

No musicians, but one-color intaglio stamps promised for series after Transportation set

The Transportation Series will not be replaced by a bunch of musicians, but it will be replaced.

That's the word from Gordon C. Morison, the assistant postmaster general, who attended STaMpsHOW 90 in Cincinnati.

Morison said the report that musicians would replace the popular Transportation Series was in error.

He said the new series would continue to be one-color, intaglio engraved, a reflection of the printing difficulties en-

countered in printing the Honeybee.

Asked why the tagging had been changed from block to overall on the 15¢ Tugboat, Morison promised to find out. His explanation is on Page 103.

Later, speaking to a meeting of PNC³, Morison said he welcomed suggestions for the new series.

To begin his talk, Morison said: "The Transportation Series has been around a long time. Isn't that enough for one series?"

The room was filled with loud cries of "No, no."

Morison said using an elevator and a popcorn wagon as designs for the Transportation Series proved that the set was running out of ideas and needed to be replaced. He welcomed suggestions for a new topic.

"Why not do heroes?" asked Dr. Pedro Ortega. "The country needs heroes. We don't lack people to commemorate and it's a wonderful teaching tool, a lot better than an ambulance of the 1860s."

"Our surveys," Morison said, "show that people stamps are not popular with mailers. Since these are mostly used by mailers, we must give them something they will want to use and that will not offend any mailers."

Ken Lawrence suggested double-width coil stamps in rolls of 50 in denominations for the two- and three-ounce letter rates and the \$2.40 priority mail rate. He drew no response from Morison.

Dr. Robert Rabinowitz suggested using the overflow from the commemoratives marking events during World War II. Noting that most coils are used on domestic mail, Dr. Rabinowitz said they would not meet with objections (presumably from former enemies). Morison listened, but did not reply.

Morison was asked by Dr. Rabinowitz if BEP was rechroming plates more often than in the past. He said the paucity of new plate numbers indicated that this might be the case.

Dr. Rabinowitz suggested that the Postal Service was losing some revenue because there were no new plate numbers.

"The Postal Service," Morison said, "has never taken the position of creating something new to sell to collectors. BEP prints stamps as needed. As the technology becomes better, there are fewer numbers and longer runs on the press."

Readers are invited to let TPN know what topics they have suggested. Morison's address is: USPS Headquarters, Washington, DC 20260. □

Western prison cracks down on prisoner's PNC collection, orders sale 'even at a loss'

Prison authorities in a western state are seizing PNCs mailed to prisoners on the grounds that PNCs can be turned into cash.

Prison authorities say stamps are a threat to security, although they permitted the prisoners to order the stamps and made out prison checks to pay dealers.

To protect the identity of the prisoner he shall be called John Doe. The prison is a minimum-security facility and Doe requested anonymity to spare relatives, who live in the Middle West.

Doe ordered PNCs from Steve Esrati in May. They were seized until August, when they were released.

Doe mounted the new stamps in his album, which contains 251 PNC strips. A few days later, they were seized again.

Doe said he took the matter before the courts "since they allowed me to make a major investment into supplies, albums

and strips for a year and a half."

As to the reason for the prison's actions, Doe noted that some prisoners have gold chains and "gold can be converted into cash much more easily than PNCs."

Doe has been ordered to sell his collection, even at a loss. He called it "frustrating."

He said, ruefully, that enjoying and spending hours with his PNCs was a way to "escape the reality of this place."

Many prisoners collect stamps and PNC dealers know of a half dozen PNC collectors behind bars. If there has been prior objection on the part of prison officials in other states to stamp collecting it has not been known to TPN.

In his letter, Doe included a strip of the 20¢ Flag precancel on tagged paper. He said it may warn other collectors who do not check their stamps in UV. □

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Grist for our mill

Is *TPN* going overboard about vertical tagging breaks, the change to overall tagging on the B Press, and tagging in general?

Judging by the amount of space recently dedicated to such subjects, one might tend to think so; but things aren't always as they seem. *TPN* is not aimed solely at collectors, but also toward specialists. A collector needs to know what is available. He or she then seeks that material and puts it into an album. That pretty much is the end of it. Collectors, on the whole, are relatively passive. They may want contacts with others for exchange of stamps, but they usually do not contribute much to the rest of us, by sharing knowledge.

That is one reason why the PNC Study Group never opened itself up to general membership. It was meant to be a working group.

The specialist seeks more, primarily understanding. A specialist wants every item fitting into his field of specialization, but also wants to know why. And the why is the reason for *TPN*. That's how it differs from *Coil Line*, which is commendable for what it does, but, unfortunately, it has never had articles breaking new ground.

TPN, on the other hand, has sought to extend the limits of our knowledge. In addition to reporting PNC news, it pioneered on paper types, the reason why precancel gaps move along the web, the finding of vertical tagging breaks on the Cottrell issues, and finally, the shift to overall tagging, most notably on the 15¢ Tugboat.

The Plate Number

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Published six times a year by Stephen G. Eszari, P.O. Box 20130, Shaker Heights, Ohio 44120-0130. Subscription price is \$15 a year (\$13 to members of PNC). Please add \$3.50 for first-class mail or for addresses outside North America. Entire contents Copyright © 1990 by Stephen G. Eszari.

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Some of these developments are inter-related. This allows us—collectors as well as specialists—to look for things that have not been found before. Indicative of all this is a flurry of recent activity on vertical tagging breaks, including the finding of a handful of new breaks, especially ones on the numbered 5T3 and 5T4 stamps, almost seven years after the 5¢ Motorcycle was issued.

We're looking for even more tagging breaks, and the chance exists that they will still be found. Reporting what we are looking for is grist for *TPN's* mill. Some of us find all this exciting. □

Letters: Picking one's way through mixtures has its rewards

I just finished going through 40 pounds of mixtures (25 from Swan and 15 from Mixturemart). There were 1,033 PNCs in the mixtures. Some of the better finds: 9.3T1P, 10.9T3P, 17T6P, 18T1, 20T2 and 20T14, 20F11 (3 copies), and 22F13.

I found full numbers on top on 10.9T1P and 5.2T1P. On the 10.9s, there is also a partial number at the bottom.

The Swan mixture had few 25¢ definitives, so it must have been older.

I also found 25¢ Yosemite from Plates 3, 7, and 10 with about 40% of the bottom of the number missing.

Carl R. Ditsch
Leavenworth, Kan.

How were Carretas printed?

The 1989 catalog said Plate 2 of the 7.6¢ Carreta was printed on the C Press in strips of 48. The 1990 catalog says all 7.6s were printed on the B Press. Were none of the 7.6s printed with 20x48 plates?

Howard A. Moser
Highland, Ill.

In reply: The 1989 catalog, which went to press before any BEP plate-activity reports were available on Plate 2, erroneously reported that Plate 2 had been printed on the C Press, based on false information from a dealer who said the plate numbers were 48 stamps apart. He must have miscounted. BEP reports, for assignment and for date to press, indicate that all three plates of the 7.6¢ Carreta were printed on the B Press in strips of 52.

Letters to the editor

All letters are welcome. *TPN* reserves the right to edit and condense letters, to print them as bylined articles, or to reject them. For the sake of efficiency, readers are urged to write to P.O. Box 20130, Shaker Heights, OH 44120. *TPN* will forward letters to the proper authorities for replies. Unsigned replies are by Steve Eszari.

Incidence in mixtures of 25¢ Yosemite

Plate Number	Total Found	% of All PNCs Found	Blank Tags Found	% of All Blank Tags	Phosphored Found	% of All Phosphored
1	21	1.89%	21	4.82%		
11	7	0.63%			7	1.04%
2	28	2.52%	28	6.42%		
21	18	1.62%			18	2.66%
3	32	2.88%	32	7.34%		
31	7	0.63%			7	1.04%
4	72	6.47%	72	16.51%		
5	95	8.54%	95	21.79%		
51	30	2.70%			30	4.44%
61	15	1.35%			15	2.22%
7	58	5.22%	58	13.30%		
71	131	11.78%			131	19.38%
8	99	8.99%	99	22.71%		
81	54	4.86%			54	7.99%
9	31	2.79%	31	7.11%		
91	142	12.77%			142	21.01%
101	126	11.33%			126	18.64%
111	79	7.10%			79	11.69%
131	29	2.61%			29	4.29%
141	38	3.42%			38	5.62%
Totals:	1,112	100%	436	100%	676	100%

YOUR HELP NEEDED—Chart shows incidence of 25¢ Yosemite found in mixtures by several readers. More data is needed. Please report findings from your mixtures.

Here's a whole new approach

After looking through the 1990 catalog, I was and still am amazed at how little we know about tagging breaks on tagged PNCs.

I would like to report the following new tagging breaks:

3¢ Conestoga Wagon, Plate 1, (Break 22L)

10¢ Canal Boat, Plate 1 (Break 8L)

15¢ Tugboat Plate 1 (Break at Zero and another, position unknown, because the strip of five shows no break)

- 15¢ Tugboat Plate 2, overall tagging (Break 11L)
- 17¢ Dog Sled, Plate 2 (Break 19R)
- 25¢ Breadwagon Plate 5 (Break 2L)
- 25¢ Flag Plate 1 (Break at Zero)

In reply: Whoa, there! Up to the moment that this letter arrived at TPN, tagging breaks were not even thought of on block-tagged stamps. Six of the above strips are block tagged, so the writer must have been referring to the difference in height between the tagging mas (or plate) on the right and on the left of the break or to a wider or narrower interval between tagging blocks. While the location of such breaks may be helpful in determining second and subsequent press runs, it is rather doubtful that collectors will pay much attention to them.

