

Precancel sales legal; a silent victory for *TPN*

By Stephen G. Esrafi

The Plate Number has won a silent victory over the Postal Service.

The Postal Service has made the sale of precancels legal. Both major stamp weeklies did say that the ban on sales of precancels came to the fore after a squabble between a Wisconsin dealer and the post office in 1987. That was the

Phosphored Yosemite shows up at least two days before 'first day'

The Postal Service was to issue a 25¢ Flag over Yosemite stamp on phosphored paper at Yosemite, Calif., on Feb 14. But sales began earlier.

There was no ceremony, but "first-day cancels" were to be available. The Postal Service extended the deadline for servicing covers until April 15.

PNC collectors learned that Ed Denson

Please turn to Page 20

In this issue

| | |
|---|--------|
| Annual PNC dealer directory. Page 24. | |
| Charts to help you find the lines on 21.1¢ Letters stamps. Page 32. | |
| <i>All the News</i> | 28 |
| <i>Book reviews</i> | 34 |
| <i>Catalog updates</i> | 29 |
| <i>Honeybee updates</i> | 23, 36 |
| <i>Index to Volume III</i> | 21 |
| <i>Letters</i> | 26 |
| <i>New PNC Catalog</i> | 29 |
| <i>Precancel rules changed</i> | 21, 36 |
| <i>Purple cancels</i> | 29 |
| <i>TPN average</i> | 35 |
| <i>Varieties</i> | 25, 32 |
| <i>Yosemite updates</i> | 36 |

Paid circulation this issue is 423.

sole recognition of *TPN's* article revealing that USPS had given Frank Marrelli, a Kenosha, Wis., PNC dealer, a hard time about sale of precancels.

After its appearance as the main story of the November 1987 edition of *TPN*, much of the philatelic press pooh-poohed it.

An exception was Jim Magruder, editor and publisher of *Stamp Collector*, who quoted a precancel writer as saying

that it was unlikely that USPS would seek to enforce the ban, although Magruder agreed that sale of mint precancels was, indeed, illegal. He said the legal counsel of the American Stamp Dealers' Association was working on the matter and that his magazine would continue to accept ads from dealers wishing to sell mint precancels.

Please turn to Page 34

Care is still needed in buying 22¢ Flags, vault figures show

The fear that gripped the PNC community after the re-release of Plates 12 and 14 of the 20¢ Fire Pumper was that similar "surprises" might recur.

It could happen again with scarce numbers of the 22¢ Flag.

There can be no question that retail prices on some PNCs have long been distorted. That was why the 1986 *Catalog of Plate Number Coils* carried this warning: "20¢ Fire Pumper stamps are still available from USPS. Prices subject to release of large stocks of stamps."

The warning was slightly toned down in the 1987 edition to say: "CAUTION: 20¢ Fire Pumper stamps were still on sale from the Philatelic Sales Division and many postal boutiques when this catalog was being prepared for publication."

In 1988, the warning was dropped. The stamps were officially off sale. But there was a note saying that 48 rolls of 3,000 of Plates 12 and 14 had turned up in Indianapolis in April. More were found after the catalog was published.

But even the Indianapolis find did not dampen the tendency of some dealers to

charge maximum prices. After the Indianapolis find, strips of 20T12 and 20T14 were being wholesaled for as much as \$25 for F-VF. Retail prices have since dropped to \$10 and less.

The Indianapolis incident spurred Wayne Youngblood, a reporter for *Linn's*, to request a complete accounting of stamp stocks held in the vaults of USPS and the Bureau of Engraving and Printing (BEP). Assistant Postmaster General Gordon C. Morison promised

Please turn to Page 20

The Plate Number

Published six times a year by Stephen G. Esrafi, P.O. Box 20130, Shaker Heights, Ohio 44120-0130. Subscription price is \$15 a year (\$13 to members of PNC). Please add \$3.50 for first-class mail or for addresses outside Canada and the United States.

Entire contents Copyright © 1989 by Stephen G. Esrafi.

Advertising rates: \$25 a quarter page (vertically or horizontally); \$45 a half page; \$80 a page. Other display ads are \$5 a column inch (1 3/4 inches wide). Classified ads: 15 cents a word, no charge for your address. Classified display: \$3 a column inch (1 3/4 inches wide).

Good news: No more 18¢ Flags in vaults

Continued from Page 19

that such a tabulation would be made public. More than six months passed. Then the list was issued Jan. 6.

What transpired in the meantime, apparently, was that there was some house-cleaning. With the exception of stamps being retained for use in what the Postal Service calls mint sets, all stamps of which there were fewer than 100,000 were destroyed.

[The so-called mint sets are topical sets sold by USPS on such themes as women, sports, space, animals, etc.]

The only PNC coils remaining on hand

are the 3¢ Handcar, 11¢ Stutz Bearcat, 12¢ Stanley Steamer, 17¢ Dog Sled, 20¢ Fire Pumper and 22¢ Flag.

That should cause immediate concern about the scarcer items in the last two categories.

As Contributing Editor Ken Lawrence wrote in *The Plate Number* for July 1988: "Be on the lookout for rolls of 20¢ Fire Pumpers from Plates 1 and 2. They could be next to turn up."

Lawrence pointed out that Plate 2 was canceled Jan. 8, 1982, after 241,235 impressions, yielding 4.3 million PNCs, more than four times as many as were printed from Plates 12 and 14. "It should

not be a scarce number," he said.

There need be no fear about Plates 7 and 8, which, Lawrence pointed out, were the plates destroyed in the Fire at BEP on March 5, 1982. Said Lawrence, "Probably a lot of Plate 7 and 8 production was lost to the Fire and cleanup."

Here are Morison's figures for 20¢ Pumpers:

| | |
|----------------|--------|
| Coils of 3,000 | 13,466 |
|----------------|--------|

That means 40.4 million stamps are in the vault that could yield as many as 1.68 million PNCs.

No 18¢ or 20¢ Flag coils are in the vaults, Morison reported. Sheet stamps are.

Among the 22¢ Flags, Plate 3 has been the price leader, now selling at \$50 for PS/5. A maximum of 17.8 million PNCs were printed. There is no assurance that Plate 3 may not be among the 22¢ Flags heading for storage.

Here are the figures on the 22¢ Flag, according to Morison:

| | |
|----------------|-----------|
| Coils of 100 | 8,395,000 |
| Coils of 500 | 153,200 |
| Coils of 3,000 | 12,608 |

When these totals are multiplied out, we find that a total of 953.9 million 22¢ Flags will be in storage. That could add up to more than 19 million PNCs.

Caution is, therefore advisable, in paying very large sums for rare 22¢ Flags. But it needs to be said that it is entirely possible that not one Plate 3 roll may be among the stash in the vault.

In addition 204,000 22¢ Test Coil stamps are listed among the items held for mint sets.

Prices on the other coils remaining in the vaults have shown no tendency to climb, so no caution is required at today's moderate prices for these:

| | |
|----------------------------|--------|
| 3¢ Handcar | |
| Coils of 500 | 6,381 |
| Coils of 3,000 | 8,508 |
| 11¢ Stutz Bearcat | |
| Coils of 500 | 83,000 |
| Coils of 3,000 | 17,393 |
| 12¢ Stanley Steamer | |
| Coils of 500 | 33,678 |
| Coils of 3,000 | 64 |
| 17¢ Dog Sled | |
| Coils of 500 | 11,131 |
| Coils of 3,000 | 7,907 |

All of the stamps listed have been withdrawn from sale except the 22¢ Test Coil, 11¢ Bearcat, and 17¢ Dog Sled. But 1988 proved that withdrawn stamps, even the 3¢ Parkman, can come back to postal counters. Caution is advisable.

If your label says "2-89," this is the last issue you will receive.

Phosphored Yosemite makes debut a bit early

Continued from Page 19

would be at snowbound Yosemite for the first day. So they flooded him with requests for hand-canceled FDCs and unofficial first-day covers.

TPN Contributing Editor A.S. Cibulskas had heard a rumor that Plates 6 through 10 were being printed on phosphored paper. Armed with that rumor, Cibulskas found rolls of 100 of Plate 8 on sale at a postique set up at a stamp show in Connecticut on Feb. 12.

As soon as he laid one against Plate 4, he said, the slightly whiter paper proved he had found a phosphored Yosemite.

The stamps were from the C Press, with plate numbers 48 stamps apart. They will be catalogued as 25F8ii.

Early copies seen by *TPN* had a mottled look under UV, not the nice, clean tagging of the 22¢ Flag Test coils. Nor were they as white as the Test coils.

Dr. Robert Rabinowitz said Plate 8 stamps were on sale early because post offices were running short of rolls of 100 now that stocks of the 25¢ Honeybee are depleted and the 25¢ Bread Wagon is being retired from use.

If that occurred elsewhere, collectors are likely to find pre-dates of the phosphored stamps. *TPN* welcomes reports of early usages of Plate 8 and any other phosphored stamps that show up.

The Postal Service told *TPN* that other stamps would be issued on phosphored paper. It was not clear if they would be coils.

To tell them apart under short-wave ultraviolet light, note that phosphored stamps have tagging all over the face of the stamps. Earlier Yosemite stamps

have block tagging, with untagged rectangles around the vignette.

USPS said the phosphored stamps would be available only in rolls of 100. In its news release, it gave the item number as 7737P. That was an error.

Correct item numbers for all Yosemite stamps, provided by USPS, are:

0725—Rolls of 500, C Press.
0737—Rolls of 100, D Press.
N727—Rolls of 100, C Press.
7737—Rolls of 100, phosphored, C Press.

All stamps issued at Yosemite were Plate 8, Denson said. All his covers with plate numbers have red, two-ring cancels of the type used on registered mail. His unnumbered singles were obliterated with an FDOI hand cancel.

According to Denson, two other servicers were at Yosemite and used several cancels, including machine cancels and four-bar killers.

If phosphored 25Ts show up from other plates, they could be on FDCs if sent in for cancellation before the extended deadline. This appeared likely when this issue of *TPN* was being prepared.

Iowa dealer issues 3-ring PNC album

Stamps 'n' Stuff in West Des Moines has published a three-ring PNC album for collectors who do not want to collect a strip of five of each plate number.

Each page has spaces for strips of five of each PNC, tagged and precanceled. The album costs \$6.95 plus \$1 for postage and handling. Blank pages have spaces for strips of five but without headings or descriptions. These are \$5.95 (plus \$1) for 20 pages.

The address may be found on Page 33.

By deleting a clause, USPS makes precancel sales legal

The Postal Service has canceled the rule that it is illegal to sell unused precancels.

It did so in *The Postal Bulletin* dated Jan. 5, 1989, saying that the ban was impossible to administer and, therefore, was deleted from *The Domestic Mail Manual* (DMM).

The rule change was by the Rates and Classification Department, and was unknown by public relations people in the Stamp Information Branch of the Stamps Division until they read it in *The Postal Bulletin*.

The news was not without some confusion. *The Postal Bulletin* said Issue 30 of the DMM, dated March 19, 1988, had been updated. It meant March 19, 1989, which was not available to post offices until this month.

The key clause in *The Postal Bulletin* was in Item 4:

4. Since stamp collectors may also be permit holders, the prohibition in former DMM 143.22, constraining permit holders from selling unused precanceled stamps obtained under their permit, is unnecessary and impossible to administer. It has been deleted.

Texts of clauses pertinent to collectors in the *Domestic Mail Manual* affecting precancel use will be found on Page 32 of this issue. These texts are from a draft of the revisions supplied by the Stamp Information Branch, not from the final version as printed.

Index to Volume III (1988) of *The Plate Number* (omitting regular features)

| | | | | | |
|--|------------|--|------------------------|--|------------|
| Albums for PNCs | | Plate Number Coll Catalog | | | |
| Lighthouse due in June | 50 | New numbering | 21, 46 | "Buggy Whip" on Plate 6 | 76 |
| Scott's singles album | 62 | Computer bug in numbers | 32 | 5.2¢ Sleigh | |
| BEP data | | 1988 edition | 48 | Mat varieties | 61 |
| To September 1987 | 18 | Unlisted items (EPOs) | 51 | 5.5¢ Star Route Truck | |
| To June 1988 | 95 | Plate Number Colls Collectors Club | | "Burned Rubber" (ACibulskas) | 27 |
| Do BEP totals reflect scarcity? | 101 | Nucleus formed | 5 | 8.3¢ Ambulance B Press | |
| Catalogs | | Society launched | 27 | How to recognize | 49 |
| PNC Catalog numbers | 21, 46, 67 | Members named | 48, 89 | 10.9¢ Hansom Cab | |
| Scott <i>Specialized</i> | 22 | Precancels | | Find of Plates 3, 4 detailed | 26, 69, 77 |
| Minkus <i>Specialized American</i> | 76 | Sales illegal | 1, 54 | 20¢ Fire Pumper | |
| Computers | | PSS classifications (GGodin) | 10 | Plates 12-14 back on sale | 57, 66 |
| Bug in PNC numbers | 32 | Use on mail by collectors | 30 | Plate 2 scarcity (KLawrence) | 57 |
| Dealers | | USPS restates rules on use | 86 | USPS to tell what's in vaults | 88 |
| Chamberlain, Dennis | 2 | Rules on use (text) | 87 | Plate 5 maximum PNCs recalculated | 111 |
| Sleeze factor | 26 | Prices | | Transportation Series varieties | |
| Guide to | 29 | TPN Average | 5, 28, 45, 60, 78, 110 | Plate crack continuations (LHynes) | 65 |
| House of Farnam sold | 82 | Prices plummet at STAMPSHOW 88 | 94 | Layout marks (LOMs) (ACibulskas) | 80 |
| Exhibiting | | Printing | | Chocolate on press | 102 |
| How to show tagging | 15 | Offset official stamps | 93 | Udenominated | |
| First-day covers | | Rates | | "E" stamps | 44 |
| B Press reissues (KLawrence) | 17 | New 1988 postage rates | 41 | No yellow number | 77 |
| Scarcity table updated (KLawrence) | 21 | Rate table | 43 | Use on foreign mail | 47 |
| House of Farnam sold | 82 | Souvenir Pages | | USPS (see also precancels) | |
| AFDCS declines to sign some FDCs | 102 | Panels with PNCs (GBIankenship) | 28 | USPS vows to tell what's in vaults | 88 |
| Flag series | | Tagging | | Washington Monument | |
| "Flying Footprints" variety | 20 | How to exhibit | 15 | Tagged precancels (18M3P) | 31 |
| Doubling next to "Footprints" | 72 | Tagged precancels (18M3P) | 31, 42 | | |
| Honeybee | | Tips on tagging | 49 | | |
| Grading (AHaake) | 95 | Honeybee tagging | 98 | | |
| Serifed 1 (AHaake) | 95 | Press change and tagging | 100 | | |
| Tagging widths | 98 | The Plate Number | | | |
| Joint lines | 108 | Index to Volumes I, II | 34 | | |
| Labels | | Rate hike on 1st-class mail | 55, 87 | | |
| Research stolen (DBarrie-LaVergne) | 73 | Transportation Series by denomination | | | |
| 17¢ labels reveal contents (CClark) | 83 | 3¢ Conestoga Wagon, crack | 56 | | |
| Letters stamps | | 4.9¢ Buckboard: | | | |
| USPS sales total | 4 | Double line gaps (KCuniberti) | 1, 61 | | |
| Literature (see also "Catalogs") | | Low entries (KCuniberti) | 1 | | |
| Linn's Yearbook | 54 | "Split 6" variety (KCuniberti) | 7 | | |
| JAgri: <i>Transportation Coils</i> (MHill) | 106 | | | | |
| EDenson: <i>FDC Catalog</i> | 107 | | | | |

Try this TPN Quiz

How many errors can you find in the following question and answer, which appeared in *Stamp Collector* on Jan. 7?

