

# Interest in Yosemite grows



## USPS says no to Les Winick on Lutherans

The USPS Law Department has denied a Freedom of Information Act request from philatelic journalist Les Winick to provide records on the agreement between the Postal Inspection Service and the Lutheran Church-Missouri Synod. The church agreed under the pact to stop selling mixtures of common used U.S. stamps.

Winick filed his request in April. In June, Chief Postal Inspector C. R. Clauson denied the request because disclosure

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## FDCs:

### Some are scarce

By Ed Denson

The smoke has cleared and it's possible to see how the Yosemite Flags turned up on first-day covers. Not since the 18¢ Surrey and 20¢ Fire Pumper have we seen so many numbers from one issue.

The stamp was originally released with block tagging on May 20, 1988. At the official release ceremony in Yosemite National Park only Plate 1 was found, but Plate 2 was widespread during the grace period and, while not as common as Plate 1, it is still plentiful. During the last few days of the grace period, Plate 3 turned up, and RPM made a few FDCs. Collectors felt that this was all there was going to be until Artmaster announced that it had serviced its House of Farnam cachets with Plate 3. These were sent to subscribers with no fanfare—continuing the cachet-makers' unwritten but general policy of not telling subscribers about the scarcity of numbers, even when it would benefit the cachetmaker.

Subscribers to any major cachetmaker should routinely check their covers for scarce numbers as it is known that other scarce numbers have been sent in the past. Although there was some uncertainty about the number of these House of Farnam covers made, very few got to dealers and they now have been assigned a value of \$100.

Plate 4 exists on FDCs because Artmas-

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## TAGGING:

### Now there are 3

By the PNC Study Group

Since the release of the 25¢ Yosemite on phosphored paper, many collectors have noticed distinct shades of tagging, ranging from a pale, mottled appearance to a much more intense type.

There may be a simple explanation for these new tagging varieties.

After the release of the plastic ATM (automatic teller machine) stamp, collectors noticed that they could barely see the tagging. The stamps look like bluish, untagged high brights, not tagged stamps.

USPS told *Linn's* that the tagging compound, zinc-orthosilicate, was the same as had been used for many years to tag stamps. However, the zinc-orthosilicate was ground more finely than had been done previously.

This caused a big difference in the appearance of the stamps to the human eye, but not to the facer-canceler.

Since the phosphor on the 25¢ Yosemite is applied by the paper finishers, it is possible that different paper suppliers may use different formulations of the zinc-orthosilicate solution. Because the papers meet BEP specifications for phosphorescence, their appearance matters little.

Although this hypothesis as to the cause of tagging differences is only speculative, it may help identify phosphored papers supplied by different companies.

The yellow-green tagging color noticed by Charles Teschemacher under short-wave ultraviolet light on Plate 13 of the 25¢ Yosemite has now been found on Plates 3, 7, 8, 9, 10, and 11. All these plates are also known to have dull bluish-green tagging.

To confound us more, Teschemacher bought 10 rolls of 100 from the same deck of bubble packs. Four were bluish green, the other six were yellow green.

Teschemacher also found both tagging colors on Plate 3 of the 25¢ Bread Waggon. But that stamp is block tagged. In ad-

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Dr. Rabinowitz has reservations on Ken Lawrence's book. Page 90.

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## Catalog's swan song

The 1991 *Plate Number Coil Catalog* will be the last published by me. I have informed my colleagues in the PNC Study Group that I cannot continue the grueling work required by the catalog, which for the past six years has taken up much of my time. Further, the schedule has limited my ability to be away from my computer, and when I did venture away, I dreaded the mountain of work facing me on my return.

I will be 64 years old in March, and while I can still travel I would like to see more of the world. I know that time is running out. I will keep busy with *TPN*.

Because of the flood of new issues expected for the rate rise, the publication date for the 1991 catalog will be delayed into summer.

I would like someone to continue the work and would turn over my data bases, computer programs, and mailing lists to anyone who has the energy and the will. One member of the study group has indicated his willingness to carry on in my place. So has PNC.

The catalog was the brainchild of my good friend, Myron G. Hill, Jr., who urged me to expand the average of dealers' prices I had circulated in the study group. But

## The Plate Number

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many others put their all into it, including Thom Wheeler, George Godin, Ken Lawrence, Rich Nazar, Kim Cuniberti, Dr. John Greenwood, Glenn Estus, Larry Haynes, D. John Shultz, Dennis Chamberlain, Alan Malakoff, Al Haake, Myron Hill, Al Cibulskas, Tom Maeder, and Wayne Youngblood. But most of the heavy labor was mine. I can't keep it up.

*Steve Esrati*

### LETTERS:

#### Older PNCs can still be found if you venture off the beaten trail

I found a remote Pennsylvania post office with full rolls of the 17¢ Auto, Plates 3 and 4, Type A precancel; 18¢ Surrey, Plates 5 and 6; 11¢ Caboose precanceled, and Plates 3 and 4, 4.9¢ Buckboard, precanceled.

It is still possible to find 20¢ Flags in some post offices.

It's just amazing what can be found if one takes the time to look.

Darrell R. Yeisley  
Fawn Grove, Pa.

#### Why Winick quit World Stamp Expo

I don't collect PNCs, yet I find *TPN* fascinating enough to subscribe for general information.

The editorial "Later and later" regarding USPS press releases in the July issue struck home. This is how future tense can turn into past tense without the writer being at fault.

This is also one of the 14 reasons that I resigned from my position as contractor to the USPS for World Stamp Expo. My contract called for me to write the press releases for the show every two weeks or so, and USPS would edit and mail. It seemed simple enough when I OK'd the agreement. After all, it worked with AMERIPEX 86.

I wrote and it took as long as 10 weeks for the releases to be mailed. They were rewritten, checked, double-checked, rewritten, sent to various persons for approval, the entire process repeated and then mailed. Any time value was lost, and releases piled up on various desks.

During the 10-week period, the author's words for a future show or event was mailed one week before the event and became a past event. USPS was satisfied that it was

sent prior to the event, but I was very frustrated. In my year and a half tenure with USPS, I could not change this situation, and obviously, it exists today.

Les Winick  
Homewood, Ill.

*In reply:* A press release sent out to a weekly stamp column only a few days before an event means that it cannot be printed and read before the event because stamp columnists are often required to submit their next columns as much as 10 days before publication. That means first days must be announced at least two weeks in advance. It did not happen with the \$1 Seaplane.

#### Dr. Rabinowitz backed on scarcity

Dr. Robert Rabinowitz mentions (Page 73, July 1990) the 9.3¢ Mail Wagon precancel, Plates 3 and 4, Gap 3R.

To my knowledge, the only find ever made of that gap position was two strips of Plate 3, which I acquired from the Philatelic Sales Division. I bought a strip of 100 stamps, which would have included Plate 4 with the same gap, but, unfortunately, I tore the 4s off before I knew what they were. I have since traded both my strips of Plate 3. I am not aware of any other find of this gap position, and must concur with Dr. Rabinowitz that the "D" scarcity rating is probably inaccurate.

Rob Washburn  
Skowhegan, Maine

#### Too specialized

I didn't renew my subscription because *TPN* is too specialized for me. But then, after thinking it over, I decided to renew.

Verna Kovach  
Wilkes Barre, Pa.

#### Where's the tagged 18MP3?

I liked the new catalog, in general. I was surprised to find the 4.9¢ double gaps listed in it. I've got some, which

#### 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 Esrati.

I'll have to separate out now.

There was one omission, at least in my opinion, and that was the 18¢ Washington Monument precancel with shiny gum, lightly tagged. Were you aware of this variety? Have you seen this? If you'd like to verify the tagging, let me know and I'll be glad to send a sample for inspection.

Craig Selig

Fort Wayne, Ind.

*In reply:* The tagged, shiny gum 18M3s were reported by Scott F. Smith and Scott Magdole. They were included in an early draft of the 1990 catalog. But when Wayne Youngblood inspected them, he said they were not tagged, not even lightly. So they were removed from the final version of the catalog. Selig was asked to send a sample to Youngblood. On examining Selig's submission, Youngblood said they're tagged. Youngblood first examined them under his desk at *Linn's* with a portable uv lamp and said they were untagged. He then took them into a closet for a closer look with an electric uv lamp and said they were tagged.

The tagged, shiny gum stamps will be listed and are included in this month's "Catalog Update."

Several instances have been reported recently where different uv lamps yielded different results. It does not depend on the power of the lamp, but on the wave length which they emit.

## Report on new finds

I have found a 20¢ Fire Pumper from Plate 7 on cover with a crack that extends from the bottom of the stamp up to the top of the plate number. The crack is just to the right of the plate number, and I believe that it is a continuation of the "crack

above U" variety (*Ed:* This is listed in the writer's *PNC Varieties* but not in the catalog). I am looking for another copy to confirm its constancy. (P. O. Box 840, Skowhegan, Maine. 04976)

*In reply:* The above (enhanced and retouched) illustration comes from Steve Esrati's collection. Is that confirmation?

Does anyone know if the 10.1¢ "Perched Parrot" variety on Plate 1 exists tagged?

I believe the catalog's earliest use for 20T8 of 2/25/82 is in error. Bruce Hazelton reported that date, but I have since acquired that cover and the date is 2/26/82.

*In reply:* The date given in the catalog was reported by Ken Lawrence.

My records indicate different dates than the catalog listings on the following: 2T4, 5.2T2, 8.3T1P, 12T2P, 12.5T1P, 21.1T2, and 25U1111.

I think I wrote you about the above listings last year, but I thought I would mention them again with the hope you might be able to supply confirming information on the above seven listings.

*In reply:* As mentioned in the introduction to the catalog, the PNC Study Group's definition of earliest known use is more inclusive than Washburn's. The dates in contention were supplied by Ken Lawrence.

The EKU dates listed for 17T3Pb and 17T3Pba are reversed in the catalog. The date for 3B should be 12/29/87 and the date for 3BA should be 9/12/89.