I have two strips of 25F8 with block tagging, one a strip of nine, one a strip of seven. I have noticed the following differences between them:

1. The PS/7 (the newer strip) has a tagging break at 3L (there is a wider untagged strips between stamps); the other has none.
2. Under long-wave UV, the PS/7 has a brown look while the PS/9 has a purple, high-bright fiber look.
3. Under shortwave UV, they both have large block tagging, but the PS/7 has a wider tagging block, 21mm wide against 20mm on the PS/9.

Obviously, these are from a different printing. Did they change presses?

The PS/7 came out of a vending machine, so I assume it came from a roll of 3,000.

In reply: On stamps that have overall tagging, the tagging break displays a clear lack of tagging over the portion of a stamp, which is somewhat more noticeable and meaningful in philatelic terms.

The "zero" location corresponds to the joint line on Cottrell printings.

As to the two Yosemite strips, it does look as though they came from different printings. We have no data for a printing date other than Dec. 19, 1988.

Also, what do we know about daylight colors of the 12.5¢ Pushcarts in light olive? I have checked mine and the precancel gaps indicate that those listed in the catalog as light olive turn out to be dark olive. Is the catalog wrong?

Scott F. Smith

Colorado Springs, Colo.

In reply (by Kim Cuniberti): On the 12.5¢ Pushcart colors, the UV test in the catalog has the reactions reversed. The stamps that are dark olive are bright orange red in long-wave UV. The light olive stamps are dark brown in long-wave UV. The bright orange red UV reaction is not always equally bright. It depends on the underlying paper type. On Type I paper, the orange is very, very bright, but it is less so on Type III and IIIa paper.

What do you call this?

If a tagging break falls exactly on the perfs, how do we number it? For example, how would you refer to a vertical tagging break between the 2L stamp and the 3L stamp?

Eugene Ernst

Houston

In reply: Normally, tagging breaks fall on the stamp, so we number them 1L if the break is on the stamp left of the joint line—the numbered stamp. We call it 1R if on the stamp to the right of the joint line.

But it gets more complex if the break is exactly on the perfs. If it falls on the perfs where the joint line would be, we call it "zero," just as we have on the seam lines found on the 25¢ Honeybee. If it falls on the perfs left of the 1L stamp, it would be 1L. If it falls on the perfs on the right of the 1R stamp (one stamp away from the joint line) it would be 1R. In your example, it would be 2L.

On B Press stamps with overall tagging, vertical tagging breaks fall on the perfs some of the time. We would count from

Pedro's World of PNCs

by Pedro Ortega, M.D., and Richard J. Nazar



the numbered stamp (1L). Going to the right, the next perfs would be zero, then 1R, 2R, etc.

Make-up stamps are not coils at all

Are you positive about your report on the undenominated contingency make-up stamp ("All the PNC news," Page 95)?

When USPS took bids on this stamp, the specifications stated that these would be produced only as panes of 100, not as coils. Only the first-class rate "F" (tulip) stamp was ordered as panes, booklets, and coils. The panes ("sheets") were ordered from the private sector; booklets and coils from BEP.

All the contingency stamps should have plate numbers, but those produced by the private firms should include letter prefixes, as usual.

Are you certain your source has seen a private-sector coil product, or did you just assume you both were discussing coils?

Ken Lawrence

Jackson, Miss.

In reply: As a result of a recent USPS reorganization, my source is no longer in the office that takes calls from the public. He did examine some existing undenominated stamps, but I may not have been clear that I was talking only about coils.

Lawrence is correct

I was able to pick up a strip of 220 of the 10.1¢ Oil Wagon with red service indicator (S1). After examining them I conclude that Ken Lawrence is correct (see Letters, TPN, September 1990). The flexographic plates used were 18x26 with gaps every 26 stamps.

On my strip, the S1 gap at 6R shows the left S1 lower than the right. The S1 gap at 32R shows the S1 on the left of the gap about 1mm farther to the right than the S1 right of the gap. 19R and 7L, the places where a gap would exist if the flexographic plates were 18x13, shows no differences between the S1s.

I found constant mat varieties at 5R, 6R, and 7R. All are different variations of a truncated "t" in "Sort."

Thus, Lawrence is correct as to 18x26 plates, unless more than one set of flexographic mats was used. It would be interesting to learn whether strips of these stamps can be found with gaps at 13-stamp intervals.

Howard Moser

Highland, Ill.

What's a horizontal break?

You obviously know something about tagging that I don't. What is a horizontal tagging break? And why does it lead you to the conclusion that there are tagging breaks on 5.2T1 and 5.2T2?

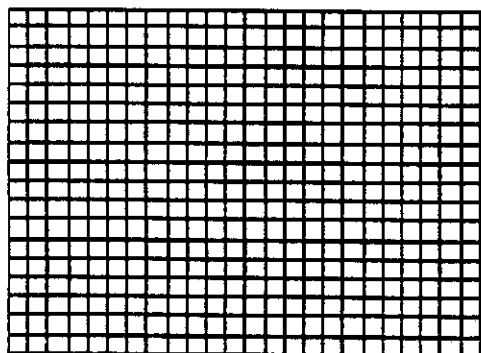
It's 2T8 and 2T10 Break 5L. You wrote about it in *TPN* (Sept. 1989, Page 85).

Alan Thomson
Northwood, N.H.

In reply: The small tagging mats used in 1984-85 were 9 rows high and 12 stamps across. The vertical tagging breaks we see on stamps are caused by the space between tagging mats every 12 stamps apart; the horizontal breaks we see are caused by the space between the top and bottom nine rows. The diagrams below show both types of mat. The arrow indicates the direction of the paper web's movement.

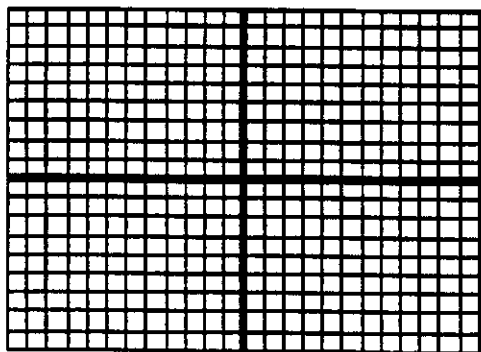
If a strip shows the horizontal tagging break near the top of the stamps, it must be from the 10th row. If it should show the horizontal break near the bottom, it would be from the eighth row. Most of the time, we do not see the horizontal break because of the way the rows are cut apart, but careful examination may show traces of it at the top or bottom of the strip.

If a strip shows the horizontal break, a vertical break must also occur since the large tagging mat could not cause the horizontal break.



Normal Cottrill tagging mat
No vertical or horizontal breaks. Size and shape unknown.

Direction of web



Small 1984-85 tagging mat
9 rows high, 12 stamps wide

Who's the father of PNCs?

I was surprised to see my name in *TPN* for the *Linn's* letter I wrote about Dr. Robert Rabinowitz. You were around and active during those years. What do you think of Dr. Bob's rôle?

Richard A. Collier
Chicago

In reply: As indicated in the September issue (Page 87), Dr.

Rabinowitz used the terms "father and step-father" of PNC philately in a review of Ken Lawrence's book. He did not explain whom he meant. In his *Linn's* letter, Collier had credited Dr. Rabinowitz with suggesting code numbers as a replacement for plate numbers. Dr. Rabinowitz was silent at STAMPSHOW about the matter. I (Steve Eszari) make no claims to being the father of anything except my son. Perhaps Dr. Bob will come out of the closet.

More EXTRAordinary stamps?

Question: Were they supposed to put those funny-looking holes between the pictures of Yosemite? Maybe this is another



one of those experimental EXTRAordinary issues?

Gerald H. Clark
Midvale, Utah

In reply: Clark's strip faintly shows the plate number "2" bisected by the perfs in the middle of the illustration. He also has EXTRAordinary examples where the perfs shift to the right and left. In addition, he has a strip from Plate 14 of more than 150 stamps that are totally imperf for 158 stamps. But the perfs start on stamp 159. This could be from the start of printing, but we don't know.

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Paper shortage depletes coil stocks but brings no new PNC varieties

Linn's and *Stamp Collector* recently reported a shortage of LP-40 paper. LP-40 is an 18½-inch unphosphored paper for the B, C, and D presses with dry gum. It is used for all current PNCs except Flags and Honeybees.

The supplier to BEP of LP-40 paper has been L&CP Corp. of Troy, Ohio. Its paper was what the PNC Study Group called Type III paper.

L&CP in the meantime has been bought by Ivex Corp. of Houston and now does business under the Ivex name.

The report on the paper shortage was first mentioned in the Sept. 6 Postal Bulletin. It was picked up by the *Washington Post's* stamp writer, Bill McAllister, who said a big mailing by Time Inc. had been delayed because of a stamp shortage. McAllister interpreted this somewhat sensationally, stating that USPS was putting stamps on sale below face. Not so!