Imperf coil

Q. The 20¢ Flag over Supreme Court coil stamp is listed in the Postal Service Guide to US Stamps as Scott #1895, but it does not list the stamp as imperf.

I have a plate number strip of 20 imperf plus a strip of about 25 with no plate number. The plate number on the first strip is 9.

I would like to know if this is an error, the value per five, pair, strip, etc. —A.S., Duchesne, Utah.

A. Imperforate errors of the 20¢ Flag over Supreme Court are listed as #1895a in the *Scott US Specialized Catalog*.

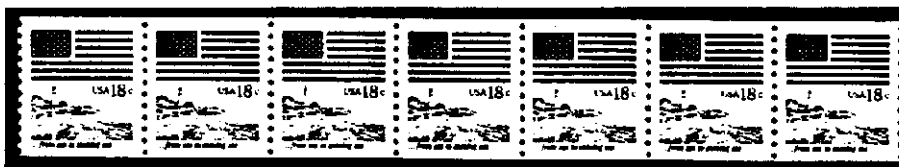
The plate number appears on every 24th stamp in a coil strip. Thus the strip of 20 just happened to contain the plate number, while the strip of 23 just missed.

Scott #1895 is probably the most common of all imperforate error stamps. Pairs sell for about \$5, although one dealer in EFOs was offering a pair for \$1 as an EFO approval premium. A strip of five with plate #9 is valued at about \$15. Prices for imperf strips with scarcer plate numbers would bring considerably more — Scott A. Shaulis.

Answers appear below.

Answers to TPN Quiz

1. The USPS *Guide* is a handy little thing, but it does not list varieties.
2. Since 20P9 was printed on the C Press, the plate number appears once in every 48 stamps.
3. An imperf strip of five is listed in the 1988 PNC *Catalog* at an estimate of \$125.
4. Prices of imperfs have nothing to do with the scarcity of the plate number. An imperforate strip of 20F14, of which only two copies are known, probably carries a four-digit price, although Plate 14 itself is not a scarce number. The price of an imperforate is based on the scarcity of the imperforate.



Lot 52: XF single in strip of seven, 18c Flag # 6

PNC FDC

MR. JOE R. LANE
Professional Philatelist
P.O. Box 31021, Houston, TX 77035
(713) 774-3970

Mail Sale

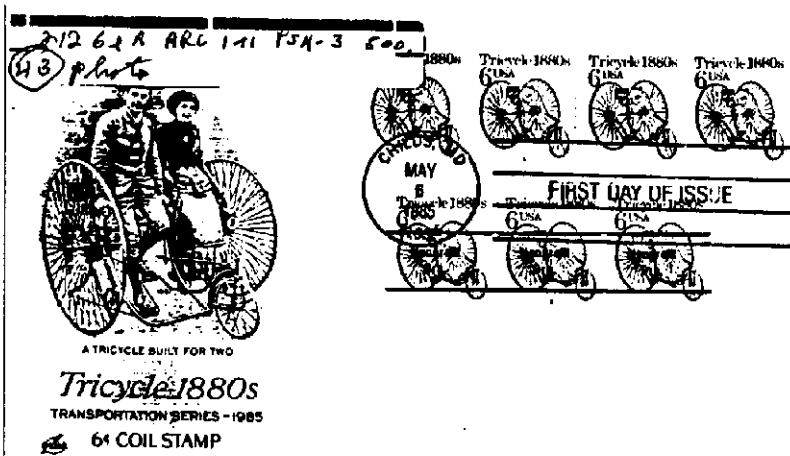
MAIL SALE ENDS: April 7, 1989

Where did all the good stuff go? I have some, and here's a sample:

Usual auction terms prevail. Submit your bid on any paper, postal card or by telephone. Successful bidders will be notified and must REMIT payment, including postage and insurance. Of course, any lot can be returned for full refund.

The following symbols indicate cancellation coverage: a=small clear; b=under 50% covers plate number; c=over 50%. Stamps are F, VF or XF as used by many dealers. Cachet maker abbreviations: ARI Aristocat, ARC Aircraft, ARM Armmaster, BAZ Bazaar, COL Colorano, FLW Fleetwood, HF House of Farnum. Send SASE for any cover you may need and other PNC FDCs on sale. Good luck!

| Lot | Scott | Cachet | Pl# | Est. | |
|-----------------------------|------------------------------|--------|-----|---------|-------|
| 1 | 1891 | ARC | 1 | PS3 | \$150 |
| 2 | 1891 | ARI | 1 | PS3 | 500 |
| 3 | 1891 | Gamm | 3 | PS3 | 500 |
| 4 | 1895 | HF | 3 | PS3 | 20 |
| 5 | 1895 | FLW | 2 | PS2 | 100 |
| 6 | 1895 | ARC | 3 | PS3 | 350 |
| 7 | 2115 | ARM | 2 | PS3 | 25 |
| 8 | 2115 | Gamm | 2 | PS3 | 30 |
| 9 | 2115 | King | T1 | PS3 | 25 |
| 10 | Yose | Gamm | 1,2 | PS3 ea. | 25 |
| 11 | Yose | Gamm | 1 | PS5 | 20 |
| 12 | Yose | Gamm | 2 | PS5 | 20 |
| 13 | 1897A | KMC | 4 | PS4 | 30 |
| 14 | 1897A | KMC | 3&4 | PS5 ea | 35 |
| 15 | 2223 | KMC | 1 | PS3 | 20 |
| 16 | 1898 | KMC | 1 | PS3 | 20 |
| 17 | 1898 | HF | 3 | PS4 | 15 |
| 18 | 1898 | Tudor | 3 | PS3 | 20 |
| 19 | 1898 | Tudor | 4 | PS4 | 20 |
| 20 | 2227 | Gill | 1 | PS5 | 12 |
| 21 | 2227 | ARC | 1 | PS5 | 10 |
| 22 | 2227 | KMC | 1 | PS5 | 15 |
| 23 | 2123 | KMC | 2 | PS3 | 15 |
| 24 | 2123 | COL | 1 | PS3 | 12 |
| 25 | 2123 | ARM | 1&2 | PS4&3 | 20 |
| 26 | 1898A | Gamm | 1 | PS2 | 10 |
| 27 | 1898A | Gamm | 2 | PS2 | 10 |
| 28 | 1898A | KMC | 3 | PS4 | 15 |
| 29 | 1898A | KMC | 4 | PS4 | 15 |
| 30 | 2124 | COL | 3 | PS3 | 12 |
| 31 | 2124 | COL | 4 | PS3 | 12 |
| 32 | 1899 | COL | 2 | PS4 b | 12 |
| 33 | 2255 | Gill | 1 | PS5 | 12 |
| 34 | 2255 | Gark | 1 | PS5 | 15 |
| 35 | 2255 | FLW | 1 | PS3 | 12 |
| 36 | 1900 w/1900a (no #) and U604 | KMC | 1 | PS3 | 500 |
| 37 | 1900 | Pugh | 2 | PS5 | 35 |
| 38 | 1900 | Gamm | 1 | PS4 | 15 |
| 39 | 2125 | | 1 | | |
| | 2125a | ARC | 1 | PS4 ea | 10 |
| 40 | 1901 | Gamm | 3 | PS4 | 15 |
| 41 | 1901 | BAZ | 4 | PS4 | 15 |
| 42 | 2126 | ARM | 1 | PS4 | 15 |
| 43 | 2126 | | 1 | PS4 | |
| | 2126a | ARC | 4 | PS3 | 500 |
| Rare! Only 10 exist! | | | | | |
| 44 | 2127 | | 1 | PS5 | |
| 45 | 2127a | HF | 1 | PS5 | 20 |
| 46 | 2127 | | 1 | | |
| | 2127a | HF | 1 | PS4 | 18 |
| 46 | 1902 | HF | 2 | PS3 | 16 |
| 47 | 7.6c | Gill | 1 | PS3 | 12 |
| 48 | 7.6c | ARC | 1 | PS5 | 10 |
| 49 | 8.4c | ARC | 1 | PS5 | 10 |
| 50 | 8.4c | ARC | 1 | PS52 | 10 |



Lot 43: 6c Tricycle in PS 4 tagged plus PS2 precancel and unnumbered single

Plate Number Colls

| Lot | Scott | Description | Est. |
|-----|-------|--|-------|
| 51 | 1891 | XF Pr. #3 | \$200 |
| 52 | 1891 | XF Single #6 in strip of 7. Sm break on 1R | 1500 |
| 53 | 1891 | Used VF # 6. Two perf's short on L. side | 400 |
| 54 | 1900 | U VF #5 PS3 | 90 |
| 55 | 1903 | F VF PS7 #5 | 200 |
| 56 | 1903 | F VF PS7 #6 | 200 |
| 57 | 1903a | XF PS5 #8 | 150 |
| 58 | 1904a | XF Used Single #3 | 70 |
| 59 | 1904a | XF Pr #3 | 90 |
| 60 | 1904a | XF Single #4 | 70 |
| 61 | 1904a | XF Pr. #4 | 90 |
| 62 | 1907 | XF Used PS3 #1 | 40 |
| 63 | 1907 | XF Used PS5 #1 | 70 |
| 64 | 1908 | XF Used PS3 #1 | 50 |
| 65 | 1908 | F Used PS3 #2 | 250 |
| 66 | 1908 | VF Used PS3 #7 | 75 |
| 67 | 1908 | VF Used PS3 #8 | 75 |
| 68 | 1908 | F Used PS5 #12 | 25 |
| 69 | 1908 | F Used PS5 #14 | 25 |
| 70 | 2005 | VF Used 1, 2, 3, 4 Singles | 10 |
| 71 | 2005 | VF Used PS3 #1 | 40 |
| 72 | 2005 | VF Used PS3 #2 | 40 |
| 73 | 2005 | VF Used PS3 #3 | 40 |
| 74 | 2005 | VF Used PS3 #4 | 40 |
| 75 | O135 | VF Used PS1 | 20 |

Classic First Day Covers

Pre-1949 FDCs are the hottest collecting area today.

| Lot | Scott | Description | Est. |
|---|--------------------------|-------------------------|-------|
| 76 | 551 | B/4 N. Haven Co. TA | \$235 |
| 77 | 557 | New York TA | 250 |
| 78 | 587 | Wash. D.C. IA | 70 |
| 79 | 600LP | Wash. D.C. TA | |
| | | Worden | 125 |
| 80 | 610 | Marion Ohio IA | 90 |
| 81 | 627 | Phil. Pa. TA | 30 |
| 82 | 644 | Albany, N.Y. Pl Sin. | 35 |
| 83 | 630a | New York N.Y. SA | 30 |
| 84 | 630a | N.Y. w/bottom selv. | 100 |
| 85 | 645 | Devon Pa. P/L 4 | 20 |
| 86 | 623 | Staunton Va. SA | 25 |
| 87 | 704-15 | One cover Wash. D.C. Y. | |
| | | Souren return | 200 |
| 88 | TA | Ditto on 12 Sep Covers | 200 |
| 89 | TA | Ditto on #10 env. | 150 |
| 90 | 656 | PR Wash D.C. TA VF | 120 |
| Hand-painted Kribbs, no plate number: | | | |
| 91 | 2128, 2128a, 2149, 2149a | | 400 |
| 92 | 2149a PS3 & PS2 | | 400 |
| 93 | 1901a PS2 with J97 No # | | 300 |
| Address codes: TA=typed; IA=ink; A=stamped | | | |
| Consignments wanted for future auctions. | | | |
| Prices realized: \$1 & SASE | | | |
| Send SASE for my mint/used PNC list. | | | |

Joint lines become a new subspecialty

By A. S. Cibulskas
Contributing Editor

It has been confirmed that the Honeybee was printed on both the C and D press. Examples of lines looking like joint lines have been found on stamps

BEP Card notes Bee difficulties

The 25¢ Honeybee was a tough stamp to print. Even before *TPN* saw the first copy of the attractive stamp, it carried a notice (on Page 75 of the September issue) warning of troubles for collectors because of the difficulties with printing a stamp on two presses.

Those difficulties were re-emphasized by the Bureau of Engraving and Printing when it issued a souvenir card to thank its employees for a job well done.

The card shows a large replica of the stamp with the bee crawling off the stamp as a BEP employee tries valiantly to hold it back. Two others are battling the huge bee itself.

Below the stamp are silhouettes of 14 people, some of them apparently children, cheering the combat that is seen in the vignette.

What this is all about is that BEP fought hard to keep the black (intaglio) bee aligned on the multicolored (offset) background.

To the right of the vignette, is this inscription.

BEE '88

In commemoration of those employees of the Bureau of Engraving and Printing whose sheer brilliance, dedication, steadfastness, innovativeness, and technical know-how made "Project Honeybee" a success. The Bureau salutes you.

The word "sheer" was misspelled as "shear."

Attached to the card is one Honeybee stamp, obliterated with a First Day of Issue hand cancel.

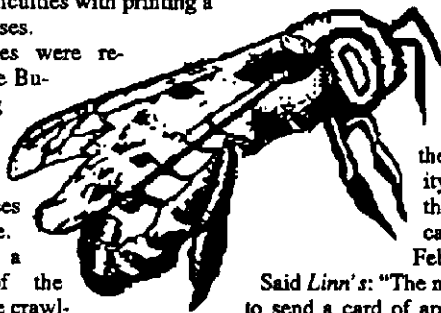
According to *Linn's*, about 80 cards were distributed to employees involved in the project and the stamps were bought by an employee who traveled to Omaha at his own expense to obtain stamps on the issue day.

A special trip to Omaha to buy 80

off both presses.

On the C Press issues, the lines were all single (one example of a C Press double line was reported early, but no subsequent reports have been received) and of a single color.

stamps seems to be an over-reaction to allay doubts about ethics. But the use of the hand cancel also proves that the card was authentically canceled on the day of issue, not in USPS'



FDC factory at Merrifield, Va.

According to *Linn's*, the cards were fetching \$100 because of their limited availability. *Linn's* deplored the making of the card in an editorial on Feb. 20.

Said *Linn's*: "The next time BEP wants to send a card of appreciation, let them buy one at a gift shop like everyone else does."

The story of the card really underlines the problems BEP encountered in trying to meet the request of Don McDowell, manager of the Stamps Division, to print offset coil definitives. McDowell reportedly believed that issuing more attractive stamps was a way to improve customer satisfaction with the Postal Service.

While there is no question that the Honeybee is a very nice-looking stamp, McDowell's enthusiasm was out of step with printing technology.

Aligning printing from two presses is always a problem; doing so with presses printing by different methods is even more difficult.

That is why the BEP tried hard to print as many Honeybees as possible on the combination D Press, which has both offset and intaglio capabilities.

Unfortunately, the timing was terrible. The huge Honeybee printing began June 6, 1988, just a month before the printing of the 1988 Christmas stamps, which also were to be printed on the D Press.

Thus, Honeybee production had to be switched back and forth between a combination of the Goebel Optiforma offset Press and the C Press on the one hand and the D Press on the other.

To date, single lines have been found as blue, red, black (from the offset plate), and, just recently reported, yellow. The single lines vary in length; from about half the height of a stamp to a complete line from top to bottom. They vary in intensity, but generally are readily visible.

The repeat cycle of lines on the C Press is every 25 stamps; hence the position varies in relation to the plate number.

To my knowledge, C Press lines are row specific. That means they occur in specific rows as opposed to the entire plate width.

[Ken Lawrence has said: "There is no logical reason why the Goebel seam lines should be one row only, since the system is the same as the D, but a larger circumference."

