

BEP changes plate size to match coilers

The Postal Service has confirmed that sleeves for the undenominated "E" stamps were made in two different sizes for coils of different sizes.

Sleeves were made with 480 subjects (20 rows of 24 stamps) to produce coils of 100, the Postal Service said; sleeves with only 432 subjects (18 rows of 24) were for coils of 500 and 3,000.

All the "E" stamps were printed on the Andreotti gravure press.

That development and a recent change in the sleeve size for the C Press have turned the spotlight on coilers.

In the past, C Press sleeves measured 20 rows of 48 stamps. Last year, some were made with only 18 rows.

For example, Plate 1 of the 8.4¢ Wheel Chair was printed on the B Press (18 rows of 52 stamps), but Plate 2 was made for the C Press in the 18-row configuration.

Other stamps that have appeared with narrow sleeves are:

Plates 1 and 2 of the 20¢ Cable Car.

Plates reduced from 20 to 18 rows

Face	Design	Old plate	Size	New plate	Size
8.4¢	Wheel Chair	1 (B Press)	20x52	2 (C Press)	18x48
21¢	RR Mail Car	1 (B Press)	18x52	2 (C Press)	18x48
25¢	Yosemite	1, 2, 3, 5, 7 (B)	18x52	4, 6, 8 (C)	18x48
25¢	"E"	1, 2 (Andreotti)	20x24	1, 2 (Andreotti)	18x24

Plate 2 of the 21¢ Railroad Mail Car.

Plates 4, 6 and 8 of the 25¢ Flag Over Yosemite.

Plate 1 of the 25¢ Honeybee.

Recent stamps that did not make the change to the narrower plate were the 7.6¢ Carreta and the 15¢ Tugboat. Both plates stayed on the B Press.

In the past, most bulk-rate Transportation Series stamps were printed on the B Press. So were the stamps called "change makers" by the Postal Service.

The latter included, in chronological order:

Re-issued 4¢ Stagecoach (Aug. 15, 1986)

Redesigned 1¢ Omnibus (Nov. 26, 1986)

6¢ Tricycle (Feb. 2, 1987)

Redesigned 2¢ Locomotive (March 6, 1987)

10¢ Canal Boat (April 11, 1987)

3¢ Conestoga Wagon (Feb. 29, 1988)

The printed roll was fed from the B Press into the Huck rotary perforator, which has a capacity of 18 rows of coils. Huck output was usually intended for rolls of 500 and 3,000.

The C and D presses (which are identical to each other except that the D Press also has an offset deck) usually print 20 across and run the web through the Goebel stroke perforator, which has a capacity of 18 rows.

Please turn to Page 85

Phosphored Bees destroyed at BEP

By Ken Lawrence

The 25¢ Honeybees were printed on phosphor-coated paper; but you probably won't be able to collect them.

The press run was not a test; it was a full-scale production run. But the ink covered too much of the stamp's surface, and didn't leave enough exposed phosphor to meet the required standards.

The tolerances are expressed in Phosphor Meter Units (PMUs). To be certain that phosphor luminescence is adequate to activate USPS facer-canceler machines, the Postal Service requires stamps to have an ultraviolet reflectance between 45 and 125 PMUs.

At the Bureau of Engraving and Printing, production standards call for a range between 55 and 110 PMUs. The Honeybees on phosphor-coated paper measured about 30 PMUs, too low to do the job.

The entire production run was scrapped, and no examples should have made their way outside BEP.

No Honeybees on phosphored paper have ever been reported by collectors.

More on Honeybees on Page 80.

Experimental gum found on 4 PNCs

By Richard J. Nazar

An experimental, smooth, dry gum has been found on Plates 13 and 14 of the 18¢ Surrey and Plates 1 and 2 of the 20¢ Consumer Education.

In this issue

Two precancel styles found on Plate 1, 12.5¢ Pushcart. Page 79.

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At the time these two stamps were produced, Paper Corp. of the United States (PCUS) was the sole supplier of dry-gum intaglio paper to BEP.

PCUS' dry-gum intaglio paper is usually identifiable by its distinctive gum texture—diagonal ridges that run at an approximate 45° angle to the base of the stamps (in a SW-NE direction) [see Figure 1, Page 92]—and its fluorescent

Paper types stir dispute, see Letters starting on next page.

quality under long-wave ultraviolet light, where it appears as a bright purple-white in varying degrees (according to the amount of chemical brighteners and brightened fibers that are contained in the paper). I have designated such paper as Type I intaglio paper for the purpose of separating and categorizing the differ-

Time to start again

The catalog was obsolete almost before it was printed and not only because the *Reader's Digest* stamp—Plate 2 of the 12.5¢ Pushcart, tagged—popped up while the catalog was at the printer.

It takes about six months to put each year's catalog together. The month before the last is the busiest, for it is then that dealers' prices are averaged for the last time and inserted into the book. It is also then that all the changes suggested by contributors who have examined proofs are put into place.

This year, however, another factor dogged the final push. It was Richard Nazar's discovery of what he termed Type III paper. While it was too late to add an illustration or to do a major overhaul of the explanatory text in the Introduction, Nazar and Kim Cuniberti were able to amend all the material on paper types and to bring them up to date.

The solution was not very elegant. It could not be so without starting again from scratch, and it was too late for that.

Since then, we have learned the importance of subsequent dates to press. We do not have them all because the Bureau of Engraving and Printing does not report

LETTERS: Are paper types nothing but differences in gum texture ?

Richard Nazar's recent article on paper types is frustrating in two ways. First, because Nazar is not describing paper types, or even, as Steve Esrati's note suggests, gum types. Nazar is describing gum textures, the differences between one paper finisher's applicator and another's.

The proper analogy is not to chalky, clay, hard, soft, bluish, laid, wove, or watermarked paper. These are all objective categories that can be determined on almost any stamp in almost any condition. Nor is the analogy to gum type (gum arabic, PVA, etc.).

The proper comparison is to stamps with or without gum-breaker ridges, and with different breaker-ridge spacings.

Paper types reflect the composition of the mash, the thickness and density, the lay (including screen- and dandy-roller aspects), the sizing, the coating if any, and the finish. Gum types, mainly reflect the chemical compositions.

Nazar, however, has labeled paper types not according to objective physical characteristics, but by a trait added after the paper was manufactured, and in most cases by someone other than the manufacturer.

That's the first frustration. The second is that Nazar does not provide documentation, making it impossible for any scholar to determine whether he has made all this up, or has been given false information, or that Nazar may have misinterpreted accurate information.

By itself that is a disservice to collectors, but there are additional ethical problems involved when inaccurate, hyped reports become the basis for marketing.

It is one thing for collectors to be paying good money with their eyes open for gum striations applied by rollers with differently spaced grooves. It is quite another to raise the adrenalin level by evoking rare classic paper types. (Just incidentally, in most cases it is not

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them all, but we have quite a few. They will be added to next year's catalog because they give a clue to other phenomena, such as paper type, precancel gap, and tagging gap.

It is possible that all this data and the scarcity ratings for paper types will be displayed in a more attractive and more readable form. The major work on the 1990 catalog will not begin until after Thanksgiving, and we are taking a little summer break. But before the work starts again, we are open to any and all suggestions about changes you would like to see.

true that classic paper-type distinctions were usually discerned long after the stamps were current. That is typically true of perforation and die varieties, not paper types. The reason the bluish papers are so scarce is because the experimental stamps were hoarded from the beginning by knowledgeable crooked insiders.)

I strongly urge Nazar to study two things: sources on paper manufacturing, and articles on standards of philatelic documentation. For all the work Nazar puts into this, he owes himself a more satisfactory result.

Ken Lawrence

Jackson, Miss.

In reply (By Richard Nazar): Hey Ken, relax!

Stamp collecting is a hobby that is enjoyed by millions, but you're always frustrated about something—and I guess it's now my turn to have my blood drawn by your pen.

In defense of my research and articles: I am describing

the differentiating characteristics of the papers are used by BEP for dry-gum intaglio stamp production. These characteristics are results of the manufacturing and finishing of the papers prior to their arrival at BEP.

It is arguable that my labeling these differences as "paper types" was a misnomer. In the long run, will it matter what they're called? I see them as collectable differences and I will pursue them and continue my research.

This is something new!

Several companies are supplying BEP with dry-gummed paper stock for intaglio printing of stamps. At times, since 1984, more than one supplier has concurrently supplied similar paper stock and often these different suppliers' papers have been used to produce the same issue—creating distinguishable, collectable varieties.

Please turn to Page 86

Found: A key to 12.5T1P varieties

Editor's note: Lee Warzala has taken up the challenge posed by Kim Cuniberti (Page 41, May issue). This article, abridged from one submitted to other publications, is the result.

By Leland S. Warzala

The 12.5¢ Pushcart precancels from Plate 1 have two precancel styles, two daylight colors, two UV colors, and three paper types. They all relate to one another.

In putting together a collection of this value, I began to realize that the "Bulk Rate" overprints seemed different. I call them Type A and Type B.

On Type B, the height of the "B" is taller (2.22mm) than on Type A (2.13mm). But the length of "Bulk Rate" is shorter (10.55mm) against 10.64mm on Type A.

The differences are admittedly slight and would hardly command collector interest unless there were an easier way to distinguish them. This led me to compare the precancel types to the paper types.

Of my 134 strips on Type I paper, all had the longer "Bulk Rate." Of these, 90% fell within 10.62mm-10.67mm. The remaining 10% (14 strips from three different rolls) were larger still (10.70mm-10.72mm).

My feeling at this point in the study was that one row of the Type A precancel mat had this larger variety.

There is one more way to tell Type A and Type B precancels apart. The Type A precancel has a squared-off appearance, most noticeable in the "e" of "Rate."

The "e" has a clearly straight edge on the ascending curve and never touches the upper loop. In addition, the "B" of "Bulk" is upright.



This results in: **Conclusion 1:** All 12.5¢ stamps that have Type I paper also have a Type A precancel, which has an open "e."

There is also a great deal of uniformity in the precancels found on stamps with Type II paper. They appear shorter in length and taller in height. Of 24 strips, 21 fell within a length ranging from 10.52mm to 10.56mm and a height ranging from 2.20 to 2.25mm.

The "B" of "Bulk" is slanted slightly to the left. To the naked eye, the "e" has a rounded appearance, with only a sliver of daylight between the ascender and the loop. In about 20% of the stamps, there is no daylight at all. Under 30-power magnification, the ascender touches the loop of

Summary of 12.5T1P findings

Precancel A: Found on Paper I and III

Precancel B: Found on Paper II

Color light olive (brown in long-wave UV): Type I paper, Precancel A, Gap 11R; same, Type III paper, Gap 10R.

Color dark olive (bright copper in long-wave UV): Type I paper, Precancel A, Gaps 5L, 6L, 7L, 8L, 9L; same, Type III paper, Precancel A, Gap 10L.

Color dark olive: Type II paper, Precancel B, Gaps 8R, 7R, 4L.

the "e" 93.5% of the time. (The "touch," at times, is seen only under 30X, and not all ascenders "touch." Sometimes, the "e" looks like Type A, with just a thin connection. The TPN drawings are not drawn to scale.)



At this point, my research came to a dead stop because three strips did not conform to the above description, but to the precancel found on Type I paper.

These strips were:

- A no-gap strip of 5: 10.65x2.12mm; open "e."
- A strip with the gap at 10R: 10.67x2.15mm; open "e."
- A strip with the gap at 10L: 10.65x2.15mm; open "e."

A few months later, I learned from Kim Cuniberti that Richard Nazar had confirmed the existence of Type III paper. Cuniberti confirmed that the 12.5¢ precancel existed on Type III paper.

Cuniberti also noted a difference in the daylight color and suggested that I examine my strips under long-wave UV.

Lo and behold! Many of my strips glowed like a brand new copper penny while others appeared dark brown under the UV lamp.

When the July issue of *The Plate Number* appeared, I found Nazar's report on Type III paper. I went back to look at my 24 strips on "Type II" paper and pulled out the ones that matched his description of Type III.

You guessed it: The three strips I removed were the same three strips that had not conformed to the characteristics of the Type B precancel.

