120-0130

PNC3

(216) 561-9393

APS, BIA

FDC New Issue Service

I carry House of Farnam PNC FDCs as well as ArtCraft and Artmaster. They cost \$5 each and are available on subscription against a \$25 deposit. (Back issues available, send SASE for list)

Michel catalogs

All Michel catalogs are available at my usual 5% off for purchases over \$25; 5% more off to PNC³. Austria Specialized, \$23.50; Switzerland / Liechtenstein Specialized, \$23.50; Great Britain Specialized, \$37.50; Germany Specialized, \$49.50; Scandinavia Catalog, \$24.50 (Add 7% tax in Ohio)

(The 1988 Michel-USA Specialized Catalog is sold out. I am taking reservations for the 1989, due in April.)

PNC price list Number 11—25% Off

Precancels

I have many precancels in strips of 3 and 6. Threes are 90% of these prices; for sixes, add 10%. An asterisk means I am buying at half my price.

Cat. #	Plate	Notes	PS / 5 VF / XF
3.4T1P, 2P	1, 2	Gap 1R	2.50 / 3.00
3.4T1P, 2P	1, 2	NO Gap*	2.50 / 3.00
4T3P, 4P	3, 4	Gap 1L	7.50 / 9.00
4T3P, 4P	3, 4	LN Gap*	7.50 / 9.00
4T3P, 4P	3, 4	Gap 2L	2.50 / 3.00
4T3P, 6P	5, 6	Gap 1L	2.50 / 3.00
4T3P, 6P	5, 6	Gap 2L	2.50 / 3.00
4.9T1, 2P	1, 2	Gap 1R	2.50 / 3.00
4.9T1, 2P	1, 2	NO (2R)	2.50 / 3.00
4.9T3, 4P	3, 4	Gap 1L*	1.85 / 2.25
4.9T3, 4P	3, 4	Gap 2L	1.85 / 2.25
4.9T3, 4P	3, 4	NO Gap	8.15 / 9.75
4.9T3, 4P	3, 4	LN Gap*	5.00 / 6.00
4.9T5, 6P	5, 6	NO (2R)	5.00 / 6.00
4.9T5, 6P	5, 6	Gap 1R*	8.75 / 10.50
4.9T5, 6P	5, 6	LN Gap	13.00 / 15.00
4.9T5, 6P	5, 6	Gap 2L	8.75 / 10.50

Cat. #	Plate	Notes	PS / 5 VF / XF
8.2T1P, 2P	1, 2	NO	10.00 / 12.50
5.2T3P, 5P	3, 5	NO	12.50 / 15.00
5.2T4P, 6P	4, 6	2L	12.50 / 15.00
5.2T4P, 6P	4, 6	NO	12.50 / 15.00
5.5T1, 2P	1, 2	***	1.85 / 2.25
5.9T3, 4P	3, 4	NO Gap	15.00 / 18.00
5.9T5-6P	5-6	LN	90.00 / 112.50
6T1-2P	1-2	NO	2.20 / 2.65
7.1T1P	1	---	2.50 / 3.00
7.4T2P	2	NO	3.15 / 3.75
7.8T1P	1	---	2.50 / 3.00
8.3T1-2CP	1-2	Coll. / LN	2.50 / 3.00
8.3T1-2CP	1-2	1L	2.50 / 3.00
8.3T1CP	1-2	2L	2.50 / 3.00
8.3T1-2BP	1-2	B / NO	2.50 / 3.00
8.3T3-4	3-4	1R*	5.00 / 6.00
8.3T3-4	3-4	NO (2R)	35.00 / 40.00
8.4T1P	1	---	3.15 / 3.75
8.5T1-2P	1-2	---	3.15 / 3.75
9.3T1P	1	NO	22.50 / 27.00
9.3T1-2P	1-2	2L	43.75 / 52.50
9.3T2P	2	NO	18.75 / 22.50
9.3T3-4P	3-4	NO	31.25 / 37.50
9.3T4P	4	1R	25.00 / ---
9.3T4P	4	2L	20.00 / 25.00
9.3T4P	4	LN	18.75 / 22.50
9.3T5-6P	5-6	NO	5.00 / 6.00
9.3T5-6P	5-6	2L	5.00 / 6.00
9.3T6P	6	2L	115.00 / 145.00