Rob Washburn

Skowhegan, Maine

## EKU on FDC Piggybacks

I enclose a photocopy of an 8¢ Henry Knox FDC proper-

ly canceled on July 25, 1985. To bring it up to first-class postage, a 14¢ Iceboat from Plate 2 was added. The earliest known use of the B Press version of the Iceboat is Sept. 30, 1986. Is this piggyback stamp a new EKU?

Does anyone else collect piggyback FDCs?

James A. Courter II

Raleigh, NC

*In reply (by Glenn A. Estus):* I don't know if you can ever tell the true date that a modern U.S. FDC is canceled with the First Day of Issue (FDOI) cancel unless you are actually at the first-day site and personally see the cover being canceled. Some grace periods have allowed up to 90 days for FD canceling. A number of collectors (myself included) look for covers canceled with ordinary USPS handstamps of machine cancels on the day of issue. These are known as "uos" (unofficials).

I am not sure that your 14¢ Iceboat is actually a new EKU. Is your stamp the Cottrell (issued 3/23/85) or the B Press (issued around 9/30/86)? I find it very unlikely that the B Press Iceboat stamp would have been available for use on the 8¢ Henry Knox FDC (even with the grace period) when the Iceboat did not go on sale until late September 1986.

I know of no collectors who specialize in your "piggyback" covers. It would seem to me that it would be rather hit or miss with any regular FDC servicer since he or she would be interested in the stamp being issued rather than the make-up stamp.

*In reply (by Ken Lawrence):* Glenn is correct in his guess about your 14T2 on cover. The B Press version had not even been conceived in July 1985, or any time remotely close to the period when your 8¢ Henry Knox cover could have been prepared.

The Cottrell presses were still in use at that time, and until November of that year; Cottrell press 14¢ Iceboat stamps were adequate in Postal Service inventory and the BEP vault until well into 1986.

At the time of AMERIPEX, the decision to do a B Press version was only then being taken, and not yet final.

To prove that your cover has overall tagging, check it with a shortwave ultraviolet lamp. You'll see it has overall tagging, not the block tagging of the B Press reissue of 1986. (Actually it is possible to tell even from your photocopy because the position of the plate number is different on the two stamps.)

I don't know anyone who collects "piggyback" covers as such, although some are especially interesting. For example, the earliest known use of 18T17 and 18T18 are as makeup postage on FDCs of the 1¢ Omnibus stamp. Besides that, I would say that any cover with a PNC is worth collecting as such.

## Handcar = Conestoga?

Am I missing something, or are Plate 1 of the Handcar (3T1) and Plate 1 of the Conestoga Wagon (3T1R) both given the same identification in the 1990 catalog?

Pedro Ortegon, M.D.

Bedford, Ind.

*In reply:* If you will look at the catalog corrections published on Page 65 in the last issue, you will find that Steve Esrati (who hereby gets a grade of "Average" as a proof reader) overlooked this one. The correct number for the Conestoga Wagon is 3T1X. And the blame is solely Esrati's since the contributing editors (all graded "VF," "XF," or better) never saw proofs with the change to the XYZ system of numbering, which gives subsequent issues in the same denomination but different designs an X, Y, or Z. *Mea culpa, mea maxima culpa!*

### ...and poor grades for reviewer

Many thanks for your complimentary review of my book.

You made one mistake. My reference to the third paper type on the 18¢ Washington Monument coil stamps (with dry gum, acquired for printing the non-denominated E stamp but also used to print Numbers 33333 and 43444 of the 18¢ Monument) does appear in the book, on Page 170.

I'm sorry you read my reference to the Study Group's founders' "zeal for flyspeck varieties" as deprecation. I intended it as a compliment. I don't disparage the passions of other collectors, whether or not I share them.

Ken Lawrence  
Jackson, Miss.

### Not in catalog

I have the following items not in the 1990 catalog:

- 25¢ Yosemite, phosphored, Plates 7 and 14 with the bottom part of the plate number chopped off.
- 17T4 with a purple machine cancel.

Ron Maifeld  
Amelia, Ohio

*In reply:* As is always the case, we would like to examine the stamps mentioned. Maifeld has been asked.

### More on roll sizes

For some time now I have tried to use "P" labels on rolls of 500 to determine what plate number is inside the roll. Just when I thought I had it all laid out, the whole system crashed. I'm now convinced that "P" labels tell us only that the contents are printed on phosphored paper, and nothing else.

For example, the label with a 500 in heavy type and the small "P" tucked inside the "rs" of "USPS" is not only found with Plate 1i, but also with 2i. Another example is the very low, tilted "P" (part of "e USPS 1988" does not fully print) which comes not only with 3i, where I initially found it, but also with 2i.

Plate 3i also comes with a label in which the word "Postage" is in very heavy type and with a very low "P" that is upright.

Of the four plates (1, 2, 3, and 8) found so far in rolls of 500 and with "P" labels, only 8 seems to have a consistent and reliable indicator label.

It has become apparent that BEP mixed the "P" labels into different plate runs just as effectively as if they had shuffled a deck of cards.

Alan Thomson  
Northwood, N.H.

### And still more on roll sizes

In response to your request for Yosemite roll sizes, I have the following additions:

25F2 A, B (received in May 1990 from the Philatelic Sales Division as Order Numbers 0737 and 0725)

25F4 A  
25F5i A  
25F7 A  
25F14i A

Joseph Coveney  
Orchard Park, N.Y.

*In reply:* An updated table may be found on Page 96.

### Confusion on Letters stamps

I'm a little confused about the printing of the Letters stamps.

If six colors were used, why do you identify the precanceled stamps with only five plate numbers (there are six on the stamps)?

*In reply:* The catalog numbers are all wrong. We made typographical mistakes. They should have six digits. See "Catalog Corrections" in this issue.

If two black plates were used to print the precanceled stamps then seven plates had to be mounted on the press.

*In reply:* The two black plates were not used on the press at the same time. One black plate was used for the ZIP+4 stamps, the other for the unscripted stamp.

I think I read somewhere that the Andreotti press has a seventh station (normally used for applying taggant) that could be used for printing a seventh color. If so, why wouldn't this seventh plate have a number?

Peter Wurzbach  
Dallas

*In reply:* If the seventh station were used for taggant, it would not use a plate. Therefore, it would not use a plate number.

### Label differences on large Bee rolls

How do you tell the difference between a label for a roll of 3,000 from the 25¢ Breadwagon and for a roll of 3,000 for the 25¢ Honeybee?

Anonymous

*In reply (by Gerald H. Clark):* The way to tell the Honeybee label from the 25¢ Breadwagon label is by the copyright date. On the Bee it is 1988 and the "\$750" is written as \$750<sup>00</sup> (underlined cents). On the Bread Wagon the lettering is just a bit fuller but slightly smaller. The copyright is 1986 and the "\$750" is written as \$750.00 (decimal).

### What we missed

Your self-appointed proofreader is at it again. I hope you don't mind, but I just can't seem to stay away from it.

The 1990 catalog is excellent, with all sorts of useful information added. The PNC Study Group did a good job of revising.

In perusing the catalog, I came up with some oversights and typos, none of which is particularly earth-shattering. Perhaps it will help if I pass them on to you.

For example, the note on Page 32 on light and dark olive stamps seems to apply only to 12.5T1P. I have strips of 12.5T1 that are orange under long-wave UV.

The table showing vertical tagging gaps on Page 58 needs a definition of the word "none." Collectors don't know what "none" means.

Alan Thomson

*In reply:* Your report on the 12.5¢ Pushcart is not the spotting of an error in the catalog at all. It is news. The editors of the catalog were unaware of it until your letter called attention to it. Meanwhile, that note has come under fire from another source. We are reviewing what daylight colors match what UV colors.

As to "none" in the vertical gap table, "none" means that there is no vertical tagging gap to be found in rolls known to the PNC Study Group.

Other errors on Thomson's list appear in "Catalog corrections" in this issue of *TPN*.

### Red precancels

Ken Lawrence, in his *PNC Handbook*, indicates that the B Press red precanceling of the 8.5¢ Tow Truck and 10.1¢ Oil Wagon was done with two flexographic plates, each with 18 rows of 26 subjects. This would normally create a gap only every 26 stamps. Since the *PNC Catalog* indicates a gap every 13 stamps, I asked him to explain. His reply

stated that you have recently published a correction. I must have missed this, but the 1990 catalog still indicates gaps are every 13 subjects.

Name unknown

*In reply:* First, an apology. This letter was forwarded to a member of the study group for comment and got lost, so we do not know who wrote it.

A correction on the 10.1 was published in the last issue. We believe the information on the 8.5 to be correct. Kim Cuniberti has been asked to explain why the 8.5 has an interval of 13. He replied, "I can't explain it. But it is."

What Ken Lawrence wrote to the correspondent was that while the flexographic plate has a circumference of 26, it is not known whether the step-and-repeat camera that made the precancel may have had a 13-stamp interval. That may explain the 13-stamp interval on the 8.5s.

### Advice on the catalog

As to the squabble on *roc*s. An *roc*s nothing more than a birth certificate. My mother was born in 1896. But she was not issued a birth certificate until 1956. (Man, what a "grace period.")

A real *roc*s one mailed through regular channels to someone and has a regular cancellation.

On another matter, untagged errors. It is my opinion that there has been only one such, the 5¢ City Mail Delivery issued 26 Oct. 1963. This was caused by human error. All the rest were caused by mechanical malfunction.

Finally, *The PNC Catalog* and Ken Lawrence's book do not mention the perforation gauge on *PNC*s. *Linn's* year-books, from 1989 to 1989 list 9.75, 9.8, 9.9 and 10. I'm confused!

James N. Hartford, Col., U.S. Cavalry (ret.)  
Athens, Ga.

*In reply:* Apparently the next person to edit the catalog is going to have to add perforations, unless someone volunteers to tackle the task for 1991.