[My original supposition that the lines were row specific was based primarily on the fact that of the finds reported, the ratio was about one roll in every 15 to 20 rolls.]

In any event, to date, C Press lines have been much tougher to find and can be considered scarcer than D Press lines (see below) which, when found, are present on every row.

This provides a classic example of the law of supply and demand in operation. If my assumption is correct, C Press joint lines should be more attractive. However, the more plentiful D Press issues appear to be in greater demand. Why? Because the double joint lines are aesthetically more pleasing and dramatic? Because the position is constant in relation to the plate number, making them appropriate for gap collectors? Because of ease of finding?

On the D Press, there are usually two lines (there have been exceptions, including one that was a golden red-brown) and they are usually complete, top to bottom. They can be called "Cottrell-like" joint lines. They can vary in color, but generally appear as blue on the left and gray-black on the right. Under magnification, the left line may contain blue, green, and yellow components while the right line may contain red, purple and black. I have seen various mutations of these colors, resulting in brown, blue, or gray variants.

In commenting on the row-specificity question on the C Press, Lawrence also suggests that D Press items may not be

Continued on Page 24

Annual directory of dealers

Who deals in what?

TPN is again listing specialist dealers by their area of specialization.

This annual list is not all-inclusive, but should help you when you are looking for something. Save it.

If a dealer is not listed here, it simply means he is not known as a PNC specialist among his colleagues. A questionnaire was mailed to many dealers. Not all replied.

A listing here has nothing to do with whether a dealer advertises in *TPN*.

Auctions: Sam Houston Philatelics, Steve Ivy, Michael Karen, M&M/Southwest.

Commercial covers: Denson, Hickox, Lancaster, Maeder, Medlock, Stamps 'n' Stuff.

FDCs: Chamberlain, Denson, Discovery, Grossman, Esrati, H&H, Jaffe, Lanc, Maeder, Marrelli, M&M, Medlock, Norton, Stamps 'n' Stuff.

First-day programs: Maeder.

Labels: Cuniberti, Esrati, Medlock, Paquette, Dr. Rabinowitz.

Long strips, precancel gaps: Chamberlain, Cuniberti, Esrati, Haake, Maeder, Medlock, Dr. Rabinowitz, White Birch.

Mint pairs: Denson, Haake, Maeder, Stamps 'n' Stuff, Dr. Rabinowitz, Selig.

Mint singles: Denson, Discovery, Haake, Jaffe, Maeder, Marrelli, M&M, Medlock, Dr. Rabinowitz, Selig, Stamps 'n' Stuff, Stamps in Motion.

Number at top: A. S. Cibulskas, Dr. Rabinowitz.

Paper types: Cuniberti, Maeder.

PNCs, general: Chamberlain, Cibulskas, Denson, Dale, Degon, Denson, Discovery, Esrati, Grossman, H&H, Haake, Jaffe, Karen, Kusnitz, Lipson, M&M, Maeder, Marrelli, Medlock, Paquette, Dr. Rabinowitz, Runzler, Selig, Stamps in Motion, Stamps 'n' Stuff, Tacoma Mall, White Birch.

PNC varieties: Chamberlain, Cibulskas, Cuniberti, Denson, Discovery, Esrati, Haake, Lipson, Maeder, M&M, Marrelli, Medlock, Dr. Rabinowitz, Selig, Stamps 'n' Stuff, White Birch.

Precancel gaps: See "Long strips" above.

Tagging shifts: Mueggenberg.

Used singles: Denson, Hickox, Lipson, Maeder, Marrelli, Medlock, Stamps 'n' Stuff.

Wholesalers: Haake, Langs, Marrelli, Dr. Rabinowitz.

PNC Literature: Denson, Esrati, Dr. Rabinowitz, Tacoma Mall, Rob Washburn.

PNC albums: Brown, Cuniberti (SAFE), Denson, Esrati, M&M, Medlock, Dr. Rabinowitz, Stamps 'n' Stuff.

Souvenir pages: Maeder.

Dealer directory

The number after the ZIP Code is the percentage of discount offered to members of PNC³. This would be on top of any other discounts offered. The following codes are then used.

A: Prices stamps as F-VF and charges a premium for better grades. Numbers indicate premiums.

B: Prices according to condition.

Where these data are missing, dealer did not reply to questionnaire.

Douglas F. Brown, Postage Stamp Gallery, 1887 Mannville Dr., Chamblee, GA 30341. ("I will give a 10% discount on sets of my album if *TPN* is mentioned.")

Dennis D. Chamberlain, P.O. Box 560, Davis, CA 95617.

A. S. Cibulskas, 28 Westwood Rd., Stamford, CT 06902. (203) 327-9676 (evenings and weekends). 5%. A, 30% XF.

Kim Cuniberti/Contemporary Coins, P.O. Box 3654, Danbury CT 06813-3654. (203) 431-4303. 0% B.

Ronald Czapliski, P.O. Box 1812, Bellflower, CA 90706.

Dale Enterprises, Inc., P.O. Box 539, Emmaus, PA 18049. (215) 433-3303.

Elmer Degon, 5 S. Belfast Ave., Augusta, ME 04330.

Ed Denson, P.O. Box 158, Alderpoint, CA 95411. (707) 926-5312. 0%. A, 25% VF; 50% XF ("sometimes more.")

Discovery Stamps, P.O. Box 2502, Syracuse, NY 13220-2502. (315) 652-5517. 10%. A, 30% VF; 40% XF.

Steve Esrati, P.O. Box 20130, Shaker Heights, OH 44120-0130. (216) 561-9393. 5% B.

Howard Grossman, 230 Jay St., Brooklyn, NY 11201. 0% B.

Al Haake, Rt. 1 Box 65, Germantown, IL 62245. (618) 523-4716 (evenings and weekends). 0% B.

H&H Stamps and Coins, P.O. Box 853, Addison, IL 60101. (312) 628-0273 (after 7 p.m.) 15%. A, 35% VF; 40% XF.

Max D. Hickox, Box 21081, Denver, CO 80221. 10% B.

Sam Houston Philatelics, 13310 Westheimer #150, Houston, TX 77077. (713) 493-6386. 5% B.

Steve Ivy Philatelic Auctions, Inc., 311 Market St., Dallas, TX 75202-9990. 1-(800) STAMPS-1.

Michael Jaffe Stamps, P.O. Box 61484, Vancouver, WA 98666. 10% B.

Michael M. Karen, 1025 Rosedale Rd., Box 517, N. Woodmere, NY 11582.

Vern Kraus, 3513-107th St., Kenosha, WI 53142. Bourses only.

Stewart Kusnitz, 17 Second St., Fall River, MA 02720. (617) 674-3595.

William S. Langs, P.O. Box 851, Ansonia Sta-

tion, NY 10023. (212) 724-7340.

Rick Lancaster, P.O. Box 428, Skowhegan, ME 04976. (207) 474-8276.

Joe R. Lane, 11135 Kitty Brook, Houston, TX 77071. (713) 774-3970.

Michael B. Lipson, P.O. Box 2543, Reston, VA 22091. 0%. A, 25% for XF.

Tom Maeder, 1604 Bardale Ave., San Pedro, CA 90731. (213) 833-7937. 5% B.

M&M/Southwest, 3182 E. Indian School Rd., Phoenix, AZ 85016. (602) 220-0601. (Orders 1-800 553-3551). 5%. A, 50% for XF.

Howard "Skip" Medlock, Jr., Red Raider Stamps, 4123 W. 18th St., Lubbock, TX 79416-6008. (806) 795-1706. 10%. A, 20% VF; 40% XF.

Frank Marrelli, 4617-23rd Ave., Kenosha, WI. (414) 652-9622. 10% B.

Miller's Mint, 313 E. Main St., Patchogue, NY 11722.

Bill Norton, Erga Studios, P.O. Box 56086, Little Rock, AR 72215-6086. (501) 224-8559. 5%.

Gene Paquette, P.O. Box 6398, Scottsdale, AZ 85201. (602) 948-7429.

Dr. Robert Rabinowitz, 37 Stanwick Pl., Stamford, CT 06905. (203) 325-2312 (evenings and weekends). 0%. A, 20% VF; 40% XF.

Craig Selig, P.O. Box 11725, Fort Wayne, IN 46860. (219) 749-4995. 0% ("Everyone is treated the same.") A; declined to state surcharge.

Stamps in Motion, P.O. Box 490, Lewisburg, PA 17837. 5% B.

Stamps 'n' Stuff, 2700 University, Suite 204, W Des Moines, IA 50265. (515) 224-1737. 10%. A, 0% for VF; 35% for XF.

Tacoma Mall Coins & Stamps, 320 Tacoma Mall, Tacoma, WA. 98409. 10%. B (prices by Brookman, Scott and Linn's)

Rob Washburn, P.O. Box 840, Skowhegan, ME 04976.

White Birch (Joseph Coveney), P.O. Box 91, Orchard Park, NY 14127-0091. 0% B. Bourses only.

Terry L. Wilke, 1169 Three Forks Dr. S., Westerville, OH 43081. (614) 895-374.

Honeybee's lines are off both presses

Continued from Page 23

on every row.

The above-stated characteristics, however, have evolved into a new subspecialty, that of joint lines by position. The table below summarizes the known D Press joint line positions to date. Remember, D Press lines have a repeat interval of 24.

Reports of additional finds are solicited. Write me at 28 Westwood Rd., Stamford, Conn. 06902.

Reported to date on the D Press are:
Plate 1: 12L, 11L, 10L, 9L, 8L, 9R, 10R, 11R.

Plate 2: 11L, 10L, 9L, 8L, 7L, 6L, 3R, 6R, 8R.

Copyright © 1989, by A. S. Cibulskas

Report on plate and mat varieties—Part XIV

By A.S. Cibulskas
Contributing Editor

1¢ Omnibus

a. Plate 1. Plate gouge at 2L just to the left of the third/fourth perf hole from the bottom. Previously reported (Warzala) and now confirmed as constant. (Maves)

4.9¢ Buckboard

a. Mat variety, Plates 1 and 2, Gap 4R. Diagonal line through the "o" of "board" at 7R. Constant. (Tillet)

7.1¢ Tractor

a. Plate 1, inscribed. Dirt clod above rear wheel. Constant at 6L. (Phelps)

8.5¢ Tow Truck

a. Plate 2, precanceled. Apostrophe near the top edge, centered over the "s" in the date. Constant at 1R. (Haake)

b. Plate 2, precanceled. Flying rock near the left perfs at about 9 o'clock position of the left front wheel. Constant at 4L. (Haake)

Note: The two varieties above are in the same roll.
c. Plate 1, precanceled. Dot above the roof and below the "5" of the denomination. Constant at 1R. (Maves)

d. Plate 1, precanceled. Flying rock in front of the truck, close to the perfs. Constant at 20L. (Maves)

e. Plate 1, precanceled. Dot over the truck's roof. Constant at 26L. (Maves)

Note: Varieties "c" through "e" are in the same roll.

f. Plate 1, precanceled. Slashed left rear tire. Constant at 15L. (Maves)

g. Plate 1, precanceled. Dot behind hook. Constant at 5R. (Maves)

h. Plate 1, precanceled. Rock on road under right rear wheel. Constant at 6R. (Maves)

i. Plate 1, precanceled. Rock on road just above and right of the second perf from the bottom. Constant at 17R. (Maves)

Note: Varieties "f" through "i" are in the same roll.

j. Plate 1, precanceled. Dot below the tow arm. Constant at 18R. (Maves)

k. Plate 1, precanceled. Dot behind hook on tow bar. Constant at 3R. (Maves)

10.1¢ Oil Wagon

a. Plate 1, precanceled. Dot below and center-right of "8" of date. Constant as duplicate copies were submitted. Position unknown. (Maves)

11¢ Caboose

a. Plate 1, precanceled. Mat variety. Breaks in both precancel lines at 8R. Approximately a 3mm gap in the bottom line and a gouge in the top line directly above the break. (Cibulskas)

b. Plate 1, precanceled. Hyphen under roof at front of caboose. Constant at 3L. (Maves)

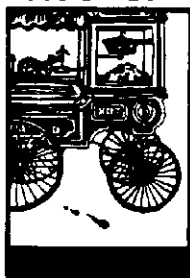
c. Plate 1, precanceled. Dot under "k" of "Bulk." Constant at 19R. (Maves)

d. Plate 1, precanceled. Dot under the zero of the date. Constant at 12L. (Maves)

Note: Varieties "b" through "d" are in the same roll.

12.5¢ Pushcart

a. Plate 1, precanceled. Dot just outside (left) of the leg support of the cart. Constant at 2R. (Maves)



© Nazar, '89

"Spilled Popcorn," left, on 16.7T1P at 12L.

"Plane over Capitol," right, found at 1R on 22F1 by Richard J. Nazar.



© Nazar, '89

© 1989 by Richard J. Nazar

13.2¢ Coal Car

a. Plate 1. Bottom parts of the lettering in "Coal Car" and the date are missing. Most noticeable on the "s" and "r" of "Car" and the "8," "0" and "a" of the date. PS/S strips submitted and reported as occurring throughout the rolls. (Anon.)

15¢ Tugboat

a. Plate 1. Small dots in front of the boat. Constant at 5R. (Maves)

16.7¢ Popcorn Wagon

a. Plate 1. Comma to the right bottom of the "A" in "USA." Constant at 5R. (Maves)

b. (Previously reported in TPN in November, now illustrated by Richard J. Nazar) Plate gouge/scratch diagonally below and between the wheels progresses downward toward the right corner. Constant at 12L. (Caruthers)

17¢ Electric Auto

a. Plate 7. Plate chip to the right side of the joint line, about in the middle. Constancy confirmed. (Meyersburg)

b. Plate 3, precanceled in Style BA, Gap 4R. Constant mat variety results in a diagonal line through the "o" in "Auto" at 4R. (Eastman)

18¢ Flag

a. Dot under and about half way between the "s" and "e" of "sea." Constant at 1L. (Phelps)

20.5¢ Fire Engine

a. Dot in zero of the denomination at about 2 o'clock. Constant at 23L. (Eastman)

b. Multiple plate gouges right of the "2" and inside the "0" of the denomination. Constant at 16L. (Agrodinia)

c. Missing ink variety. Appears constant at 17L. Parts of the letters "ort" in "Presort" are missing; about 10% of the "o", about 50% of the "r" and about 70% of the "t." Constant in a roll of 500. Any other confirmation? (Schautinger)

21.1¢ Letters

See separate article in this issue of TPN.

22¢ Flag

a. Plate 15. Red dot to the right of the flag. Constant at 1L. (Washburn)

b. Plate 17. Comet by the Capitol, between the dome and "USA." Constant at 1L. (Tillet)

c. Plate 17. Dot in the right margin near the third perf hole from the bottom. Constant at 1R. (Tillet)

25¢ Honeybee

a. Cottrell-like joint lines: See separate article in this issue of *The Plate Number*.

b. Numerous reports of red "hairlines," or "threadlike" or "feathery" lines. These are generally horizontal, about 2-3mm long, in the white area outside the design's right edge. Several vertical positionings of seemingly identical lines have been confirmed. These are all on the C Press printings, hence the position wanders in relation to the plate number.

c. Plate 1. Red crack/scratch results in a line of the design area on 13L and proceeding upward diagonally to the second perf hole from the bottom edge; then proceeding essentially vertically through two additional perf holes and curving slightly to the right;

then continuing diagonally upward through the white margin area on 12L and finally disappearing after crossing into the yellow background of the design area. Confirmed as constant on different rolls from different sources. (Harrick)

25¢ Official

a. Although this issue has no plate number, this item may be of interest to some. Cottrell-like double joint lines. Constant every 24 stamps. (Cibulskas)

Moser finds mat flaws in Style C precancel

Howard A. Moser, a veteran dealer in precancels, has found a steady deterioration of the bottom of the left leg of the "A" in the Style C precancel on the 17¢ Electric Auto.