Cat. #	Plate	Notes	PS / 5 VF / XF
10.1T1P	1	NO	3.15 / 3.75
10.1T2P	2	LN	3.15 / 3.75
10.1T1P	2	---	3.15 / 4.30
10.9T1-2P	1-2	LN	22.50 / 27.00
11T1BP	1	NO	3.75 / 4.50
12T1-2CP	1-2	NO	3.15 / 3.75
12T1-2CP	1-2	LN	3.15 / 3.75
12T1BP	1	B NO	4.00 / 5.00
12.5T1-2P	1-2	NO	3.75 / 4.50
13.2T1P	1	---	3.75 / 4.50
16.7T1P	1	---	4.25 / 5.50
Precancel Style A			
17T3-4Pa	3-4	NO, 2L, 1L	5.50 / 7.00
17T3-4Pa	3-4	LN	50.00 / 60.00
17T5Pa	5	NO	5.50 / 7.00
17T5-6Pa	5-6	1L	6.25 / 7.50
17T-6Pa	6	2L	6.25 / 7.50
Precancel Style B			
17T3-4Pb	3-4	NO	37.50 / 45.00
17T5-6Pb	5-6	LN	12.50 / 15.00
17T5-6Pb	5-6	1L	12.50 / 15.00
Precancel Style C			
17T1-2Pc	1-2	LN	15.00 / 18.00
17T3-4Pc	3-4	NO	8.75 / 10.50
17T3-4Pc	3-4	LN	11.25 / 13.50
17T5-7Pc	5, 7	NO	25.00 / 30.00
17T5-7Pc	5, 7	4L (PS / 9)	27.50 / 30.00
Precancel Style AB, in PS / 10 strips			
17T5, 7Pab	5, 7	SR	18.75 / 22.50
Precancel Style BA, in PS / 18:			
17T3-4Pba	3-4	4R	50.00 / ---
17.5T1P	1	---	5.00 / 6.00
21T1P	1	---	5.50 / 6.50
20F14P	14	NO	7.50 / 9.35
18M1P	11121	---	5.00 / 6.00
18M3P	33333	---	4.05 / 4.85
18M4P	43444	---	6.50 / 8.15
21.1L1P	111111	---	4.70 / 5.50
21.1L2P	111121	---	5.00 / ---

*** means the strip has no precancel lines and shows a service indicator. Prices are for strips of 5, but since there are no gaps, many collectors prefer them as strips of 3. Deduct 10% for strips of 3 if you prefer them that way.

A word about condition

On Cottrell issues, VF means that the joint line is more than 50% inside the perforations and that the up-down centering is good, with the numbers clear. XF means the joint line is entirely inside the perforations. Superb has the joint line centered inside the perforations. For Superb, please add 25% to XF price.

On non-Cottrell issues, VF means that the stamp with the plate number has good centering in all directions, with clearance all around. XF means that the design is almost perfectly centered in all directions. Superb (which is difficult to find) is perfectly centered in all directions. For Superb, please add 25% to the XF price.

Your discounts are based on what you order. If I am out of stock, you still get the discount to which you are entitled by the size of your order. You do not lose discounts if you return material for any reason. My policy is "no quibbling." Anything may be returned. You need not explain.

One more word about condition: Some collectors prefer stamps such as the Flag issues to be centered from the top of the design to the bottom of the plate number; others do not include the plate number and judge solely by the centering of the design. Please specify if you are among the latter group.

Money savers

I have many strips in stock that are Fine. The joint line (if any) touches the perfs. The numbers are clear. These are available at a discount of 25% from VF. In some cases, I also have copies that are Poor. In these the joint line misses the perfs. They're 50% off VF. Please ask.

Wrapper labels

I have again obtained some wrapper labels. The selection is far from complete. I'll try to fill your orders. Please send David E. Barrie-Lavergne's Type Key (his address is in adlets) with your needs shown. I'll send you what I have at prices from 10 to 25 cents per label. (A few rare labels may cost as much as 50 cents.) I will also be glad to receive your duplicates.