### On our numbering

I wish Scott would adopt your numbering system.

Sydney K. Kay, Ph.D.

Dallas

*In reply:* We're happy if Scott just listed all *PNC*s.

### Tugboat Plate 2 found with overall tagging

Scott Hoppis heard that Plate 2 of the 15¢ Tugboat was widely available untagged. So he examined every strip he could find. Early in July, he bought a strip from a vending machine in Phoenix, Ariz. It had overall tagging, the second B Press stamp to show it. (The \$1 Seaplane is tagged overall, as well.)

"It's the first stamp in the Transportation Series with two kinds of tagging," Hoppis said.

The strips have a tagging gap at 11L and 15R and will be catalogued as a separate catalog entry as 15T2i. □



Color: Red (PMS 186)

Printing: Intaglio (press not stated, 1 PNC per revolution)

### Data bank on new PNCs

The 5¢ Circus Wagon, the third 5¢ stamp in the Transportation Series, was to be issued Aug. 31 in Syracuse, N.Y., in connection with the 35th convention of the American First Day Cover Society.

PNC Catalog number: 5T1Y (plate number unknown); Scott Catalogue number: 2452

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# Phosphored Yosemite show 2 colors, brighteners

*Continued from Page 77*

dition Teschemacher found the yellow-green tagging on the block-tagged Plate 10 of the 22¢ Flag.

These two finds would tend to counter the above theory about the finer grind of the phosphors. But the finer-grind theory may still be right on target.

Writing in the April 1989 *United States Specialist*, Charles H. Yeager made the following basic points:

- On the 22¢ Test coil, the phosphor was added to the paper sizing. On the Yosemite, a phosphor coating was applied after the paper was made.

- Paper with phosphor in the sizing costs twice as much as Yosemite paper.

During initial test runs of Yosemite paper, BEP found the coating too heavy, Yeager reported. BEP personnel complained that phosphor particles were coming off and flying around. They raised concerns about health hazards.

Yeager said the phosphors were tested and found to be non-toxic. But BEP also tried to tag untagged paper on the Andreotti press. The stamps were then printed over the phosphor. The design flaked off, ending the experiment.

[Experiments, however, are still being conducted. When a group of BIA bigwigs were given a private tour of BEP during NAPEX in May, Jimmy Galceran, noticed a roll of all-blue, imperforate Yosemite and inquired about them. They were printed, the VIPs were told, from Plate 12 to test paper.]

Yeager deserves full quotation:

According to a BEP spokesman, the problem of excessive phosphor was finally solved by returning all rolls of the phosphor-coated paper to the paper supplier. The supplier reduced the heavy coating of phosphor by "shaving off" the top of the phosphor particles that were "standing up." I interpret this to mean that the BEP returned some of the phosphor-coated paper rolls to the paper finisher where the rolls were scuffed or brushed to remove loose phosphor particles. The rolls were then probably callendered and shipped back to the BEP. Subsequent test printings used the "shaved" paper-produced stamps acceptable to the USPS and regular production runs began.

Here is another factor that deserves consideration. If BEP turned to phosphor-coated paper because earlier phosphored paper was too expensive, it stands to reason that the added cost of "shaving" phosphor was undesirable.

Remember that BEP was opposed to the

entire concept of phosphored paper from the start but went to the process at USPS insistence because of USPS concerns about "\$50 million" in annual losses from stamp washing.

BEP had to provide USPS with acceptable phosphored stamps that would work in postal machinery. But BEP would have wanted to keep its paper costs down.

Logic dictates that a method of applying phosphor to the paper that did not require "shaving" would have cut costs.

We know that there were attempts in other countries to cut costs by reducing the amount of taggant used. It is possible that by using more finely ground zinc-orthosilicate, less phosphor could be used, thus cutting costs.

This brings in Teschemacher's two finds on block-tagged stamps. What we may have run into here is that we are looking at stamps in which the taggant was made up of the finer grind. The visual result, apparently, was duller block tagging, although it was sufficient to activate postal machinery.

This would indicate that the tests to cut costs on paper and tagging preceded the introduction of the first phosphored Yosemite.

And the existence of two tagging types on phosphored Yosemite may indicate that the intense yellow-green tagging is the result of a tagging method in which "shaving" was no longer required.

Our reason for believing this to be the case with the intense yellow-green tagging is that all early phosphored Yosemite had the mottled bluish tagging and we know, from Yeager's account, that the early Yosemite were printed on "shaved" paper.

We also know that BEP ran out of phosphored paper after it had introduced phosphored Plates 7 and 8, which is why Plate 9 first appeared with block tagging. (See BEP's explanation of 19-row Yosemite plates on Page 87.)

Meanwhile, Scott F. Smith has gone to work on the phosphored Yosemite. He was able to supply used singles (from mixtures) of both types of tagging on Plates 7, 9, 10, 11, and 13.

Smith examined his used singles under long-wave UV and found that they fell into a pattern. All the stamps with bluish tagging contain brighteners in the paper, making them high brights. All the stamps with intense yellow-green tagging are almost dead in long-wave UV, showing little or no traces of brightener.

The degree of brightening observed by Smith varied.

The same findings were found by Steve Esrati in examining mint strips: Stamps with bluish tagging in short-wave UV exhibited brighteners in long-wave UV; yellow-green stamps in short-wave showed little or no brighteners in long-wave UV.

This could mean that the tagging differences may be the result not of overcoming the need to "shave" the paper, but of a different method of paper making, perhaps even of a change in paper suppliers.

Teschemacher suggested that perhaps the taggant reacts somehow to the brightener in the paper.

Dr. Robert Rabinowitz, a chemist, was asked if that could be possible. He said this was outside his field of expertise and urged the Study Group to ask BEP. He did not rule out the possibility that Teschemacher may be on to something.

Interestingly, Plate 2 of the 20¢ Cable Car, a block-tagged stamp, also exhibits two levels of brightness in long-wave UV. Here, however, the tagging color is the same although the size of the tagging block is larger on the high bright stamps.

All this brings up the key question: Are these tagging differences major varieties, and, therefore, collectable?

While a stamp that was block-tagged on press is considered a distinct stamp from a stamp printed on phosphored paper, it can hardly be said that two phosphored stamps with a slightly different formulation of the taggant can be considered in the same way.

But a high bright stamp is definitely a collectable variety as opposed to stamps that do not exhibit brightener.

The PNC Study Group never tells a collector how to collect, whether in strips of three or five, whether with attention to precancel gaps or not, or whether to attach importance to tagging intensity or brightener in the paper.

Kim Cuniberti and Rich Nazar believe these varieties should be mentioned in the PNC Catalog. Others do not share their view, holding them to be a minor variety.

But the stamps do exhibit distinct characteristics, both in short- and long-wave UV. These differences may be meaningful. We cannot tell yet. For now they are merely something to keep in mind as we learn more. Specialists would be wise to watch for and collect these differences, at least until we have a better understanding of what they are. □

*This article is based on reporting by Wayne Youngblood, Charles Teschemacher, Scott F. Smith, Wolfgang Schön, Phil Rose, Ken Lawrence, and Steve Esrati. It was written by Esrati.*

# The view from the Lighthouse: What is collectable, catalogable?

By Wolfgang Schön

I am with Lighthouse and this year, in particular, I wish the day had 36 hours and that I could go without sleep. Album supplements for more than 100 collecting areas are supposed to be shipped on time, the week before Easter.

But nowadays that is wishful thinking. Mexico with its *Exporta* issues is bad enough, but it is a David compared to the Goliath of Japan, to name just one example.

Japan's supplements used to average 6 pages a year. In 1989, Japan—the richest nation in the world—had to issue so many definitives, commemoratives, prefectural stamps, souvenir sheets, and what not that the supplement came to 25 pages! And Lighthouse had to supply English translations to tell what each issue is about. We at Lighthouse hate such a development because collectors simply give up and buy neither the stamps nor the supplements.

Because Mexico's *Exporta* issues (Scott 1109-1138; 1166-1176; 1465-1470A; 1491-1505; C486-C508, and C594-C603, a set started in 1975 and continuing) are so complex, we publish *Exportas Overview*, a list we usually update once a year before we start editing each year's supplement. The last *Overview*, published Dec. 31, 1989, has become somewhat outdated. Quite a few additional issues have appeared since then. Catalog publishers have assigned new numbers and/or changed old ones. It is said that Stanley Gibbons, Michel and Yvert & Tellier will come out with added listings, and possibly Scott, too.

Our 1989 Mexico supplement has just appeared but news about the latest issues (1,500p Copper Vase and 1,700p Tequila) reached us too late for inclusion.

Here I need to interject a few general observations.

During the 1960s, postal services of many countries were preparing for mail being sorted and canceled by automated facer-canceler and sorting machines. This could be brought about by tagging the stamps either with phosphorescent substances (USA, Israel, Great Britain) or by fluorescent substances (Canada and the majority of nations in Europe).

Mexico started the tests with phosphorescent stamps [1st, 2nd, and 4th series (1975/83)]. Then came the fluorescent stamps of the 3rd, 5th, 6th, 7th, and 8th

series (1981/89). After those we had the 9th, 10th, and 11th series on non-luminescent paper (1988/90).

This brings us to a very critical point: differentiating between what is a very minor, insignificant variety of one or more stamps of a particular series and what represents the start of a genuinely and truly new series. [The same problems arise in the case of PNCs.]

To activate a facer-canceler—if such is indeed being used in Mexico—the luminescence (phosphorescence or fluorescence) has to be specifically stipulated by the printers (TIEV in Mexico, BEP for USPS) and must be strong and distinctive.

Such tagging should not be confused with something that has become a custom of most paper mills nowadays, the adding of optical brighteners or paper whiteners.

We know of many instances of stamps from various countries where phosphor tagging has been done on paper stock that contains optical brighteners. These brighteners are a nuisance and disturb the function of the facer-cancelers, so that special light filters must be installed to minimize the influence of the unwanted (even if only faint) fluorescence of the optical brightener.