Moser submitted eight examples, each with a bit more missing from the bottom of the left downstroke.

In the last stamp, the "A" looked like this:



In the earlier stages of the decay, the left leg came all the way to the bottom but had a concave cutout at the bottom, making it into a sharp point.

All the examples were used singles. Moser did not report any relationship to precancel gaps, although some were on numbered stamps of Plates 3, 4, 5, and 7.

Readers are urged to report finds with gap or number to A.S. Cibulskas.

Memo: Reserve your 1989 PNC Catalog now. \$15, postpaid (\$16.05 in Ohio). Due in late May from P.O. Box 20130, Shaker Heights, OH 44120.

TAGGING VARIETIES
WANTED
TAG SHIFT HARRY
MUEGGENBURG
3535 BLUFF COURT
CARMICHAEL CA. 95608

Mailer's postmarks explained; TPN blasted

I have the following response to the question posed concerning the reason for the Mailer's Postmark Permit cancel over precanceled (and/or service-inscribed) stamps (TPN January 1988, Page 14). According to the instruction booklet given to bulk mailers by the USPS:

Stamps pre-cancelled by the two bars only, city and state not shown, must include a return address. If the return address is not within the delivery area of the post office of mailing, the mailer must either place a cancellation endorsement to the left of the postage showing city, two-letter state abbreviation, and ZIP Code where mailed, or submit, at the time of mailing, a duplicate of the mailing statement and a sample mailing piece, both in an envelope stamped and addressed to the postmaster at the post office shown in the return address.

Notice that the date is not necessary and none of my examples include it. However, the instruction booklet from which I quote is dated May 1983. Requirements may have subsequently changed. I really like these covers because the stamp is tied to the cover, providing visible proof of USPS processing.

With reference to Ed Bizub's letter to TPN (September 1988, Page 92), I wish to reiterate that the slate-blue variety of the 22F is known to exist on Plate 2 as well as Plate 4 and the variety has been found in several locations across the country. I was the buyer of that one-of-two plate number strips found by Mr. Bizub and can send it for inspection if necessary.

I am concerned because I have noted the exclusion of the brick-red variety of the 20F in the past Scott catalogs and, therefore, feel that it is vital that all finds of the slate-blue 22F be reported, at least, in the *Plate Number Coil Catalog*.

Tom Maeder tells me that there are only 15 known numbered Plate 4 strips of the slate-blue variety. Mr. Bizub's find confirms at least two copies of the variety from Plate 2. Do you know how many others exist?

Debbie Pezzillo
PNC³ 202
Birmingham, Ala.

Letters to TPN

With these letters, TPN returns to its roots, the round-robin newsletter circulated among members of the Plate Number Coil Study Group.

In the round robin, the findings of one member were often disputed, corrected, expanded, or clarified later by another member.

Through the process, which continued off and on for four years before TPN was launched in 1986, we all learned from each other.

It is better to report what is known or believed than to wait for someone in the far-off future to write the definitive study, certain that he or she will by then have nailed down every question, every point of dispute, every error of BEP. If one were to wait, one might never get answers to questions, because some questions will never be answered.

Neither the editor of TPN nor anyone who contributes to it makes any claim to infallibility. TPN is intended as a forum for the exchange of news and ideas about PNCs. Everyone's views are welcome.

[In reply: (by Ken Lawrence): There are a lot more plate strips of the slate-blue 22¢ Flag than the number known by Tom Maeder. Several of the finds were sold and traded outside PNC circles.]

[In reply: (by Steve Esrati) Maeder reports sale of a strip of five from Plate 4 for \$550 in January by M&M/Southwest.]

TPN full of mistakes

The January TPN has lots of mistakes. You're getting really careless.

- Honeybee seam lines cannot come from the edge of the blanket. The blanket does not create images; it only transfers them. Unless the plate is inked at that point, the blanket will not print.

[In reply: The statement that the lines came from the blanket roll was made by Ira Polikoff of the Bureau of Engraving and Printing.]

- C Press Honeybees are not reword after the Goebel [Optiforma] press run.

[In reply: TPN stands corrected.]

- The imperforate spliced 17¢ Auto/20¢ Flag strip is genuine. The splice is for the coiling equipment, not the press.

- Dr. John Greenwood has not reported 25¢ Flag Over Yosemite Plates 4 and 5 as imperforates. He has reported Plates 2 and 3.

- The brick-red and slate-blue varieties on Flag coils are not major errors. They result from ink contamination, and occur in continuous shade gradations, not a

single "wrong" color, just like the gray 5¢ Motorcycles.

[In reply: The remark was made in discussing the 1989 Scott Specialized which did not list them. Readers are urged to look at Scott 32, the 10¢ of 1857, listed and priced in Scott as green, dark green, bluish green, and yellowish green. It is not really important how the color variety occurred. What is important is that it exists and got past BEP inspectors. Since it exists; it belongs in Scott.]

Rebuttal by Ken Lawrence: True enough, but these aren't major color errors, either. But even if Scott should list some modern coil color shades (on the 9.3¢ Mail Wagon, the 10.9¢ Hansom Cab, and the 25¢ Bread Wagon, certainly),

that would not justify the listing of ink contamination freaks, which are legion, and are not listed by Scott as a matter of policy.

- The blotches of yellow in the Honeybee margins, which I reported [in *Linn's*], several months ago, cannot be created as you describe.

If there was no washup following a web break, the result would be:

(a) multiple images parallel to the subjects, but none with random blotches and none in the top and bottom margins;

(b) ink on both sides of the paper, offset from the impression cylinder as well as from the blanket. Ask your printer to show you.

Worse, however, is that if that had occurred on the Honeybee offset run, it would not be called a "double impression" or a "true double printing," which has a very specific philatelic meaning, i.e., printed twice.

[In reply: TPN clearly said: "A preliminary guess is that he has found a double printing from the blanket roll. All of the following is conjecture or speculation. It is hoped that Cibulskas will send a stamp to the Bureau ... for an explanation." (Emphasis added.)

*[Since then, the Bureau has explained that the yellow blotches were caused by a dirty blanket, so TPN was correct in attributing the cause to the blanket. Where TPN erred was in calling it a double impression. Richard McP. Cabeen's *Standard Handbook of Stamp Collecting**

over Honeybee, wrong use of terminology

refers to this phenomenon as follows:

The varieties in offset stamps are largely due to poor cleaning of the blanket roll between revolutions. Phantom images give the effect of light double impressions, and plate numbers and the like appear as phantoms along with the normal numbers.

[The random nature of the splotching has been explained by BEP as being caused by a dirty blanket. Accordingly, *TPN* and the 1989 *PNC Catalog* will call them phantom images.]

• The solid background on the 25¢ Honeybee, and the color of the blotches in the margins from the dirty blanket, are PMS yellow, not process yellow. Process colors are used for screened halftones to simulate "full" color. On the Honeybee, the process yellow is the Honeybee body and the green leaves.

• You wrote "...typography, which has a mirror image on the plate..." You should have said "usually." Typography (letterpress, letterset, flexography, etc.) is also used for offset, just as lithography is, but without the need for a dampening system. In that case, the plate, chase, or cylinder is right-reading while the blanket has the mirror image.

• Doctor blade streaks are parallel to the web, not jagged or diagonal across it.

[In reply: A.S. Cibulskas, in describing an unexplained line across 21.1M2, said doctor blades had been suggested as a cause. He ruled that theory out.]

• Mailer postmarks are used to precancel stamps, as I and others have written many times. There is even a specialist society of mailer's postmark collectors, most of whom have their own mailer's postmark permits and devices. How has Thom missed all of that?

[In reply: That is precisely the point in running Thom's question. Many things that are known to some collectors as "Oh, everybody knows that!" are total mysteries to many others. We are not all knowledgeable about all aspects of our hobby. The purpose of a magazine such as *TPN* is to make such information available. Thank you for your response.]

• I'm still not comfortable with the *TPN* Average. By using exclusively "blue chips," rather than an entire collection, it encourages speculation rather than collecting—betting on what somebody else might someday have to pay a lot of money for, rather than the gentler fact of growth or decline in the value of a PNC collection. I know that specula-

tors cannot be kept out of the hobby, but I hate to give them encouragement. They are the parasites who spoiled things so badly in the late 1970s.

• Diane Thompson, whose evident contempt for the first Amendment is regrettably typical of a lot of lawyers, is not really worried that we'll think she's making millions from her PNCs (although nobody would think she's running a charity, either). She's rightly concerned that we'll be appalled at how little she's offering to pay. Would you want her to be your executor?

• I think it would be a serious mistake to price used singles in the catalog according to the findings in mixture samples rather than the actual prices charged by dealers.

[In reply: The writer of this letter sets the price estimates for used singles in *The PNC Catalog*. That being the case, his expertise was inadvertently criticized by the remark that catalog values should reflect scarcity. An apology is extended.]

Even if the samples accurately reflect the universe, scarcity/commonness are not the sole factors affecting the market.

In actual fact, the market for single-stamp used PNC sales of first-class-rate stamps is not the only one, and for many stamps not even the principal one. One source of "leveling" is the large and well-established group of plate singles collectors who want just one plate single of each stamp and don't care about the specific plate number. If you subscribe to the APS U.S. plate singles sales circuit, as I have for years, you'll see what I mean.

The second, most typical PNC market is sales of sets (complete sets of 20¢ Flags and Pumpers, five or six different 18¢ Flags, etc.) The individual single market is what's left, and is further modified by the floor price which is really a minimum handling fee.

Ken Lawrence
Jackson, Miss.

Joint line prices

Recently I have noticed ads for various strips of the 25¢ Honeybee which contain lines. The premium that is being quoted for these "scarce" items is far beyond a reasonable amount. Every roll I have examined contains these "joint lines," making this a common item, in my opinion.

Therefore, the asking price of \$18 for strips of 10 with a face value of \$2.50 seems to be excessive, and \$22-\$23 for strips of 16 (face value \$4) is likewise.

I wish to alert all PNC collectors that this item is common and to avoid the excessive premium by buying your strips from another source.

John D. Galu
Middletown, N.Y.

Please add more to catalog

I am a user of the *PNC Catalog*, and I am just writing to express my wish that for next year's edition two more appendices be added: one listing the Transportation coils that have been found imperforate and another listing which stamps are in coils of 50, 100, 500, etc. as well as whatever knowledge there is which would aid me in being able to look at the outside of a roll and be able to tell me what plate number or numbers are inside.

Question: If a stamp is known to have plate numbers 1 and 2, if I ask the postal clerk what number she has and she unrolls it and finds Number 1, is there any reason for her to keep unrolling till she gets to the next number to see if it might be a Number 2? In which cases might that happen?

I would also like to see an illustrated list of all the different major plate crack varieties.

Jerry D. Moore
San Rafael, Calif.

[In reply: An appendix listing imperforates may be included in the 1990 edition. An appendix listing roll size would be welcome, but that information is still not available. Here's a project for someone to start working on.

[The PNC Label Study Group is working diligently on sorting out the labels, but it will take time before we get that information. *TPN* was the first publication to publish any such information. As more becomes available, it will be published here.

[You will have a hard time today finding a roll with more than one plate number on it. That only happened with stamps printed on the Cottrell presses, which have long been taken out of service. Today's stamps have the same plate number throughout the roll.

[An illustrated list of major plate

Conestoga crack is all one

Scott Adams has checked many rolls of 500 of the 3¢ Conestoga Wagon. He says the plate crack illustrated in our last issue is the upward continuation of the "Burning Conestoga Wagon." Meanwhile, A.S. Cibulskas confirms that the illustration was, indeed, the same two rows reported by Jerry McKenna.

Said Adams, "The way that crack runs right up to the top of the upper stamp, I'm almost sure it goes up further, but so far we haven't found the fourth row. We'll keep looking."

Rana and Stephen Mazepa won a gold medal in the youth division at Chicagopex with their Transportation coils. They also picked up the H.E. Harris Medal of the Junior Philatelic Association and the Chicago Philatelic Society's Youth Grand Award.

Kim Cuniberti, a new member of the PNC Study Group who has been an all-around PNC dealer for several years, has given up "the PS/3 and PS/5 thing" to

have more time for painting.

Cuniberti will continue to deal in paper types, double-gap strips of the 4.9¢ Buckboard, long Cottrell gap strips and long gap strips from the B. Press.

Plates 5 and 13 of the 20¢ Fire Pumper were still on sale in vending machines at post offices in the St. Louis area in January, according to Bobby Reece, Jr.

David E. Barrie-LaVergne has started sending out *Label Mania*, the journal of the Label Study Group.

The January issue notes that the preliminary Label Key, issued in October, needs many updates. A revised version is promised for STaMpsHOW 89. A partial catalog is expected by year's end.

January's *Mania* has an illustrated feature article on eight varieties of the labels found on rolls of 500 of the 5.2¢ Sleigh. Plates 3 and 5 can be spotted by a pale blue label. There is, as yet, no information on the labels for Plates 4 and 6.

Jacques Schiff says Flag/Auto splice is possible

Continued from Page 27

cracks is beyond the budget for the catalog. The 1989 edition has had to drop some varieties to make room for the new ones found since last year.)

Impossible splice?

Jacques Schiff spoke at ORCOEXPO last weekend, and Dr. John Greenwood asked him if he thought the 17¢ Electric Auto-20¢ Flag splice was impossible. Schiff's view was that it is possible.

Tom Maeder
San Pedro, Calif.

Worth \$500?

James Griffin and Carl Ditsch found five 18F6s in about 328 pounds of mixture, or one gem per 65.6 pounds.

If there are 2,000 stamps in a pound, you will look at an average of 131,200 before finding your treasure. If you're really lucky, your find will have all of its perforations and a light cancel. Is it worth 500 bucks?

Thom E. Wheeler
Galion, Ohio

Mixture finds

I have been going through a few

pounds of U.S. mission mix over the past few months. The numbers of 20¢ and 22¢ Flag PNCs come out reasonably similar to the published statistics. Presumably, looking over only the past few months has skewed my numbers somewhat.

I have found very few 18¢ Surrey and 20¢ Pumper PNCs. One other statistic that may be interesting is the numbers of PNCs per pound. I bought 5 to 10 pounds of general U.S. mixtures from Mixturemart, Swan, Soybean and Gerlach.

The number of PNCs per pound varied from a low of 10 from one supplier to a high of 18 from another. The other two were in between. Very few Transportation Series PNCs were found in any of the lots. It makes me wonder if they were truly unpicked.

Dr. Joel Weiner
Edmonton, Alta.

[In reply: Since the Flag results fell into the range of other finds, the lateness of Dr. Weiner's search may have affected his mixes more than pre-picking. Names of his below-expectation suppliers have been deleted by TPN, but we'll keep track of them for later reports.

[Keep those reports coming!]

All the PNC news
that Fits, we'll print

Mania is mailed free to anyone genuinely interested in PNC labels. It might be a good idea to include 45 cents in postage to B.-LaVergne, 27 Braddock Park, Boston, MA 02116-5816.

Scott Publishing Co. has released its 1988 supplements for PNC albums. The 12-page Comprehensive album's supplement (\$12.95) includes updates for new 1988 stamps.

The three-page Simplified supplement is \$5.95 and includes a separate page for the Test coil, even though it is not given a separate catalog number in the Scott catalog. The Singles album has 22 new pages and costs \$9.95.