Conclusion 2: 12.5¢ stamps on Type II paper have a Type B precancel, which has a closed "e."

Conclusion 3: 12.5¢ stamps on Type III paper have a Type A precancel, which has an open "e."

This leads to a theoretical history of the 12.5T1P.

The stamp first existed on Type I paper. The ink is light olive and looks brown under long-wave UV. A Type A precancel was used with the gap at 11R.

During the same period, BEP began using Type III paper. On this, it used the same ink and precancel, with the gap at 10R.

The first change occurred when BEP added something to the ink that gave it luminescent qualities.

This change in the ink altered the daylight color of the stamp from light olive to dark olive (and to bright copper in UV). During this period, the Type A precancel was again used. Gaps included 5L, 6L, 7L, 8L and 9L on Type I paper and 10L on Type III paper.

By the time Type II paper was introduced there had been at least eight separate press runs, representing tens of millions of stamps. During this time, wear occurred on the Type A precancel, but the basic dimensions remained the same or became slightly enlarged.

When Type II paper was used, only the second type of ink remained and was used. At the same time, for reasons that remain unclear, BEP substituted the Type B precancel cylinder. At least three different press runs took place (gaps at 8R, 7R and 4L).

[*Editor's note:* Cuniberti and Nazar believe that the order of printing began with Paper II, followed by Papers I and III. Cuniberti also reports the existence on Paper III of a Gap 11L, but did not specify the precancel type or ink color.]

While my observations are based on a relatively small (about 850-strip) sample, I believe there is enough evidence to publish them so fellow collectors may support or refute my conclusions.

[*Editor's note:* Please send comments to Warzala at 10 St. Mary's Court, Springfield, IL 62702.

[On the 10.1¢ Oil Wagon, Plate 1 has been found with Precancel B; Plate 2 with Precancel A. This may indicate a simple switching of precancel mats.]

Linn's Yearbook solves part of the Honeybee puzzle

Deciphering the printings of the 25¢ Honeybee has taken up part of several issues of this journal.

In our May issue, BEP was quoted as saying that the intaglio sleeve for the C Press (Plate 1)—which it originally reported as having 900 subjects—had 960 subjects.

It did not. George Amick, editor of *Linn's U.S. Stamp Yearbook 1988*, gives the following plate sizes:

C Press—18 rows of 48, or 864 subjects. This has to be the size of Plate 1, about which we were in doubt. We tend to believe Amick because it makes sense after what BEP did to the Goebel plates.

D Press—20 rows of 48, or 960 subjects. This is what BEP reported for Plate 2.

According to Amick, stamps from Goebel plates measuring 18 across were printed only on the C Press and stamps from Goebel plates measuring 20 across only on the D Press. In this he is wrong.

What he should have said was that 18-row offset product was printed with Plate 1 and 20-row product with Plate 2. But it could be on either press, since the plates are interchangeable.

We know of strips with plate numbers 1 and 2 because of the 25-stamp interval between identifiable flaws, including seam lines, caused on the Goebel press.

We have also seen strips with both plate numbers where this interval was 24, meaning they were either printed entirely on the D Press or on the Goebel in combi-

nation with either intaglio press.

We are unable to tell from these stamps whether the offset printing was done on the Goebel or on the D Press.

Based on a recent BEP plate-activity report, we had believed that 20-row Goebel product was sent to the intaglio press to be printed with only 18 rows.

It now appears that Goebel plates that had been assigned as 20 rows across were sent to press or canceled as having only 18 rows. (We don't know if they were cut down.) This leads us to believe that no 18-row product went to the 20-row Plate 2.

BEP had reported assigning a host of Goebel plates in a 500-subject size, meaning that these plates were intended to be printed on the intaglio presses with 20 rows across. But when these plates were sent to press or when they were canceled, BEP reported that they had only 450 subjects. Those would be the plates printed with the 18-row Plate 1 on either the C or D Press.

This results in a revised diagram of the plate combinations used. The diagram on Page 73 was in error. A corrected version appears below.

Knowledge that Plate 1 was only 18 rows wide, while Plate 2 was 20 rows wide also changes the table printed on Page 74. A corrected version for parts of that table appears opposite. In that corrected table we have done some analysis on quantities. In the group of plates sent to press April 14, all impressions are

equal at 110,000.

The April 14 press run was not reported in the April BEP "to press" report. That omission and the small press run lead to the suspicion that these stamps may have included those that we have termed "experimental," with larger plate numbers and tagging done on the Goebel Optiforma Press. Such stamps have never been reported by collectors.

The intaglio plate was subsequently altered by hand to chop down the "1" and the stamps were tagged on the intaglio press. The impression totals would include the shredded stamps as well as those that were finally OK'd for distribution with the truncated plate number.

A continuing mystery is whether Plate 1 was reworked again after the April 14 press run because of the relative scarcity of the "serifed 1" found on one row from that press run.

The May 7 press run also had equal impressions, all at 802,770.

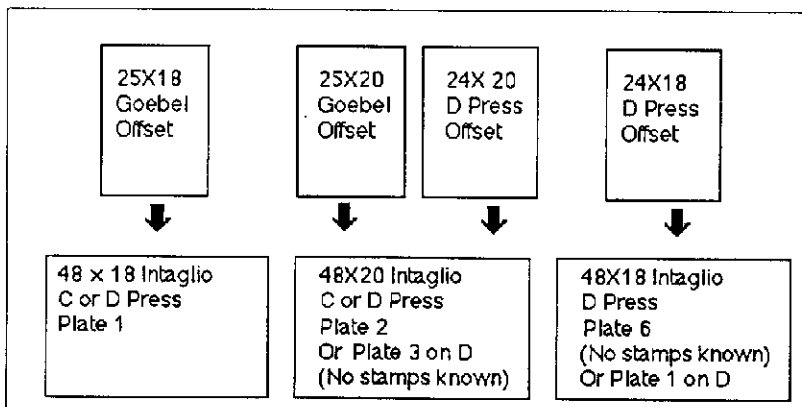
The press run that began June 6 was more complex. Several plates were replaced. Several colors were reported as having 1,518,710 impressions. We "borrowed" impression totals from other plates to make that press run come out even, at 1,518,710.

We cannot yet answer why some plates were sent to press as having 18 rows when they were originally made with 20 rows. The table identifies those plates in the "Notes" column.

It is not yet possible to analyze some of the other plates because we lack enough data for them. But with the information we have to date, we have an indication that BEP printed 18-row Honeybees with Plate 1 on the C and D presses. We have no impression totals for any plates that remained 20 rows wide. (By adding up the Goebel printing totals, we may be able to calculate the totals for each intaglio plate.)

We should hasten to say that although we have been studying the Honeybee since it was issued, none of our conclusions is certain. Some conclusions drawn earlier have turned out to be incorrect.

We have no reports yet on the 20-row Plate 3 or the 18-row Plate 6. Plate 3 was canceled with BEP saying it did not know when it was sent to press or how many impressions were made from it. *TPN*, however, did find a BEP report that said it was sent to press on Sept. 29, 1988. BEP may have been confused by an error on its plate number. When assigned, this was Plate 180936-3; when sent to press, it was called 180932-3. This may explain why BEP could give no data. (No Plate 3 or 6 stamps have been reported by collectors.)



CORRECTED PLATE DIAGRAM—Honeybees printed on Goebel plates measuring 18 across were printed only on Plate 1. The 20-row plates were printed only on Plate 2. Plates 1 and 2 could be used on the C or D Press. D Press offset plates printed in 18 rows could have been printed on Plate 6 (although not reported by collectors) or on Plate 1. 20-row D Press offset plates could have been printed on Plate 2 or 3 (no stamps known). The diagram on Page 73 was based on wrong information from the Bureau of Engraving and Printing.

Honeybee printings (by calculated press run)

PLATE	PLATE #	ASSIGNED	PRESS	SUBJ.	PRESS DATE	CANCELED	IMPRESS NOTES
Goebel offset plates 18x25, used with C or D press, Intaglio Plate 1							
02 Magenta 18	179975-2	Apr 11, 1988	43	450	Apr 14, 1988	11/15/88	110,000
02 Process Yellow 18	179976-2	Apr 11, 1988	43	450	Apr 14, 1988	11/15/88	110,000
02 PMS Yellow 18	179977-2	Apr 11, 1988	43	450	Apr 14, 1988	11/15/88	110,000
02 Cyan 18	179978-2	Apr 11, 1988	43	450	Apr 14, 1988	11/15/88	110,000
02 Black 18	179979-2	Apr 11, 1988	43	450	Apr 14, 1988	11/15/88	110,000
							Total 110,000

03 Cyan 18	180126-3	May 3, 1988	43	450	May 5, 1988	11/15/88	802,770
03 Magenta 18	180127-3	May 3, 1988	43	450	May 5, 1988	11/15/88	802,770
03 Process Yellow 18	180128-3	May 3, 1988	43	450	May 5, 1988	11/15/88	802,770
03 PMS Yellow 18	180129-3	May 3, 1988	43	450	May 5, 1988	11/15/88	802,770
03 Black 18	180130-3	May 3, 1988	43	450	May 5, 1988	11/15/88	802,770
							Total 802,770

Goebel offset plates 18x25, used with C or D press, Intaglio Plate 1

and Goebel offset plates 20x25, used with C or D press (sent to press as 20 rows; canceled as 18 rows), Intaglio Plate 1

04 Cyan 18	180307-4	May 31, 1988	43	450	Jun 6, 1988	10/18/88	1,518,710
04 Magenta 18	180308-4	May 31, 1988	43	450	Jun 6, 1988	10/18/88	1,518,710
04 Process Yellow 18	180309-4	May 31, 1988	43	450	Jun 6, 1988	10/18/88	1,518,710
04 PMS Yellow 18	180310-4	May 31, 1988	43	450	Jun 6, 1988	10/18/88	1,136,590
05 PMS Yellow 18	180321-5	Jun 1, 1988	43	450	Jun 15, 1988	10/18/88	382,120
04 Black 18	180311-4	May 31, 1988	43	450	Jun 6, 1988	10/18/88	17,950
05 Black 18	180322-5	Jun 1, 1988	43	450	Jun 8, 1988	10/18/88	232,260
06 Black 18	180361-6	Jun 9, 1988	43	450	Jun 10, 1988	10/18/88	511,090
07 Black 18	180362-7	Jun 9, 1988	43	450	Jun 13, 1988	10/18/88	757,410
							Total 1,518,710

05 PMS Yellow 18	180321-5	Jun 1, 1988	43	450	Unknown	10/18/88	385,990	2d time To Press (calculated)
05 PMS Yellow 18	180392-6	Jun 14, 1988	43	450	Jun 21, 1988	11/15/88	469,020	
01 PMS Yellow 20	180536-1	Jul 8, 1988	43	450	Jul 11, 1988	11/15/88	278,940	To Press as 20, canceled as 18
05 Cyan 18	180318-5	Jun 1, 1988	43	450	Jun 17, 1988	10/18/88	835,670	
07 Cyan 18	180436-7	Jun 20, 1988	43	450	Jun 24, 1988			
01 Cyan 20	180533-1	Jul 8, 1988	43	450	Jul 11, 1988	11/15/88	506,970	To Press as 20, canceled as 18
05 Magenta 18	180319-5	Jun 1, 1988	43	450	Jun 17, 1988			
01 Magenta 20	180534-1	Jul 8, 1988	43	450	Jul 11, 1988			
04 Process Yellow 18	180309-4	May 31, 1988	43	450	Unknown	10/18/88	356,160	2d time To Press (calculated)
05 Process Yellow 18	180320-5	Jun 1, 1988	43	450	Jun 20, 1988			
01 Process Yellow 20	180535-1	Jul 8, 1988	43	450	Jul 11, 1988	11/15/88	278,940	To Press as 20, canceled as 18
07 Black 18	180362-7	Jun 9, 1988	43	450	Unknown	10/18/88	356,160	2d time To Press (calculated)
08 Black 18	180393-8	Jun 14, 1988	43	450	Jun 20, 1988	11/15/88	278,970	
01 Black 20	180537-1	Jul 8, 1988	43	450	Jul 11, 1988	11/15/88	506,970	To Press as 20, canceled as 18
							Total 1.13 million (theoretical)	

The greatest form of flattery?