Lighthouse albums

I carry a full line of Lighthouse PNC (and all other) albums.

PS3, PS5, PS7

Cottrell issues to 1985 \$158.00

Other presses from 1981 82.00

Singles

Cottrell issues to 1985 \$36.50

Other presses from 1981 39.00

Binders

Perfect (2 post) \$51.00

Excellent (13 ring) 52.00

Slip case 24.00

My usual discount of 10% applies to purchases over \$100. 5% more off to members of PNC³. (In Ohio add 7%.)

Stephen G. Esrati

P.O. Box 20130

Shaker Heights, OH 44120-0130

☎ (216) 561-9393

Details added on third Pumper 12-14 find

I wish to correct one item in the July *TPN*. I've seen two write-ups on the 12-14 Pumper and will now tell the "rest of the story."

Kim Cuniberti did not find the third batch; I did.

I was in Maine for my daughter's graduation on May 16. On Friday, the 14th, I visited the Portland philatelic window to pick up miscellaneous coils.

I then picked up 200 (12-14) 20¢ stamps along with other material. Later that afternoon, I called Cuniberti, with whom I have become friendly, and offered to pick up a roll or so for him.

I returned to Portland on Monday and found that Portland had received what I guessed to be 40 rolls. At that time, I sorted out the better grade of the 12-14s. Over the next two weeks I went to Portland and pulled out 30 rolls. Somewhere during my dealings, eight rolls disappeared, the poorly centered ones.

Anyway, that's the story. To me it was tremendously exciting and I will forever be greatly thankful to Cuniberti for letting me be a part of it.

In my excitement, I told him at once where the stamps were. My confidence in him was fulfilled as he offered me a chance to become involved. Some other PNC people would have gone to Portland and cut me out.

I enclose my renewal for *TPN*. There is no way I would let this subscription run out. I would let *Linn's* go (and that won't happen) before *TPN*. A terrific publication!

Don Eastman
Berlin, N.H.

Hooray, Lighthouse!

The Lighthouse albums are everything you said they would be. They are great!

Louis A. Schenfeld, M.D.
Johnstown, Pa.

More on the 'Parrot'

Having now obtained examples of the "Waving W" as well as the "Perched Parrot" on the 10.1¢ Oil Wagon the following may be concluded.

The "Waving W" is an early version of the "Perched Parrot." The latter is noticeably thicker and extends lower at the bottom. It alone has the extension at a 90-degree angle from the top to the right (forming the "beak").

A.S. Cibulskas
Stamford, Conn.

In reply: As more PNC plate flaws are studied, the phenomenon of early and later versions is becoming more frequent.

Other notable examples are the precursor of the "Sitting Duck" on the 11¢ Caboose and the constant extension of the "Buggy Whip" on Plate 4 of the 4.9¢ Buckboard.

For the record, the "Buggy Whip" progression is as follows:

Tagged (short); No Gap; Gap 2L; tagged (long); Line Gap; Gap 1L.

By the printing of Gap 1L, the "Whip" had reached past the bottom of the "o" in "Buck-

What readers say

board" and a second, lighter crack had started to its right which reached into the foot of the "a."

Chilly apology

I recently re-examined the 4¢ Stagecoach "Quotation Marks" strips in my collection under better magnification. The example I originally thought did not have any chill-roller doubling does indeed show very slight doubling effects not plainly visible on cursory examination.

My sincere apologies to Dr. Howard Winer and the readers of *TPN*. And for me, 50 lashes with a long strip of coil scrap.

Thomas Beschomer
Washington, D.C.

Used singles too messy

Originally, I intended to save used singles as well as mint PNC strips. They were listed in the catalog and I wanted to find out through actual practice how that would work.

I assembled a few used singles here and there and mounted them in our Lighthouse CS/1 and CS/2 SF hingeless pages.

It is trouble to obtain them. They look dirty, and the Flags and most precancels carry the ugly wavy-line obliterations. The whole thing is nothing but a horrible sight!