Gary Davis has found 25¢ Honeybees with "joint lines" 24 stamps apart and a mirror-image black bee on the gum side.

Wayne Chevery, who deals in tagging varieties, says the following strips exist without tagging: 20F5, 20M3 and 20M4, 22F2 and 22F4, 1T3 and 1T4, 4T3 and 4T4, 11T3 and 11T4, 12T1 and 12T2, 14T3 and 14T4, 18M3, and 22U1 and 22U2.

Rob Washburn reports multiple finds of an untagged 20F14.

When Dr. Leon J. Cheris, a PNC collector, edited the tagging section of the Minkus catalog, these would have been catalogued at hefty premiums. The new Minkus picked up the old Cheris material, but did not update it. No PNC tagging errors!

H. Harry Mueggenburg, a specialist in tag shifts, had to make his own stamp mounts because no commercial mounts allowed ultraviolet light to penetrate. He went to polyethylene.

Mueggenburg said his mounts do not contain plasticizers and cannot damage stamps. A test by TPN showed that UV does, indeed, work through the mounts.

Vern Kraus, a veteran PNC dealer, recently struck PNC gold when he began going through about 700 pounds of used stamps on cover in some 30 boxes.

"What got me hepped up," he said, "was the fact that I found an 18F6 in one of the boxes when I was unloading them from the car — just by grabbing handfuls off the top."

In the first 16 boxes he found two 18F7, the first found in mixtures. Kraus said neither was dated.

'89 PNC catalog adopts readers' ideas

Yes, we do listen.

Unlike other catalogs, *The PNC Catalog* tries to meet the wishes of collectors.

Coming in the 1989 edition, which should be out at the end of May, are prices of mint singles, as requested by E.K. Whiteman of Lynnwood, Wash., and others. But Mr. Whiteman did not get his second wish, that we resume pricing of strips of four.

The reason is that his request was the only one. Few dealers offer strips of four while many now offer mint singles.

Scott Adams of Mechanicsville, N.Y., asked for a checklist for varieties. This was in the works for a while, but was

scrubbed because Rob Washburn has published such a checklist.

Working mint-singles prices into the catalog ran into a problem. To make space for them, they were put on the same line with used singles. But here we ran afoul of philatelic usage. The only way to fit in the mint singles was to put them to the right of the used-singles prices. That keeps all the mint prices in the same (right) column.

We realize that all other catalogs price mint at the left and used at the right, but we simply could not find a typographical method of doing so. Suggestions from anyone?

The way an entry will look this year is as follows (this one is for 3T1):

| | Used | Mint |
|------------|------|------|
| Single | .95 | .95 |
| Pair | | 1.05 |
| Strip of 3 | | 1.35 |
| Strip of 5 | | 1.60 |

The size is the same as in the catalog. We switched to three-column pages.

Other new features include scarcity rankings for paper types (courtesy of Kim Cuniberti) and a listing of PNCs on First-Day programs (courtesy of Ken Lawrence).

In working up the price estimates, certain trends became apparent. While the "Dirty Dozen," the most expensive PNCs, continued to go up in price, many run-of-the-mill strips went down.

Another trend has been that prices have increased for strips shorter than five. Strips of three have climbed closer to the prices of strips of five. Pairs and mint singles (yes, we did keep track of them even though they were not cataloged) did likewise.

We have given the entire catalog a bet-

ter typographical look, partly by making the important type larger (again at users' request). We have had to put one project on hold. Tom Maeder of the PNC Study Group and one of the co-workers on the catalog, suggested pricing commercial covers bearing PNCs. That may happen next year. But for this year, the idea came too late.

But we do listen. Dr. Robert Rabinowitz, a dealer in Cottrell gap long strips, was unhappy with the comments in the gap scarcity tables (Appendix A). In one instance where we listed only one find, he said he had made two finds himself.

So we did the best thing we could. We invited Dr. Rabinowitz to join the Gap Committee, chaired by Larry G. Haynes, and to give us the wisdom of his experience.

Others on the committee are: Gerald Clark, Dr. John Greenwood, Maeder, and D. John Shultz.

Alan Malakoff, another co-worker, is an engineer, but his eye is uncanny. So are those of Dr. Greenwood, Myron G. Hill, Jr., and Thom Wheeler. All made valuable suggestions on the first draft. With their help, this year's edition should be as error free as possible.

Price estimates in the catalog will be as of April 30, 1989, using the most recent price lists of more than 12 PNC dealers.

Among these are: Dennis Chamberlain, A.S. Cibulskas, Cuniberti, Dale Enterprises, Ed Denson, Al Haake, H&H Stamps & Coins, Michael M. Karen, Joe Lane, Michael Lipson, Maeder, M&M/Southwest, Dr. Rabinowitz, Craig Selig, and Stamps 'n' Stuff.

The price of the catalog will again be \$15, \$14 to members of PNC³. Wholesale prices will be announced in April.

Purple cancels give clues to real usage

By Ed Denson

Among used 18¢ Flags, it is clear that Plate 7 is the rarest of all, judging by the results of mixture searches published in the last issue.

It sells for a modest \$19 used because the huge find a couple of years ago makes it easy to use the stamps on current mail, and thus obtain used copies.

Collectors who would like copies that were used when the stamp was current should probably look for copies with purple machine cancels.

The purple ink was in use, more or less, from 1980 through 1982, and is virtually impossible to find on 20¢ Flag with plate numbers higher than 9. This gives us a good cutoff date for our purposes sometime in 1983, according to the data in the *PNC Catalog*.

A copy with purple ink should reflect genuine use during the period of currency. It should be worth something in the low hundreds of dollars, if collectors accept my analysis—and rejected copies with other cancels as being of uncertain status.

I would say there is little likelihood of this happening, but just the same, the purple machine cancel PNC is worth a good premium.

I have purple machine cancels (Caution: there are magenta handstamps and double-circle dater cancels, too. These are not related to purple machine cancels, which are purple) on 18T1-15; 20F1-9, 18F 1-6, and, surprise, on a pair of 22F5. I'd like to hear from anyone who has other items. My address is P.O. Box 158, Alderpoint, Calif. 95411.

Catalog updates

New stamps

17T5Pb-4R and 17T6Pb-4R have been found with whole numbers at the bottom. Previous finds had numbers cut or on top. (Dr. Rabinowitz)

25F5—Plate 5 of the 25¢ Flag in rolls of 100.

25F8ii—Plate 8 of the 25¢ Flag on phosphored paper. first-day at Yosemite, CA, on Feb 14, 1989. Previous sales known on Feb. 12. (Dr. Rabinowitz)

10.1T3Pii—Plate 3 of the 10.1¢ Oil Wagon inscribed in red.

First Day Covers

By Ed Denson

14T3, 14T4—Plates 3 and 4 of the 14¢ Iceboat.

20T2R—Plate 2 of the 20¢ Cable Car.

Production halted

25T—The 25¢ Bread Wagon is being retired.

25M—Production of the 25¢ Honeybee has been halted temporarily. New supplies not expected before May.

fore May.

Withdrawn from sale

4T—Tagged Cottrell 4¢ Locomotive

5T—5¢ Motorcycle

5.5T and 5.5TP—Tagged and inscribed 5.5¢ Star Route Truck

6T—Tagged 6¢ Tricycle

7.1T and 7.1TP—Tagged and inscribed 7.1¢ Tractor

8.3T, 8.3TP and 8.3TPR—Tagged and precanceled Cottrell and B Press 8.3¢ Ambulance

12T, 12P, and 12TR—Tagged and precanceled Cottrell and B Press 12¢ Stanley Steamer

14T—Cottrell 14¢ Iceboat

22R—22¢ Flag (but not the Test coil)

Correction

Last month's update reported incorrectly the imperforates found by Dr. John Greenwood. He found only Plates 2 and 3 of the 25F, the 25¢ Bread Wagon.

M&M/Southwest *Offer extended to March 25 for subscribers to The Plate Number!*

SAVE HALF ON SELECTED PNC STRIPS!



WE'VE MOVED

To a larger store to serve all our customers better. Be sure to note our new address and please visit our store when you are in the Phoenix area.

3182 E. INDIAN SCHOOL ROAD
PHOENIX, ARIZONA 85016

DON'T MISS THIS OPPORTUNITY TO SAVE BIG ON PNCs

This SPECIAL 50% DISCOUNT applies only to those PNC strips marked with a dagger (†) that are printed in BOLDFACE TYPE and ONLY FOR STRIPS OF 3 or 5 in F-VF and VF-XF grades. (Orders for XF-Superb Grade do not apply.) A limit of one (1) of each plate number of each special item per customer. No other discounts or coupons may be used with this special offer and no trades accepted. ALL ORDERS MUST BE RECEIVED BY US BEFORE MARCH 25. No exceptions! These are some of the lowest prices ever offered on PNCs. Please allow ample time for filling and delivery of your order. As usual ... YOUR SATISFACTION IS COMPLETELY GUARANTEED or return within 10 days for an immediate refund! MINIMUM ORDER \$20.00 add \$1.50 for postage and handling on all orders. Don't Delay — Order Today!

MINT

| Scott # | Description | Plate # | Plain | | PS3 | | PS5 | |
|---------|--------------------|---------------------------|--------|----------|----------|----------|----------|----------|
| | | | Single | Pair | F-VF | VF-XF | F-VF | VF-XF |
| 1897 | 1¢ OMNIBUS | 1†, 2†, 3†, 4†, 5†, 6† | .10 | .50 | .55† | .75† | .60† | .80† |
| 2225 | 1¢ RE-ENGRAVED | 1†, 2† | .10 | .50 | .55† | .75† | .60† | .80† |
| 1897A | 2¢ LOCOMOTIVE | 2†, 6† | .10 | .90 | .95† | 1.25† | 1.00† | 1.30† |
| 1897A | 2¢ LOCOMOTIVE | 3†, 4†, 8†, 10† | .10 | .70 | .75† | 1.00† | .80† | 1.10† |
| 2226 | 2¢ RE-ENGRAVED | 1† | .10 | .70 | .75† | 1.00† | .80† | 1.10† |
| 1898 | 3¢ HAND CAR | 1†, 2†, 3†, 4† | .10 | .85 | .90† | 1.25† | 1.00† | 1.35† |
| 2252 | 3¢ CONESTOGA | 1† | .10 | 1.10 | 1.15† | 1.55† | 1.25† | 1.65† |
| 2223 | 3.4¢ SCHOOL BUS | 1†, 2† | .10 | 1.35 | 1.40† | 1.90† | 1.50† | 2.00† |
| 1898A | 4¢ Stagecoach | 3, 4 | .10 | 1.75 | 1.85 | 2.75 | 2.00 | 3.00 |
| 1898A | 4¢ STAGECOACH | 1†, 2†, 5†, 6† | .10 | 1.75 | 1.85† | 2.75† | 2.00† | 3.00† |
| 2228 | 4¢ RE-ENGRAVED | 1† | .10 | 1.35 | 1.40† | 1.90† | 1.50† | 2.00† |
| 2124 | 4.9¢ BUCKBOARD | 3†, 4† | .15 | 1.25 | 1.40† | 1.90† | 1.50† | 2.00† |
| 1899 | 5¢ MOTORCYCLE | 1†, 2†, 3†, 4† | .15 | 1.80 | 1.90† | 2.60† | 2.00† | 2.75† |
| 2253 | 5¢ Milk Wagon | 1 | .15 | 1.60 | 1.65 | 2.35 | 1.75 | 2.50 |
| 1900 | 5.2¢ Sleigh | 1, 2 | .15 | 7.00 | 8.00 | 10.00 | 12.95 | 15.00 |
| | | 3, 5 | — | 90.00 | 95.00 | 125.00 | 100.00 | 130.00 |
| 2125 | 5.5¢ Truck | 1 | .15 | 2.00 | 2.25 | 3.00 | 2.50 | 3.25 |
| 1901 | 5.9¢ Bicycle | 3, 4 | .20 | 8.00 | 9.00 | 11.00 | 14.00 | 18.00 |
| 2126 | 6¢ TRICYCLE | 1† | .20 | 2.00 | 2.25† | 2.75† | 2.50† | 3.00† |
| 2127 | 7.1¢ TRACTOR | 1† | .20 | 2.50 | 2.60† | 3.50† | 2.75† | 3.65† |
| 1902 | 7.4¢ Baby Buggy | 2 | .20 | 8.50 | 9.00 | 10.50 | 12.00 | 14.00 |
| 2128 | 8.3¢ AMBULANCE | 1†, 2† | .20 | 1.90 | 2.00† | 2.75† | 2.50† | 3.00† |
| 2129 | 8.5¢ TOW TRUCK | 1† | .20 | 2.50 | 2.75† | 3.50† | 2.90† | 3.65† |
| 1903 | 9.3¢ Mail Wagon | 1, 2 | .25 | 7.50 | 14.00 | 17.50 | 14.75 | 18.50 |
| | | 3, 4 | — | 12.00 | 20.00 | 26.00 | 28.00 | 35.00 |
| | | 5, 6 | — | 140.00 | 175.00 | 245.00 | 195.00 | 250.00 |
| 2257 | 10¢ CANAL BOAT | 1† | .25 | 2.75 | 2.80† | 3.50† | 2.95† | 3.60† |
| 2130 | 10.1¢ Oil Wagon | 1 | .25 | 2.75 | 2.80 | 3.50 | 2.90 | 3.60 |
| 1904 | 10.9¢ Hansom Cab | 1, 2 | .30 | 19.50 | 20.00 | 25.00 | 30.00 | 35.00 |
| 1905 | 11¢ CABOOSE | 1† | .30 | 4.40 | 4.50† | 5.75 | 5.50† | 6.75 |
| 2131 | 11¢ STUTZ BEARCAT | 1†, 2†, 3†, 4† | .30 | 2.50 | 2.60† | 3.50† | 2.75† | 3.65† |
| 2132 | 12¢ STEAMER | 1†, 2† | .30 | 2.50 | 2.65† | 3.50† | 2.75† | 3.65† |
| 2133 | 12.5¢ PUSH CART | 1† | .30 | 2.75 | 2.80† | 3.50† | 2.95† | 3.65† |
| 2134 | 14¢ Iceboat | 1, 2, 3, 4 | .30 | 2.25 | 2.35 | 3.00 | 2.50 | 3.25 |
| 2134v | 14¢ Re-engraved | 2 | .30 | 2.25 | 2.35 | 3.00 | 2.50 | 3.25 |
| 2260 | 15¢ TUGBOAT | 1† | .35 | 3.00 | 3.15† | 3.85† | 3.50† | 4.15† |
| O138A | 15¢ Official | None | .40 | — | — | — | — | — |
| 1906 | 17¢ Electric Auto | 1, 2, 3, 4, 5 | .35 | 3.25 | 3.50 | 4.50 | 3.95 | 4.95 |
| | | 6 | — | 17.00 | 17.50 | 22.00 | 19.00 | 23.00 |
| | | 7 | — | 7.00 | 7.50 | 9.00 | 8.00 | 9.50 |
| 2135 | 17¢ Dog Sled | 2 | .35 | 2.50 | 3.15 | 3.85 | 3.45 | 4.00 |
| 2262 | 17.5¢ RACE CAR | 1† | .35 | 3.25 | 3.95† | 4.95† | 4.50† | 5.25† |
| 1891 | 18¢ Flag | 1 | .40 | 100.00 | 125.00 | 165.00 | 450.00 | 550.00 |
| | | 2 | — | 23.00 | 24.00 | 29.30 | 38.00 | 45.00 |
| | | 3 | — | 275.00 | 375.00 | 475.00 | 795.00 | 950.00 |
| | | 4 | — | 10.50 | 10.75 | 12.75 | 11.00 | 13.00 |
| | | 5† | — | 8.00 | 8.50† | 10.00† | 9.00† | 10.50† |
| | | 6 | — | 1,000.00 | 1,100.00 | 1,350.00 | 1,750.00 | 1,900.00 |
| | | 7† | — | 24.50 | 24.75† | 29.75† | 34.50† | 39.50† |
| 1904 | 18¢ Surrey | 1 | .35 | 25.00 | 60.00 | 75.00 | 80.00 | 95.00 |
| | | 3, 4 | — | 35.00 | 40.00 | 48.00 | 45.00 | 55.00 |
| | | 7 | — | 19.50 | 20.00 | 25.00 | 25.00 | 30.00 |
| | | 2†, 5†, 6†, 8†, 9†, 10† | — | 4.50 | 4.75† | 5.75† | 4.95† | 5.85† |
| | | 11, 12 | — | 6.50 | 6.75 | 8.50 | 7.95 | 9.95 |
| | | 13-18† | — | 6.50 | 6.75† | 8.50† | 6.95† | 8.75† |
| 2149 | 18¢ Wash. Monument | 1112, 3333 | .35 | 2.75 | 2.85 | 3.50 | 2.95 | 3.60 |
| 1895 | 20¢ Flag | 1 | .40 | 7.00 | 9.00 | 12.00 | 70.00 | 85.00 |
| | | 4 | — | 45.00 | 50.00 | 60.00 | 225.00 | 300.00 |
| | | 6 | — | 45.00 | 50.00 | 60.00 | 68.00 | 80.00 |
| | | — | — | 5.75 | 8.00† | 10.00† | 20.00 | 24.00 |
| | | 2†, 11† | — | 9.50 | 11.50† | 15.00† | 12.00† | 16.00† |
| | | 3, 5, 13 | — | 4.75 | 5.00 | 7.00 | 9.00 | 9.00 |
| 1895 | 20¢ FLAG | 9†, 10†, 12†, 14† | — | 4.75 | 5.00† | 7.00† | 7.00† | 9.00† |
| 1906 | 20¢ Fire Pumper | 1 | .40 | 12.00 | 48.00 | 60.00 | 115.00 | 145.00 |
| | | 2 | — | 40.00 | 195.00 | 250.00 | 700.00 | 950.00 |
| | | 5†, 9†, 10† | — | 3.75 | 3.95† | 4.95† | 4.50† | 5.50† |
| | | 3†, 4†, 6†, 13†, 15†, 16† | — | 7.25 | 7.50† | 8.50† | 7.95† | 8.95† |
| | | 7, 8 | — | 35.00 | 65.00 | 85.00 | 80.00 | 95.00 |
| | | 11 | — | 25.00 | 26.00 | 32.00 | 29.00 | 35.00 |
| | | 12, 14 | — | 7.50 | 8.50 | 19.00 | 9.50 | 20.00 |
| 2005 | 20¢ Consumer Ed. | 1, 2 | 1.00 | 6.50 | 40.00 | 52.00 | 170.00 | 210.00 |
| | | 3, 4 | — | 4.00 | 38.00 | 50.00 | 110.00 | 120.00 |
| 2263 | 24¢ CABLE CAR | 1†, 2† | .40 | 3.25 | 3.90† | 4.90† | 3.90† | 4.75† |
| O135 | 20¢ Official | 1 | .50 | 17.00 | 19.00 | 24.00 | 50.00 | 60.00 |
| O138B | 20¢ Official '88 | None | .45 | — | — | — | — | — |
| 2150 | 21.1¢ Letters | 111111, 111121 | .50 | 4.25 | 4.50 | 5.50 | 5.00 | 6.00 |