This, strangely enough, is about SCOTT and its new Platinum series album.

We at LIGHTHOUSE had no idea how much SCOTT worships our products. If imitation is indeed the greatest form of flattery, then what SCOTT has done with its new album is close to divine inspiration. Here's a quiz for you.

When is a LIGHTHOUSE album not a LIGHTHOUSE album?

- if the binder is a copy of the LIGHTHOUSE 13-ring DE binder but imprinted SCOTT;
- if the colors and gold embossing match all LIGHTHOUSE binders;
- if the boxes for the pages are the same but imprinted SCOTT;
- if the labels on the boxes are the same but imprinted SCOTT;
- if the only thing really worth copying—the pages—are SCOTT originals but at **double the price** and with outdated reflective mounts;
- if none of the above is actually made by LIGHTHOUSE;
- all of the above.

The answer, of course, is g). Sorry, there are no prizes in this quiz. The booby prize has already been allocated.

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Importers and Distributors of Philatelic Accessories

Yes, but!

What's a 'sheet' of coils?

The following Q&A appeared in the June issue of *The United States Specialist*, journal of the Bureau Issues Association. The answer is by David G. Lee.

Q. 37 How many stamps can be printed on the rolls of paper used with the B Press for coil stamp production?

A. 37 For coil stamp production, the B Press normally uses a seamless printing cylinder (sleeve) with 18 rows across and 52 rows around. The paper used on the B press comes from the converter as a "12,000-sheet roll" of 21,000 feet in length with the capability of having 5,648,292 stamps printed on it. Because the processing equipment used to produce these coils cannot handle 12,000-sheet rolls, the printed roll is taken off the press at 7,500 sheets with the remaining sheets used for the next roll.

The removed 7,500-sheet roll is used to produce coils of either 500 or 3,000 stamps each. If coils of 500 are made, 7,020 coils are produced, while 1,170 coils result when coils of 3,000 are produced. Either way (coils of 500 or 3,000), a total of 3,510,000 stamps are produced....

TPN Commentary: The above shows a good example of our problems.

A roll is measured by the number of "sheets," even though coil stamps are not printed in "sheets." According to George V.H. Godin the reason for counting by sheets is that this is how the Postal Service wants it.

If one does some mathematics with Lee's figures, knowing that one revolution of the B Press prints 936 stamps, one notes that his figures calculate that a "sheet" is precisely half that size, or 468 stamps, the number BEP has been reporting for "subjects" off the B Press. It counts and reports impressions according to subjects.

Let's reverse Lee's figures. There are 3,510,000 stamps in 7,020 coils of 500 (7,020x500) and in 1,170 coils of 3,000 (1,170x3,000).

How many times does the printing cylinder turn to print 7,020 rolls of 500? To get this figure, we divide 3,510,000 by 936 and come up with 3,750 revolutions.

That's half the number of "sheets" the press can print.

BEP has reported total impressions for

Explanations muddy the waters more

half a revolution since it printed the 18e Flags.

This is insanity. Coils are not printed in "sheets." Why not give the impression totals according to the number of revolutions. That way we would all know how many stamps were actually printed.

Lee's answer, however, may give us an additional clue why precancel gaps move in relation to the plate number.

We have assumed that each movement of the precancel gap is caused by a new press run. If a press must stop after 3.5 million stamps, this would be a point at which the gap moves, even though BEP would consider the starting, stopping, and restarting of the press as one press run.

It is even conceivable that BEP pressmen do whatever they do to move the gap as a way of marking a press run in segments of 7,500 "sheets."

What's 'used' at Scott?

The following commentary was contained in "Inconsistencies in Scott Catalogues" by Charles S. Goodman in the July issue of *The American Philatelist*, journal of the American Philatelic Society. The reply is from Scott Publishing Co.

Mint precancels: In its *Standard Postage Stamp Catalogue*, Scott recognizes that precanceled stamps may be mint or used. This acknowledgment generally takes the form of the following note: "Prices in the first column are for those which have not been through the post and have original gum. Prices in the second column are for postally used, gumless stamps." Unless the stamps are U.S. issues!

Precanceled U.S. Christmas stamps are treated in the same way. But for other "Untagged, Bureau Precanceled" issues, Scott adopts the fiction that fully gummed, never postally used, still usable stamps sold by the post office and by the philatelic agency are "used."

Scott replies: Precanceled U.S. Christmas stamps could be used on any class of mail from anywhere at any time and receive normal cancellation. The fiction in the definition (in general, and not that of Mr. Goodman alone) is the word "precancel."

TPN Commentary: This ducks the issue completely. According to the introduction to the 1989 edition of Scott's

Specialized Catalogue of United States Stamps precancels (improperly grouped under "Postal Markings") are "stamps having the cancellation applied before the article is presented for mailing. The purpose is to reduce handling and speed up the mails. A permit is required for use by the public except for special cases such as the experiments using Nos. 1384a [the 1969 Christmas stamp], 1414-1418a [the 1970 Christmas stamps], or 1552 [the self-adhesive Christmas stamp of 1974] for Christmas mail...."

Is the glib answer to Lee from Scott supposed to mean that what we call "precancels" are not precancels, but a fiction? *TPN*, which did more than any other publication to publicize the Postal Service's strange rules on the use of precancels, would never deny that they are made for limited use on bulk mail. But that is not the point of discussion.

Goodman, in urging Scott to be consistent, is merely asking that "used stamps" be used and "mint stamps" be mint. How they are used or by whom is immaterial to this discussion.

If a precancel is mint, it should be priced that way. If it is used, it should be priced that way. This is the way it is priced in Michel's *USA-Spezial Katalog*.

Goodman notes that Scott follows its rules for the precancels of Algeria, Belgium, France and Monaco. Does Scott imply that any postal customer may buy and use French precancels? Minkus says they are for printed matter and notes that the mint price is for a copy with gum.

(Oddly, Minkus' *Specialized American Stamp Catalog* ignores all U.S. precancels, including the ones on Christmas stamps—and on PNCs.)

Scott, in a reply to Goodman about the Christmas stamps, notes that "no permit was required to use these items in the 'normal' ... fashion. They not only could be used on any class of mail, they are still able to be used in that manner."

This again mixes up restrictions on use with the catalog pricing of stamps, whether mint or used.

How does Scott square all this with its treatment of the Airlift stamp (No. 1341), which, when issued, was restricted to use on airmail to servicemen, although later made general?

Applying Scott's precancel rules, this should be an airmail stamp. But Scott lists it according to its general use after the restriction was lifted.

Honeybee lines should not be called 'joint lines'

By Ken Lawrence

It is wrong to call the lines found on the 25¢ Honeybee "joint lines." That is not a matter of personal preference, it is a matter of the integrity of philatelic terminology and meaning. There is no such thing as a "correct" definition of a word as far as logic is concerned. However, once a term has a meaning that is virtually a consensus within the philatelic community, it is a mistake to apply the term with its universally accepted meaning to a different phenomenon. Frivolous use of terms can only spread confusion; clarity and precision promote understanding. The latter should be the aim of every philatelic publication.

We have already seen the problems that arise when Steve Esrati called dirty blanket ink transfers "double prints," and when Richard Nazar calls gum texture differences "paper types."

On Stickney and Cottrell press coil stamps, the printed lines are not a consequence of an engraved recess, but of a recess created between the two plates where they adjoin, caused by packing material inserted between them. Since they have a common origin, a common term is appropriate. But the modifier "joint" is not gratuitous. Its purpose is to indicate that the lines are not part of the intaglio plate print.

They occur as a routine, deliberate part of the printing process. Because of that, they enjoy full catalog status.

Lines also appear on coil stamps from other presses. The best known example is "line pairs" of Huck Press coils. These are quite common. But they are freaks, usually caused by imperfect inking and wiping. As such, no matter how common they may be, the catalogs do not list them. They are not "joint lines," despite the similarity of appearance. Knowledgeable collectors usually call them "Huck lines."

Like Huck lines, Honeybee lines are freaks. You cannot know in advance whether an unknown coil of Honeybees will or will not have them. Bee lines have a different origin. They occur when the edges of the offset plates are inked at their seams, which isn't supposed to happen. When the dampening system works as intended, it doesn't happen.

If "joint line" had not already been applied to a different phenomenon, there would be nothing wrong with applying it to this one. Since it is already taken, a different term was required. We have called these "seam lines" to note the distinction.

The problem of terminology has been compounded by the letter to Steve Esrati from BEP's Ira Polikoff (see *TPN*, January

1989, page 11), giving a preposterous explanation of these lines the Bureau's official cachet. As anyone who has ever operated any offset press knows, the blanket never comes in contact with the ink fountain. It can only print the ink that is first applied to the plate. It is improbable that any offset press is so poorly designed that the edges of the plate could loosen and flop around during production, but if it were possible, the minimum result would be to cut the blanket, and the more likely consequence would be to mangle the plate and the blanket, jam the press, and rip the web.

The likeliest explanation is that as the plates run, the edges are etched by wear to the point where eventually the etching repels dampener solution and thus accepts ink, which then transfers normally to the blanket and prints.

It is reasonable for A.S. Cibulskas to write that because C Press stamps show fewer and less distinct lines, that they probably don't print across the entire web on the Goebel Optiforma offset press. It is not reasonable to call this effect "row specific" (See *TPN* March 1989, page 23). Better and more correct would be "intermittent," to differentiate the Goebel lines from what Cibulskas evidently believes (and so do I).



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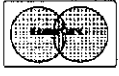
PNC VARIETIES