The *Postal Bulletin* had given postmasters permission to allow false-franked bulk mailings. This is usually done when rates change and mailers are permitted to continue using the old stamps until new ones become available. Mailers pay added charged when they submit their certificates of mailing, or receive credit for overpayment.

The stamp weeklies reported that BEP had made a spot purchase of LP-40 paper to tide it over.

The *Linn's* story led some PNC collectors to believe that stamps would be found that differed in some respect from normal stamps. The Plate Number Coil Study Group has been unable to find any stamps that differed in any way from the normal.

TPN's contributing editor Richard J. Nazar checked with paper companies and learned that Ivex had shipped 400 rolls of LP-40 paper to BEP. Since Ivex and its predecessor company had supplied the previous stamp paper used for printing PNCs, the study group expects no varieties to result from the spot purchase of paper.

Ivex's two-year contract to supply BEP with paper expired and the contract went instead to Paper Corp. of the United States (PCUS), the firm that supplied Type I paper, Nazar was told.

The Plate Number Coil Study Group, therefore, concludes that:

• No stamps printed by BEP on paper obtained through the spot purchase would

BEP orders interim stock from maker of Type III paper, then ends L&CP Corp.'s contract to supply paper.

display any characteristics that would differentiate them from older stamps.

• Once PCUS paper is used in production, many stamps previously known only on Type III paper are likely to be found on Type I paper.

Nazar also learned that the company that supplied Type II paper to BEP, Eastern Fine Paper Corp. of Brewer, Maine, lost its contract with BEP some 18 months ago and has supplied no paper since. Eastern Fine told Nazar that it does not even get requests for bids from BEP any more.

In addition, Nazar has been told that BEP has stopped ordering LP-53 paper, and has gone over exclusively to LP-40.

Unphosphored LP-53 paper was made only for the C and D presses and was 22 inches wide.

The dropping of LP-53 paper may be a sign that BEP wants the 22-inch paper only on phosphored LP-714 paper. It is not certain whether any PNCs were ever printed on LP-53.

The discussion by BEP in our last issue about a shortage of phosphored LP-702 paper that was 20½ inches wide and the substitution for it of LP-701 paper that was

18½ inches wide may indicate that the 22-inch paper was needed only for commemorative stamps.

Linn's also indicated that the recent paper shortage was only the second time since 1962 that BEP had run out of paper. A glance at Page 87 of the last *TPN* will quickly reveal that a shortage also occurred in 1989 when stocks of LP-702 ran out and BEP printed coil stamps that were only 19 rows across.

The Oakland, Calif., accountable paper office sent out a list of stamps in short supply that Ed Denson obtained from the Alderpoint, Calif., post office. Oakland added notes indicating that it had many of the "scarce" stamps. Shortages exist in:

4T1R: 500s, 3,000s; 5T1Y: 500s; 5.3T1P: 500s; 7.1T1P1: 500s, 3,000s; 7.6T7P: 3,000s; 8.4T7P: 3,000; 10.1T7P1: 500s, 3,000s; 13T1P: 500s; 13.2T7P: 500s, 3,000s; 15T7: 500s; 16.7T1P: 500s, 3,000s; 20T7X: 100s; 20.5T1P: 3,000s; 21T7P: 3,000s; and 24.1T1P: 3,000s.

No rolls of 10,000 were on the list, which apparently originated in Washington because *Linn's* published a similar list of stamps in short supply.

BEP said printing would resume Sept. 24. Since the 16.7¢ Popcorn Wagon, the stamp meeting the basic bulk-mail rate, was among those needed, chances are it would have been one of the first printed when paper stocks arrived. That could mean that rolls of 500 and 3,000 of Plate 2 would become available. Only rolls of 10,000 were known previously. □

Morison: Overall tagging is a step in quality control

Assistant Postmaster General Gordon C. Morison says the change to overall tagging on the B Press was done to improve quality control.

"During production," he said in a letter to *TPN*, "block tagging could not be examined visually to ensure that it was on the stamp rather than in the edges of the gutter. Furthermore, block tagging often had the edges of the block heavier."

It was determined, he said, "that greater uniformity would be achieved through overall tagging."

Block tagging had been used to reduce

wear on perforator pins. This worked, he said, only when the tagging blocks were exactly between perforations, something that was not always the case. Morison said pin wear "was not a cause for alarm."

In respect to a question asked by Dr. Robert Rabinowitz about the longer use of plates, Morison said longer press runs are occurring because of improvements in technology and experience that allow additional rechroming of plates.

"In other words," he said, "we are able to save costs today that we were not able to before." □

Tagging breaks found on 5.2T3, 5.2T5

A strange thing happened in the third PNC auction, advertised in *Coil Line* in April 1990.

Lots 398 and 399 got past everyone. They were described as follows:

398 1900 5.2¢ Sleigh, PS3, #3, plus 3 stamps on left screwhead tag gap 4L, XF \$75.00
399 1900 5.2¢ Sleigh, PS3, #5, plus 3 stamps on left screwhead tag gap 4L, XF \$75.00

The stamps catalog for \$130 and \$120, respectively, for strips of three without the three added stamps or the screw head tagging break.

When the results of the auction appeared in the July issue of *Coil Line*, the two lots had not sold.

In August, Eugene Ernst noticed them because the only previous report of a tagging break on a 5.2¢ Sleigh had been in the July 1989 *TPN*. The *TPN* report was based on a used single found by Jerry Clark and stated: "Plates unknown, break position unknown, screw head on top and bottom row Paper I."

How that "top and bottom row" got into the report is unknown. What it should have said was simply "screw head on top."

Alan Thomson found out that Tag Shift Harry Mueggenburg had consigned the strips and got in touch with him. He got the strips for \$75 each.

Breaks also found on 5.2T1, 5.2T2

Thomson's good fortune spurred Steve Esrati to examine all his 5.2¢ Sleigh strips, all in strips of six or shorter. This resulted in the finding of Plates 1 and 2 with a horizontal tagging break across the top of the stamp, but with tagging above and below the break.

Since the small tagging mats used in 1984-85 that produced tagging breaks measured 9x12, nine rows high and 12 stamps across, they produced tagging breaks both horizontally and vertically. Thus, we now know that a vertical tagging break must exist on Plates 1 and 2 although the position is not yet known.

Meanwhile, Ernst has reported the first tagging break to occur on a numbered stamp. It is a clip break found on Plates 3 and 4 of the 5¢ Motorcycle.

Tagging breaks we may yet find

Based only on BEP's reports of when plates were printed, the following stamps may also have vertical tagging breaks, although such breaks have not yet been reported:

- 17¢ Auto, Plates 5 and 7
- 1¢ Omnibus, Plates 5 and 6
- 3¢ Handcar, Plate 1 and 2

All the above-mentioned stamps were printed in December 1984 and January 1985, when a host of other stamps that show tagging breaks were also printed.

Terminology on breaks differs from gaps

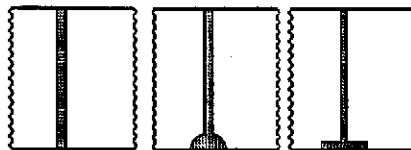
All this raises a point of terminology. To avoid confusion, the word "gaps" will be reserved for precancels and the word "breaks" will be applied to the tagging. This will prevent any mixups.

There's also another key point to remember. Tagging breaks are on stamps; precancel gaps are supposed to fall on perfs. The way we count precancel gaps is not the same as the way we count tagging breaks.

Tagging breaks are counted as 1L if they fall on the numbered stamp, 1R if on the stamp to its right.

We run into difficulty on stamps where the breaks fall exactly on the perfs (which is rare). So we have to count them as we do

Vertical tagging breaks on tagged stamps



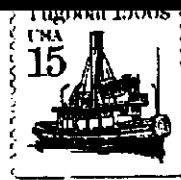
TAGGING BREAKS—Plain break, left, has untagged stripe. Some stamps, depending on row, show half of a screw head, middle, at top or bottom. Still others, right, show portion of a clip at top or bottom.

Tagging breaks on Cottrell PNCs

Cat No.	6L	5L	4L	3L	2L	1L	1R	2R	3R	4R	5R	6R
2T2		B.S.	B.S.	CISI	B.C.							
2T5		B.S.	B.S.	CISI	B.C.							
2T8		Sb		B.C.	B.C.							
2T10		Sb		B.C.	B.C.							
5T1										B.SI	B.SD	S
5T2										B.SI	B.SD	S
5T3		Sb	S7	B.C.	B.Cl	B.Cb						
5T4		Sb	S7	B.C.	B.Cl	B.Cb						
5.2T3			SI									
5.2T5			SI									
17T1				B	B.C							
17T2				B	B.C							
17T3				B.Cb	B.C7							
17T4				B.Cb	B.C7							

Table courtesy of Eugene R. Ernst

B = vertical bar break; C = clip; S = screw head; t = top; b = bottom; blank = both; ? = unknown



B PRESS TAGGING BREAKS—The black line across the top (or bottom) of these overall-tagged stamps represents an untagged area in the top or bottom row of B Press overall tagging. Both stamps also have vertical breaks. The 05 Circus Wagon is similar.

seam lines on the 25¢ Honeybee. That makes the perfs to the right of the numbered stamp zero. The perfs on the left of the numbered stamp are 1R. The perfs right of the 1R stamp are also 1R.