M&M/Southwest

PRICE LIST NUMBER 11

F-VF ... Number clear of the bottom, line tracing perforis and design clear of perforations or better.
 VF-XF ... Number will be well clear of bottom, line will be at least 50% into perforations and the design will be well centered.
 XF Line ... If you require that all lines be 100% within the perforations, add 20% to VF-XF Price. If out of the grade you order we will substitute a better grade. All items listed are in stock for immediate shipment. Due to the expected response to this ad we suggest you mail your order early. **MINIMUM ORDER \$29.00.**

Plate Number Singles -- For those who desire Plain Number Singles deduct 10% from Plate No. Pair price, add 30% for VF-XF for singles or pairs. You may use this ad as your order form. Simply circle those items that you wish to order. We will send a new price list with your order.
VOLUME DISCOUNTS -- Deduct 5% on orders over \$75.00, 10% on orders over \$150.00.
VOLUME DISCOUNT DOES NOT APPLY TO BOLD FACED ITEMS ON SPECIAL SALE. Thank you.

To avail yourself of this offer, you must say you subscribe to TPN

| | | MINT | | | | | | |
|---------|---------------------|-------------------------------|--------------|--------------|----------|-----------|----------|-----------|
| Scott # | Description | Plate # | Plain Single | Plate # Pair | PS3 F-VF | PS3 VF-XF | PS5 F-VF | PS5 VF-XF |
| 2112 | 22¢ "D" EAGLE | 1f, 2f | .50 | 4.50 | 4.75† | 4.75† | 6.50† | 8.00† |
| 2115 | 22¢ Flag | 1, 7, 14 | .50 | 13.00 | 14.00 | 16.00 | 16.00 | 19.00 |
| | | 2f, 8f, 10f, 12f, 15-17f, 22f | — | 4.25 | 4.50† | 5.50† | 5.00† | 6.00† |
| | | 2 | — | 17.50 | 18.00 | 25.00 | 35.00 | 50.00 |
| | | 4, 5, 21 | — | 4.25 | 4.50 | 5.50 | 5.00 | 6.00 |
| | | 6, 11, 13, 18-20 | — | 6.75 | 7.00 | 9.00 | 8.00 | 10.00 |
| O136 | 22¢ Official | None | .55 | — | — | — | — | — |
| O139 | 22¢ "D" Official | 1 | 3.75 | 37.00 | 49.00 | 59.00 | 70.00 | 89.00 |
| 2136 | 25¢ Bread Wagon | 1, 2, 3, 4, 5 | .50 | 4.25 | 4.50 | 5.50 | 5.00 | 6.00 |
| 2279 | 25¢ "E" KARTH | 1222† | .50 | 4.00 | 4.25† | 5.00† | 4.50† | 5.25† |
| | | 1111 | — | 4.00 | 4.25 | 5.00 | 4.50 | 5.25 |
| | | 1211, 2222 | — | 5.25 | 5.50 | 6.75 | 6.00 | 7.25 |
| 2280 | 25¢ YOSEMITE FLAG | 1† | .50 | 3.75 | 4.00† | 4.50† | 4.50† | 5.45† |
| | | 2, 3, 4 | — | 3.75 | 4.00 | 4.95 | 4.50 | 5.45 |
| 2281 | 25¢ Honeybee | 1, 2 | .50 | 3.75 | 3.95 | 5.50 | 4.50 | 6.00 |
| O140 | 25¢ "E" Official | None | .50 | — | — | — | — | — |
| O141 | 25¢ Official | None | .50 | — | — | — | — | — |
| | | PRECANCELS | | | | | | |
| 2123a | 3.4¢ SCHOOL BUS | 1†, 2† | .15 | 1.50 | 1.65† | 2.40† | 1.75† | 2.50† |
| 1898ab | 4¢ STAGE COACH | 3†, 4†, 5†, 6† | .15 | 2.25 | 2.35† | 3.25† | 2.50† | 3.40† |
| 2124a | 4.9¢ BUCKBOARD | 1†, 2†, 3†, 4†, 5†, 6† | .15 | 2.00 | 2.15† | 2.90† | 2.25† | 2.95† |
| 1900a | 5.2¢ Sleigh | 1, 2, 3, 4, 5, 6 | .20 | 10.75 | 11.00 | 14.00 | 12.00 | 15.00 |
| 2254 | 5.3¢ ELEVATOR | 1† | .15 | 2.50 | 2.65† | 3.25† | 2.75† | 3.50† |
| 2125a | 5.5¢ TRUCK | 1†, 2† | .15 | 2.25 | 2.50† | 3.25† | 2.75† | 3.50† |
| 1901a | 5.9¢ Bicycle | 3, 4 | .20 | 9.50 | 10.00 | 12.50 | 13.75 | 20.00 |
| | | 5, 6 | — | 22.00 | 59.00 | 77.00 | 60.00 | 78.00 |
| 2126a | 6¢ Tricycle | 1 | .20 | 2.00 | 2.15 | 2.90 | 2.25 | 3.00 |
| | | 2 | — | 3.20 | 3.30 | 4.25 | 3.50 | 4.50 |
| 2127a | 7.1¢ TRACTOR | 1† | .15 | 2.15 | 2.25† | 2.95† | 2.50† | 3.25† |
| 1902a | 7.4¢ Baby Buggy | 2 | .20 | 3.25 | 3.75 | 4.50 | 3.95 | 4.75 |
| 2255 | 7.6¢ CARRETA | 1†, 2† | .20 | 2.15 | 2.25† | 3.00 | 2.40† | 3.15 |
| 2128a | 8.3¢ Ambulance | 1, 2 | .25 | 2.00 | 2.15 | 2.95 | 2.25 | 3.10 |
| | | 3†, 4† | — | 3.50 | 3.75† | 4.95† | 3.95† | 5.25† |
| 2231 | 8.3¢ B Press | 1, 2 | .25 | 2.15 | 2.50 | 3.25 | 2.75 | 3.50 |
| 2254 | 8.4¢ WHEEL CHAIR | 1, 2† | .20 | 2.50 | 2.65† | 3.50† | 2.75† | 3.60† |
| 2129a | 8.5¢ TOW TRUCK | 1†, 2† | .20 | 3.00 | 3.10† | 3.95† | 3.25† | 4.00† |
| 1943a | 9.3¢ MAIL WAGON | 1†, 2† | .30 | 20.00 | 21.00† | 27.00† | 22.00† | 28.00† |
| | | 3, 4 | — | 14.75 | 15.00 | 20.00 | 18.00 | 25.00 |
| | | 5†, 6† | — | 4.75 | 4.90† | 5.95† | 5.00† | 6.00† |
| | | 8 | — | 112.00 | 115.00 | 130.00 | 119.00 | 139.00 |
| 2130a | 10.1¢ OIL WAGON | 1†, 2 | .25 | 3.00 | 3.25† | 3.95† | 3.50† | 4.25† |
| 2130v | 10.1¢ SERVICE INSC. | 2† | .25 | 3.00 | 3.25† | 3.95† | 3.50† | 4.25† |
| 1944a | 10.9¢ HANSON CAB | 1†, 2† | .30 | 18.00 | 20.00† | 27.00† | 20.00† | 36.00† |
| | | 3, 4 | — | 67.50 | 350.00 | 425.00 | 395.00 | 475.00 |
| 1945a | 11¢ CABOOSE | 1† | .30 | 3.75 | 3.95† | 4.95† | 4.95† | 5.95† |
| 2132a | 12¢ STEAMER | 1†, 2† | .30 | 2.75 | 2.85† | 3.75† | 2.95† | 3.95† |
| 2132v | 12¢ B PRESS | 1† | .25 | 3.10 | 3.25† | 3.95† | 3.50† | 4.25† |
| 2133a | 12.5¢ PUSH CART | 1†, 2† | .30 | 3.10 | 3.25† | 3.95† | 3.50† | 4.25† |
| 2258 | 13¢ PATROL WAGON | 1† | .30 | 3.25 | 3.50† | 4.25† | 3.75† | 4.50† |
| 2259 | 13.2¢ COAL CAR | 1† | .30 | 3.25 | 3.50† | 4.25† | 3.75† | 4.50† |
| 2261 | 16.7¢ POPCORN WAG. | 1† | .30 | 3.75 | 3.85† | 4.50† | 4.25† | 5.00† |
| 1906a | 17¢ Electric Auto | A-3, 4, 5 | .40 | 5.50 | 5.75 | 7.25 | 6.00 | 7.50 |
| | | A-6, 7 | — | 9.00 | 9.50 | 13.25 | 10.00 | 14.00 |
| | | B-3†, 4† | .60 | 38.00 | 39.00† | 45.00† | 42.00† | 47.50† |
| | | B-5, 6 | — | 9.75 | 10.50 | 13.50 | 12.00 | 15.00 |
| | | C-1†, 2† | .75 | 10.00 | 11.00† | 20.00† | 12.00† | 22.00† |
| | | C-3, 4 | — | 8.50 | 9.00 | 11.50 | 9.50 | 12.00 |
| | | C-5, 7 | — | 17.50 | 18.00 | 25.00 | 20.00 | 27.50 |
| | | AB-5, 7 PS10 | — | — | — | — | 15.00 | 20.00 |
| | | BA-3, 4 PS9 | — | — | — | — | 38.50 | 44.00 |
| | | BA-5, 6 PS5 | — | 68.00 | 69.00 | 98.00 | 70.00 | 99.00 |
| 2242a | 17.5¢ RACE CAR | 1† | .40 | 3.95 | 4.25† | 5.25† | 4.75† | 5.75† |
| 2149a | 18¢ Wash. Monument | 11121, 43444 | .40 | 4.50 | 4.75 | 5.75 | 5.00 | 6.00 |
| | | 33333 | — | 3.25 | 3.50 | 4.50 | 3.95 | 4.95 |
| | | 33333 Dull gum | .50 | 4.50 | 4.75 | 5.75 | 5.00 | 6.00 |
| 1895a | 20¢ Flag | 14 | .50 | 9.00 | 9.50 | 11.00 | 9.95 | 11.50 |
| 2264 | 20.5¢ FIRE ENGINE | 1† | .40 | 4.50 | 4.60† | 5.25† | 4.95† | 5.50† |
| 2265 | 21¢ Mail Car | 1, 2 | .45 | 4.50 | 4.75 | 5.95 | 5.25 | 6.50 |
| 2150a | 21.1¢ Letters | 111111 | .50 | 3.50 | 3.75 | 4.75 | 4.00 | 5.00 |
| | | 111121 | — | 4.50 | 4.75 | 5.75 | 5.00 | 6.00 |
| 2266 | 24.1¢ TANDEM BIKE | 1† | .50 | 4.75 | 5.25† | 6.50† | 5.75† | 6.95† |

M&M/Southwest
 3182 E. Indian School Rd.
 Phoenix, Arizona 85016
 Phone (602) 220-0601
 TOLL FREE Order Line 1-800-553-3351



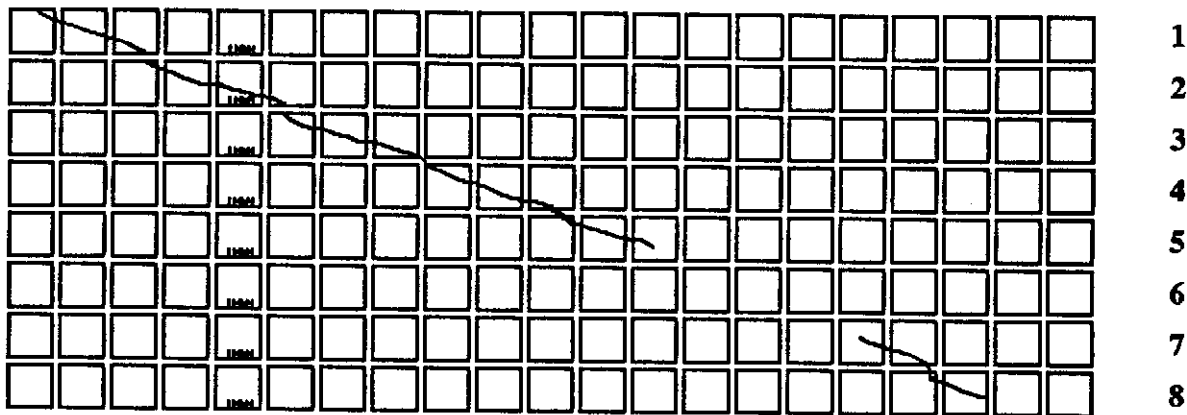
MasterCard,
 VISA
 Welcomed



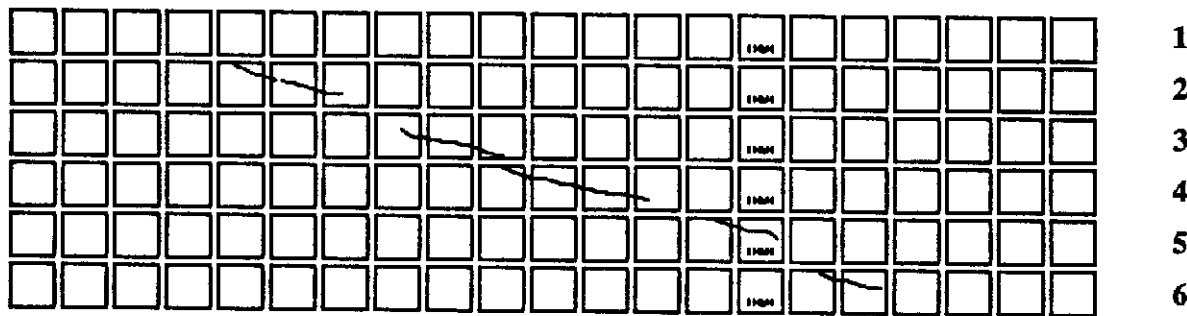
BIA



**SATISFACTION
 GUARANTEED**
 or return within 10 days
 for immediate refund



INSCRIBED 11121: Row 2 is the original find. Row 1 is upward extension 1. Rows 3 to 8 are the downward extensions, but no examples have yet been reported from downward extension 4. This is a schematic diagram, not drawn to scale.