No.	Face	Plate #	Description	Size	Price
1	1c	#1	Plate Gouge 2L (upper right corner)	PS5	5.00
2	1c	#4	Chip 1L bottom between 2d & 4th perf.	PS5	4.00
3	1c	#4	Chip 1L between 4th & 6th perf.	PS2	3.00
4	1c	#6	Crack 1R	PS5	6.00
5	2c	#3	Tail on "r" 1L	PS3	8.50
6	2c	#3	Smoking "r" 1L	PS2	5.00
			same	PS3	7.50
			same	PS5	15.00
7	2c	#8	Lump of Coal	PS3	10.00
8	3.4c	#1, 2	Chill-Roller Doubling	PS5	15.00
9	3.4c	#1, 2	(Gap 1R) Thin double bar break on top P/C bar	PS6	3.00
10	3.4c	#1, 2	(Gap 2R) Missing Period after "Org." Mat Variety 1R of gap.	PS6	3.00
11	3.4c	#1, 2	(Gap 1R) Missing Period Mat Variety 2R of gap	PS6	3.00
12	3.4c	No #	Missing Period Mat Variety on Stamps 2 & 4	Strip 5	1.00
13	3.4c	No #	Missing Period Mat Variety on Stamp 1R of gap	Gap Strip 5	1.00
14	4c	#1	Multiple Slashes 1R	PS2	4.00
			same	PS3	5.00
			same	PS5	8.50
15	4c	#2	Multiple Slashes 2L & 1L	PS3	6.00
16	4c	#2	Quotation Marks 1L	PS2	4.00
			same	PS5	8.00
17	4c	#2	LOM dots 2 at 1L/1 at 1R	PS3	5.00
			same	PS5	7.50
18	4c	#1B	B Press. Inking Variety "Falling Luggage" Variable	Strip 5	2.00
19	4c	#1B	B Press. Doctor Blade	PS3	3.00
20			same. Doctor Blade Under Tire	Strip 5	1.50
21			same. Doctor Blade Over Coach	Strip 5	1.50
22	4.9c	#1, 2	Mat variety, double spike in road 1L of gap	Strip 5	4.00
23	4.9c	#1, 2	Mat variety, single spike in road 1L of gap	Strip 5	4.00
24	4.9c	#1, 2	Gap 2R. Double bar break — both bars	PS6	4.00
25	4.9c	#4	Buggy Whip (mint) short	PS5	12.50
26	4.9c	#4	Buggy Whip (mint) long	PS5	12.50
27	4.9c	#4	Buggy Whip (P/C) LG	PS7	16.50
28	4.9c	#3, 4	P/C mat variety Flying Dirt Clod 2R of gap	---	3.50
29	4.9c	#5	Down Rain Crack 1L (Gap 2L)	PS5	20.00
30	5c	#2	Fender Crack 1L	PS5	12.50
31	5.2c	#1	Dot over "k," dot over "g"; 1L, 1R	PS3	30.00
32	5.2c	#2	Dot over "i" in Nonprofit	PS5	22.50
33	5.5c	#1	Burned Rubber 2R (mint)	PS5	8.00
34	6c	#1	Skid Mark (mint) 2L	PS5	5.00
35	6c	#1	Ink Blobs (P/C) 1R	PS5	7.00
36	6c	#1	Flying dirt clod (P/C) 3L	PS5	7.50
37	7.1c	P/C	Dash under 1 of 1920's 1L	PS5	5.00
38	7.1c	P/C	Dot over 9 in 1920's 1L	PS5	5.00
39	7.1c	P/C	"7.1" 12R	Strip 5	3.50
40	7.1c	P/C	Rock under rear wheel 13	Strip 5	4.00
41	8.3c	#1	Whole low sluffed #1 (mint)	PS5	35.00
42	8.3c	#1	Partial sluffed #1 1L (mint)	PS3	4.00
43	8.3c	#1	Partial sluffed #1 on top Whole normal	PS5	5.00
44	8.3c	#1	# bottom 1L (mint)	PS3	4.00
45	8.3c	#3 & 4	Mat variety smoking 8 1L of gap	PS5	7.50
			P/C (Gap 1R) Inking varieties in and around "b" of Ambulance	PS6	9.00
46	8.5c	#1	Crack dot (mint) 1L	PS5	7.50
47	8.5c	#1	P/C Chain Dot/Rock on Road 1L/2R	PS5	7.50
48	8.5c	#1	P/C Dot above roof 1R	PS5	7.50
49	8.5c	#1	P/C Dot in 8 of 8.5 1L	PS5	7.50
50	8.5c	#1	P/C Dot under rear tire 6L	Strip 5	3.50
51	8.5c	#1	P/C Dot on T/Dot in front of windshield 12R/13R	Strip 5	4.50
52	8.5c	#1	P/C Rock in Road 24R	Strip 5	3.50
53	8.5c	#1	P/C Flying Bolt 13L	Strip 5	5.50
54	8.5c	#1	P/C Handle Dot II 21R	Strip 5	7.50
55	8.5c	#1	P/C Falling Chain Link	Strip 5	5.50
56	8.5c	#1	P/C Rock under Truck	Strip 5	5.50
57	8.5c	#2	P/C Circle before N 5R	Strip 5	4.00
58	9.3c	#1	Weeping W (mint) 1L	PS3	20.00
59	9.3c	#1	Weeping W (P/C) 1L	PS5	25.00
60	9.3c	#2	Tail on U (mint) 1R	PS2	14.50
61	9.3c	#3	Smoking "g" P/C LG 1L	PS5	45.00
62	10.1c	#1	Flying Hyphen (mint) 1R	PS5	10.00
63	10.1c	#1	Waving W	PS5	10.00
64	10.1c	#1	Bursting Shell (mint) 29R	Strip 5	6.50
65	10.1c	#1	Tail on 0 of 10.1 (mint) 25L	Strip 5	6.50
66	10.1c	#1	Small dot right of A in USA	Strip 5	2.00
67	10.1c	#7	P/C "Raindrop"	Strip 5	5.00
68	10.1c	#7	P/C Flying comma	Strip 5	5.00
69	10.1c	#2	Dot in "0" of 10.1 17R	Strip 5	6.50
70	10.9c	#2	Dropped Transfer	PS5	75.00
71	11c	#1	Caboose Brake Shoe (mint)	Strip 5	12.50
72	11c	#1	Caboose Brake Shoe (P/C)	Strip 5	12.50
73	11c	#1	Caboose Paw Print (mint) 21L	Strip 5	15.00
74	11c	#3	Stutz Fender Crack 1L	PS5	12.50
75	11c	#3	Stutz Fender & # Crack 1L	PS5	12.50
76	11c	#3	Stutz Chill Roller 1L	PS5	12.50
77	11c	#3	Stutz Polishing Cloth 1L	PS5	12.50
78	11c	#3	Stutz Zig Zag on hood 2R	PS5	12.50
79	12.5c	#1	P/C Falling Nail 2R	PS5	7.50
80	14c	#4	Triple Joint Line 1L	PS5	7.50
81	16.7c	#1	Dot over 9/Dot under 2 1L/3L	PS5	12.00
82	16.7c	#1	Dot above and between 0 & 2 26R	Strip 5	12.00
82A	16.7c	#1	Lightning Bolt 1L	PS2	7.00
			same	PS3	12.00
			same	PS5	20.00
83	17c	#1	Auto Axle Break 1L	PS5	22.50
			same	PS5	8.00
84	17c	#5	Auto Reclining comma 1R	PS5	30.00
85	17c	#6	Auto Dot above E 1R (mint)	PS5	10.00
86	17c	#6	Auto Dot above E (P/C) Type A Gap 2L	PS5	10.00
88	17c	#7	Auto Chip on joint line 1R	PS3	10.00
			same	PS5	12.50

No.	Face	Plate #	Description	Size	Price
89	17c	#1	Mint LOM Dot 1R	PS5	5.00
90	17c	#2	Mint LOM Dot/Dot Line 1L/1R	PS5	5.00
91	17c	#2	Mint LOM Line (bottom)	PS5	5.00
92	17c	#3	Mint LOM Dot/Dot Line 1L/1R	PS5	5.00
93	17c	#4	Mint LOM Dot 1L/1R	PS3	5.00
94	17c	#4	Mint LOM Dot 1L/1R	PS3	5.00
95	17c	#6	Mint LOM Dots 1L/1R	PS3	24.00
96	18c	#5	Flag Seashell 1L	PS5	10.00
97	18c	#1	Surrey Lightning Bolt 1L	PS2	25.00
98	18c	#5	Surrey Antenna Crack 1L	PS5	12.00
99	18c	#9	Surrey Lightning Bolt 1L	PS3	18.00
100	18c	#10	Surrey Lightning Bolt 1L	PS2	10.00
			same	PS3	18.00
			same	PS5	12.50
101	18c	#1112	Monument Color shift	PS5	10.00
102	18c	#33333	Monument (P/C) Purple on lip 2R	PS5	10.00
			same Yellow Chin 2R	PS5	10.00
103	20c	#2	Pumper Plate Crack 1 1L	PS2	100.00
			same	PS3	300.00
			same	PS5	12.50
104	20c	#16	Pumper Chill Roller	PS5	160.00
105	20c	#1	Pumper LOM Dot 1L	PS5	6.50
106	20c	#4	Pumper LOM Dot & Line 1L	PS5	70.00
107	20c	#7	Pumper LOM Dot 1L	PS5	6.00
108	20c	#9	Pumper LOM Dot & Line 1L	PS3	5.00
			same	PS2	4.00
			same	PS5	6.00
109	20c	#10	Pumper LOM Dot & Line 1L	PS3	5.00
			same	PS2	4.00
			same	PS5	6.00
110	20c	#13	Pumper LOM Dot 1L	PS3	5.00
			same	PS5	6.00
111	20c	#15	Pumper LOM Dot 1L	PS5	6.00
112	20c	#9	Pumper Hornet #9 1L	PS5	15.00
113	20c	#14	Flag Q-line 1L	PS5	15.00
114	21.1c	#11121	Diagonal scratch (mint)	PS5	15.00
			same. Extension down (mint)	PS5	15.00
			same. Diagonal scratch top 2L to bottom 1R	PS7	15.00
			same. Extension up	PS5	15.00
			same. Extension Down 1st	PS5	15.00
			same. Extension down 2nd	PS9	15.00
115	21.1c	#11121	(Mint) LOM dot 1L	---	8.50
116	21.1c	#11121	(P/C) LOM dot 1L	---	8.50
117	22c	#2	Flag Dot over Capitol 3L	PS5	8.00
118	22c	#8	Flag. Decapitated 8	PSD5	8.00
119	22c	T	Moon in flag inking variety	Strip 3	15.00
120	22c	#11	Flag. Cloudy #11 1L	PS5	10.00
121	E	#1222	Red scratch left of D in Domestic 1L	PS5	10.00
122	25c	#1	Bee. Full serif on #1	PS5	15.00
123	25c	#1	Bee. Out of cage Bee	PS5	7.50
124	25c	#2	Bee. Hidden #2 (in flowers)	PS5	10.00
125	#2	#2	Bee. Joint lines	Strip 6	3.00
Numbers on Ion					
T1	1c	#1		PS3	7.50
T2	1c	#2		PS3	7.50
T3	1c	#6		PS5	9.00
T4	4.9c	#1	P/C Double bar break on top bar 2R	PS6	18.00
T5	4.9c	#2	P/C Double bar break on top bar 2R	PS6	18.00
T6	5.5c	#1		PS5	7.50
T7	17c	#1		PS5	20.00
T8	17c	#2		PS5	20.00
T9	17c	#3		PS2	3.00
T10	17c	#4		PS2	3.00
T11	17c	#3		PS5	4.00
T12	17c	#4		PS5	4.00
T13	17c	#3	P/C Type A	PS5	7.50
T14	17c	#4	P/C Type A	PS5	10.00

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Change in plate size turns attention to coilers

Continued from Page 77

ity of 20 rows of coils.

All previous coil stamps printed on the Andreotti Press have had a maximum width of 18 rows. "D" stamps were printed as 18 rows of 38 stamps; the 21.1¢ Letters and 18¢ Washington Monument stamps were 17 rows of 24.

We knew that the Andreotti can print sheets of stamps wider than 18 across, so finding it printing 20 rows of coils was no surprise. The puzzle was in the perforating and coiling.

While the Andreotti has the ability to perforate stamps on press (called in-line perforating), this has not been done recently on any BEP-printed stamps because in-line perforating is slower than the printing. This resulted in many jams-ups on the presses.

We did not know how "E" stamp coils that were printed 20 across were perforated; but we assumed that the 18-row web was fed into the Huck perforator.

Linn's U.S. Stamp Yearbook 1988 said coils of 100 were perforated on the Goebel perforator and larger coils on the Huck, confirming our view.

Earlier, we had tried to find this out from BEP. We were told that BEP had

an old 18-row perforator in the basement and that it had been brought back upstairs and employed to perforate large rolls printed on the C Press. It was for this relic (possibly a second Huck perforator) that the C Press plate size had been changed.

One other factor must be considered. When the Postal Service announced that BEP production had to be shifted from the overburdened B Press, USPS told us that BEP would print 20¢ Cable Cars solely on the C Press even though it would be issued only in large rolls.

This led us to assume that the plate size would be 18x48, which, in fact, it was. Plate 2 was sent to press only a month after Plate 1 and was of the same size.

According to *The Postal Bulletin* of June 8, USPS was short of 20¢ Flag coil stamps and needed 20¢ coils for second-ounce, first-class letters. Now we have coils of 100 of the Cable Car (from Plate 2), probably perforated on the Huck.

We also noted a change of presses from Plate 1 to Plate 2 on the 8.4¢ Wheel Chair and the 21¢ Railroad Mail Car. In both cases, this reflected a switch from the B Press (18 rows) to the narrow C Press sleeve (also 18 rows).

It is almost certain that the old perforator from the basement was intended for these stamps. We do not know whether the old perforator really is a Huck.

Nor do we know why a careful work such as *Linn's U.S. Stamp Yearbook 1988* would have reported that the size of the Andreotti Press sleeves used to print the "E" coils were exclusively 18x24 when we now know they also were 20x24.

Finally, we must await word from Washington on how to interpret impression totals on the narrower plates. BEP used to warn us that impression totals were based on the number of subjects, not the number of stamps printed in one press revolution. That warning has been dropped and we have not been able to estimate "maximum PNCs" as a result.

All this leads to a new challenge. Is it possible to tell the perforations of one coiler from those of another? Chances are that it is, even though the number of perforations in 10mm are alike.