Five values of the 9th Series (1988) of *Exportas*—the 1,000p, 2,000p, 3,000p, 4,000p and 5,000p—are an excellent example of this. *Amexfil*, for example, said in No. 32 (Sept./Oct. 1988) that six varieties have been observed in the intensity of the fluorescence in this new paper. These "six varieties" were, in varying degree, due to optical brighteners that the paper mill's staff had added to the pulp without specific instructions from their superiors.

Nobody even talks about these minor and insignificant varieties nowadays and no dealer or catalog publisher even mentions them.

Yet that is precisely what someone is doing as when Filatelia Mussot of Mexico City suggests a "13th series" consisting of the 1990 reissues of the 300p, 600p, 700p, 1,000p, and the new 1,600p stamp.

Why should someone suddenly make a mountain out of a molehill and create a 13th series when all we have here are 1990 reissues of old stamps? Doing so would constitute an unpardonable mistake.

Lighthouse's 1989 supplement sticks to the old 10th series and explains the facts as follows:

**MEXICO EXPORTA**—10th Issue (1988/90)

Thick (.115mm=) 105-110g/sqm **UNWATER-MARKED**, ordinary non-luminescent glazed paper, with dry invisible gum. Under long-wave UV-light some of the 1990 re-issues give off a taint gleam; this is of no significance and stems from optical brighteners, which are customarily added nowadays in the ordinary run-of-the-mill paper manufacturing process.

Reducing the above to a thumbnail: only the 3rd, 5th, 6th, 7th, and 8th series of the *Exportas* are truly fluorescent. If you view them side-by-side under long-wave UV, you will agree that the fluorescent glow of the so-called "13th series" is, at best, a variety of the 10th series and can by no means really match any of the fluorescent series.

Ken Rose, writing in *Canadian Stamp News* (Dec. 2, 1986), said there could be 100s of tagging varieties for Canadian stamps. He decided to stick to six.

Wayne Youngblood's *Stamps That Glow* notes that BEP tried to banish brighteners from its papers in 1964, but that hibrites are back.

And Canadian dealer George S. Wegg stopped using terms such as "HiBrite," "LoBrite," and "Dull" in 1975 because so many intermediate degrees were found. Wegg now uses a system of numerical degrees ranging from 0 to 12 in describing Canadian definitives. □

[*Editor's note:* You may well wonder what all of the above has to do with PNC collecting. It is not published here because Schön is a member of the PNC Study Group, but rather to indicate the problems of philately, especially in a field—such as tagging—that is still new and only partly understood.

[It also serves as a warning that the two types of phosphored Yosemite (bluish green and yellow-green) should probably be considered minor varieties of the same stamp.

[Schön is one of the owners of Lighthouse. His article has been adapted, with permission, from correspondence with Edward Nissen, editor of *Mexicana*.]

I goofed! In designing Joe R. Lane's ad in the 1990 PNC Catalog, I left out his telephone number. Therefore, I hereby resolve to run his number free in TDN for a year as an apology.

Steve Evans

**INTAGLIO MISSING.** No black Honeybee, no plate number. A pair, just \$180. Joe R. Lane, P.O. Box 31021, Houston, Tex. 77035. (713) 774-3970.

Fair enough, Joe?

# Here's what you couldn't see in *Linn's*

In 1987, before *TPN* could make clear illustrations, we published an article about varieties found on Plate 3 of the 11½ Stutz Bearcat.

The article was based on the findings of a veterinarian who did not want his name used. We had to use text to describe what we saw.

Here's a brief rundown on what the vet found, all on the numbered stamp:

## Polishing cloth on hood

Before his report, this was known only as a nearly rectangular object across the line that represents the hinge of the car's left hood. We termed it Polishing Cloth I. His polishing cloth, however, was two distinct blobs on either side of that line. On Polishing Cloth II the blobs do not touch.



© Nazar, '90

**CLOTH I** — Enlarged view of Polishing Cloth I from 1990 *PNC Catalog*. The two parts of Polishing Cloth II do not meet at the hinge line.

## Cracked left rear fender

The vet found two versions of this. In one, which we termed "Fender I," there is always some doubling of the plate number. This variety extends beyond the circular object, which is presumed to represent a running light.

Other characteristics that are found on Fender I include:

1. Damage to the middle of the windshield frame.
2. Marks on engraved lines at base of windshield.
3. Marks between top of windshield and back seat.

The second variety, Fender II, lacks the



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**FENDER I** — Blowup from 1990 *PNC Catalog* showing Fender I. This variety always shows doubling of plate number.

doubling in the plate number and is quite a bit shorter.

Other characteristics of Fender II include:

1. Damage to the frame of the wind-

shield on the passenger side.

2. Many extraneous marks in the detailing of the hood.

Ken Lawrence's column in *Linn's* on June 18 rediscovered Fender II, but with a difference. Based on a report from Wayne Youngblood, Fender II also shows a flaw at the bottom of the spare tire.

Unfortunately, *Linn's* illustrations were so poor that collectors had difficulty recognizing the described flaws. We have



**FENDER II** — This variety (left) does not extend to the top of the white area of the fender, stopping just above the circular object, believed to represent a light. The variety also shows the added outline at the bottom of the spare tire (right).

made an attempt to illustrate all the Plate 3 varieties as clearly as possible in this issue of *TPN*.

Youngblood discovered a thin line that revolves around the bottom of the spare tire. Lawrence referred to it as an "outline around the spare tire."

## Doubling of plate number

In addition to the row showing a damaged or double plate number that is associated with Fender I, another row also shows such damage. Its additional markings include:

1. A short marking at the middle left of the windshield frame.
2. Blurring of the lines used to detail the hood near the windshield.
3. Two cracks on the driver's side in the upper part of the windshield.

But if you find some markings similar to the above without damage to the plate number, you've merely stumbled across yet another row.

Its characteristics (but with an undamaged plate number) are:

1. Long marking in middle of the windshield frame.
2. Series of smudges at the base of the windshield.

Lawrence's column also described four other Plate 3 varieties found by Youngblood, all far from the plate number. One of them, at 5R, has an appendage under the spare tire.

A second find by Youngblood somewhat resembles the two fender varieties found by the veterinarian. Lawrence

called it "unintended details."



**5R** — On this Plate 3 stamp the spare tire has something hanging down. It is 20 stamps left of the plate number 3.

In fact, the two previously described Fender varieties and this addition to the fender cracks have something in common with the outline under the spare tire and the appendage found at 5R. They are not gripper cracks but something else.

Lawrence described it this way:

Many of the Plate 3 varieties seem to outline or double certain design elements. As a result, collectors have assumed the cause was self-off from the chill roller, a frequent source of image doubling on other Transportation coils.

But the Stutz varieties really are in the plate. Evidently, Plate 3 was a bum piece of steel, with a lot of surface corrosion. The shallow pitting of the metal prints an outline of the corroded area, but with a wavy pond-like edge, not the fine-for-line double vision of a self-off image.



**6R** — The most obvious difference between this Fender III and Fender I is that this is not on the numbered stamp of Plate 3 but far to its left.

This would also explain a variety reported by Lawrence but found by R.W. Sutherland. Under magnification, Lawrence said, this flaw looks like Felix the Cat. The flaw, according to Sutherland, is nine stamps right of the plate number 3, putting it on Plate 4. But a correspondent has recently corrected Sutherland and reported that Felix, too, is on Plate 3. We are still unsure about its location and reader reports are always welcome.

Two varieties found by Youngblood show up in a pair at 7R and 8R on Plate 3. The left stamp (7R) has yet another fender flaw, but also shows a filling-in of the right top of the radiator.



**WHERE?** — This blob gets the nickname "Felix the Cat" and occurs on Plate 3, despite an earlier report. Exact site is unknown.



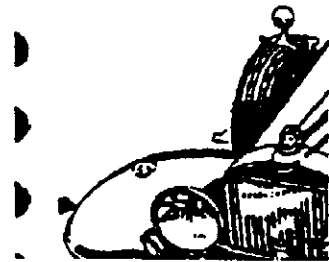
The stamp at 8R, the right stamp in the pair, has protrusions from the front right fender and from the top and side of the left spare tire.

The veterinarian found several stamps at 7L on Plate 3 with what was believed in 1987 to be chill-roller doubling.



**7R** — The shiny chrome at the top of the radiator gets pitted on this stamp, which also has a fender flaw.

On one stamp there was doubling from the "e" of "Bearcat" to the first "3" of "1933." The bottom loop of the "3" contains a large blob that is visible to the



**8R** — Three flaws show up at 8R, two on the left spare and one on the fender. The top flaw on the spare is just under the mirror.

naked eye. In addition, there is a vertical line to the left of the "1" of "1933."

On a second strip, which contains "Polishing Cloth II" on the numbered stamp, there is doubling from the "B" of "Bearcat" to the first "3." The upright of the "B" has a vertical line to its left. The upper loop of the "3" has a small blob, not easily seen without magnification.

On yet a third strip, the vet found a fender crack that was different from his Fender I and Fender II.

This fender flaw starts above the circular object and runs above it, hugging the body of the car at its top and bottom. It is much shorter than either Fender I or Fender II.

Lawrence's article in *Linn's* showed a doubling of the "ar" in "Bearcat" on the numbered stamp of Plate 3, which also showed doubling of the plate number.

This stamp also shows a gouge or scratch at the right perforations, about one-third of the way down from the top. One stamp to its left (1L), there is doubling or damage to the detail lines around the windshield and the middle line of the hood.

# Bearcat

**DOUBLING?** — We used to believe that effects such as this were caused by chill-roller doubling. In this instance the flaw was on the numbered stamp in which the plate number "3" was also severely damaged. These effects are now attributed to a badly pitted plate.

In 1987, the veterinarian wondered why so many flaws could be found at 7L and why he was unable to find any damage on Plates 1, 2, or 4.