TAGGED 11121: Row 5 is the original find and upward extensions are numbered from Row 4 (Upward Extension 1). While an extension into Row 1 is possible, it has not yet been reported. Note that the line is shifted in both directions from the positions seen on the service-inscribed plate.

'Cracks' are not cracks; but what are they? (Part II)

By A.S. Cibulskas
Contributing Editor

This is a progress report on the article that appeared in the last issue of *TPN*.

Summarizing the earlier article, constant diagonal black lines have been found on tagged and service inscribed versions of 21.1M2, the 21.1¢ Letters. The lines went through two rows. The precancel was shown in the last issue; the tagged was described textually.

In that article, I requested help in determining the cause and asked for reports of additional examples.

Except for several explanations confirming my belief that the lines could not be caused by doctor blades, no further explanations were postulated.

However, additional extensions of the line have been found. They are to be seen in the accompanying diagrams.

On the service-inscribed version, examples of the line have been found on seven different rows. As may be seen in the diagram, it appears that this variety extends through at least eight rows, although, to date, the fourth row below the original find has yet to be confirmed. Still more extensions are possible.

It would be remiss not to recognize the efforts of Tony Maves in this study. He is the finder of all versions of the inscribed version.

On the tagged version, examples have been found on five different rows. As with the inscribed version, it appears to be continuous and more examples should be out there for the finding.

I view this as another installment in the ongoing study of this issue. As such, any reports are welcome at 28 Westwood Rd., Stamford, Conn. 06902.

ADLETS

Classified ads are 15 cents a word. There is no charge for your address. Members of PNC¹ are entitled to one free adlet a year up to 25 words.

BUYING TAG SHIFTS on coils, with or without plate numbers, in quantity. All U.S. tag varieties wanted in quantity. TAG SHIFT HARRY Mueggenberg, 3525 Bluff Court, Carmichael, CA 95608. (5-89)

USED Transportation plate number singles, pairs and strips. Very challenging, interesting, and inexpensive. Some covers also. Price list for SASE. Max Hickox, Box 21081, Denver, Colo. 80221 (5-89)

WANTED: PNCs on commercial covers. Also Official mail stamps on cover. Send for fair offer. John M. Sweeney, 241 6th Ave., Apt. 6F, New York, N.Y. 10014. (2-89)

JOIN PNC3! Get valuable discounts from dealers and Coil Line. Send SASE and \$10 to Eric Ruseow, P.O. Box 17374, Whitefish Bay, WI 53217. (2-89)

BUYING PNC FDCS. Write first. Thomas Gift, 19959 Haviland Ave., Bronx, NY 10472. (4-90)

ALL BACK ISSUES of *TPN* available. Please send SASE for order blank. Esrati, P.O. Box 20130, Shaker Heights, OH 44120.

TRANSPORTATION COILS

| | LP | PS3 | PS5 | | LP | PS3 | PS5 | | LP | PS3 | PS5 |
|------------------------------------|--------|--------|--------|-------------------------------------|--------|--------|--------|---|-------|-------|--------|
| 1897 1¢ Omnibus 1, 2, 5, 6..... | .35 | .40 | .45 | B Press 2 | 1.65 | 1.85 | 2.00 | 6, 13, 15, 16 | 3.35 | 3.45 | 3.90 |
| 3, 4..... | .35 | .40 | .45 | 2260 15¢ Tugboat 1..... | 2.00 | 2.30 | 2.60 | 12, 14..... | 8.00 | 8.00 | 9.00 |
| 2225 1¢ B Press 1, 2..... | .40 | .50 | .60 | 2261 16.7¢ Popcorn Wag. 1... | 3.25 | 3.50 | 3.75 | 11..... | 44.50 | 45.00 | 49.00 |
| 1897A Loco 3, 4, 8, 10..... | .50 | .55 | .60 | 1906 17¢ Auto 1, 2, 3, 4, 5..... | 2.60 | 2.75 | 3.00 | 1895 20¢ Flag 1..... | 7.00 | 10.00 | 75.00 |
| 2, 6..... | .85 | .90 | 1.00 | 6..... | 17.50 | 18.00 | 18.00 | 2, 11..... | 9.75 | 10.00 | 11.00 |
| 2226 Loco B Press 1..... | .85 | .90 | 1.00 | 7..... | 5.00 | 5.50 | 6.00 | 3..... | 5.75 | 6.00 | 9.00 |
| 1898 Handcar 1, 2..... | .60 | .70 | .80 | Precancel Type A 3, 4, 5... | 3.65 | 3.75 | 4.00 | 4..... | 54.00 | 55.00 | 195.00 |
| 3, 4..... | .75 | .85 | .95 | Type A 6, 7..... | 8.00 | 8.50 | 9.00 | 6..... | 54.00 | 55.00 | 85.00 |
| 2252 Conestoga 1..... | .80 | .90 | 1.00 | Type AB 5, 7 PS10..... | — | — | 14.00 | 5, 8, 10, 12, 13, 14..... | 3.90 | 4.00 | 6.00 |
| 2123 3.4¢ Bus 1, 2..... | 1.00 | 1.05 | 1.15 | Type B 3, 4..... | 19.25 | 19.75 | 24.00 | Precancel 14..... | 10.00 | 10.50 | 11.00 |
| Precancel 1, 2..... | 1.10 | 1.15 | 1.20 | Type B 5, 6..... | 9.00 | 9.50 | 10.00 | 2005 Consumer 1, 2..... | 6.50 | 40.00 | 150.00 |
| 1898A 4¢ Coach 3, 4..... | 1.20 | 1.35 | 1.80 | Type BA 5, 6..... | — | — | 58.00 | 3, 4..... | 6.50 | 35.00 | 99.00 |
| 5, 6..... | 1.45 | 1.55 | 1.65 | Type C 1, 2..... | 6.75 | 6.85 | 7.25 | O135 20¢ Official 1..... | 15.00 | 22.00 | 45.00 |
| 1, 2..... | 1.20 | 1.35 | 1.80 | Type C 3, 4..... | 6.90 | 7.00 | 7.25 | 2263 20¢ Cable Car 1, 2..... | 2.75 | 3.25 | 3.75 |
| Precancel 3, 4, 5, 6..... | 1.25 | 1.30 | 1.40 | Type C 5, 7..... | 19.00 | 19.50 | 20.00 | 2264 20.5¢ Fire Engine 1..... | 2.80 | 3.30 | 3.80 |
| 2228 4¢ B Press 1..... | .90 | 1.00 | 1.25 | 2135 17¢ Dogsled 2..... | 2.50 | 2.75 | 3.00 | 2265 21¢ Rail Car 1, 2..... | 2.80 | 3.30 | 3.80 |
| 2124 4.9¢ Buckboard 3, 4..... | .80 | .90 | 1.00 | 2262 17.5¢ Racer 1..... | 2.75 | 3.00 | 3.50 | 2150 21.1¢ 111111..... | 3.25 | 3.50 | 3.75 |
| Precancel 1, 2, 3, 4, 5, 6..... | 1.15 | 1.20 | 1.30 | Precancel 1..... | 2.75 | 3.00 | 3.50 | 111121..... | 3.75 | 4.25 | 4.75 |
| 2253 5¢ Milk Wagon 1..... | .95 | 1.00 | 1.10 | 1907 18¢ Surrey 1..... | 70.00 | 71.00 | 72.00 | Prec1 111111, 111121..... | 3.35 | 3.50 | 3.75 |
| 1899 5¢ Motorcycle 1, 2, 3, 4..... | 1.25 | 1.30 | 1.45 | 2, 5, 6, 8, 9, 10..... | 2.75 | 3.00 | 3.40 | 2115 22¢ Flag 1, 7, 14..... | 7.75 | 8.00 | 15.00 |
| 1900 5.2¢ Sleigh 1, 2..... | 7.00 | 8.00 | 11.00 | 3, 4..... | 20.00 | 34.00 | 37.00 | 3..... | 13.00 | 14.00 | 50.00 |
| 3, 5..... | 97.00 | 98.00 | 99.00 | 7..... | 28.00 | 29.00 | 32.00 | 6..... | 6.85 | 7.00 | 7.50 |
| Precancel 1, 2, 3, 4, 5, 6..... | 8.00 | 10.00 | 11.00 | 11, 12, 13, 14, 15, 16, 17, 18..... | 5.00 | 5.35 | 5.75 | 2, 4, 5, 8, 10, 12, 15, 16, 18, 19, 21, 22, T1..... | 3.00 | 3.10 | 3.50 |
| 2254 5.3¢ Elevator 1..... | 1.30 | 1.40 | 1.50 | 1891 18¢ Flag 1..... | 90.00 | 125.00 | 440.00 | 11, 13, 17, 20..... | 5.50 | 6.00 | 6.50 |
| 2125 5.5¢ Truck 1..... | 1.05 | 1.15 | 1.25 | 2..... | 18.00 | 32.00 | 35.00 | 2112 22¢ "D" Eagle 1, 2..... | 3.75 | 4.25 | 5.75 |
| Precancel 1, 2..... | 1.05 | 1.15 | 1.25 | 3..... | 250.00 | 275.00 | 780.00 | O139 22¢ "D" Official 1..... | 35.00 | 37.00 | 70.00 |
| 1901 5.8¢ Bicycle 3, 4..... | 6.00 | 13.00 | 15.00 | 4..... | 8.00 | 8.50 | 9.00 | 2266 24.1¢ Tandem 1..... | 3.00 | 3.50 | 4.00 |
| Precancel 3, 4..... | 8.00 | 10.00 | 15.50 | 5..... | 3.90 | 4.00 | 4.25 | 2136 25¢ Bread Wagon 1, 2, 3, 4..... | 2.50 | 2.75 | 3.25 |
| 5, 6..... | 75.00 | 78.00 | 80.00 | 6..... | — | 1,400 | 1,700 | 5..... | 2.75 | 3.00 | 3.50 |
| 2126 6¢ Tricycle 1..... | 1.30 | 1.40 | 1.50 | 7..... | 15.75 | 16.50 | 17.00 | 2280 25¢ Yosemite 1, 2, 3, 4, 5..... | 2.75 | 3.00 | 3.50 |
| Precancel 1..... | 1.30 | 1.40 | 1.50 | 2149 18¢ Wash. 1112..... | 2.60 | 2.75 | 3.00 | 2279 "E" Earth 1211, 2222..... | 3.50 | 4.00 | 4.50 |
| Precancel 2..... | 2.80 | 2.90 | 3.00 | 3333..... | 2.60 | 2.75 | 3.00 | 1111, 1222..... | 3.00 | 3.25 | 3.75 |
| 2127 7.1¢ Tractor 1..... | 1.35 | 1.40 | 1.50 | Pcl 33333 & dull gum..... | 3.00 | 3.50 | 4.00 | 2281 25¢ Honeybee 1, 2..... | 2.75 | 3.00 | 3.50 |
| Precancel 1..... | 1.35 | 1.40 | 1.50 | Pcl 1112, 43444..... | 3.75 | 4.15 | 4.50 | | | | |
| 1902 7.4¢ Buggy 2..... | 8.00 | 8.50 | 10.00 | 1908 20¢ Pumper 1..... | 9.00 | 45.00 | 150.00 | | | | |
| Precancel 2..... | 1.90 | 2.00 | 2.50 | 2..... | 60.00 | 210.00 | 875.00 | | | | |
| 2255 7.6¢ Carrelia 1, 2..... | 1.35 | 1.45 | 1.50 | 3, 4, 5, 9, 10..... | 2.50 | 2.90 | 3.40 | | | | |
| 2128 8.3¢ Ambulance 1, 2..... | 1.25 | 1.30 | 1.40 | 7, 8..... | 40.00 | 60.00 | 75.00 | | | | |
| Precancel 1, 2..... | 1.25 | 1.30 | 1.40 | | | | | | | | |
| Precancel 3, 4..... | 2.35 | 2.55 | 2.75 | | | | | | | | |
| 2231 Amb. B Press 1, 2..... | 1.85 | 1.90 | 2.00 | | | | | | | | |
| 2256 Wheelchair 1, 2..... | 1.80 | 1.90 | 2.00 | | | | | | | | |
| 2129 8.5¢ Truck 1..... | 1.80 | 1.90 | 2.00 | | | | | | | | |
| Precancel 1, 2..... | 1.80 | 1.90 | 2.00 | | | | | | | | |
| 1893 9.3¢ Mail Wag. 1, 2..... | 9.00 | 11.00 | 12.00 | | | | | | | | |
| 3, 4..... | 18.00 | 22.00 | 30.00 | | | | | | | | |
| 5, 6..... | 180.00 | 190.00 | 200.00 | | | | | | | | |
| Precancel 1, 2..... | 16.00 | 17.00 | 18.00 | | | | | | | | |
| Precancel 3, 4..... | 26.00 | 27.00 | 28.00 | | | | | | | | |
| Precancel 5, 6..... | 3.00 | 3.20 | 3.40 | | | | | | | | |
| Precancel 8..... | 88.00 | 100.00 | 100.00 | | | | | | | | |
| 2257 10¢ Boat 1..... | 1.30 | 1.40 | 1.50 | | | | | | | | |
| 2130 10.1¢ Oil Wagon 1..... | 1.70 | 1.80 | 2.00 | | | | | | | | |
| Precancel 1, 2..... | 1.70 | 1.80 | 2.00 | | | | | | | | |
| 2130 Red overprint 2, 3..... | 2.55 | 2.65 | 2.75 | | | | | | | | |
| 1904 10.9¢ Cab 1, 2..... | 14.00 | 23.00 | 25.00 | | | | | | | | |
| Precancel 1, 2..... | 13.00 | 22.00 | 25.00 | | | | | | | | |
| Precancel 3, 4..... | 45.00 | 375.00 | 420.00 | | | | | | | | |
| 1905 11¢ Caboose 1..... | 3.80 | 3.75 | 4.50 | | | | | | | | |
| Precancel 1..... | 2.40 | 2.50 | 2.75 | | | | | | | | |
| 2131 11¢ Bearcat 1, 2, 3, 4..... | 1.40 | 1.55 | 1.6 | | | | | | | | |
| 2132 12¢ Steamer 1, 2..... | 1.75 | 1.85 | 2.00 | | | | | | | | |
| Precancel 1, 2..... | 1.75 | 1.85 | 2.00 | | | | | | | | |
| B Press 1..... | 2.00 | 2.30 | 2.50 | | | | | | | | |
| 2133 12.5¢ Pushcart 1..... | 1.65 | 1.75 | 2.00 | | | | | | | | |
| 2258 13¢ Patrol Wagon 1..... | 2.10 | 2.25 | 2.50 | | | | | | | | |
| 2259 13.2¢ Coal Car 1..... | 2.10 | 2.25 | 2.50 | | | | | | | | |
| 2134 14¢ Iceboat 1, 2, 3, 4..... | 1.15 | 1.20 | 1.50 | | | | | | | | |

NEW! Stamps 'n' Stuff PNC ALBUM.
 Fits any 3-ring binder. Holds one PNC strip of 5 of each mint and precanceled PNC issue and all the new no-number officials. Pages, \$6.95, plus \$1 postage and handling. Generic pages available at 20 for \$3.95 plus \$1 for P&H. Write for information.