The catalogs do not even agree on the gauge for PNCs. Scott usually says 10; Michel usually says 9.75. And most perforation gauges are too inaccurate to tell who is correct. It may be a Pandora's box we are approaching.

Report on constant plate and mat varieties—Part XXIII

By A.S. Cibulskas

10.1¢ Oil Wagon

a. Plate 3, Red Service Indicator. Continuous red line through "Carrier Route Sort" about one-third of the way from the bottom. Found through all the stamps in multiple strips of five. Not typical of doctor blade lines and identical in all respects (position, intensity, width, etc.). Reminiscent of the black lines found on the 21.1¢ Letters, but red and straight. Comments? (Cibulskas)

10.9¢ Hansom Cab

a. Plate 1 and 2, precanceled, Line gap. Constant mat variety: "Pigtail." The bottom precancel line is extended downward from the right edge of the normal line in a curlicue fashion to the bottom edge of the stamp (about 5mm total length). Subjectively, a most eye-catching

and striking effect. (Leeds)

13.2¢ Coal Car

a. Plate 1. "Feathered Seven." Plate gouge or crack results in what looks like a feathered quill sticking out of the top of the "7" of "1870s." Constant at 19R. (SAdams)

15¢ Tugboat

a. Plate 1. Dot next to and left of the "U" in "USA." Constant at 10L. (Eastman)

18¢ Washington Monument

a. Plate 3333, tagged. "Jaundiced chin." Entire lower chin area is partly missing the magenta color. This makes for a yellow appearance. Identical and constant at 2R throughout a roll of 500. (SAdams)

20¢ Flag

a. Plate 13. Black block, probably a plate gouge, at bottom left of Supreme

Court. Constant at 25L. (SAdams)

20¢ Cable Car

a. Plate 1. Dot on the inside left edge, about half way up, of the zero of the denomination. Constant at 4R. (Washburn)

21.1¢ Letters

a. Plate 111111, service inscribed. Blue dot in upper left corner of the blue envelope.

More 2¢, 5¢ tagging gaps found

Don Eastman, president of the Plate Number Coil Collectors Club, reports vertical tagging breaks not listed on Page 63 of the July issue. They include:

2T2,6—Break 2L. "T"-shaped clip. Paper I.

2T2,6—Break 3L. Screwhead. Paper I.

2T8,10—Break 5L. Screwhead. Paper I.

5T3,4—Break 3L. "T"-shaped clip. Paper II.

Eastman also found a strip of

Constant at 4R. (Tillett)

25¢ Honeybee

a. Plate 1. Miscut results in whole plate number on top. To date, found only as a used example. (Clark)

b. A 3mm shift to the right of the process yellow results in blue clover leaves and purple flowers. Plate number unknown; multiple used copies known. (Clark and anon.)

5T3 with a horizontal tagging gap, which produced a four-way gap at the intersection with the vertical gap. Many strips with vertical tagging gaps show such horizontal gaps.

They result from the fact that the tagging mats are 12 stamps wide by 9 rows. Where the two horizontal blocks of 9x12 meet, an untagged horizontal line runs across the stamps.

LETTERS: Are paper types for real?

Continued from Page 78

You proclaim that there was the unwarranted "raising [of] the adrenalin level [of collectors] by evoking rare classic paper types" and that "in most cases it is not true that classic paper-type distinctions were usually discovered long after the stamps were current." You continue by saying, "This is typically true of perforation and die varieties, not paper types."

May I refer you to *United States Postage Stamps 1902—1935* by Max G. Johl. On Page 260, under the heading "478—One Dollar, Violet Brown. Franklin. No watermark. Perf. 10." it reads: "The change in this stamp being only in the watermark, many collectors overlooked this variety while copies could be had at the Post Offices. It is therefore more desirable than any other \$1 stamp of the group."

I am not a journalist, nor am I a stamp dealer, and I have no reason to falsely encourage anyone to pursue any stamp. What would I benefit from that?

Your comparisons of the "paper types" to stamps with or without gum-breaker ridges, and with different breaker-ridge spacings are poor and misleading analogies.

You misread my article. I simply stated that "paper is one of the fundamentals of philately" and referred to the paper differences that are noted and collected on older issues.

But, since you brought it up—aren't the paper descriptions that you mentioned ("chalky, clay, hard, soft, bluish, laid, wove, or watermarked") all descriptions of the inherent qualities of the paper?—just like the fluorescent qualities of the "paper types."

If I could recruit the aid of someone with access to an electron microscope and X-ray spectrograph equipment we might be able to analyze chemically the differences in the "paper types" that are noticeable under long-wave ultraviolet light.

As for the questions of identifying the "paper type" of used stamps or stamps on cover: Identification would be no more difficult than conclusively identifying a watermarked stamp under the same conditions. Identification would depend on the fluorescent qualities of the stamp in comparison to known examples. If more than one "paper type" exists for a particular issue, and the used stamp cannot be conclusively identified, it will be considered of the variety with the lesser value; this is common philatelic practice.

Yeah, I know—you're still frustrated about my documentation.

Most of the information I have been able to accumulate has been derived from conversations with employees of the paper suppliers and they have asked me to keep them anonymous.

Come on, Ken, you're a journalist. If someone releases information steadily and does not want his name revealed, should I breach our confidence and release his name?—most likely ending the information link. That wouldn't be beneficial to anyone.

I have no secret passwords or special connections. I simply started calling people and asking for information. Any scholar could follow my path, especially now that the names of the supplying companies have been published. What do you want? Numbers? Names? Photocopies of my telephone notes?

You mentioned that the bluish papers are so scarce because they were "hoarded from the beginning by knowledgeable crooked insiders." Do you know their names?

Max G. Johl explains in his book that the separate denominations were mixed with regular stock and dispersed to various post offices, and discovered in cities across the country (Washington, D.C.; New York and Buffalo, N.Y.; Rockford and Chicago, Ill., and Saginaw, Mich.)

Do you really think this was a conspiracy?

Controversy sells papers, and yes, that's your job, but you would benefit philately more if you would stop being so malicious and untrusting. Start contributing instead of unjustly attacking. You may be surprised, but most stamp collectors are honest people who collect because they enjoy it!

In reply (by Steve Esrati): I, too, have reservations about the three paper types (and had them earlier, when I was unable easily to distinguish Type II from Type IIa). I now find it difficult to distinguish Type II paper from Type III paper.

But I also have reservations about Lawrence's objections, which were contained in a letter to Nazar.

This puts me square in the middle of a disagreement between two contributing editors. I think both Lawrence and Nazar are correct.

Clearly mint stamps can be differentiated (at least by Nazar) according to Nazar's criteria. Others, have also been able to do so, including Kim Cuniberti, Don Eastman, and Lee Warzala.

Just as clearly, some of the stamps that exhibit Nazar's differences allow us to further our studies of our stamps, as is demonstrated in Warzala's article on Page

79.

Thus, even if Nazar's terminology does not match standards long used in philately, there is nothing wrong in setting out on a new course. The problem appears to be in terminology. We probably should not call them paper types, although some of the differences can be seen without reference to the gum texture by using long-wave UV—where Type II is easily differentiated from Type I, at least as long as the stamps have not been contaminated by whiteners during soaking.

Other philatelic specialties have had to adopt their own schemes of things, at least temporarily, while classifying their stamps. It is hoped that Nazar's research, and the questions it has raised, will enable PNC collectors to do likewise.

Let's hope the questions can be resolved.

In reply: (by Lee Warzala, by telephone): Nowhere in his article does Nazar mention Type IIa. What happened?

In reply: (by Steve Esrati): In our May issue, Nazar indicated that stamps previously designated as being on Paper IIa are still to be considered as being on Paper IIa.

TPN is much too technical

Suggestion: I love the PNC specialty and wish I could put more time into it; however, my job does not permit it. Thus, sometimes the technical production information is a little beyond me.

Could you make it a little more "digestible"?

Also, could you let me know how I can get info on exactly how coils (and, therefore, PNCs) are produced, distributed, stored, etc.? I would like to know about distribution, nationwide and within each region.

By the way, do members of PNC³ get one free ad in *TPN* or is this a PNC³ policy I'm thinking of?

David Hendricks
Dallas

In reply: Join the crowd, David. We'd all like to know about distribution. What we would like to know most is how some dealers are able to learn what plate numbers are shipped to what post office even before the receiving post office knows they are there.

As to production, *TPN* tries to pass along what members of the PNC Study Group know. As we learn, the material is published here.

We are constantly bombarding Washington with questions. As we get replies, they are reported on here. Under the Freedom

LETTERS: Readers comment on catalog

of Information Act the study group has requested voluminous data from BEP. This may end up costing a considerable sum of money, but we are certain that we can raise that amount by asking for contributions when we know how much (please, do not contribute yet!).

It should be noted, however, that philately is a process of learning. What may be too technical for a novice becomes second nature to collectors as they pick up and digest more and more information. We try hard to make it "digestible."

It is like the little kid who goes to the ball park and knows the batting averages of all the players. The kid is no genius, but he has learned.

Members of PNC³ are entitled to one free adlet up to 25 words once a year. The address is not included in the word count.

Another theory given for 2¢ precancel label

I lean toward a much simpler theory about the sequence of events that resulted in the 2¢ Locomotive precanceled labels.

The same style and color of "Precanceled" overprint also shows up on the 500-stamp label for the 9.3¢ Mail Wagon precancel labels and—more significantly—on the 10.9¢ Hansom Cab, Plates 3 and 4. BEP says Plates 3 and 4 went to press [for the first time] on March 15, 1982. [Editor's note: A second press run took place July 23, 1982.]

The Coil Label Study Group has worked out that the 500-stamp rolls from this run were labeled with pre-printed stock which was overprinted "PRECANCELED" using a detachable slug inserted into wrapper/labeler machinery.

The theoretical press history of the 2¢ Locomotive has plates 3 and 4 going to press on April 16, 1982. At that time, the labels for rolls of 500 of the 2¢ Locomotive were also being sealed with pre-printed labels that come in large rolls and are fed into the wrapper/labeler equipment.

What appears to have happened is that at the end of the Hansom Cab run, the machinery was not entirely cleared. The roll of labels was removed, but the slug used to overprint them was left in place. The run of 2¢ coils thus began with the correct labels accidentally overprinted by the forgotten "PRECANCELED" slug.

This was evidently not noticed until several cases had already been sealed (accounting for the "naked" finds reported by Ed Gould). Once discovered, an attempt was made manually to paste over the incorrect labels with a proper one. This ac-

counts for the double labels.

David E. Barrie-LaVergne
Boston

PNC numbering system does have an advantage

In spite of what Mr. Lawrence thinks (*Linn's*, July 17, 1989), I like the catalog's coil identification system. While it may be a little unusual or difficult for those who have grown up with Scott's, Michel's, or Minkus' numbers, the field is small enough so that this classification, instead of being purely numerical, is descriptive, so that there is no doubt whatever in the mind of the reader exactly what specific variety we are referring to.

It may not catch on, or be copied by Scott's, but I think it is ideal for this field.

Pedro R. Ortegon, M.D.
Bedford, Ind.

Ghostly precancel lines

I have a fair amount of scrap of Plates 3 and 4 of the 2¢ Locomotive. I pulled a relatively long strip out of my desk and flipped on the UV. There, in front of me, was a strip of 30 or more stamps brightly tagged with two parallel untagged lines running through the stamps. They seem to measure out to be the same distance apart as the precancel lines on the 20¢ Flag.

Edward Gould
Roscommon, Mich.

In reply: Can anyone explain this phenomenon?

Computer aid sought

Has anyone come up with an IBM-compatible PNC program covering mint/used singles, pairs, threes, fives, FDCs, and covers so we can have inventory control?

Carl B. Wicklund
4812 N. 10th, Apt. 509
McAllen, Tex.

Checklist proposed

Suggestion: I was pleased to see the addition of paper types on the Cottrell issues within the body of the catalog, but I think it would be helpful to have a checklist and a key to the scarcity designations in the appendix.

Conrad Keydel
Detroit, Mich.