Then I read Ronald J. DeHaas' column in *Stamp Collector* for Nov. 28, 1987, where he said:

"But I predict that someday, after the current rush of activity into this area, the price of nice singles (mint or used) will approach that of multiples."

Along came *TPN* for March 1988 with the guide to PNC specialist dealers, among them Al Haake, Dr. Robert Rabinowitz and Lee Warzala as dealers in mint singles. So I ordered a lot of the latter from Warzala and got astonishingly prompt and most satisfactory service at what I believe to be reasonable prices.

I now have a pretty extensive collection of mint singles and am quite proud of it.

So, to answer the question: "Should the catalog price mint singles?" My answer is: Definitely! I for one am sold on them.

Coil pairs are a thing of the past; they are something I won't be interested in at all in the future, whether mint or used.

Cottrell PNCs did, in many cases, require strips longer than PS/3. But, as far as subsequent coils are concerned, I plead for strips of three only. To me, strips of five just do not make any sense whatever.

Wolfgang Schön
Aurnühle, West Germany

Editor's note: Schön, a member of PNC³, and the PNC Study Group is responsible for the Lighthouse PNC albums.

Mounting used precancels

I have had a great deal of fun collecting

PNC used singles. While time consuming, it gives pleasure and satisfaction at minimum cost. So many of these singles are truly scarce. Their value will only rise as years go by, so one feels he is not exactly wasting his time, either.

My biggest problem was how to deal with precancels.

Any dummy can stick a mint single in his album and precancels don't generally come with a circular date stamp (CDS). So what to do?

My solution has been to cut precanceled stamps from envelopes, leaving a quarter-inch margin. Below the stamp, I mount the agency, company or charity it came from, also by cutting it from the envelope.

Example: a 12.5¢ Pushcart #2 on bright yellow envelope stock from the New England Home for Little Wanderers. I cut out both and mounted the stamp and the return address. It makes a pretty piece of modern postal history.

My main source is the dumpster in back of the post office. They wonder what a respected professional person is doing out there crawling about in the trash, but that's philately for you!

I see that Ken Lawrence is looking for entire covers, and I do save the entire envelope if it is a duplicate.

George L. Richards II
Duxbury, Mass.

Variety checklist

If I could make a suggestion, in future editions of the PNC catalog, would it be possible to add a one- or two-page varieties checklist? It would be a help to have a centralized listing (no illustrations) as well as the illustrated value-by-value listing.

Scott Adams
Mechanicsville, N.Y.

In reply: A very good idea! Look for it next year.

Catalog singles, etc., please

I collect mint tagged and mint precanceled singles, pairs, PS/3, PS/4 and PS/5 of plate numbered coils. I also collect used singles and pairs of tagged and precanceled PNCs. I would like to see all above categories priced in the catalog.

E.K. Whiteman
Lynnwood, Wash.

'Erie blue' from Plate 2

The Aug. 31-Sept. 1 Jacques Schiff Auction includes a strip of 10 of the 22¢ Flag "Erie blue" variety with plate number 2. This is not listed in the *Plate Number Coil Catalog* and should be included in the next issue. The catalog lists only Plate 4.

This strip was consigned by me and is one of only two that I found.

Ed Bizub
Clark, N.J.

In reply: Blue yes, "Erie blue" no! Unless it also was found in Erie, Pa., like Gene Kiehmeier's find of Plate 4.

Offset Officials show 25-stamp distance between varieties

By Stephen G. Esrati

New official stamps, which do not have plate numbers, are printed entirely by offset lithography.

David B. Hendricks Jr. bought a roll of the "E" letter-rate stamp and started examining the stamps. He found a variety and reported it to *TPN*'s A. S. Cibulskas.

Cibulskas, of course, was unconcerned. He is interested in varieties on plate number coils. These have no numbers.

But Hendricks whetted Cibulskas' curiosity by reporting that the variety repeated at intervals of 25.

Cibulskas sought proof, and Hendricks sent a very long strip. The repetition was perfect. The variety was constant. And the gap was 25.

I asked to see the stamps. I found several other tiny marks, a blue dot here, a scratch there. Then I started counting to 25, and found the identical marks again.