TERMS: Payment with order. Prices subject to change without notice. Will take U.S. postage at 90% face in trade. Precancels at 80%. All coils in stock. Single plate # coils available at pair price minus one stamp. Average coils available on better items, please send for list.

CONDITION: F-VF, Never Hinged. If you require XF add 35% to List. If Fine is OK deduct 20%. Add 100% for Superb

DISCOUNT: Deduct 5% on orders over \$50. 10% on orders over \$150. Additional 5% on orders of 5 or more of any number for investors or dealers.

STAMPS 'N' STUFF

2700 University, Suite 204,
 W. Des Moines, IA 50265

Jerry & Barb Koepf

(515) 224-1737

Phone Orders Call Collect

LOWEST PRICES AVAILABLE



New precancel rules are a silent victory for *The Plate Number*

Continued from Page 19

Magruder realized that the ban had been caused because Marrelli owned a precancel permit.

The *Domestic Mail Manual* said: "Permit holders may not sell unused precanceled stamps obtained under their permits."

Said Magruder: "Dealers who also hold permits to use them on mail will need to decide whether they wish to risk their permits."

Linn's dismissed the entire affair as a tempest in a teapot and gave it no further coverage until USPS changed the rules in *The Postal Bulletin* for Jan. 5, 1989.

TPN meanwhile tried to get the Postal Service to explain why its officials in Milwaukee were going after Marrelli. So it did what a low-budget philatelic pygmy is forced to do. It wrote a letter to USPS to ask questions.

Back came an answer from Ernest J. Collins, general manager of the Business Requirements Division of the Office of Classification and Rates Administration.

Collins cited revenue-protection reasons for USPS unhappiness about the use of precancels in the mailstream. That was a tip-off to an internal fight in the Postal Service between the Stamps Division, which tries to earn revenue by selling as many stamps to the public as possible, and the Rates and Classification boys, who want to protect revenues. Collins was back-peddaling, apparently unhappy that the editor of *TPN* had told collectors in general that they could use precancels on their mail legally. That article appeared in *Linn's* March 24, 1986. Legal use of precancels, however, had nothing to do with the Marrelli episode.

In response to a specific question about the Marrelli case, Collins said that the

Postal Service "anticipates that when a permit holder buys precanceled stamps ... he will either use them for the purpose of paying postage on his mail, or for the purpose of adding them to his own stamp collection."

Then, Collins threw his clincher: "It is not anticipated that precanceled stamps will be bought, either by permit holders or nonpermit holders, for the purpose of reselling them"

And that made the sale of mint precancels illegal by one and all, not just permit holders.

Apparently Collins got into some difficulties at USPS headquarters for his views, *TPN* learned. But his comments, quoted in *TPN*, meant that sale of mint precancels was totally illegal.

The rest of the philatelic press ignored the Collins interpretation.

Since Collins' views potentially had a serious impact on the entire stamp community, especially dealers who place huge ads regularly in the stamp weeklies, one would have thought that the article on Collins' comments, which appeared in *TPN* in January 1988, would have been front-page news in the weeklies. It was not.

Meanwhile, *TPN* cited repeated attempts by low-ranking postal officials in many parts of the country who were blocking the legal use of precancels on collectors' mail. That issue, apparently, was of interest to *Linn's*, which began running a flurry of letters from readers who also had such troubles.

But the illegality of precancel sales continued to be ignored.

When fractional stamps started coming out solely as precancels in 1988, USPS said it was all right for collectors to use them on mail in limited quantities as long as the full postage for a mailpiece was being paid. It even reissued its 1986 rules allowing collectors to use precancels, which had been issued as a result of the 1986 article in *Linn's*. It said nothing about the illegality of the sale of precancels, leaving such sales in limbo.

While all this was going on, big ads continued to appear in the stamp weeklies from dealers selling precancels. Unfortunately for Magruder, most of them were not in his publication, which had said it would continue to accept them. But they did appear in *Linn's*. Could there be any link between the silence about this issue and ad revenues?

Washburn books big helps to PNC collectors

PNCs on Cover, By Robert M. Washburn. Published by the author. Soft cover, 19 pages, \$7 postpaid from P.O. Box 840, Skowhegan, ME 04976.

This book is challenging. The challenge comes in Washburn's honesty in displaying that what we know about the earliest usages of PNCs is not really very much. What's more, Washburn has made it difficult for himself. He tries to stick with commercial covers, although a few philatelic dates have made it into his book.

To illustrate the problem, take the common-as-dirt 4¢ Stagecoach, issued in 1982. Washburn's earliest dates for all six plates and four precanceled plates go no farther back than 1986.

The earliest tagged 4.9¢ Buckboard Plate 3, issued in June 1985, is recorded in 1987.

The point is that earlier usages must exist. They just haven't been recorded by the PNC fraternity. By publishing his book, Washburn is issuing a challenge to us all: "Don't soak PNCs off cover." And when you find them, report the earliest dates.

Washburn assigns scarcity ratings to covers with PNCs. His ratings are the same as those used by Ken Lawrence to rank FDCs. Washburn estimates that a "C" rating means that there are fewer than 300 covers. All tagged 4¢ Stagecoach covers fall in that ranking. The precancels are ranked "E." He estimates that there are only 20 such covers

TPN Reviews

around.

Washburn has consented to allow use of his dates in the 1989 PNC Catalog (where they will be supplemented with data from Ken Lawrence). That should insure that more people will be aware of the lack an awful lot of information. His book did the same. *sge*

PNC Varieties, By Robert M. Washburn. Published by the author. Soft cover, 42 pages, \$11 postpaid from P.O. Box 840, Skowhegan, ME 04976.

Washburn has done all of us a service with this book, in which he has compiled all the varieties ever reported by anyone anywhere. It was a difficult task and took Washburn some 18 months.

By combining all the varieties listed by A. S. Cibulskas in these pages, plus material that appeared elsewhere, he has made it possible to look at a stamp and examine it for every possible variety.

There is no pricing for the varieties and no scarcity ranking. Everything gets listed, from constant plate varieties to numbers on top. He has tried to exclude freaks.

A useful book, well worth the price, especially for PNC collectors who have a chance to sit down at bourses and examine material carefully. The only complaint is that Washburn does not tell in the listing whether he is looking at a plate variety, a mat variety or what. It would be useful to know. *sge*

Average is level with '88 catalog; 12-14 Pumpers distort real rise

The *TPN Average* shown this month is based on prices tentatively scheduled to go into the 1989 *PNC Catalog*. Compared to the 1988 catalog, the average is almost the same. These prices will definitely be revised as we get closer to the publication deadline.

The key decline inside the average, of course, was caused by the re-release of Plates 12 and 14 of the Fire Pumper. This alone accounted for a drop of \$10.35 in the *TPN Average* since the 1988 catalog. That would mean that the average would have risen \$10.53 for the year if the Pumpers had not been included.

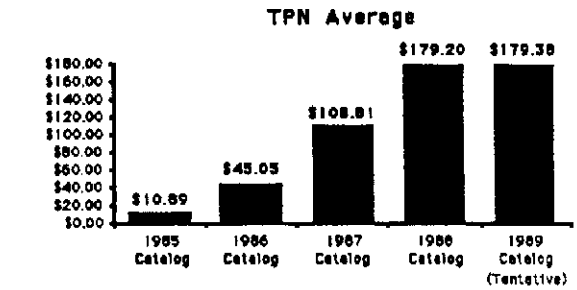
But the average is down from \$180.67 in the January issue.

Retail PNC prices have been affected by competition, by the departure from the scene of two full dealerships and the change in methods of business of several dealers. Kim Cuniberti has become a specialist dealer, no longer carrying a full line of strips of three and five; Lee Warzala and Wayne Chevrey have left the scene completely; Vern Kraus and Joe Covery have dropped out of mail-order and are concentrating on bourses and shows. Of these, only Cuniberti's and Warzala's prices had been monitored by *TPN*.

Kraus' comment, perhaps symptomatic, was: "I cannot compete head-to-head against the big boys any more."

Several things of note have happened recently on the price front:

- The spread in prices between a mint single and a strip of five has been reduced markedly. In many cases, only pennies separate the price of a PS/3 from a PS/5. This may mean that



dealers are basically selling shorter strips at a very small reduction in price from their strips of five because they do not have the shorter strips in stock and are tearing up longer strips to fill orders.

- Those who watch PNC prices will have noticed that the coil section of *Linn's*, known to us as Column 13, has been getting shorter. A few years ago, that column sometimes ran on for more than three full columns. It seldom approaches that now, even though *Linn's* has reduced its page size.

- The two-page colored ads by Dale Enterprises have been appearing less frequently.

- A few individual strips have climbed 10% or more. These include: Plate 1 of the 22¢ Flag; Plate 6 of the 5.9¢ Bicycle; Plate 8 of the 9.3¢ Mail Wagon; Plates 1 and 3 of the 18¢ Surrey; Plate 11 of the 20¢ Fire Pumper, and the two Official stamps.

- Declines of more than 10% were posted by Plate 11 of the 20¢ Flag; the BA strip of the 17¢ Auto, Plate 6; Plate 1 of the 20¢ Pumper, and Plate 3 of the 20¢ Consumer Education.

• WANTED •

A few serious collectors who want help in these specialty areas:

- Cottrell gaps.
- Numbers on top.
- Plate varieties.
- Mat varieties.
- Split numbers.
- 4.9¢ double gaps.
- 10.9¢ # 2 dropped transfers.
- 8.3¢ low entry # 1.

Dr. Robert Rabinowitz

37-E Stanwick Place
Stamford, Conn. 06905

☎ (203) 325-2312

** Two new PNC booklets for sale **

PNC Varieties

A compilation/checklist of all known PNC varieties including plate flaws, imperfs, color and inking varieties, mat varieties, numbers on top and tagging varieties. This booklet is an indispensable tool for checking varieties on used or mint strips or stamps on cover. With the price of PNC varieties being what they are, it just might be worth your while to know what you are looking for. Contains approximately 40 pages with well over 1,000 listings.

\$11.00 Postpaid

PNCs on Cover

A compilation of all known earliest usage dates of PNCs on cover. Emphasis is on commercially used covers with scarcity ratings for each plate number. Also includes separate listings of plate numbers known on FDCs.

\$7.00 Postpaid

** SPECIAL ** Both Booklets for \$16.00

Rob Washburn
P.O. Box 840
Skowhegan, Maine 04976

The new rules on precancels

The following includes most changes in *The Domestic Mail Manual* affecting collectors. All emphasis is by *TPN*. Source is a draft copy, not the *DMM* itself.

Note that §143.161 still allows revocation of a mailer's permit for selling precancels, according to the draft version.

143.1 General. Part 143 contains rules governing precanceled postage. It is comprised of three general sections which are: (1) section 143.1 covering the use of precanceled postage for mailing purposes; (2) section 143.2 covering Mailer's Precanceled Postmark; and, (3) section 143.3 covering Philatelic Sales.

143.15 Place of Mailing. Mail bearing precanceled postage must be presented to authorized postal employees at weigh units, window units, or detached mail units of the post office where the permit is held. Deposit of mail bearing precanceled postage in street collection boxes is not permitted.

143.161 Permits may be revoked if used in operating any scheme or enterprise of an unlawful character, or for the purposes of purchasing or acquiring stamps for other than mailing purposes, including resale...

143.17 Precanceling Techniques. There are three techniques used by the Postal Service to precancel stamps...

143.171 Stamps Precanceled by Bars Only

143.172 Stamps Precanceled with City and State

143.173 Stamps Precanceled with Rate Designations

a. Endorsement. Precanceled stamps can be requisitioned with the rate category preprinted as the precancellation device. See 143.174 [which lists 1989 precancel stamps]. Precancellation is accomplished by the printed legend as opposed to the legend and parallel horizontal lines as in the past. These stamps

are intended for use on matter mailed as part of a qualifying mailing of the rate category shown on the stamps. Mailpieces bearing rate-category precancellation legend must include the return address.

143.175 Other Uses of Stamps Precanceled With Rate Category. Stamps precanceled with the rate category (143.174) may be used to pay single piece rated postage on mail provided the mail is endorsed to show the proper class such as **FIRST-CLASS MAIL** or **THIRD-CLASS MAIL**. The endorsement must be placed immediately below the postage.

143.176. Overprinting. If precanceled postage on a single piece is over \$1, the precanceled stamps must be overprinted or hand-stamped in black ink by the mailer with the mailer's initials and the numerical abbreviation of the month and year...

143.31 Nonpermit Holders. Stamp collectors may buy precanceled postage for philatelic purposes, which includes collecting and exchanging philatelic items among themselves. However, collectors may not mail matter bearing precanceled postage if they do not have a permit to use precanceled postage at the post office where the mail is presented.

143.32 Permit Holders. Collectors who have a permit to mail matter bearing precanceled postage at the post office where their mail is presented may buy precanceled postage for philatelic purposes or for the purpose of paying postage.

What we now know about the Honeybees

As may be seen in A.S. Cibulskas' article on Page 23, Plate 1 has been found with "joint lines" that do not wander, indicating that Plate 1 was also printed on the D press.

Serifed plate numbers come off both presses.

BEP has halted Honeybee production and said new supplies will not be available until May.

What we now know about the Yosemite

Although the 25¢ Yosemite was to be printed only in rolls of 500 and 3,000, Plates 2, 3, 5, and 8 exist as rolls of 100.

A version, catalogued as 25F8ii, printed on phosphored paper, was issued Feb. 14 at Yosemite, Calif.

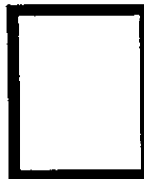
The 25¢ Flag replaces the 25¢ Bread Wagon, which is being phased out.

Forged panels found

Postal inspectors are investigating the forgery of USPS souvenir panels bearing PNCs, according to Gerald Blankenship.

Full details in the May issue.

IF BOX IS CHECKED
YOUR SUBSCRIPTION
HAS EXPIRED



BULK MAIL

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

Forwarding and Address
Correction Requested