Lawrence's belief that 3 was a bad plate explains the second question. The observation that so many rows showed damage at 7L may indicate that the plate was damaged while in use or while being mounted.

In any event, what we have on Plate 3 of the 11¢ Stutz Bearcat may also be what we found on Plate 1 of the 10.1¢ Oil Wagon, which also exhibits a large number of flaws that are most unlikely to be the result of plate cracking.

Still, the various fender flaws at various positions in the roll can't simply be explained by terming Plate 3 a "bum plate." There has to be some better reason why lines suddenly show up where they don't belong. But because the Cottrells no longer exist, we have little chance to find out what happened. □

*Contributing to this article were A.S. Cibulskas, Ken Lawrence, and Steve Esrati.*

## Quotes without comment

**“W**hile this book [*Linn's Plate Number Coil Handbook*] is extremely well-researched, well-illustrated and interestingly written, it might be premature. The Transportation Coil series is not completed, and not all information has been discovered, let alone confirmed, in the PNCs field.

But the publication of this book now is understandable, because there already are at least 368 pages worth of information to disseminate and because [*Linn's*] wants to cash in on this fad before it goes the way of all other fads. If you can hold out, however, we would suggest you wait for the second edition, if there is one.”

*Stamp Collector*  
July 28, 1990

## USPS: No to Winick on Lutheran mixes

*Continued from Page 77*

“could reasonably be expected to interfere with enforcement proceedings.”

According to Charles D. Hawley, assistant general counsel, proceedings can be prospective or pending and release of the records (in June) could have interfered with prospective proceedings.

“Premature release of those records would reveal witness testimony and the government's strategy,” said Hawley.

Winick's request noted that there had been no violation of postal law or any other law. Hawley denied this, saying: “Someone other than Lutheran Church officials may have violated the law. Indeed, our decision to deny you access has nothing to do with whether the Lutheran Church violated any laws. Our determination is based solely on the fact that release of the records, in our opinion, could interfere with prospective proceedings.”

While this may not prove what was reported in the last *TPN* (that the sale of illegal mixtures by Bob Rinkenberger may have forced the postal inspectors to crack down on the church) it does make such a conclusion more likely.

*TPN* learned that the illegal mixtures sold by Rinkenberger's firm, Bob's Back Room in St. Louis, consisted of un-gummed, uncanceled stamps that were mainly “skips,” stamps not canceled by mistake. Sale of skips has always been considered illegal.

The closing down of the Lutheran Church's mixture business was expected to curtail the availability of U.S. mixtures. According to *Linn's*, this has not occurred.

Many readers of *Linn's* apparently believed that the USPS crackdown on the Lutherans meant that all sale of mixtures was in some form of violation of postal regulations. So far, USPS actions have been aimed only and exclusively at the Lutheran Church-Bob's Back Room combination.

Myron G. Hill, Jr., the lawyer who speculated here in May that the Racketeer Influenced Criminal Organization law (RICO) may have closed down the Lutheran operation, now wonders whether USPS may not have paid the Lutheran Church what it might have earned from the sale of mixes. That could have been part of a settlement to allow USPS to target Rinkenberger.

Hill also indicated that the Freedom of Information Act specifically exempts cases under prosecution. □

# Are Cottrell pairs on a level keel?

By Scott F. Smith

The following are preliminary data on alignment differences I have noticed in my collection on PNCs printed on the Cottrell presses.

[Editor's note: In a few instances, I have added my own observations. These are marked *sgc*.]

They are seen in PNC strips, but not in singles.

The shorthand employed works as follows:

1 ↓ 2 means stamps left of the joint line (from Plate 1) are lower than stamps right of the joint line (Plate 2).

1 ↓ 2 means stamps left of the joint line (from Plate 1) are slightly lower than stamps right of the joint line (Plate 2).

1 = 2 means stamps show no difference in height.

1 ↑ 2 means stamps left of the joint line (from Plate 1) are higher than stamps right of the joint line (Plate 2).

1 ↑ 2 means stamps left of the joint line (from Plate 1) are slightly higher than stamps right of the joint line (Plate 2).

My method was to lay a 6-inch steel ruler across the bottom of the descriptive text at the top of the stamp. I chose the bottom because the serifs provide more horizontal printing on which to align the ruler.

I then aligned the ruler across the lower text on one side or the other of the joint line so I could see the higher text.

I could not draw any startling conclusions from my data, at least not yet. I hope others may come up with more.

Meanwhile, I would ask the following question: When a particular stamp in a coil

## 1¢ Omnibus

- 1 1↓2
- 2 2=1
- 3 3↓4
- 4 4=3
- 5 5=6 Paper I, IIIa
- 5 5=6 Paper I, IIIa

## 2¢ Locomotive

- 2 2↑6
- 3 3=4
- 4 4↑3
- 6 6=2
- 8 8↑10 Paper I
- 8 8↓10 Paper II
- 10 10↓8 Paper I
- 10 10↑8 Paper II

## 3¢ Handcar

- 1 1↑2
- 2 2↑1
- 3 3=4
- 4 4↑3

## 3.4¢ School Bus

- 1 1↑2
- 2 2↓1
- 1 P/C 1↑2
- 2 P/C 2↓1

## 4¢ Stagecoach

- 1 1↓2
- 2 2↑1
- 3 3↑4
- 4 4=3
- 5 5=6
- 6 6↓5

- 3 P/C 3=4 Gap 2L
- 4 P/C 4=3 Gap 2L
- 5 P/C 5↓6 Gap 1L
- 6 P/C 6↓5 Gap 1L

## 4.9¢ Buckboard

- 3 3↓4
- 4 4↑3
- 1 P/C 1↓2 Gap 2R
- 2 P/C 2=1 Gap 1R, 2R

- 3 P/C 3↓4 Gap 1L
- 4 P/C 4=3 Gap 1L, Ln
- 5 P/C 5=6 Ln Gap
- 5 P/C 5↓6 Ln Gap, double gap

- 5 P/C 5↓6 Gap 2R
- 5 P/C 5↓6 Gap 2R, double gap

- 6 P/C 6↑5 Gap 2R

## Research report

- 6 P/C 6=5 Gap 2R, double gap
- 6 P/C 6=5 Ln Gap, double gap
- 6 P/C 6=5 Gap 2R, double gap

## 5¢ Motorcycle

- 1 1=2
- 2 2=1
- 3 3↓4 Paper I, II
- 4 4=3 Paper I
- 4 4↓3 Paper II

## 5.2¢ Sleigh

- 1 1=2
- 2 2↓1
- 3 3↓5 (*sgc*)
- 5 5↑3 (*sgc*)

- 1 P/C 1=2 No Gap
- 2 P/C 2=1 No Gap
- 3 P/C 3=5 No Gap
- 4 P/C 4↓6 No Gap
- 4 P/C 4↓6 Gap 3½L
- 5 P/C 5↓3 No Gap
- 6 P/C 6=4 No Gap
- 6 P/C 6=4 Gap 3½L

## 5.9¢ Bicycle

- 3 3=4
- 4 4=3
- 3 P/C 3=4 No Gap, Ln Gap (*sgc*)

- 4 P/C 4↓3 No Gap, Ln Gap (*sgc*)

- 5 P/C 5=6 Ln Gap (*sgc*)
- 6 6↓5 Ln Gap (*sgc*)

## 8.3¢ Ambulance

- 1 1=2
- 2 2↑1
- 1 P/C 1=2 Gap 1L
- 2 2=1 Gap 1L
- 3 3=4 Gap 1R
- 4 4=3 Gap 1R

## 9.3¢ Mail Wagon

- 1 1=2
- 2 2=1
- 3 3=4
- 4 4=3
- 5 5↓6 (*sgc*)
- 6 6=5 (*sgc*)

- 1 P/C 1=2 Gap 5R
- 2 P/C 2=1 Gap 5R, Paper I

- 2 P/C 2=4 Gap 3L, Paper IIa
- 3 P/C 3=4 Ln Gap
- 3 P/C 3=4 Gap 1½R

- 4 P/C 4=3 Ln Gap, Paper I
- 4 P/C 4=2 Gap 2L, Paper IIa

- 5 P/C 5↑6 Gap 3L
- 6 P/C 6↓5 Gap 3L
- 8 P/C 8↑4 Gap 2L (*sgc*)

## 10.9¢ Hansom Cab

- 1 1=2
- 2 2=1

- 1 P/C 1=2 Gap 1R, No Gap
- 2 2=1 No Gap
- 3 3=4 Ln Gap (*sgc*)
- 4 4↓3 Ln Gap (*sgc*)

## 11¢ Stutz Bearcat

- 1 1=2
- 2 2=1
- 3 3=4
- 4 4=3

## 12¢ Stanley Steamer

- 1 1↑2 Paper I
- 1 1=2 Paper II
- 2 2=1 Paper I, II
- 1 P/C 1↑2 Ln Gap
- 2 P/C 2=1 Ln Gap

## 14¢ Iceboat

- 1 1=2 Paper I, II, IIIa
- 2 2=1 Paper I, II, IIIa
- 3 3=4
- 4 4=3

## 17¢ Electric Auto

- 1 1=2 Paper I
- 1 1↑2 Paper II
- 2 2=1 Paper I
- 2 2↓1 Paper II
- 3 3=4 Paper I, II
- 4 4↓3 Paper I
- 4 4=3 Paper II