In reply: Chances are that much will need to be changed in the 1990 catalog. Adding later press dates, tagging gaps, and paper types to each entry means we may have to redesign the book again.

Catalog errs on 'E' stamps, is wrong on using 'i' and 'ii'

I'd like to share a few observations about the 1989 *PNC Catalog*. I use it quite frequently and find it invaluable. Because I use it so much, some perhaps obscure points in it strike me as candidates for change.

The main heading block for the "E" coil contains some information that appears to be incorrect. The withdrawal date is actually June 30, 1989.... The note at the bottom of the block is also not true. The "E" coil was first advertised in the May-June 1988 *Philatelic Catalog*. It was annotated (blue asterisk) for removal from sale in the May-June 1989 edition, and thus was advertised for sale for 14 months.

Your comments in *TPN* and in the catalog have supported the idea of consistency in the computer numbering system. Consistency and self-explanation are its real selling points.

The suffixes appended to the 25F coils to distinguish between block-tagged and phosphored paper editions seem to have been over-applied. Block tagged 25F1-25F4 use the regular character sequence, but block-tagged 25F5 adds a superfluous "i." Why not show block tagged issues as simply 25F5, 25F7, 25F8, and 25F9; as they would have been had not phosphored paper appeared on the scene? Add a single "i" to indicate phosphored paper; thus 25F5i-25F9i. It seems to me the extra "i" is neither consistent nor necessary. What do you think?

My final observation relates to Appendix I, the postal rates. The organization of the table is misleading, or at least it is to me. The left side of the page shows "Non-profit" as a major class of mail, when, in fact, it isn't. *Domestic Mail Manual* §623 and subsequent, shows that nonprofit mailings have a bulk requirement and are thus a subclass under Bulk Rate (Third Class).

To my way of thinking, a logical sequence of presentation would start with first-class letters; followed by first-class post cards; and that followed by a heading of Bulk Mail—Third Class with all the subclasses, including nonprofit, listed under it.

I offer these suggestions in an attempt to help toward an even better publication.

Alan Thomson
Northwood, N.H.

In reply: Good points. Consistency is our goal. We'll rethink the 25F before the 1990 edition. As to the postal rates, we'll start on that now. More suggestions are always welcome.

Jona's PNC album could be annoying

Album pages for mint coil strips, 1980 through 1981, are available from Jona Enterprises, P.O. Box 189, Camp Hill, PA 17001 for \$48.40.

The pages are printed on heavy paper with a large eagle at the top of each page, and punched for a three-ring binder. This format and page quality remind one of White Ace pages. A sample page is pictured in the publisher's ad in *TPN*, May 1989, page 55.

The album pages are divided into three sections: 48 pages for tagged coils, 26 pages for precanceled coils, and 2 pages for officials. There are spaces for strips of five, with a picture of the strip on all five spaces. Collectors of strips of three may find this annoying because of the black-and-white picture at either side of their strips.

The stamps are grouped by year of issue. Since the pages begin with 1980, the first page has spaces for the 1-, 3.5-, and 12-cent Americana coils together with the undenominated "B" coil. None of these has a plate number, and since these coils are collected in pairs, spaces for strips of five make the first page useless for most collectors.

The grouping of coils by date of issue prevents the collector from rearranging the pages if he prefers to mount Transportation coils from the lowest denomination to the highest. For example, the 20¢ Fire Pumper, Plate 16, ends that

TPN Reviews

group at the top of a page. The balance of the page contains spaces for 20¢ Flag stamps, so these groups cannot be separated.

The undenominated "C" coil was issued in 1981, but it is not a PNC. A place for that stamp in a strip of five is provided with the 18¢ Flag coils.

The issue date is printed above each stamp. Unfortunately, that date remains the same for every plate number even though later plate numbers have different dates of issue. For example, for the 2¢ Locomotive the date of May 20, 1982, is given for all available plates, even though some of the plates were not used before 1985.

For the redesigned 2¢ Locomotive, only "Plate No. B-1" is noted in the album with the new issue date. It would be more helpful to state that the stamp was redesigned for the B Press.

For the reissued B Press 4¢ Stagecoach, the album continues the original issue date of Aug. 19, 1982, instead of listing the correct issue date of Aug. 15, 1986. The redesigned 1¢ Omnibus also has an incorrect date for the B Press version, but the B Press dates are correct for other values.

The pages are attractively designed unless one objects to the eagle, which oc-

cupies about 20% of each page. However, the pages are suitable only for the collector who collects by year rather than by subject matter of the stamps (Transportation, Flags, etc.).

Myron G. Hill, Jr.

Quotable quotes

Stu Kusinitz showed me an interesting kind of error, two 500-stamp rolls of precanceled 17¢ Electric Auto coils which cost \$85 each, with the wrong labels....

These are labels from precanceled 3.5¢ Americana coils that were withdrawn from sale long ago....

[The illustration showed that the labels were marked as costing \$17.50 a roll, the price for the Americanas. In one case the "\$17.50" was crossed out and "\$85.00" written in. In the other, there was no change on the label.]

Ken Lawrence

Linn's

Aug. 17, 1987

ADLETS

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

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

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

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. Steve Esrati, P.O. Box 20130, Shaker Heights, OH 44120.

5.5¢ weak "Burned Rubber" variety on tagged 5.5¢ Art-master FDC, number cut, \$7.50; Honeybee untagged, and uncanceled on cover, no number, \$10. Steve Esrati, P.O. Box 20130, Shaker Heights, OH 44120.

MICHEL 1989 Specialized U.S. Catalog, in German. \$39.50. Special to TPN readers: \$30.00. Includes 8-page guide in English to its use. Prices all PNCs in PS/3 and PS/5, including all precanceled. Also prices U.S. se-tenant issues. Order now, before they sell out again! Steve Esrati, P.O. Box 20130, Shaker Heights, OH 44120.

RESEARCH TOOL 12-page computer printout of all available BEP data on PNCs. Great for those who want to go where no man has gone before. Climb aboard the Enterprise. \$3 postpaid from The Plate Number.

Updates, corrections, new stamps

New stamps

- 15T2—Plate 2 of the 15¢ Tugboat, about July 1. B Press (interval is 52). (Lawrence)
25F10—Plate 10 of the Flag Over Yosemite, July 21 in Salt Lake City. C or D Press (interval is 48) on pretagged paper. (Clark)

Imperforates

By Dr. John Greenwood

The following imperforates are known on the 25¢ Yosemite:
25F2, 25F3, 25F4, 25F5ii, 25F7i.

Catalog updates

- Page 4—The earliest known usage on 22F4 should read July 20, 1985. (Hazelton)
Page 4—The earliest known usage on 22F8 should read Feb 12, 1986. (Hazelton)
Page 4—The earliest known usage on 22F11 should read May 7, 1986. (Hazelton)
Page 5—The earliest known usage on 22F14 should read March 6, 1987. (Washburn)
Page 7—25F8—Plate 8 of the 25¢ Flag Over Yosemite exists without tagging. (Dr. Greenwood)
Page 27—10.1T2P—Plate 2 of the 10.1¢ Oil Wagon, precanceled with black lines, exists with a gap at 1L. (Cuniberti)

Page 39—The earliest known usage on 18T15 should read Sept. 21, 1981. (Hazelton)

Page 40—The earliest known usage on 20T8 should read Feb. 26, 1982. (Hazelton)

Page 41—The earliest known usage on 20T16 should read June 30, 1982. (Hazelton)

Catalog corrections

Page 13—The earliest known usage on 4T3P should read Dec. 4, 1987, not Dec. 10, 1987.

Page 21—The earliest known usage on 7.1T1 should read May 29, 1987, not March 29, 1987.

Page 44—The earliest known usage on 21.1M111111 should read Nov. 4, 1986, not Jan. 4, 1986.

TPN corrections

Page 60—The second sentence after the headline "The raw BEP data" should read as follows: "Plate 3 may have been the first BEP sent to press, on Apr. 14, 1982, the date given in the catalog."
Page 63—The last sentence in the first paragraph of the article on tagging mats should have read: "That gave the impression that tagging mats were also 9x12."

Page 70—The sizes of the "E" stamp plates were given incorrectly. The sizes were 18x24 and 20x24.

Block-tagged Yosemite result from paper shortages, Postal Service explains; Plate 10 goes on sale in Utah

The Postal Service has explained why the 25¢ Flag Over Yosemite has appeared on pretagged as well as block-tagged paper: There wasn't enough of the new paper.

The Postal Service plans to convert all stamp production to what it calls pre-phosphored paper.

[Destruction of 25¢ Honeybees on pretagged paper has nothing to do with the shortage of the paper for the Flag stamps. The Flag stamps are printed only by intaglio. The Plate Number Coil Study Group has not yet classified intaglio papers, but phosphored shiny-gum intaglio paper is quite different from

phosphored paper intended for the Honeybees. That's because the Honeybee is partly printed by offset lithography, and offset printing requires special paper, made by L&CP Corp. of Troy, Ohio.]

Plate 6 of the Yosemite, which had a brief week from the time it was put on press to the time it was canceled on Nov. 28, has never been reported with block tagging. Total production of Plate 6 was 843,500 impressions, for a maximum possible 8.44 million PNCs.

On the block-tagged Yosemite from Plate 5, tagging has been observed that has almost no interval between the tagging block of one stamp and that of the

next. Since the original purpose of block tagging was to protect perforator pins by leaving the area to be perforated untagged, the new tagging on Plate 5 would appear to indicate that the pins are no longer a concern.

Plate 10, printed by the C or D Press on phosphored paper went on sale in Salt Lake City, Utah, on Friday, July 21.

Because July 24 was a state holiday, Pioneer Day, marking Brigham Young's arrival, there should be no commercial covers canceled before July 25, Gerald H. Clark of the PNC Study Group said.

Clark said most of the strips he has seen had low centering.

TPN statistics differ from those of Linn's 'Trends'

Price competition on PNCs continues to grow. Prices on many common items have been cut to the bone by many dealers. Ed Denson recently cut his prices for singles, pairs and strips of three by as much as 50%.

But prices reported in *Linn's* "Trends of Recent Prices" on June 26, reported declines on only two strips, Typeface BA on Plates 5 and 6 of the 17¢ Electric Auto. The vast majority of strips remained where they had been in December 1988.

Linn's Trends are compiled by Greg Manning, who is not a specialist dealer in PNCs. In the accompanying comments, Manning said: "Prices for selected coils have risen slightly. Overall, pricing levels haven't changed much since the last Trends PNC update.... Some price-cutting has occurred, but it hasn't been widespread."

The *Plate Number* continuously tracks dealer prices of all stamps. Our data do show widespread price cutting in the vast majority of strips.

Indicative of the fierce competition is a new policy by Al Haake, who has previously ignored other dealers' ads that shaved prices. In his July-September list, Haake "decided to meet the competition" by vowing to match not only other dealers' prices but their discounts and specials, as well.

Dr. Robert Rabinowitz, in his August

list, immediately replied with cuts of his own and the statement:

A few of my competitors [are] offering to match legitimate published low prices such as mine.... Thus, unless I can increase my volume at these low prices, I cannot continue to afford advertising....

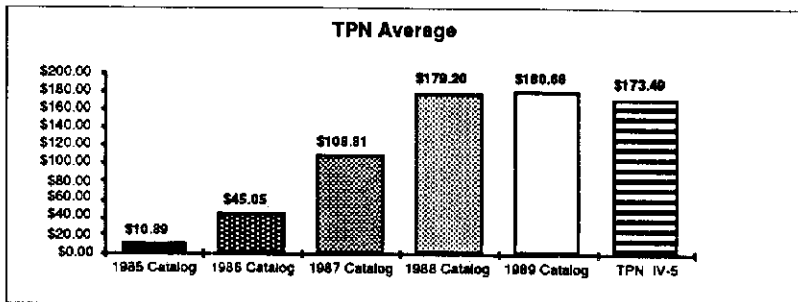
After a six-month hiatus, Dale Enterprises finally ran one of its two-page, three-color spreads for PNCs in a June issue of *Linn's*. According to *Linn's* published advertising rates, such an ad, including a 20% discount for payment within a month, is \$3,072.