Breaks now appear on B Press stamps

Meanwhile, a new area of interest has appeared: B Press tagging breaks. The first B Press stamp with overall tagging was the \$1 Seaplane. In July, Plate 2 of the 15¢ Tugboat was also found with overall tagging.

Collectors quickly found that the tagging mat for these stamps was 26 stamps wide, creating a vertical tagging break 26 stamps apart. (See July *TPN*, Page 63.)

In his Aug. 20 PNC column in *Linn's*, Ken Lawrence showed

a Cover Craft FDC of the \$1 Seaplane in which the top of the stamp showed an untagged stripe about a quarter of an inch wide. On hearing that Plate 2 of the 15¢ Tugboat had surfaced with overall tagging, Lawrence predicted correctly that a similar stripe would be found on it. It has also shown up on the 5¢ Circus Wagon.

Wayne Youngblood found a Circus Wagon strip with the top untagged on one side of the break but fully tagged on the other side. That proves the use of 26x18 mats. Youngblood reported that the untagged stripe also appears at the bottom on some Circus Wagons.

Positions of the B Press vertical tagging breaks found so far are:

5¢ Circus Wagon	7L, 6L, 5L, 5R
15¢ Tugboat Plate 2	11L, 3R
\$1 Seaplane Plate 1	12L, 11L, 9R

(\$1T1 9R has not been confirmed)

Reports of new positions, are welcome.

Readers wishing to obtain Ernst's chart, may get it free from him at 15522 Windy Cove, Houston, Tex. 77095.

A dissent on terminology

By Ed Denson

I bought a roll of 15¢ Tugboats from the Alderpoint post office on Aug. 28. Under the UV light I found them to be overall tagged, with a tagging break occurring down the center of the third stamp right of the numbered stamp (2½R). A second break occurs at 28½R.

The off-number tagging mat shows an untagged stripe across the bottom of the stamp for the full length of its 26 subjects, indicating that the roll of stamps was from the bottom row on the printing sleeve. No such untagged area is seen on the on-number tagging mat, which is aligned correctly.

A similar occurrence is illustrated for the 5¢ Circus Wagon in the *Linn's* article by Wayne Youngblood that appeared in the Oct. 1 issue. The implication in Youngblood's article is that one mat is high and shows the untagged stripe at the bottom while one mat is low and shows the stripe at the top.

As was the case with precancel gaps, there seems to be no particular reason for the gap to occur at one position in the roll rather than at another, so I expect other tagging break positions to show up.

Having just become interested in these tagging breaks, I am perplexed to find that the terminology being developed for explaining where the gaps occur is confusing when compared with the terminology used for the joint lines and precancel gaps. I'm told that the tagging people count the stamp, rather than the perf. So my 2½R break occurs on the third stamp and thus would be 3R in tagging terms.

Needless to say, this is going to drive everybody crazy if we try to explain it to them, especially if we try to explain it at the same time as we explain precancel gap terminology.

I would prefer to continue counting perfs. You know the system. The perfs to the right of the PNC are position Zero, or, as we used to say, the Line Gap. The perfs on the right of the next stamp to the right are position 1R. The perfs on the left of the PNC are 1L, etc. The difficulty seems to come in the fact that the tagging breaks (or, more properly, the tagging mats' joint lines) seem to fall mainly on the stamps rather than on the perfs.

I say let's keep counting the perfs and then add a "+" or a "-" if the gap is on the stamp. Thus we would have:

On the right perfs two stamps right of the PNC = 2R.

On the left hand side of the third stamp right of the PNC = 2R+.

In the middle of the third stamp right of the PNC = 2½R.

On the right side of the third stamp right of the PNC = 3R-.

On the perfs on the right side of the third stamp right of the PNC = 3R.

This has the advantage of continuing and expanding a system already known to many collectors—those who collect PNC precancels or Honeybee seam lines; thus making it more likely that they'll get into the tagging break area; and it gives a more precise idea of where the break actually falls, which would be useful if you were trying to do plating by using these breaks.

... more on terminology

By Alan Thomson

in the matter of counting tagging breaks, Gene Ernst and I have discussed the "dead on the perfs" case at length more than once, but never came up with a reasonable solution. It appears to me that your treatment [see reply to "What do you call this?" in this month's letters to the editor] of the infrequent case where a tagging break is precisely centered on the perforations is the best that can be done. I would like to point out, however, that in my experience, "dead on the perfs" breaks are rare, even on the B Press products.

If a tagging break touches the perfs, but is more on one side than the other, the stamp that is covered most by the tagging break is the position that should be selected. It's rather like horseshoes: Whoever is closest wins.

As a corollary aspect, tagging breaks can and do wander, just as perfs do. I've seen examples on both Cottrell and B Press rolls. The displacement can be to

2mm.

It should also be made clear that the tagging break itself, and not the clip or screw head portion, is the device to be used to determine position.

Proof of two mats in use

In reference to Wayne's determination that the new B Press products are being tagged with dual mats; he's right on target, and there's additional concrete evidence that exists on many, if not most, rolls.

In early September I found that the width of the tagging breaks on the 5¢ Circus Wagon alternated. The first break was 1½mm wide; the second was 3½mm wide and the third was the same as the first. The pattern continued without interruption through the entire roll. This happened on \$1T1 also.

The only conclusion one can reach from such empirical data is that the tagging cylinder is covered by two mats (hence the 26-stamp interval) and that with the mats installed, the circumference of the tagging cylinder is precisely that of the printing sleeve.

If the tagging were from an unmatted or single matted cylinder, the width of the tagging break would be uniform, the circumference would have to be half that of the sleeve, and an unmatted cylinder or roller would have to have a surface interruption (cut) along its axis of rotation. All that seems highly improbable now. We must be dealing with two 18x26 mats. With all the bottom and top untagged strips being found, maybe we should say 17¾x26 mats.

Paper types on 2¢ breaks

By Eugene R. Ernst

The paper on my 2T2 and 2T6 with breaks at 5L, 4L, and 2L and on 2T8 and 2T10 3L and 2L are all Type I.

... more on terminology

I think we've all agreed that "the stamp which has the most tagging break on it (in the case of clips and screw heads, the vertical bar being the determining factor) is the number we use." This would also apply to B Press issues.

To eliminate any confusion about a break that falls exactly on the perfs, maybe we need to say "perfectly centered on the perfs." I only have one such example. About 10% of my holdings fall on the perfs, but are definitely more on one stamp than on the other.

Is this a coincidence?

Note that on my chart, clip breaks are only found on 1L, 2L, and 3L and no screw heads are found on those positions. Why? □

STaMpsHOW 90 fruitful for PNCers

One of the exhibits at STaMpsHOW 90 in Cincinnati included PNCs. Still, the show was a success for PNC collectors. There were lots of new finds, including some that could not be explained by the PNC Study Group.

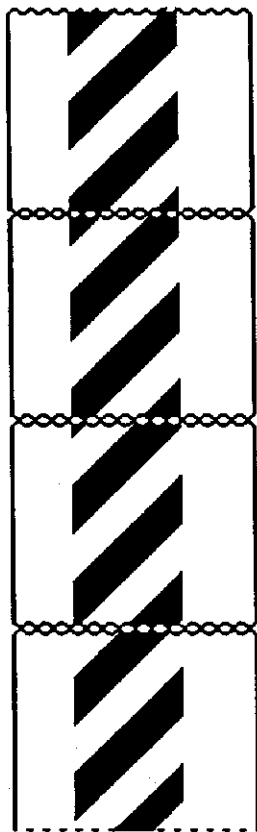
The most interesting find was made by Joanne Lenz. She had a long strip of 20¢ Flag stamps from Plate 8 that exhibited a half-inch-wide stripe of diagonal purple lines, each about a quarter of an inch thick and spaced a quarter of an inch apart, on the gum side of the strip. No one could positively explain the stripe, but A.S. Cibulskas and Dr. Robert Rabinowitz both believed it to be from the start of a new roll of stamp paper. (Our illustration, at right, is a computer drawing, not based on a photograph.)

Ken Kerruish, a bourse deal-



NO BLACK—Offset color missing on Ken Kerruish's strip from Plate 2. Only the bottom of the "A" in "USA" shows.

er from Arlington, Tex., whose sign said Artex Stamps, had a strip of five of the 25¢ Honeybee from Plate 2 in which the black offset color ("25 USA" and the black frame line) was missing. The price was \$275. Kerruish said there had been three such strips and all showed a tiny black dot where the bottoms of the "A" should have been. That phenomenon was best "explained" as having resulted from running out of ink for the



black offset plate.

The "25¢ omitted" variety was first reported by Tom Maeder and Dr. John Greenwood, who saw a copy at Orcomex this spring. At that show many dealers had the Honeybee without the intaglio black color, which now retails upward of \$100.

In view of current retail prices, Maeder (who was not at STaMpsHOW) said the intaglio-missing Honeybee is highly overpriced and should not be selling at current levels.

The Common Market in Memphis, Tenn., advertised a numbered strip of 11 in *Linn's* Oct. 8 with the price (\$15,000) on request.

Frank Marrelli, making his debut at a STaMpsHOW bourse, had pairs of 25¢ Yosemite stamps in which all three colors were washed out. Marrelli said the washout only took place on the first 40 or so stamps in the roll and, after

that, the colors were normal.