All stamps printed by offset show many platable varieties. Some come from the film negative used to make the plate. Others show up because they were introduced in making the plate. Yet a third group may sometimes be found that stem from the rubber blanket used to transfer the image from plate to paper.

It is cheaper to produce stamps by offset. USPS has shunned offset somewhat because the photographic technique used to print the stamps can be easily duplicated by a forger. But on officials, this was probably not an issue.

The new 25¢ Honeybee will be printed by a combination of intaglio and offset. Both processes include a black plate. This means we may see an interval of 25 on some black (offset-printed) varieties.

Oops!

The 800 telephone number given on Page x of the PNC Catalog for M&M/Southwest is lacking a digit. The correct number is:

1-800-553-3351

PNC³ holds 1st meeting at STaMpsHOW in Detroit

The first meeting of the Plate Number Coil Collectors Club (PNC³) convened just after the PNC portion of the Ivy Auction at STaMpsHOW 88 in Detroit.

Acting President Gene Trinks welcomed the 40 or so persons in the room and said the meeting had been scheduled as a tack-on to Ken Lawrence's seminar about PNCs because PNC³ was not yet an APS affiliate and was unable to obtain a meeting place on its own.

Dennis Chamberlain, the pioneer dealer in PNCs, made his first appearance at a national meeting of PNC collectors. Earlier meetings had been at AMERIP-EX in 1986 and at STaMpsHOW 87. Chamberlain gave a brief talk on his early experiences, when he sold strips of 18¢ Flags from Plates 1 and 2 for \$2.

Trinks explained that there had been some confusion about PNC³ membership. The charter requires that names of applicants for membership be proposed to the members. In the last issue of *Coil Line*, PNC³'s newsletter, this had been omitted by mistake and as a result many applicants were kept waiting before being informed of their membership.

(A complete list of new members as of Aug. 28 appears in this issue of *TPN*.)

Don Eastman was announced as the newly elected president of the club. Other new officers are George Kuhn, vice president; Rob Washburn, treasurer, Eric Russow, secretary. Kuhn was elected in the only contest, having outpolled Dr. Joseph Agris.

Elected directors were A. S. Cibulskas and Michael Albert. Trinks, as immediate past president, is the third director.

Two PNC collections were in the open competition at STaMpsHOW. Tim Lindemuth showed his 20¢ Flags, including all the imperforates, color varieties and all three first-day covers. He even had a brick red and a slate blue copy on cover in addition to many EFOs.

Ken Lawrence showed a study of the usages of the official stamps, including many PNCs on cover. Among the more unusual items were covers franked with single 1¢ or 4¢ stamps.

Lindemuth received a vermeil award;

Lawrence a silver bronze.

Frank Marrelli, a dealer, had a show special as he did at CAPEX. This time he had paired strips of the 21¢ Railroad Mail Car with a series of scratches near the top. Marrelli dubbed them "railroad tracks." In the strip above, Marrelli found a continuation of one line of the scratches, and he termed it "continued railroad tracks." Both are at 8L.

Marrelli and Dr. Robert Rabinowitz confirmed a report that Plate 2 of the 25¢ Yosemite Flag stamp was now available in rolls of 100. Lawrence said a C Press printing of 25¢ Flag stamps is likely soon.

Lawrence said he believed the 25¢ Honeybee to be the start of a new series of insect definitives that would eventually replace the Transportation Series.

Both Gordon Morison, the assistant postmaster general, and W.L. (Pete) Davidson, the director of the Office of Stamps, denied that any such series was planned.

Lawrence predicted that the Honeybee, which shows only the intaglio plate's number, would have many and constant replacement of its offset plates.

Neither Cibulskas nor Esrati had any idea how one would describe plate flaws on the offset plates which would tend to move across the roll in relation to the plate number because the offset plate repeats after every 25 stamps while the intaglio plate has an interval of 48.

Cibulskas spent much time at dealers' tables looking for LOMs (see his variety report in this issue) that he did not already have in his reference collection.

Lawrence said an article explaining the origin of LOMs would be published as soon as information is provided by BEP.