The Dale ads once ran monthly. The most recent Dale ad showed a \$75 price on a PS/5 of 22F3, Plate 3 of the 22¢ Flag. That's the highest price for this strip from any dealer. *Linn's* listed it at \$70. (Dale is known to be one of Manning's advisers.)

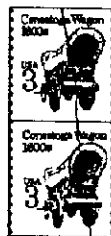
Several dealers, including H&H Stamps, which makes no distinction between pretagged and block-tagged Yosemite, price all the 25¢ Flags alike. Others are beginning to raise prices on pretagged numbers.

It may be of interest that Plate 6 of the 25¢ Yosemite is difficult to find, indica-

tive of the fact that this plate was canceled a week after being sent to press. Some wholesalers cannot supply it. They are also having some difficulty finding Plates 8 and 9 of the block-tagged Yosemite.



Conestoga Wagon VF Cracks in PS/5



Conestoga Wagon

"Blazing Wagon" — \$25

1st continuation up — \$25

2nd continuation up — \$25

Set of 3 — \$70

Box A
The Plate Number

As prices fall, old predictions are reviewed

By Stephen G. Esrati

Some PNC prices have been plummeting since 1986 when large supplies of Plate 7 of the 18¢ Flag were found by the Rev. Kenneth M. Opat. I reported the drop in prices of those strips in my PNC column in *Linn's* on Dec. 15, 1986.

[Michael Laurence, editor of *Linn's*, notes that U.S. prices generally have been falling in 1989.]

A large drop took place at the Steve Ivy Auction at STaMpsHOW 88 in Detroit [see *TPN* Vol. III, No 5, Page 94]

Shortly after the 1987 stock market crash, Calvin V. Whitsel, then a member of the Plate Number Coil Study Group, decided to sell all his PNCs, saying nothing goes up in price in a straight line.

When Whitsel decided to sell, dealers were offering \$1,800 for strips of five of Plate 6 of the 18¢ Flag. In the Ivy sale, they sold for \$700 and \$625.

In that Dec. 15 *Linn's* column I reported the finding of strips of the 20¢ Flag, including Plate 11.

On January 12, *Linn's* ran a column by Dr. Robert Rabinowitz under the heading "Market for plate number coils resilient." Dr. Rabinowitz said he had been asked to write that column by Laurence. Laurence now says he cannot recall whether he did or did not.

The Rabinowitz column ripped into me. He did not report then that he had

Price movement of the 1986 'Dirty Dozen'

Cat. No.	1985 Cat	1986 Cat	1987 Cat	1988 Cat	1989 Cat	Today
18F1	\$50.00	\$300.00	\$500.00	\$520.00	\$450.00	\$520.80
18F3	\$35.00	\$300.00	\$500.00	\$1,000.00	\$875.00	\$949.80
18F6†	\$60.00	\$375.00	\$650.00	\$3,000.00	\$2,000.00	\$2,202.60
20F4	\$5.00	\$25.00	\$200.00	\$235.00	\$245.00	\$288.60
20F11	\$3.00	\$40.00	\$35.00	\$17.00	\$14.50	\$13.98
5.9T5,6P-Ln	\$16.00	\$20.00	\$15.00	\$45.00	\$73.00	\$77.70
10.9T3,4P-Ln	\$16.00	\$75.00	\$400.00	\$500.00	\$475.00	\$499.63
17T5,6Pba-1L	\$12.50	\$40.00	\$90.00	\$90.00	\$60.00	\$67.37
20T1	\$4.50	\$20.00	\$100.00	\$225.00	\$200.00	\$184.80
20T2	\$18.50	\$175.00	\$500.00	\$1,000.00	\$1,100.00	\$964.80
20T12,14	\$27.50	\$75.00	\$100.00	\$330.00	\$20.00	\$15.26
20M1,2	\$8.50	\$50.00	\$175.00	\$200.00	\$200.00	\$191.50
20M3,4	\$4.50	\$20.00	\$100.00	\$155.00	\$140.00	\$134.30

† Not included in the TPN Average.

obtained most of Father Opat's find. This infuriated Laurence, who fired both of us as PNC columnists, ostensibly because we dealt in the stamps about which we wrote. Laurence now says this policy applied only to PNCs because the market was so volatile.

The point of Dr. Rabinowitz' column was:

What Esrati failed to point out is how resilient the coil number market is. He was quick to mention that when the 20¢ Fire Pumper Nos. 12 and 14 were found earlier this year [meaning 1986] some retail offers went as low as \$20-\$25.

Why didn't he mention that dealers who advertise in *Linn's* today are offering from \$40-\$45 per strip, depending on condition, and retail today is in the \$80-\$120 range?

Remember several years ago when the 18¢ Surrey Nos. 17 and 18 were retailing about \$50 each? The price dropped sharply when quantities showed up. Try to buy some now, as the demand far outweighs the supply. The pair of numbers has turned around sharply....

A collector taking Esrati's column at face value would resist buying rare numbers today for fear many might be found and, as a result, fall in price.

While a few finds may be made, it is my strong opinion that despite any additional finds, the cost of the toughest 12-15 strips in six months will be higher than it is today.

Well, let's look at today's prices of the items I mentioned, using Dr. Rabinowitz' latest (August 1989) list.

Plate 7 of the 18¢ Flag, in Dr. Rabinowitz' "VF-XF" (which compares to everyone else's VF), \$16.75.

Plates 12 and 14 Fire Pumper, supplies of which were found later later in Indianapolis, \$8 each.

Plates 17 and 18 of the 18¢ Surrey, \$4.75.

Plate 11 of the 20¢ Flag, \$11.50.

Next, let's examine the 12-15 toughest strips (as of 1986). We'll use the data compiled to calculate the TPN Average, which are based on a VF price. The results are in the table at the top of this page.

It should be noted that the "Dirty Dozen" of 1986 are no longer the most expensive PNCs today. The new strips are: 5.2T3,5 (\$120.50), and 9.3T5,6 (\$234.46); 9.3T8P (\$124.90). All prices given are calculated averages of today's dealers' prices for VF strips of five.

Dropped from the "Dirty Dozen" are 20F11 (\$13.98); 5.9T5,6-Ln (\$77.70); 17T5,6Pba-1L (\$67.37) and 20T12,14 (\$15.26).

Al Haake believes that some items may be getting scarce. He lists 6T2P, 8.3T1,2PR, 8.5T1,2P, and 12T1PR. He has found 22F3 and 22F7 hard to buy. Also hard to find are some Yosemite, especially Plate 6.

Yosemite FDCs

Plate 1, Block tag, Artmaster, 5/20/88	\$10
Plate 5, Phosphor, Artmaster, 2/14/89	\$15
Plate 5, Phosphor, Farnam, 2/14/89	\$35
Plate 5, Phosphor and block, Farnam, 2/14/89	\$50
Plate 5, Phosphor and block, Artmaster, 2/14/89	\$25
Plate 6, Phosphor, Farnam, 2/14/89	\$35
Plate 6, Phosphor, Artmaster, 2/14/89	\$15
Plate 7, Phosphor, Farnam, 2/14/89	\$15
Plate 7, Phosphor, Artmaster, 2/14/89	\$15
Plate 7, Phosphor and block, Farnam, 2/14/89	\$50
Plate 7, Phosphor and block, Artmaster, 2/14/89	\$25
Plate 8, Phosphor, Farnam, 2/14/89	\$15
Plate 8, Phosphor and block, Farnam, 2/14/89	\$50
Plate 8, Phosphor and block, Artmaster, 2/14/89	\$25
18¢ Flag, 1, PS/3, ArtCraft	\$150
18¢ Flag, 5, Pair, Colorano, cancel on #	\$125

Steve Esrati

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(Subscribers to my FDC new issues service received the Farnam #8 as a PS/3 for \$5. You, too, may subscribe. \$25 deposit required.)

Honeybees priced by press, but how do they differ?

Dr. Robert Rabinowitz has set different prices on C Press and D Press 25¢ Honeybees.

His PS/3 and PS/5 "VF-XF" prices are:

Plate 1, C Press: \$4.20 and \$4.50

Plate 1, D Press: \$5.00 and \$5.25

Plate 2, C Press: \$5.00 and \$5.25

Plate 2, D Press: \$4.20 and \$4.50

Dr. Rabinowitz said he can determine which press printed these strips because "the C Press Bees have a clearly duller red appearance than the D version." It's a distinction the PNC Study Group could not verify.

Another forgery has turned up among plate number coils, this time of the precanceled 20¢ Flag.

Al Haake of the Plate Number Coil Study Group said the precancel was apparently added with a felt-tip pen. The forgery is easy to detect because the basic stamp is tagged.

The 20¢ Flag was precanceled only on Plate 14 in November 1986. The Postal Service said at the time that the precanceling was done for a large mailer, but collectors have never learned who that mailer was.

John D. Galu believes he received a cover franked by a precanceled 20¢ Flag before 1986 from a fund-raising by the Democratic Party. Does anyone have a commercial cover bearing this stamp?

There's a whole other world out there and they collect PNCs as well as sheet stamps. It's called the American Plate Number Single Society and it publishes a bimonthly journal called *Plate Numbers*. The magazine is usually filled with nothing other than a mail sale and requests for members to write something, almost anything, for the journal.

It might be a fine idea if PNC³ would make contact with the APNSS and share resources. Not one of the 10 officers listed on the masthead is a member of PNC³ (nor

All the PNC news that fits we print

a subscriber to *TPN*).

The president of APNSS is Harry J. Rahn, 6316 LaSalle Rd., Delray Beach, Fla. 33484.

A.S. Cibulskas reports the following new positions for seam lines on 25¢ Honeybees printed on the D Press.

Plate 1—7R.

Plate 2—All positions are now known except 4R, 5R and 9R.

Kim Cunbertl terms seam lines just to the right of the numbered stamp, the "zero position."

Cari R. Ditsch, who goes through mixtures looking for used PNC singles, reports that after going through 135 pounds from four sources, he found 2,050 PNCs, an average of 15.2 PNCs per pound.

His best results were in Mix 57 from Mixturemart, with 1,048 PNCs, for an average of 18.39 PNCs per pound. Mix 53 from Swan produced 733 PNCs, an average of 13.8. Mix 20 from Gerlach resulted in 219 PNCs, an average of 10.95. Mix 5 from Il Ritiro produced only 50 PNCs, an average of 10.0 per pound.

Ditsch points out that his results may not agree with those of others who bought the same mixtures.

Other readers' results are always welcome.

A Long Island collector, who does not want his name used, made some FDCs using imperforate pairs of the 25¢ Flag Over Yosemite on House of Farnam cacheted envelopes. For himself, he made an FDC with a strip of five with the plate number 6. He believes only two exist.

He said he estimates that there are fewer than 50 FDCs carrying Plate 2 of the 8.4¢

Wheel Chair

In his summer price list, Dennis D. Chamberlain is offering a Bazaar FDC of Plate 7 of the 20¢ Fire Pumper, which he describes as "rare." The price? \$2,500. That's rare!

Bob Rowe, a cachet artist, has come up with an idea. For the 7.6¢ Carreta he put a strip of five and a "UPSP" label on a cover to create an interesting FDC. The cover was illustrated in *Label Mania* Number 2, issued by the Coil Label Study Group (c/o David E. Barrie-LaVergne, 27 Braddock Park, Boston, Mass. 02116-5816).

That issue has a survey of emblem labels, including the hard-to-find 18¢ Surrey and 20¢ Fire Pumper in rolls of 100. The study group has confirmed the following plate numbers in these rolls for the Surrey: 2-8, 5-6, 9-10, 11-12, and 13-14. On the Pumper, rolls are known with Plates 3-4, 5-6, 7-8, 11-13, 12-14, 15-16. Surely, if so, such rolls must have existed with Plates 1 and 2 of both designs.

Other rolls of 100 with an emblem on the label included the 18¢ and 20¢ Flag stamps. Known so far on the 18s are Plates 1, 2, 4 and 5. On the 20s, they have been confirmed on Plates 2 and 3.

Label Mania is mailed free to anyone interested. More than 100 collectors are now on the mailing list. Some have been kind enough to make postage contributions to help B.-LaVergne with the costs.