Ron Maifeld opined that the washout was the result of press start-up, the slow grinding up of the machinery during its first revolution. Usually, startup product is routinely rejected because it takes time for the ink fountains to begin working properly.

Dr. Rabinowitz had several long strips of the 9.3¢ Mail Wagon in his bulging briefcase. He had brought them along because they exhibited a previously reported precancel gap $4\frac{1}{2}$ stamps right of the joint line. (They are listed but unpriced in the 1990 *PNC Catalog*.)

But these strips had another feature, a previously unknown constant plate crack on the numbered stamp from Plate 1,



which showed up as a diagonal line in the window of the mail wagon.

Constant plate varieties are always a topic of discussion among PNC collectors anyway. Marrelli, who first found the "railroad tracks" and "railroad tracks continuation" on the 21¢ Railroad Mail Car and the "blowout" on the 7.1¢ Tractor, was asked if he had ever found any more copies of these dramatic varieties.

"No, not a one," he said. "Have any others turned up?"

That's the \$64 question. Several constant varieties have only been found once in one roll, making them just a bit suspect.

The most notorious example was the "sitting duck" on the 11¢ Caboose, only nine strips of which were ever found, although many "sitting duck" precursors have been found.

Three years ago, the editors of the catalog were about to drop the "blown tire" on the 7.4¢ Baby Wagon from listing

because it had only been reported in *Linn's Yearbook* and had never been seen by any of the editors. We did not know where it appeared in the roll and were concerned that it might not prove to be constant. Just then, Haake found 10 copies in one roll, and the variety was kept in the catalog.

Dr. James P. Mazepa, who does not collect PNCs but wins show awards with his exhibit of Poland, gave some hope to PNC collectors that our future is safe.

His children, Rena, 16, and Stephen 11, had entered their exhibit of the Transportation Series at an international youth exhibition in Vienna. At STaMpsHOW, Dr. Mazepa still did not know how they fared.

At the annual meeting of PNC³, officers for the incoming year were announced:

President—Robert Washburn
Vice president—Tom Maeder
Secretary—Gene Trinks
Treasurer—Richard Beecher
Directors-at-large—Karen Weigt,
A.S. Cibulskas

Weigt and Cibulskas were re-elected in the election in which 75% of the members voted. That is a very high level of participation in philately.

The next annual meeting of PNC³ was announced by outgoing Vice President George Kuhn, who chaired the PNC³ meeting, for Philadelphia in 1991.

Also, the club is in the process of revising its charter and preparing three slide shows.

A straw poll at the meeting backed the idea that the club should take over publication of the *PNC Catalog*, but the issue became moot a few days after STaMpsHOW when Richard J. Nazar agreed to become its new editor under the umbrella of the PNC Study Group.

Nazar will publish the 1992 catalog. The 1991 edition will continue to be edited by Steve Esrati. Publication in 1991 is expected to be in midsummer to allow inclusion of rate-change issues. □

Mailing your PNCs safely

By Klm Cuniberti

Before being bitten by the PNC bug in 1986, I was a "closet" collector. I kept pretty much to myself, knowing only my wife's uncle in New Orleans as a fellow collector. Needless to say, my knowledge of how one mails philatelic material was minimal.

I will speculate here that PNC collectors are particularly social animals; perhaps even more than in other areas of stamp collecting. I'm guessing this primarily because our pursuit involves so many plate numbers that often seem to be spread out all over the country, and I don't believe that there are too many of us who don't try to trade material with other collectors. As a result, as a group I think we generate a great deal of mail.

When I became a PNC dealer in 1987, I knew only the basics of mailing stamps. With various types of postal insurance available to us it is not difficult to get lulled into complacency about what we entrust to USPS. There are two important things to keep in mind, however:

- It is an exceedingly slow and occasionally frustrating process to get your money after filing a claim.

- Although the money is the next best thing to having the stamps that were lost or damaged, what does one do when the material was virtually unique? The insurance never compensates for the loss in these instances.

The scenario is almost totally avoidable. Strips of 7 and strips of 10 (eleven when placed diagonally) fit regular and business-size (No. 10) envelopes, respectively. With a good selection of cardboard or chipboard fully filling the entire envelope, bent corners or creased strips can be avoided for the most part. However, it needs to be noted that if USPS is determined to bend an envelope, nothing short of sheet steel will stop it.

My saddest experiences are not from bent strips but from strips exposed to moisture. In envelopes, I find the quickest cure for this kind of disaster to be a Ziploc® bag or similar products. If the air is carefully squeezed out before sealing, envelopes won't get hit for the 10¢ surcharge for envelopes that are too fat. (If the mailpiece weighs more than an ounce, the surcharge does not apply.)

In all instances, be sure not to place the strips in which they will be stacked gum to face. Occasionally, a ghost image of ink from the face of one strip will be left on the gum of the strip on top of it. This is a phenomenon that I have seen on

How to do it

sealed coil rolls, but it is often viewed as less than desirable by some collectors. It is certainly preventable.

Use stock cards, individual glassine envelopes, or you might try stacking strips gum to gum and face to face, and not too tightly.

My favorite method for mailing strips longer than PS/10 can serve as a suitable replacement for the previous methods, too, although it may not be the most convenient (especially when one is mailing only a couple of short strips).

Try 35mm plastic film containers. Go to any stores that process or send out film. They generally have wastebaskets full of empty containers brought in by customers, and most seem happy to give you all you need. These containers are waterproof and virtually crush proof. You can roll as many as a dozen or more long strips in one, and the entire weight is not much more than the strips themselves.

Strips of five, however, do not roll well, tending to bend at the perfs. If sent in combination with long strips, placing the shorter strips between long strips gives them a foundation to roll up properly. You can mail the containers in a 6x9-inch brown clasp envelope. Padded envelopes are not necessary.

For items that scare you to death to mail and that you cannot deliver by hand, I recommend the film containers in a box fully surrounded by styrofoam peanuts. I recycle the same peanuts over and over as they come and go. It is one of my efforts to keep non-biodegradable materials out of the environment.

Using peanuts in combination with a Ziploc® is also great for mailing full rolls.

[Editor's note: Recycling peanuts doesn't solve environmental concerns. Someone must still dispose of them. But there is an environmentally safe alternative. Crush newspapers page by page and use them as stuffing. Paper is degradable.]

The bottom line is not to try to save 20¢ in postage for another ounce by skimping on packing materials and to remember always that the two greatest enemies are moisture and brutality. Insurance is a nice fall-back for misfortune in the mails, but as the old saying goes: An ounce of prevention is worth a pound of cure. Happy shipping! □

ADLETS

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

WISH TO TRADE current PNCs with other parts of the U.S. Send SASE for my have/want list. Archie S. McKee, P.O. Box 1532, Ruskin, FL 33570-1532. (PNC3)

☆ STAMPS THAT GLOW ☆

Now that your PNC collection is almost complete, why not add exciting luminescent varieties to your collection? You will amaze your friends when they view your collection in the evening under UV light. FLAMING COACH, DRIVING SNOW STORM and CRUCIFIED WASHINGTON are just a few of the names used to describe these interesting varieties. Ask for an approval selection today! I buy your duplicates. (1-91)

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My used 1904a #3 or 4 ("Trends" \$70) for your 1887-1905, 1907 (#11-18), 2123-2135, 2225 on non-precanceled, Officials, etc. Duplicates OK. Also, 100 each used 22¢ Flag #s 5, 8, 12, 18, 19, all or part for your specialties. D.V. Nelson, POB 2087, Palm Desert CA 92261. APS L-1938. (6-90)

PRECURSOR "Lightning Bolt" on Plate 10, 18¢ Surrey. Shows only a small part of later plate crack. Avj-F only. \$18. Box L, The Plate Number. (6-90)

1889 LIGHTHOUSE PNC strip supplement: \$25 list, my price \$21.25. No supplement this year for singles album. Esrail, P. O. Box 20130, Shaker Heights, OH 44120.

COMPLETE Lighthouse PNC album in 2 binders, \$300. Steve Esrail, P.O. Box 20130, Shaker Heights, OH 44120.

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MAKE ME AN OFFER—I need 10.1T2P, Gap 1L and Gap 1R. Scott F. Smith, P.O. Box 6757, Colorado Springs, CO 80834. (6-90)

ALL BACK ISSUES of TPN are available. Prices differ according to photocopying costs. Send #10 SASE for a complete list with descriptions of major articles. P.O. Box 20130, Shaker Heights, OH 44120. (6-90)

JOIN THE CLUB, Join PNC³. For details, write Eric Russow, P.O. Box 7386, Des Moines, IA 50309.

PNC³ director doesn't collect PNCs

Karen Weigt, who has just been elected as a director-at-large of PNC³, stunned a group of PNC collectors at STAMPSHOW 90 in Cincinnati when she said: "I don't collect PNCs."

Ms. Weigt, editor of the newsletter of the Junior Philatelists of America, said: "I've got some, of course, but I don't know what I've got. I haven't had time to devote myself to PNCs."

PNC cartoonist debuts

Dr. Pedro Ortega has the fastest pen in Indiana. At the drop of a phrase, he will start drawing funny sketches on stamp subjects, and especially on PNC themes. With his permission, the first of several cartoons he drew at STAMPSHOW is published as an editorial cartoon in this issue of *TPN*.