- 5 5↓6
- 5 5↑7
- 6 6↓5
- 6 6↑7
- 7 7↓5

- 7 7↑6
- 1C 1↑2 Ln Gap
- 2C 2↑1 Ln Gap
- 3A 3=4 Gap 6L, 5L, 5R

- 3A 3↓4 Gap 2L, 1L
- 3A 3↓4 Ln Gap

- 3BA 3↓4 Gap 4R
- 3C 3=4 Gap 4L, 3L, 1R
- 3C 3↓4 Ln Gap, 1R

- 4A 4↓3 Gap 6L, 5L, 4L
- 4A 4=3 Gap 2L, 1L, Ln, 1R, 4R, 5R

- 4BA 4↑3 Gap 4R
- 4C 4=3 Gap 4L, 3L, Ln, 1R

- 5A 5=6 Gap 2L, 1L
- 5A 5↓6 Gap 5R
- 5A 5↑7 Gap 5R

- 5AB 5↑7 Gap 5R
- 5B 5=6 Gap 1L, Ln, 4R

- 5BA 5↑6 Gap 1L
- 5C 5↑7 Gap 5L, 3L

- 5C 5=7 Gap 4L
- 6A 6↓5 Gap 2L, 1L

- 6B 6↓5 Gap 1L, Ln
- 6B 6=5 Gap 4R
- 6BA 6↓5 Gap 1L

- 7A 7↓5 Gap 4R, 5R
- 7A 7↑6 Gap 5R

- 7AB 5=6 Gap 5R
- 7AB 5=7 Gap 5R
- 7C 7↑5 Gap 5L
- 7C 7=5 Gap 4L, 3L

- 18¢ Surrey
- 1 1=2
- 2 2=1
- 3 3=4
- 4 4=3
- 5 5↑6
- 6 6↓5
- 7 7=8
- 8 8=7
- 9 9=10
- 10 10↓9
- 11 11↑12
- 12 12↓11
- 13 13↓14
- 14 14=13
- 15 15↓16
- 16 16↓15
- 17 17↓18
- 18 18↓17

- 20¢ Fire Pumper
- 1 1=2
- 2 2↓1
- 3 3↓4
- 4 4=5
- 5 5=7
- 6 6↓5
- 7 7↓8
- 8 8=7
- 9 9↓10
- 10 10↓9
- 11 11=13
- 12 12=14
- 13 13=7
- 14 14=12
- 15 15↓16
- 16 16=15

strip is considered to be a low transfer, how much lower does it have to be compared to its companion. Several conclusions arise about my data. For example, it appears that these vertical relationships were affected when plates were sent back to press.

We know that some plates were always mounted with a vertical shift, making it difficult to find them in XF condition (Plate 3 of the tagged 5.2¢ Sleigh and Plate 3 of the Line Gap 10.9¢ Hansom Cab, for example).

These data appear to show in a few cases that where two paper types are known, the heights differ. That would indicate not only that plate position changed when plates were put back on the press, but also that we may have yet another way to distinguish paper types.

It would also be interesting to find that where my strips show one side of a precanceled strip to be higher than another for a particular precancel gap, someone else could provide a strip with the same precancel gap but a different relationship for the heights. If such strips were to come forth, it would affect the theory that the shift of precancel gaps relates somehow to each time a plate was put on the press. The same gap with two heights would mean that the same gap went to press twice.

In any event, this report is a preliminary finding. It would be helpful if those collectors who have long strips (from plate number to plate number) could fill in some gaps where we have several possibilities of plate pairings (as on Plate 13 of the 20¢ Fire Pumper). My address is P.O. Box 6757, Colorado Springs, Colo. 80934. I'd like to hear from you. □

## BEP: Phosphored paper shortage led to printing of 19-row Flag rolls

Linda W. Wilder of the Bureau of Engraving and Printing has answered our questions about 25¢ Yosemite stamps printed from rolls only 19 rows wide.

Wilder answered on behalf of Ira Polikoff, chief of the Office of Public Affairs. Two of the questions asked by *TPN* were not answered.

**QUESTION 1:** What Yosemite plates have been produced 19 rows wide?

**In reply:** No special plates were used. The 19-row Flag coils were made using our normal 20-row sleeves. The 19-row Flags were produced from Jan. 27 through Feb. 9, 1989, on Sleeve 181273-7 and from June 2 to June 9, 1989, on Sleeve 181661-9. They were also produced from June 9 to June 15, 1989, on Sleeve 182945-10.

**Commentary:** BEP erred on one plate number. Plate 9 was printed from Sleeve 181664-9, not 181661-9.

**QUESTION 2:** How do we collectors find out, since none of the Bureau's plate-activity reports ever mention a 19-row printing?

**In reply:** There is no visible difference between coils that were run as a 19- or 20-row.

**Commentary:** This failed to answer the question. Apparently BEP does not feel it needs to report such plate activity.

**QUESTION 3:** Is economy the reason for printing these stamps 19 rows wide, or is it because of the Bureau's desire to use a particular type of coiling equipment?

**In reply:** No, paper supply was the rea-

son. We were unable to obtain an ample supply of LP-702 paper (which is 20½ inches wide) necessary to run the 20-row stamp. Since we had a sufficient supply of LP-107 paper (which is 18½ inches wide) in our inventory, it was decided to run the 19-row to meet production requirements. A 20-row sleeve was used on C Press; a fiber roller was cut down to print 19 rows across instead of 20 rows.

**Commentary:** LP-702 is phosphored. So is LP-701.

**QUESTION 4:** Which coiling equipment is used with 19-row product?

**In reply:** Goebel.

**Commentary:** The Goebel coiler is normally used for 20-row coils.

On another matter, collectors report two UV colors for the lagging on the 25¢ Yosemite. One lagging (on the vast majority of these stamps) appears bluish-gray in UV; the other (on only a few examples) has a lime-green color. Could you explain this?

**Commentary:** No reply received.

Finally, the Bureau's plate-activity report for December 1989 says Plate 180455-1, the 8.4¢ Wheelchair, was sent to press as a precancel on Dec. 16, 1990. The report said this was a B Press plate. Atlas, a plate with this number was canceled on June 21, 1989. I would guess, therefore, that the plate number was erroneous and that the plate that was sent to press was 183931-3, which is also a B Press plate. Could you confirm this? It would have had to be 183931-3 if, in fact, the plate really was a Wheelchair.

**Commentary:** No reply received. □

## Will the real father of PNCs please stand up?

Reviewing Ken Lawrence's book in *Coil Line*, Dr. Robert Rabinowitz wrote: "The only thing missing is Lawrence's failure to name the father and step-father of plate number coil philately."

Makes you kind of wonder. Who's Dr. Bob writing about?

The answer may have been revealed in a letter to *Linn's* from PNC collector Richard A. Collier.

Collier recalled that in the 1970s Dr. Rabinowitz wrote several columns urging a return to plate blocks in a four-stamp format.

USPS, Collier said, called it impossible.

When Rabinowitz obtained evidence from the Bureau of Engraving and Printing that this could readily be done, the Stamps Division stated that it would force the use of slightly smaller numbers, which would be a hardship for some of the collecting public.

Rabinowitz countered that, since one of the collector's most used tools was the magnifying glass, slightly smaller numbers would be no

hardship at all. The Stamps Division persisted in finding other, less memorable reasons why it couldn't be done.

Plate-block collecting almost died. USPS noticed. Finally, in 1981, USPS adopted the system of code numbers we now see on sheets and coils. The code numbers replaced plate numbers and could be bunched in one corner of a sheet. Said Collier:

[Using the code numbers was] ... a clever, face-saving way for USPS to avoid doing what it should have done 10 years earlier.

Could this be what Dr. Bob meant in *Coil Line*? □

### Vacation notice

The offices of *TPN* and the *PNC Catalog* will be closed until Oct. 4 for vacation.

### ADLETS

Classified ads are 15 cents a word. There is no charge for your address. Members of PNC<sup>3</sup> are entitled to one 25-word free ad-let each year.

**UNTAGGED ERRORS:** Breadwagon, Yosemite, others for trade or sale. Untagged coils on commercial covers on approval. Buying tag varieties. TAG SHIFT HARRY Muegenberg, 3525 Bluff Court, Carmichael, CA 95608. (5-90)

**PUMPER EMBLEM LABEL,** hard-to-get 3,000-size. Getting scarce. \$5 to first reply. Box L, The Plate Number. (5-90)

**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. (5-90)

**PRECURSOR "Lightning Bolt" on Plate 10, 18¢ Surrey.** Shows only a small part of later plate crack. Avg.-F only. \$20. Box L, The Plate Number. (5-90)

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

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

**COLLECT GERMANY?** I provide a specialized new issues service at 15% over face. Coils, booklets, horizontal pairs from coil stamps, FD sheetlets, annual book with black print. Write for details. Esrali, P. O. Box 20130, Shaker Heights, OH 44120.

### 18¢ FLAG, PLATE 1, PS/5, XF

**FOR SALE** at price of VF strip. Catalog price is \$500. Special, XF only \$500, postpaid. PLUS free Hoseline 1 if you mention this ad. Esrali, P. O. Box 20130, Shaker Heights, OH 44120. Phone (216) 561-9393. (5-90)

**1572 overall tagging.** PS/5. \$3.50. Box T, The Plate Number. (5-90)

**ENDOW A LIBRARY.** Give a 1990 Catalog to a philatelic library. Special rate \$12.00. POB 20130, Shaker Heights, OH 44120.

**HONEYEE**—Looking for Bee varieties: "Gold dust," "Blade of Grass," "green Bee" with plate numbers. M. Stanfield, 9320 S. 218th St., Kent, WA 98031. (5-90)

**MAKE ME AN OFFER**—I need 10,172P, Gap 1L and Gap 1R. Scott F. Smith, P.O. Box 6757, Colorado Springs, CO 80934. (5-90)

### ★ FOR SALE ★

**COLLECTION of First-Day Ceremony Programs and USPS Souvenir Pages.** Of 23 programs, 20 have PNCs—Including two with error cancels, and one with a Buggy Whip. All four Souvenir Programs have PNCs. Retail value (plain, without PNCs) is \$230. Price for entire collection, postpaid and insured, is \$920. Ken Lawrence, P.O. Box 3568, Jackson, MS 39207. Phone (601) 969-2269. (5-90)

### Lighthouse 89 Supplement PNCs in stock include:

- 8.3¢ "B" #1, Gap 3L
- 10.1¢ #1, Gap 2R, 3R
- 10.1¢ #2, Gap 3L, LG, 1R, NG
- 25¢ Bee #1, full-serif types

Please submit your want list for these and other B Press and Cottrell gaps.