Seen at the table of Stewart Kusnitz were Kurt and Joann Lenz. They were looking for, among other things, No Gap strips of the 17¢ Electric Auto from Plates 5 and 6 in precancel Style B with the numbers uncut at the bottom. They were told that no such strips exist. All either have cut numbers or numbers at the top. The PNC catalog fails to point this out.

PNC prices plummet at STaMpsHOW '88

Prices of PNCs fell steeply at the Steve Ivy Auction held at STaMpsHOW 88 in Detroit on Aug. 27.

A VF strip of three of 18F6, Plate 6 of the 18¢ Flag, brought \$1,100. A second such strip brought \$1,000. A "choice VF" strip of five went to a mail bidder for \$650 with no bids from the floor. This strip appeared XF. A second strip of five, termed "Fine-VF" but closer to Fine, went to a floor bidder at \$625.

A VF strip of seven was sold to a floor bidder for \$500.

Two VF strips of F-VF of Plates 5 and 6 of the 10.9¢ Hansom Cab in strips of five went for \$140.

On the 20¢ Fire Pumper, a strip of six of Plate 1, described as F-VF, brought \$65; an F-VF strip of three from Plate 2 went for \$55.

A VF strip of five of the rarest of the Pumpers went to a mail bidder at \$350.

There was not even a mail bid for a strip of six of Plate 4 of the 20¢ Consumer Education. It was sold for \$50.

The following lists all results for individual strips (an "M" means a mail bidder) in the Ivy auction, based on the catalog's description of condition:

Catalog	Strip of	Condition	Price	Note
18F5V	5	VF	\$150M	Imperf
18F5V	3	VF	\$120M	Imperf
18F5V	7	VF, wrinkle	\$85	Imperf
2T3V	6	F	\$220	Imperf
2T8V	6	VF	\$250	Imperf
18P1	5	VF	\$130M	
18P1	5	VF	\$120	
18P3	3	VF	\$150	
18P3	3	F-VF	\$55	
18P3	5	VF	\$350M	
18P3	5	VF	\$230	
18F6	2	VF	\$500M	
18P6	3	VF	\$1,100M	
18P6	3	VF	\$1,000M	
18P6	5	Choice VF	\$650M	
18P6	5	F-VF	\$625	
18P6	7	VF	\$700	
18P6	1	VF	\$300	Used, violet cancel
20F4	5	VF	\$110M	
9.3T3-6	5	VF(5), F-VF(6)	\$240M	
9.3T3-6	5	F-VF	\$140	
9.3T3	5	VF	\$100M	
10.9T3-4P	3	VF	\$375	
10.9T3P	5	VF	\$160M	
10.9T3P	6	XF	\$160M	
10.9T3P	6	VF	\$110	
10.9T4P	6	VF	\$325M	
10.9T4P	6	VF, ink marks	\$80	
20T1	6	F-VF	\$65	
20T2	3	F-VF	\$55	
20T2	3	F-VF	\$70M	
20T2	5	VF	\$350M	
20T2	5	Almost VF	\$300M	
20T2	5	F-VF	\$275M	
20T8	2	VF	\$450	Bazaar PDC

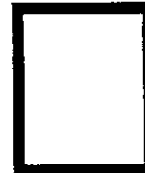
20C1	5	VF	\$125M
20C1	5	VF	\$100M
20C1	5	VF	\$150M
20C1	6	VF	\$95M
20C2	5	VF	\$140M
20C2	5	VF	\$125M
20C2	5	F-VF	\$85M
20C2	6	F-VF	\$85M
20C3-4	5	XF	\$80
20C3	5	VF	\$30
20C3	7	VF	\$30
20C4	5	VF	\$60M
20C4	5	VF	\$90M
20C4	6	VF	\$50 No mail bid

Stockbroker predicted PNC price drop in '87

The decline in PNC prices was foreseen by Calvin V. Whitsel, a former member of the PNC Study Group, who is also a Chicago stockbroker and technical analyst.

Whitsel, who said nothing goes up in price in a straight line, was particularly concerned about Plate 6 of the 18¢ Flag, at a time when dealers were offering \$1,800. He made his prediction shortly after the October 1987 decline in the stock market.

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Forwarding and Address
Correction Requested

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