Dr. Ortega has the ideas, but he does not have drawing skills that allow for publication, so *TPN* invited Richard Nazar to do the final product. Readers may expect more of "Pedro's World of PNCs" in future issues.

Roll has 'no PNCs'

At a STAMPSHOW bull session, David Barrie-LaVergne, head of the renamed Coil Label Study Group, told the following story after a discussion of the arrest of a New York City postal clerk who sold imperforates and other varieties to selected dealers above face.

Barrie-LaVergne had gone to the philatelic counter in Boston and asked for PNC strips of the 11¢ Caboose. The clerk told him there were none. Barrie-LaVergne said he wanted to see a strip of 52. The clerk brought out what looked like a roll of 500 and said there were none. He unrolled only a strip of 40 or so. Barrie-LaVergne said there had to be a number later in the roll, and the clerk said the roll was all cut up.

It dawned on Barrie-LaVergne that the roll had been stripped of all plate numbers. He asked the clerk to break open a new roll, but the clerk said that was not permitted while he had this "roll" for sale.

A few days later, Barrie-LaVergne told the postmaster what had happened.

"You're the third person to tell me something like that," the postmaster said.

The next time Barrie-LaVergne went to that philatelic counter, there was a new clerk.

Lighthouse is Scott agent

Lighthouse has been appointed exclu-

All the PNC news that fits we print

sive distributor for all Scott catalogues in Europe (except Great Britain). Lighthouse Publications in New Jersey fulfills a similar rôle for Stanley Gibbons and Michel in the United States.

5T1 shows a flaw or flaws

William H. Hatton, associate editor of *Scott's Specialized Catalogue of United States Stamps*, submitted nine numbered strips of Plate 1 of the 5¢ Motorcycle, all with a horizontal break halfway up the shaft of the plate number. That in itself would have appeared to be a new constant plate variety. But, unfortunately, the shapes of the plate numbers differed slightly. One of Hatton's examples had a markedly different "1," in which the top serif, instead of going



straight to the left bent upward at an angle.

Now we would have assumed that we had two different constant plate varieties that were row specific.

But unfortunately, that did not work, either. Strips showing the upward turn of the serif also showed up without the horizontal break in the "1."

Conclusion: Either there are two constant plate varieties that show the horizontal break, one with a normal serif and one with an upward-bending serif, or what we have is a new example of a plate variety that grows with time. In other words, the horizontal break may have shown up late in the printing of the Motorcycle.

Ethics unit being formed

Robert Washburn, newly elected president of PNC³ is setting up an ethics committee.

Two cases are already under investigation. One concerns a dealer who is accused of forging and selling 20¢ Flag precancels. Reports of these fakes began late last year when Al Haake was offered some of these fakes. A forgery warning appears in the 1990 catalog.

All the fakes are on tagged stamps.

The forgeries have recently been reported by Joanne Lenz and by "John

Doe" (see "Western prison" on the front page of this issue).

Another case also involves a dealer who is accused of selling forged material, but the nature of his forgeries has not yet been revealed.

25F13 underinked, too

Joseph Coveney has found a new underinking variety on the 25¢ Yosemite, this time on Plate 13. About half of the plate number shows, the bottom is unprinted.

Did you get yours?

Label Mania, the newsletter of the Coil Label Study Group, has been experiencing postal trouble. Many copies never seem to arrive. Barrie-LaVergne has now sent out Issue 3 (free for the asking from him at 27 Braddock Park, Boston, MA 02116-5816) and asks recipients to drop him a line that it arrived.

The color purple is OK

The purple machine cancel reported by Ron Maifeld on Plate 4 of the 17¢ Electric Auto has been confirmed by Ed Denson and will be listed in next year's catalog.

Maifeld, a Cincinnati magician, also passed along the Postage Stamp Master Item Number List, which was published Aug. 23, 1990, in *The Postal Bulletin*.

What is of interest is that the 10¢ Americana coil is still available from postal stocks in rolls of 500, alongside the 10¢ Canal Boat, which is available only in rolls of 3,000.

Another eyebrow-raiser was continued availability of the 3¢ Handcar in rolls of 3,000, even though similar rolls of the 3¢ Consetoga Wagon are available.

Coils of 10,000 were available on the 25¢ Yosemite, 21¢ Railroad Mail Car, 10.1¢ Oil Wagon precancel, 13.2¢ Coal Car, and 16.7¢ Popcorn Wagon. The new item is the 21¢ Railroad Mail Car.

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Catalog updates and corrections

All the others were announced earlier.

No 10,000s were listed for the 2¢ Locomotive, which was available last year.

The 5¢ Milk Wagon was not on the list at all. That, one supposes, is why the Circus Wagon was issued.

Misperfed Yosemite found

Jerry Clark reports that Plate 2 of the phosphored 25¢ Yosemite exists as a dramatic misperf.

In a strip of 158 stamps, the misperf begins with a shift of the perfs so they are 25% to the right. Gradually, the shift moves to the right, so that at one point the perfs go right through the plate number. Eventually, the perfs are 25% to the left of the space between stamps.

Keeping tabs on things

Eugene R. Ernst is one of those people who tries to keep good records. Ernst's specialty is vertical tagging breaks. He found a report of a break at 9R on the \$1 Seaplane in Mike Lipson's price list, and added it to his master list.

But he could not track down the breaks at 4R on Plates 1 and 2 of the 5¢ Motorcycle, which had been reported in *TPN*.

So *TPN* called Clark, who had it, with screw heads at both top and bottom. That keeps Ernst's records up-to-date.

Splices come two ways

Dr. John Greenwood bought two rolls of 10,000 of the 16.7¢ Popcorn Wagon to look for splices. One roll had none at all; the other had two.

When he examined the splices, they were quite different from those described on Page 55 of the May issue. In that description we found a three-layer sandwich. Seen from the face of the stamps, the top stamp was part of the strip going to the right. It was sliced vertically down the middle.

The second layer was the stamp at the end of the strip going to the left. It continued a bit under the edge of the top stamp.

The third layer was made of gummed stamp paper applied over the joint on the gum side.

But it was the second layer that had us fascinated. If one carefully lifted the top layer, one saw unprinted white paper at the right of the partial bottom stamp. And this could not be explained.

Dr. Greenwood's two examples showed nothing of the sort. In both instances the partial stamps appeared almost as if they had been butted together.

He lifted the top layer to check for unprinted paper, and found none. □

Catalog corrections

Page 19—5¢ Milk Wagon was printed in strips of 52, not of 24.

Page 32—The UV reactions listed for 12.ST1P, Plate 1 of the 12.5¢ Pushcart, are reversed. The light olive color is dark brown in long-wave UV; the dark olive color is orange-red in UV. The only Type III is the light olive one with the precancel gap at 10R; the others listed for Type III are all Type IIIa.

Catalog updates

Page 12—2T2, Plate 2 of the 2¢ Locomotive, has been found with a vertical tagging break at 5L (Covey)

Page 13—2T6, Plate 6 of the 2¢ Locomotive, has been found with a vertical tagging break at 5L (Covey)

Page 13—2T8, Plate 8 of the 2¢ Locomotive, has been found with a vertical tagging break at 5L. Paper type not stated. (Eastman)

Page 13—2T10, Plate 10 of the 2¢ Locomotive, has been found with a vertical tagging break at 5L. Paper type not stated. (Eastman)

Page 19—5T3, Plate 3 of the 5¢ Motorcycle, exists with a vertical tagging break at 5L (Covey) and 4L (Eastman).

Page 19—5T4, Plate 4 of the 5¢ Motorcycle, exists with a vertical tagging break at 5L (Covey) and 4L (Eastman).

Page 19—5T1Y, 5¢ Circus Wagon, issued Aug. 31 in Syracuse, N.Y. B Press. Interval between plate numbers 52. Overall tagging. Rolls of 500 and 3,000. Vertical tagging breaks at 6L, 5L, and 5R (Scott Smith), and 7L (Ernst)

Page 20—5.2T3, Plate 3 of the 5.2¢

Sleigh, has been found with a vertical screw head tagging gap at 4L. (Mueggensburg, Thomson)

Page 20—5.2T5, Plate 5 of the 5.2¢ Sleigh, has been found with a vertical screw head tagging gap at 4L. (Mueggensburg, Thomson)

Page 29—10.1T2i exists with a gap in the service indicator at 1L (Cuniberti)

Page 29—10.1T3i exists with a line gap in the service indicator. (Cuniberti)

Page 34—15T2i: The 15¢ Tugboat, Plate 2, overall tagged. (Hoppis)

Page 34—15T2iV1: Same as above, untagged across top of stamp from top roll. (Lawrence, Haake)

Page 46—\$1T1V1: The \$1 Seaplane, Plate 1, untagged across top of stamp from top roll. (Lawrence)

Page 52—25U2222: The 25¢ Earth from Sleeves 2222 with "overall tagging." In fact, stamps are block tagged, but untagged areas contain some light tagging. The taggant may be in the lacquer. (Haake)

New stamps

5T1Y—05 Circus Wagon, issued Aug. 31, Syracuse, N.Y. B Press. Overall tagging. Plate numbers 52 stamps apart.

15T2i—15¢ Tugboat, Plate 2, overall tagging.