**Dr. Robert Rabinowitz**  
37E Stanwick Place  
Stamford CT 06905  
(203) 325-2312

# BEP plate-activity report through December 1989

The plate-activity report from the Bureau of Engraving and Printing through Dec. 31, 1989, posed a problem for *TPN* because the parts for October, November, and December arrived on *TPN's* deadline for July.

The portion dealing with May through September had been received earlier, for use in the 1990 *Plate Number Coil Catalog*.

We jammed in as much of the report for

the last three months as we could, but there simply wasn't enough time to do the job right.

As indicated in July, we have had to abandon an attempt to break down Honeybee offset press runs by arithmetic means. BEP data were just too full of errors, omissions, and incomplete data to allow this exercise to proceed.

In this issue, we group all known Honeybee plates by size and press with all

data we were able to obtain from BEP. The data are not interpreted in any way by *TPN*.

To make things easier, we have grouped all plates that were never sent to press in a category by themselves that takes up less space.

Meanwhile, Ken Lawrence has made some interesting observations about the BEP report in his *Linn's* column:

• The press run on 25F10 was very small, 540,300 impressions. Said Lawrence: "Although quantities of No. 10

### A. Optiforma plates, 18 rows wide

| COLOR          | SUFFIX PLATE | ASSIGNED     | TO PRESS     | CANCELED     | IMPRESS.  | NOTES                   |
|----------------|--------------|--------------|--------------|--------------|-----------|-------------------------|
| Black          | 179944-1     | Apr 5, 1988  |              |              |           |                         |
| Black          | 179979-2     | Apr 11, 1988 | Apr 14, 1988 | Nov 15, 1988 | 110,000   |                         |
| Black          | 180130-3     | May 3, 1988  | May 5, 1988  | Nov 15, 1988 | 802,770   |                         |
| Black          | 180311-4     | May 31, 1988 | Jun 6, 1988  | Oct 18, 1988 | 17,950    |                         |
| Black          | 180322-5     | Jun 1, 1988  | Jun 8, 1988  | Oct 18, 1988 | 232,260   |                         |
| Black          | 18036-6      | Jun 9, 1988  | Jun 10, 1988 | Oct 18, 1988 | 511,080   |                         |
| Black          | 180-62-7     | Jun 9, 1988  | Jun 13, 1988 | Oct 18, 1988 | 1,113,570 |                         |
| Black          | 180393-8     | Jun 14, 1988 | Jun 20, 1988 | Nov 15, 1988 | 278,970   |                         |
| Black          | 180393-8     |              |              |              |           | 2d press (BEP data)     |
| Black          | 180394-9     | Jun 14, 1988 | Jun 20, 1988 | Jun 22, 1989 | 461,880   |                         |
| Black          | 180440-10    | Jun 21, 1988 | Oct 21, 1988 | Jun 22, 1989 | NONE      |                         |
| Cyan           | 01 179943-1  | Apr 5, 1988  |              |              |           |                         |
| Cyan           | 02 179978-2  | Apr 11, 1988 | Apr 14, 1988 | Nov 15, 1988 | 110,000   |                         |
| Cyan           | 03 180126-3  | May 3, 1988  | May 5, 1988  | Nov 15, 1988 | 802,770   |                         |
| Cyan           | 04 180307-4  | May 31, 1988 | Jun 6, 1988  | Oct 18, 1988 | 1,518,710 |                         |
| Cyan           | 05 180318-5  | Jun 1, 1988  | Jun 17, 1988 | Oct 18, 1988 | 835,670   |                         |
| Cyan           | 06 180389-6  | Jun 14, 1988 | Oct 21, 1988 | Jun 22, 1989 | NONE      |                         |
| Cyan           | 07 180436-7  | Jun 20, 1988 | Jun 24, 1988 | Jun 22, 1989 | 52,610    |                         |
| Cyan           | 08 180568-8  | Jul 11, 1988 | Jul 18, 1988 | Jun 22, 1989 | 560,920   |                         |
| Magenta        | 01 179940-1  | Apr 5, 1988  |              |              |           |                         |
| Magenta        | 02 179975-2  | Apr 11, 1988 | Apr 14, 1988 | Nov 15, 1988 | 110,000   |                         |
| Magenta        | 03 180127-3  | May 3, 1988  | May 5, 1988  | Nov 15, 1988 | 802,770   |                         |
| Magenta        | 04 180308-4  | May 31, 1988 | Jun 6, 1988  | Oct 18, 1988 | 1,518,710 |                         |
| Magenta        | 05 180319-5  | Jun 1, 1988  | Jun 17, 1988 |              |           |                         |
| Magenta        | 05 180319-5  | Jun 1, 1988  | Jul 18, 1988 |              |           | 2d press (BEP data)     |
| Magenta        | 06 180390-6  | Jun 14, 1988 | Oct 21, 1988 | Jun 22, 1989 | NONE      |                         |
| PMS Yellow     | 01 179942-1  | Apr 5, 1988  |              |              |           |                         |
| PMS Yellow     | 02 179977-2  | Apr 11, 1988 | Apr 14, 1988 | Nov 15, 1988 | 110,000   |                         |
| PMS Yellow     | 03 180129-3  | May 3, 1988  | May 5, 1988  | Nov 15, 1988 | 802,770   |                         |
| PMS Yellow     | 04 180310-4  | May 31, 1988 | Jun 6, 1988  | Oct 18, 1988 | 1,136,590 |                         |
| PMS Yellow     | 05 180321-5  | Jun 1, 1988  | Jun 15, 1988 | Oct 18, 1988 | 768,110   |                         |
| PMS Yellow     | 06 180392-6  | Jun 14, 1988 | Jun 21, 1988 | Nov 15, 1988 | 469,020   |                         |
| PMS Yellow     | 07 180438-7  | Jun 20, 1988 | Jul 11, 1988 | Jun 22, 1989 | NONE      |                         |
| PMS Yellow     | 08 180446-8  | Jun 22, 1988 | Oct 21, 1988 | Jun 22, 1989 | NONE      |                         |
| Process Yellow | 01 179941-1  | Apr 5, 1988  |              |              |           |                         |
| Process Yellow | 02 179976-2  | Apr 11, 1988 | Apr 14, 1988 | Nov 15, 1988 | 110,000   |                         |
| Process Yellow | 03 180128-3  | May 3, 1988  | May 5, 1988  | Nov 15, 1988 | 802,770   |                         |
| Process Yellow | 04 180309-4  | May 31, 1988 | Jun 6, 1988  | Oct 18, 1988 | 1,674,870 |                         |
| Process Yellow | 05 180320-5  | Jun 1, 1988  | Jun 20, 1988 | Jun 22, 1989 | 1,092,650 |                         |
| Process Yellow | 05 180320-5  | Jun 1, 1988  | Jul 18, 1988 |              |           | 2d press (BEP data)     |
| Process Yellow | 06 180391-6  | Jun 14, 1988 | Oct 21, 1988 | Jun 22, 1989 | NONE      |                         |
| Process Yellow | 09 180439-10 | Jun 21, 1988 |              |              |           | Probably Pro ess yellow |

### A. Optiforma plates, 20 rows wide

|            |             |              |              |              |           |                     |
|------------|-------------|--------------|--------------|--------------|-----------|---------------------|
| Black      | 01 180537-1 | Jul 8, 1988  | Jul 11, 1988 | Nov 15, 1988 | 506,970   |                     |
| Black      | 02 180542-2 | Jul 8, 1988  |              |              |           |                     |
| Black      | 03 180634-3 | Jul 25, 1988 | Aug 1, 1988  | Nov 15, 1988 | 1,515,839 |                     |
| Black      | 05 180671-5 | Aug 2, 1988  | Aug 8, 1988  | Nov 15, 1988 | 90,589    |                     |
| Black      | 06 180702-6 | Aug 8, 1988  | Aug 17, 1988 | Nov 15, 1988 | 650,980   |                     |
| Black      | 07 180784-7 | Aug 17, 1988 | Aug 23, 1988 | Jun 22, 1989 | 650,900   |                     |
| Cyan       | 01 180533-1 | Jul 8, 1988  | Jul 11, 1988 | Nov 15, 1988 | 506,970   |                     |
| Cyan       | 02 180538-2 | Jul 8, 1988  |              |              |           |                     |
| Cyan       | 03 180630-3 | Jul 25, 1988 | Aug 2, 1988  | Nov 15, 1988 | 97,529    |                     |
| Cyan       | 04 180664-4 | Aug 2, 1988  | Aug 3, 1988  | Nov 15, 1988 | 859,381   |                     |
| Cyan       | 05 180668-5 | Aug 2, 1988  | Aug 10, 1988 | Nov 15, 1988 | 398,780   | Canceled as Plate 9 |
| Cyan       | 06 180683-6 | Aug 4, 1988  | Sep 19, 1988 | Jun 22, 1989 | 43,450    | as988               |
| Cyan       | 07 180755-7 | Aug 11, 1988 | Aug 16, 1988 | Nov 15, 1988 |           | as988               |
| Cyan       | 139,130     |              |              |              |           |                     |
| Cyan       | 08 180783-8 | Aug 16, 1988 | Aug 18, 1988 | Jun 22, 1989 | 962,010   |                     |
| Magenta    | 01 180534-1 | Jul 8, 1988  | Jul 11, 1988 | Jun 22, 1989 | 710,800   |                     |
| Magenta    | 02 180539-2 | Jul 8, 1988  |              |              |           |                     |
| Magenta    | 03 180631-3 | Jul 25, 1988 | Aug 5, 1988  | Nov 15, 1988 | NONE      |                     |
| Magenta    | 04 180665-4 | Aug 2, 1988  | Aug 5, 1988  | Nov 15, 1988 | 1,861,790 |                     |
| Magenta    | 05 180669-5 | Aug 2, 1988  | Aug 15, 1988 | Jun 22, 1989 | 1,261,790 |                     |
| PMS Yellow | 01 180536-1 | Jul 8, 1988  | Jul 11, 1988 | Nov 15, 1988 | 278,940   |                     |
| PMS Yellow | 02 180541-2 | Jul 8, 1988  | Sep 14, 1988 | Jun 22, 1989 | 1,693,720 |                     |
| PMS Yellow | 03 180638-3 | Jul 25, 1988 | Aug 15, 1988 | Jun 22, 1989 | 1,028,700 |                     |