Jerry Clark reports that the wrapper label of 15¢ Tugboat from Plate 2 can be differentiated from labels used on Plate 1 by the color of the paper. The die is the same.

Says Clark: "This proves once again that BEP prints new labels for each press run and provides a valuable clue to collectors looking for strips at post offices."

Unfortunately, that means one has to take along a label to compare against.

21.1¢ Letters Lines on Seven ZIP+4 Strips

I have duplicates of all seven ZIP+4 strips of the 21.1¢ Letters stamps showing the line illustrated on the front cover of the 1989 PNC catalog. These are long strips to include the plate number.

Price \$25 per strip or \$150 for the set of seven.

If you order single strips, please indicate row, using the diagram in the catalog to number the strip.

I am a collector and a member of PNC³.

Box L

c/o The Plate Number

Vacation notice

For the first time ever, I'm going on a vacation without going to a stamp show. I will not be able to answer mail until after Oct. 5, but I'll respond as soon as I can.

The November issue of The Plate Number will be about two weeks late. It should reach you by the end of November.

Thank you.

Steve Esrati

Experimental gum reported on 2 plates

Continued from Page 77

ent papers that are supplied to BEP for stamp production.

The fluorescent qualities of the two stamps with experimental gum clearly match those typically found on PCUS' dry-gum intaglio paper, but the gum of both is almost smooth.

Under closer examination, the Surrey varieties even differ from those found on the Consumers.

The "smooth gum" Surrey variety was first reported to me by a collector from San Antonio, Texas.

The gum of this variety is white and typically smooth [see Figure 2] except for infrequent horizontal tracks that were left in the adhesive by foreign matter or dried gum clumps that were dragged horizontally during application.

Another characteristic of the "smooth gum" Surreys is that the top and bottom

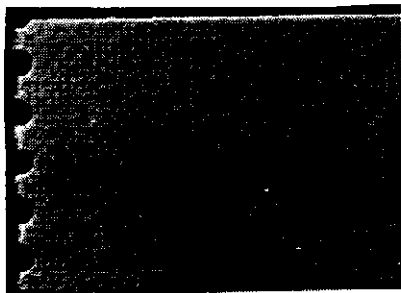
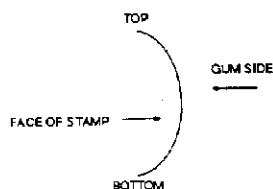


Figure 1—Type I Paper, showing typical 45° gum ridges.

edges of the coil curl toward the face of the stamp [see diagram, below left].

All of the examples I have seen were produced from Plates 13 and 14. These plates were paired exclusively with each other and went to press July 23, 1981—yielding 391,896 total plate impressions. Plate 14 was announced as being canceled on Oct. 6, 1981, but its mate was not canceled until April 2, 1987. The late cancellation of Plate 13 is irrelevant since it was paired only with Plate 14 during production.

I have assigned this variety a Type Ia sub-type designation—which denotes

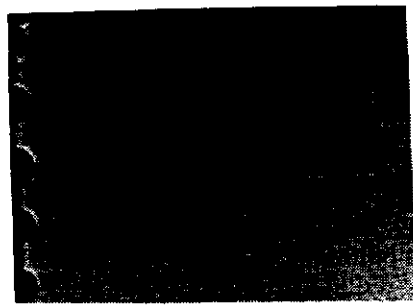


Figure 2—Trial gum on Plates 13 and 14 of 18c Surrey.

that the paper was supplied to BEP by PCUS, but the gum is distinctly different from the typical Type I paper.

The "smooth gum" Consumer Education was originally discovered by Lee Warzala of Springfield, Ill.

The gum on this variety is yellow and generally thick. Its texture is basically smooth, but it is marked by very small, randomly located circular voids [see Figure 3]. These small voids could be the result of very small air bubbles that were formed and popped during gum application.

To date, the "smooth gum" Consumers

Your 1989 PNC Catalog is STILL my price list

To avoid a conflict of interest or unconsciously trying to undercut other dealers' prices in TPN, I will sell any PNCs, including varieties, in VF at the prices in the 1989 edition of The Plate Number Coil Catalog. These prices are an average of other dealers' prices through April 30, 1989.

The offer does not apply to stamps priced in the catalog in italics. I do not stock imperforates, used PNCs, or paper types.

Premiums and deductions: For XF, add 25%; for Superb, add 40%. For Fine, deduct 10%; for stamps below the grade of Fine (no cut numbers or designs, but with the joint line missing the perfs), you may deduct 25%. I have many strips of 6 at no extra charge.

Discounts: On orders over \$25, deduct 5%; on orders over \$50, deduct 15%; on orders over \$100, deduct 25%. If you are in PNC³, you may deduct an additional 5%.

This offer remains in force until Thanksgiving. If I am out of stock, you will get a refund and will retain whatever discount you have earned. If I substitute a higher grade, you pay no more; if I substitute a lower grade, you pay less with the right to reject.

If you live in Ohio, please add 7% sales tax.

I offer the same discounts on Lighthouse albums and supplements, Michel catalogs and all Stanley Gibbons catalogs and handbooks. You pay for shipping on these.

I also supply House of Farnam FDCs at \$5 each on a subscription basis. Subscribers are assured of one PNC FDC of each issue. Deposit of \$25 required.

Varieties and gaps: I carry most PNCs with various precancel gaps. I also stock many constant plate varieties, including almost all those listed in the 1989 catalog. In addition, I know where to find many items, so if I cannot supply them, I'll make an effort to find them for you.

Since the catalog is the most complete listing of PNCs available, and since TPN takes a lot of my time, using the catalog as my price list is not only a way out of my ethical quandary, but also saves time—the one commodity I often lack.

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each of 18¢ Surrey, 20¢ Consumer Ed

have only been found in extremely limited quantities on stamps from Plates 1 and 2. These plates were paired exclusively with each other and were the first plates used to print this issue. There were a total of 533,673 impressions from these plates.

The "smooth gum" Consumer is assigned a Type Ib sub-type designation—which denotes that it was also supplied by PCUS, but that the gum is distinctly different from previously supplied paper stocks.

In my research to discover the reasons or causes for these gum varieties, I queried the Graphics Products Division of Nashua Corp., the dry gummer for PCUS. I supplied Nashua with examples to examine.

Nashua's reply included the explanation that "the BEP had us [Nashua] try alternate coating methods once or twice on a trial basis, which involved production of a smooth coating surface."

Upon further investigation, it was disclosed that a shipment of paper with the trial smooth gum was delivered to BEP in late November of 1981. This delivery was too late to be used for production of the "smooth gum" Surreys, but this shipment could have been present to be used when the 20¢ Consumer Education coil first went to press on March 1, 1982.

The Nashua representative was not familiar with the reason for BEP's request that had Nashua alter its gum-application process to produce the smoothly textured trial gum. I have requested additional information from BEP and am awaiting its response.

Not all Plates 13 and 14 of the Surrey or Plates 1 and 2 of the Consumer were produced on the paper with experimental gum. In fact, it appears, that the paper with the

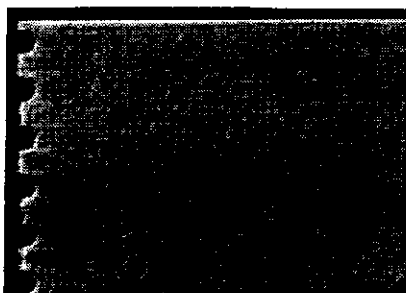


Figure 3—Trial gum on Plates 1 and 2 of 20¢ Consumer, showing 'voids.'

experimental gum was used in very limited quantities, making up only a small portion of the total press run from these plates.

To my knowledge, the only other instance where Nashua applied a smoothly textured dry gum was on the paper used to produce the first dry-gum trial booklet released in March 1971. This \$2.00 booklet (Scott BK119) was issued in a limited quantity of 1 million booklets, each containing one pane of eight 1¢ Jefferson and four panes of eight of the 6¢

Eisenhower. Although the dry gum of these booklet panes is smooth, it is very dissimilar to the smooth gum trial gum found on the Consumer and Surrey issues. The smooth gum of the booklet panes is invisible. Therefore, the whiteness of the paper shows through. And since the gum is colorless, no texture is apparent.

This was the first dry-gum intaglio paper used by BEP to produce postage stamps and it was clearly noted as being an experimental use.

For the purpose of referencing the dry gum paper used for these experimental booklets, I have assigned this paper a Type Ix sub-type designation. The Roman numeral I indicates that the paper was supplied to BEP by PCUS; the "x" suffix indicates that this was an experimental use of dry-gum adhesive and that it is distinctly different from the gum typically found on Type I paper.

Sometime after the release

of the experimental dry-gum booklet, the gummers added a coloring agent to the formula so that the gum would be visible. This was done at the request of the post office and the result is the yellowish dry gum that is common today.

The diagonal ridges also appeared in that period. Nashua Corp. explained that this pattern of ridges allows for a more even application of the gum. Since their appearance, the prominence of the ridges has varied greatly, but they have always been present on USPC's dry-gum intaglio paper since their introduction—except in the cases of the 18¢ Surrey and 20¢ Consumer Education coil trial gums.

Lighthouse special

Complete Lighthouse album for strips of PNCs, including precancel gap positions and 1988 supplement, in 2 Excellent binders. List price: \$399.50.

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PNC³ reschedules 1989 meeting; Kuhn, Cibulskas, Weigt elected

The annual meeting of the Plate Number Coil Collectors Club (PNC³) has been rescheduled for Nov. 18 at World Stamp Expo in Washington, D.C.

Originally, the club was to meet at the American Philatelic Society's STaMpsHOW at Anaheim, Calif., in August.

Gene Trinks, founding organizer and past president of PNC³, is preparing an exhibit. Material was lent by several members and was professionally mounted.

Trinks, as chairman of the election committee, and President Don Eastman announced the results of the recent election. George E. Kuhn was re-elected vice president over Dr. Joseph Agris; A.S. Cibulskas and Karen Weigt were elected to the executive board over Dr. Frank Shively and Edward Gould. Other officers were re-elected unopposed.

The A.P.S. slide show on PNCs, prepared by Ken Lawrence, is being updated with the cooperation of the American Philatelic Society and is scheduled to be shown at the annual meeting.

Eastman said the meeting would con-

sider the recent membership survey on methods of distributing *Coil Line*, the club's journal. The magazine has run into a problem caused by success.

In the past, *Coil Line*, has been mailed by first-class mail. With membership growing and with good (though unsolicited) advertiser support, the cost of mailing has soared. The dilemma is whether to reject advertising to keep the weight down, or to use bulk mail with its higher weight limit, or to seek increased dues from those desiring first-class mail.

Another possibility, discussed at the founding session in Boston in 1987, was to use *TPN* as the club's journal by adding several pages dedicated to club news and not under the editorial control of *TPN*.

Under that proposal, all club members would receive a subscription to *TPN* with \$13 going to *TPN*.

The exact time or site of the Washington PNC³ meeting were not available at press time.

A regional meeting was scheduled at STaMpsHOW in Anaheim on Aug. 26.

Denson reports 20T10 FDC find

A first-day cover with a line pair of 20¢ Fire Pumpers from Plate 10 has been found, according to the July 20 issue of *The Point*, Ed Denson's newsletter.

Denson estimated its value at \$2,000.

Denson said the cover was found among baseball FDCs that had been sitting around since 1981. The cover has an Alexander cachet.

Alexander cachets were made by a collector.

The Point is available from Denson, P.O. Box 158, Alderpoint, Calif. 95411. The subscription price is not given.

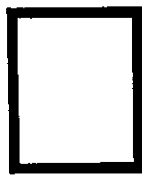
Among other features is a rundown of some of the FDCs made with the 25¢ Yosemite stamps, indicating which are scarce and which are not.

An ad by a consignor offers a strip of three of 25F3 on House of Farnham at \$80; an Artmaster combination cover with strips of five of 25F7, block tagged and pretagged, at \$14.95; and an Artmaster combination of pretagged 25F6 or 25F8 with block-tagged 25F9 at \$14.95.

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