TPN update

Page 84—Position of "Felix the cat" variety on 11T3 is 9R. (Lawrence)

TPN corrections

Page 87—IN "BEP: Phosphored paper shortage," the first reference to LP-107 paper should say LP-701.

25¢ Flag over Yosemite

Roll sizes

Plate	Key	Plate	Key	Key to roll size
1	B, C	7	A	
1i	B*, C*	7i	A	A Rolls of 100
2	A, B	8	A, B, C	B Rolls of 500
2i	B*, C*, D*	8i	A, B*, C*	C Rolls of 3,000
3	A, B, C	9	A	D Rolls of 10,000
3i	B*, C*, D	9i	A	i Phosphored
4	A, B, C	10i	A	* "P" on label
5	A	11i	A	— Unreported
5i	A	13i	A	
6i	A	14i	A	

This updated table compiles information from Alan Thomson, Scott F. Adams, A.S. Cibulskas, David Barrie-LaVerigne, and Eugene R. Ernst, and from *Coil Line*. Plate 4 has been reported as coming in rolls of 100, even though it was printed in an 18-row web, an almost certain indication that it was printed only in large rolls. The "P" on 10,000-stamp rolls of 25T3i is still unconfirmed, but is termed "highly likely" by Thomson.

Circus Wagon 1900s

05 USA



Plate numbers illegible on some Circus Wagons

Something went wrong in printing the 5¢ Circus Wagon. On some rolls, the plate number is almost invisible. On others, it is clear.

In rolls inspected by *TPN*, the tagging appears much like the uneven tagging found on phosphored 25¢ Yosemite's, a blotchy grayish green, not the bright yellow-green taggant found on the 15¢ Tugboat or the \$1 Seaplane.

As in the case of the two previous B Press PNCs with overall tagging, the top row of the Circus Wagon has an untagged stripe across the top or bottom of the stamp.

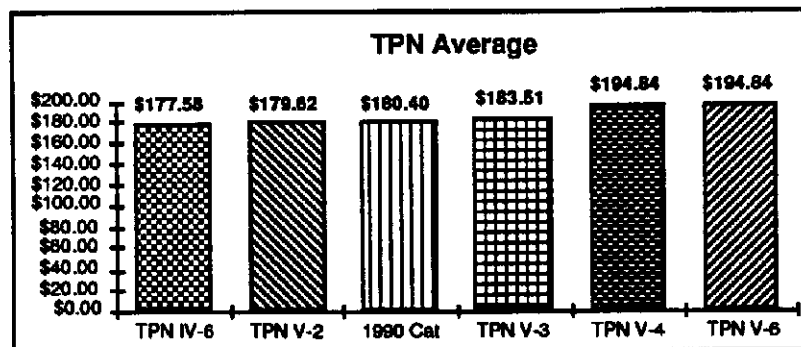
It should be noted that printing of the Circus Wagon was not done in one press run. Scott F. Smith found a roll with vertical tagging breaks at 5R. Rolls inspected by *TPN* had the breaks at 6L. Wayne Youngblood found breaks at 4L and 5L. Eugene Ernst found breaks at 7L. This indicates that printing took place with the tagging cylinder at a different position in relation to the printing sleeve. In most cases this indicates a return to press.

The Circus Wagon was printed on the B Press, with 52 stamps between plate numbers. USPS did not report the press for the Circus Wagon in news releases.

The wrapper label can easily be distinguished from other 5¢ PNCs because it has a 1990 copyright date.

The label says "500 05¢ STAMPS," a sort of blending of the "05" denomination on the stamps with the old label usage of the cent sign. □

Average steady despite price changes



The TPN Average, which we failed to calculate in the September issue, emerged in November exactly where it was in July.

This mathematical long shot took place despite the fact that many PNCs rose sharply in the intervening four months. That is because the market in all but the most expensive and most elusive PNCs has been declining gradually. The rises in prices were mainly in hard-to-get strips.

The average tracks the price for VF strips of five from 16 dealers.

Among newsworthy developments, prices have fallen for most strips of the 20¢ Flag, possibly because new stocks have been offered to dealers. Also declining were Plates 3 and 4 of the 10.9¢ Hansom Cab. Rumor has it that supplies of these strips are adequate and are being tightly controlled by one dealer.

Among recent price rises, Plate 2 of the 8.5¢ Tow Truck was quoted by Dr. Robert Rabinowitz at \$7.50 for PS/5. That's more than double its \$3.50 price in the 1990 catalog.

Jerry and Barb Koepp of Stamps 'N' Stuff continue fine tuning their prices for strips of five. Climbing were Plates 3 and 5 of the tagged 5.2¢ Sleigh, the tagged 11¢ Caboose, and both precanceled 12.5¢ Pushcarts. Falling back were the B Press version of the precanceled 12¢ Stanley

Steamer and Plates 1 and 2 of the Type C precancels of the 17¢ Electric Auto.

On the 25¢ Flag, prices for specific plate numbers are starting to break out of the pattern that has prevailed for the Yosemite's.

Up about 50% over the field are block-tagged 1 and 7 and phosphored 5; up about 100% from the rest is block-tagged 9. Running away from the field is the scarce phosphored 6, with some dealers now charging as much as \$30.

Only the two versions of Plate 5 are included in the TPN Average.

An overview of the PNC market raises the suspicion that several new finds have been made of Plates 1 and 2, Style C, of the 17¢ Auto. Prices have been declining gradually.

The constant popping up of forged 20¢ Flag precancels (on tagged stamps) indicates that the real version is getting more expensive. The stamp is not listed in the average, but its average retail price for a VF strip is about \$21.50. In the 1990 catalog it is priced at \$16.75.

Several stamps are missing from dealer inventories. One that has been missing for some time is Plate 4 of the 20¢ Flag. Newly scarce is Plate 3 of the tagged 5.9¢ Bicycle (there seem to be adequate supplies of Plate 4). □

PNC Quiz

An old children's riddle asks: "What is black and white and 'red' all over?" The somewhat trite answers include: a newspaper, an embarrassed zebra or nun, and a host of others.

However, how many PNC answers can there be? An obvious recent example would be the 53¢ Elevator.

The submitter of the most comprehensive (and ingenious) list will receive a set of D&S of the 17¢ Auto, Plates 3 and 4, with numbers on top or the equivalent value from my price list.

"What price list?" you ask. The one with newly revised (many lower) prices that I will gladly send (even more gladly if a S&SE is enclosed) to anyone requesting a copy.

A. S. Cibulskas

28 Westwood Road
Stamford, CT 06902

Lighthouse stumbles a bit on PNC album

The people who plan and design the Lighthouse album for PNCs have put together a fine product. The entire concept of the album, that it should house every known PNC strip in a separate space, is right on target.

But the concept stumbled a bit when the first supplements were issued in 1989 because Lighthouse added an element that was no longer descriptive of the mainly mint strips that collectors house in Lighthouse albums. That element was the addition of earliest known use (EKU) to the pages.

Not only is this information still very incomplete, especially on many precancels, but it is in a constant state of flux. Last year's EKU may be eclipsed by later information this year. That means that an album page showing EKUs is likely to be outdated by an item of information that really has little bearing on mint strips.

This year's supplement consists of nine pages for strips only. The singles album will be updated next year.

The strip supplement does not include all the PNCs of 1989, leaving the Yosemite for conclusion next year when a new rate is expected to supplant them.

Despite these shortcomings, Lighthouse still offers the Cadillac of PNC albums, including spaces for the newly found Honeybee with the untruncated 1 and for two strips that may become great rarities: the 1L and 1R gaps on Plate 2 of the 10.1¢ Oil Wagon. For the first time, Lighthouse does not illustrate the 1L strip because it could not obtain one to photograph. □

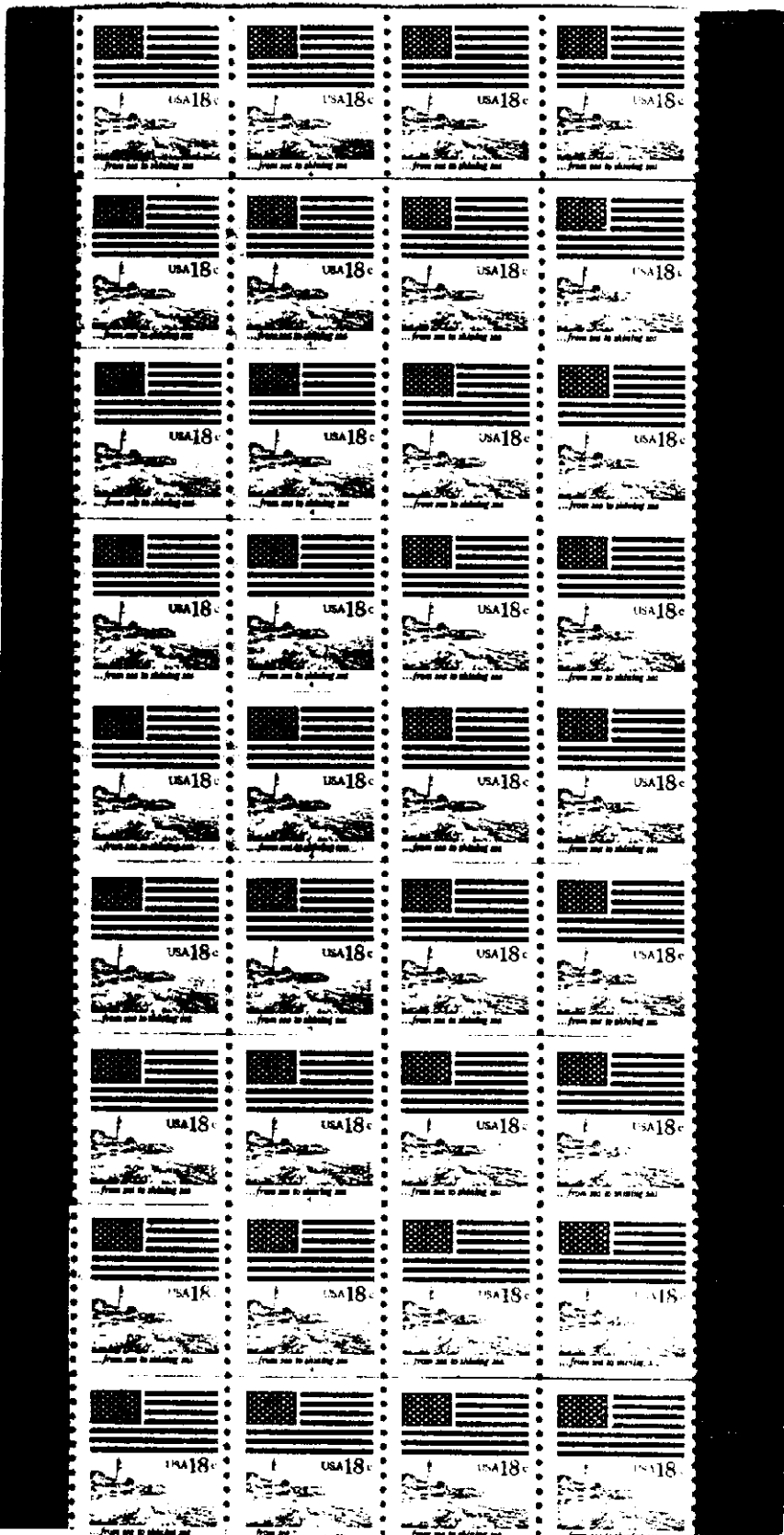
sgc

When 'overall tagging' means block tagging

Al Haake's price list for October-November added an "overall tagged" strip of the 25¢ undenominated Earth stamps with the from plates 2222.

There's only one problem. Under short-wave UV, the strips clearly show block tagging on top of overall tagging. The stamps resemble the precanceled 21.1¢ Letters and 18¢ Monument stamps that had some tagging polluting the lacquer over the ink.

The entire Earth stamp is lightly tagged by the lacquer but the block tagging is much brighter. On normal stamps, the area around the tagging block is violet. □



What's the perf size of PNCs?

Col. James Harford asks:
The PNC Catalog does not mention the perforation gauge for PNCs. Ken Lawrence's book does not mention it. Linn's Yearbooks for 1985-1989 list four different gauges: 9.75, 9.8, 9.9, and 10. Which is it?

By Ken Lawrence

All coil stamps issued by BEP since 1914, possibly even earlier, gauge 9.8. References that round to the nearest half gauge will correctly report the figure as gauge 10. References that round to the nearest quarter-gauge will correctly report the figure as gauge 9.75.

On a single stamp, no perforation gauge can accurately measure the difference between 9.8 and 9.9 (i.e., one-tenth the diameter of a perforation hole), and even if it could, the difference could be accounted for by a bent pin on the perforator, or paper swelling from humidity.

Gauge is defined as the number of holes in two centimeters. That number can be determined to the nearest half-gauge using a cheap measuring device, and to the nearest quarter or tenth (plus or minus one-tenth) using an accurate, dimensionally stable one.

With sheet stamps, one can easily determine the precise gauge by counting the holes in a 20cm strip and dividing by 10, or a 10cm strip and dividing by 5. But with coil stamps, we normally have just one stamp width of perf holes.

Recently, however, Dr. Robert Rabinowitz sold me (at face value) a nearly complete plating series of 16 strips of four from

Sleeve 4 of the 18¢ Flag. All were tape-stained roll ends. In reconstructing half of the original "sheet," 9 of the 18 rows, I had enough height to count a 20cm segment. It contained exactly 98 holes, as it should.

[My photocopy (see previous page) stretched the image approximately 0.5%. The distance may be further distorted in TPN if the litho film, offset plate, and printing paper are not perfectly stable in the long dimension. Usually they aren't, especially paper that has been wet, compressed, and dried twice as the front and back are printed.]

All early rotary press coils were processed almost by hand. This includes all coils printed on the Stickney presses—and the first batch of so-called "dry" printings on the Cottrell presses—printed from 384-subject plates. Beginning with the 432-subject Cottrell Press plates in 1956, all coil stamps were processed on the Huck coiling equipment.

Since 1982, the 100-stamp bubble-pack coils (almost all from the C and D presses) have been processed on the Goebel coiling equipment, but larger rolls are still processed on the Huck equipment.

These two types of machinery are the only ones that affect PNCs. The Huck has a rotary perforator and the Goebel has a stroke perforator, but the gauge is the same.

I reported all three differences in my book, but I don't see the point to listing a feature that hasn't changed over the entire history of coil stamps. It is important to check the gauge of early coil stamps to avoid fakes made from cutting down sheet stamps, but we have no such problem with any PNCs.

If coils appear with perfs of a different gauge, it will then be important to list the differences. If someone discovers a significant collectable difference between rotary- and stroke-perforated coils, that difference should be listed too, but so far no one has.

The problem is different for general references, such as the Scott catalogs or *Linn's Yearbooks*, which list all kinds of stamps that do differ as to perf measurement. They need to note these differences.

They also need to note other differences, such as watermarks. Does that mean we should waste space in the *PNC Catalog* listing each stamp as unwatermarked? □

Here are 2 EKUs for you to hunt for

There are at least two PNCs where the earliest known use can be before the first day of issue (FDOI).

One is the 22¢ Flag. A footnote in the 1990 catalog points out that the stamps were put on sale two weeks before the first day, March 29, 1985, in New York.

The report came from Dennis Chamberlain, who did not specify whether the city where the sales took place was New York City, or someplace else in the state.

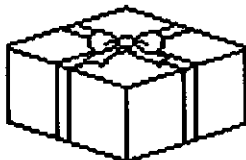
In any event, EKUs should

exist before the FDOI.

Another strip with a possible early EKU is the phosphored 25¢ Flag Over Yosemite.

The stamps were on sale in Connecticut on Feb. 12, two days before the FDOI. The probability is high that the stamps were from Plate 8, the first known phosphored Yosemite.

In the New York case, a clerk ignored instructions; in the Connecticut case, the sale may have taken place because clerks could not differentiate the two Yosemites. □



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Constant plate and mat varieties—XXX

Editor's note: This is the 30th report on constant plate and mat varieties by A.S. Cibulskas to *TPN*. The dedicated effort by him and by the readers who tell him of their findings has helped make this journal into what it is today.

The number of reports from readers in recent months has been declining, Cibulskas noted. This is probably a reflection of the fact that we have had only two totally new stamps in more than a year.

Thanks to Cibulskas and to his faithful reporters, including Scott Adams, Rob Washburn, Mike Courtney, Tony Maves, and, of course, the ever-present "Anon."

By A.S. Cibulskas

9.3¢ Mail Wagon

a. Plate 2, precanceled. Plate crack inside the oval window (see illustration on Page 106 of this issue). Constant at 1L. (Rabinowitz)

10.1¢ Oil Wagon

a. Plate 2, red precancel. Constant mat varieties as 5R, 6R, and 7R. All essentially the same and result in the truncation of the bottom of the "t" in "sort." (Moser)

16.7¢ Popcorn Wagon

a. Plate 1. "Flying hyphen." Horizontal dash between the two left-to-right, top-to-bottom diagonals of the "W" in Wagon. Constant at 26R. (Adams)

20¢ Fire Pumper

a. Plate 2. Multiple plate cracks:

1. Starts above the engine and extends vertically to the bottom of the "0" of the denomination.

2. Starts above the "0" of the denomination and goes upward to the left side of the "s" in the date.

3. Diagonal from the center of the left side to the upper right side of the "0" in the denomination. (Washburn)

22¢ Flag

a. Plate 8. Several red dots below the left-most part of the of the bottom stripe of the flag. Constant at 1L.

b. Plate 10. Black dot just above the horizon to the left of the dome. Constant at 1L.

c. Plate 12. Red dot left of third stripe from bottom. Constant at 1L.

All of the above were reported by Rob Washburn. □

Coming up in January's issue of TPN

Richard J. Nazar and Kim Cuniberti are working on time lines, a chart showing when certain events happened in the printing of PNCs. They hope to show the relationships between paper types, tagging breaks, and press dates.

Nazar will also examine a new gum, in use since the 7.1T1Pi.

Cuniberti is also working on a definitive article on service inscription gaps on service-inscribed precancels.

Also, because there has been a log wait since the last BEP plate-activity report, we hope to have one for the January issue.

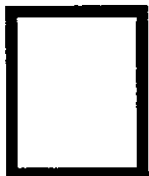
The advertising deadline for the issue will be Dec. 15. Please reserve space by Dec. 1. The issue will be mailed shortly after Christmas. □

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