### Offset plates never used

#### Optiforma Press, 18 rows

| Color     | Plate        | Assigned     | Canceled     |
|-----------|--------------|--------------|--------------|
| Black     | 11 181109-11 | Oct 20, 1988 | Jun 22, 1989 |
| Cyan      | 9 180594-9   | Jul 18, 1988 | Jun 22, 1989 |
| Cyan      | 10 181110-10 | Oct 20, 1988 | Jun 22, 1989 |
| Magenta   | 7 180437-7   | Jun 20, 1988 | Jun 22, 1989 |
| Magenta   | 8 180569-8   | Jul 11, 1988 | Jun 22, 1989 |
| PMS Yell. | 9 180570-9   | Jul 11, 1988 | Jun 22, 1989 |

#### Optiforma Press, 20 rows

|            |              |              |              |
|------------|--------------|--------------|--------------|
| Black      | 4 180667-4   | Aug 2, 1988  | Jun 22, 1989 |
| Black      | 8 180600-8   | Aug 22, 1988 | Jun 22, 1989 |
| Black      | 9 180601-9   | Aug 22, 1988 | Jun 22, 1989 |
| Cyan       | 9 180789-9   | Aug 18, 1988 | Jun 22, 1989 |
| Cyan       | 10 180910-10 | Sep 14, 1988 | Jun 22, 1989 |
| Magenta    | 6 180797-6   | Aug 22, 1988 | Jun 22, 1989 |
| Magenta    | 7 180798-7   | Aug 22, 1988 | Jun 22, 1989 |
| PMS Yell.  | 4 180796-4   | Aug 22, 1988 | Jun 22, 1989 |
| PMS Yell.  | 5 180893-5   | Sep 14, 1988 | Jun 22, 1989 |
| PMS Yell.  | 6 180789-6   | Aug 22, 1988 | Jun 22, 1989 |
| Pro. Yell. | 4 180666-4   | Aug 2, 1988  | Jun 22, 1989 |

#### D Press, 18 rows

|            |              |              |              |
|------------|--------------|--------------|--------------|
| Black      | 6 180967-6   | Sep 29, 1988 | Oct 14, 1989 |
| Black      | 6 181326-6   | Dec 2, 1988  | Oct 14, 1989 |
| Black      | 9 181329-9   | Dec 2, 1988  | Oct 14, 1989 |
| Black      | 10 181330-10 | Dec 2, 1988  | Oct 14, 1989 |
| Cyan       | 2 180765-2   | Aug 12, 1988 | Oct 14, 1989 |
| Cyan       | 3 180930-3   | Sep 23, 1988 | Oct 14, 1989 |
| Cyan       | 5 181322-5   | Dec 2, 1988  | Oct 14, 1989 |
| Magenta    | 2 180766-2   | Aug 12, 1988 | Oct 14, 1989 |
| Magenta    | 3 180931-3   | Sep 23, 1988 | Oct 14, 1989 |
| Magenta    | 5 181323-5   | Dec 2, 1988  | Oct 14, 1989 |
| PMS Yell.  | 2 180768-2   | Aug 12, 1988 | Oct 14, 1989 |
| PMS Yell.  | 5 181325-5   | Dec 2, 1988  | Oct 14, 1989 |
| PMS Yell.  | 6 181327-6   | Dec 2, 1988  | Oct 14, 1989 |
| PMS Yell.  | 7 181328-7   | Dec 2, 1988  | Oct 14, 1989 |
| Pro. Yell. | 5 181324-5   | Dec 2, 1988  | Oct 14, 1989 |

#### D Press, 20 rows

|            |              |              |              |
|------------|--------------|--------------|--------------|
| Black      | 24 182811-24 | May 11, 1989 | Oct 14, 1989 |
| Cyan       | 2 181079-2   | Oct 14, 1988 | Nov 1, 1989  |
| Cyan       | 5 181220-5   | Nov 14, 1988 | Nov 1, 1989  |
| Cyan       | 14 182798-14 | May 10, 1989 | Oct 14, 1989 |
| Cyan       | 9 182436-9   | Mar 28, 1989 | Nov 1, 1989  |
| Cyan       | 15 182810-15 | May 11, 1989 | Oct 14, 1989 |
| Magenta    | 10 182409-10 | Mar 27, 1989 | Nov 1, 1989  |
| Magenta    | 11 182437-11 | Mar 28, 1989 | Nov 1, 1989  |
| Magenta    | 15 182786-15 | May 10, 1989 | Oct 14, 1989 |
| Magenta    | 16 182797-16 | May 10, 1989 | Oct 14, 1989 |
| PMS Yell.  | 6 181224-6   | Nov 14, 1988 | Oct 14, 1989 |
| PMS Yell.  | 7 182406-7   | Mar 27, 1989 | Nov 1, 1989  |
| PMS Yell.  | 8 182411-8   | Mar 27, 1989 | Nov 1, 1989  |
| PMS Yell.  | 9 182439-9   | Mar 28, 1989 | Nov 1, 1989  |
| PMS Yell.  | 14 182781-14 | May 9, 1989  | Oct 14, 1989 |
| PMS Yell.  | 15 182795-15 | May 10, 1989 | Oct 14, 1989 |
| PMS Yell.  | 11 182677-11 | Apr 27, 1989 | Oct 14, 1989 |
| PMS Yell.  | 17 182809-17 | May 11, 1989 | Oct 14, 1989 |
| PMS Yell.  | 18 182812-18 | May 11, 1989 | Oct 14, 1989 |
| Pro. Yell. | 4 181139-4   | Oct 26, 1988 | Oct 14, 1989 |
| Pro. Yell. | 7 182405-7   | Mar 27, 1989 | Nov 1, 1989  |
| Pro. Yell. | 8 182410-8   | Mar 27, 1989 | Nov 1, 1989  |
| Pro. Yell. | 11 182676-11 | Apr 27, 1989 | Oct 14, 1989 |
| Pro. Yell. | 13 182796-13 | May 10, 1989 | Oct 14, 1989 |

have seemed ample so far, that could change."

• The B Press sleeve used to reprint the 12¢ Stanley Steamer had a short run, too, only 156,240 impressions. This PNC has

been rising in price lately and dealers are having difficulty restocking.

• Spoilage on the Honeybee, which Lawrence had previously indicated here as being extremely high, can now be cal-

culated with BEP reporting 5½ billion stamps printed but only 4.3 billion being shipped to USPS. Said Lawrence: Spoilage was about 30% on the two sleeves for which we have data. But spoilage was even higher because of the destruction of some phosphored Honeybees

Meanwhile, Dr. Robert Rabinowitz told TPN he thinks "Max. PNCs" and "Total PNCs" are meaningless because what counts is whether dealers were able to lay in supplies.

And Jerry Koepf of Stamps 'n' Stuff said he believes Plate 3 of the 18¢ Flag is as scarce as Plate 6, "maybe even scarcer."

"Max PNCs" for Plate 3 are about three times those for Plate 6.

Another source told of a find of \$1 million worth of Plates 17 and 18 of the 18¢ Surrey in Detroit. That's 2.77 million stamps of each plate. Alas, the "useless" "Max. PNC" figures tell us only 2.02 million were printed of each plate.

That means the story is more fable than fact. It also means that every little bit of information helps. After all, a stamp's price is not the only thing we need to determine.

So, even if we are way off ("Max. PNCs" are almost double the actual shipments) the numbers are a rough guide. □

| C. D Press plates, 18 rows wide |              |              |              |              |           |                                      |
|---------------------------------|--------------|--------------|--------------|--------------|-----------|--------------------------------------|
| COLOR                           | SUFFIX PLATE | ASSIGNED     | TO PRESS     | CANCELED     | IMPRESS.  | NOTES                                |
| Black                           | 01 180764-1  | Aug 12, 1988 | Sep 21, 1988 |              |           | 1st black plate this suffix          |
| Black                           | 02 180769-2  | Aug 12, 1988 | Sep 22, 1988 | Nov 1, 1989  | 48,000    |                                      |
| Black                           | 03 180834-3  | Sep 23, 1988 | Sep 23, 1989 | Nov 1, 1989  | 627,000   |                                      |
| Black                           | 04 180835-4  | Sep 23, 1988 | Sep 29, 1988 |              |           | 2nd black plate this suffix          |
| Black                           | 05 180845-5  | Sep 24, 1988 |              |              |           |                                      |
| Black                           | 07 180968-7  | Sep 29, 1988 | Sep 29, 1988 |              |           |                                      |
| Cyan                            | 01 180760-1  | Aug 12, 1988 | Sep 21, 1988 |              |           |                                      |
| Cyan                            | 04 180941-4  | Sep 24, 1988 |              |              |           |                                      |
| Magenta                         | 01 180761-1  | Aug 12, 1988 | Sep 21, 1988 |              |           |                                      |
| Magenta                         | 04 180842-4  | Sep 24, 1988 |              |              |           |                                      |
| PMS Yellow                      | 01 180763-1  | Aug 12, 1988 | Sep 21, 1988 |              |           |                                      |
| PMS Yellow                      | 03 180933-3  | Sep 23, 1988 | Sep 29, 1988 | Nov 1, 1989  | 287,000   |                                      |
| PMS Yellow                      | 04 180943-4  | Sep 24, 1988 |              |              |           |                                      |
| PMS Yellow                      | 04 180944-4  | Sep 24, 1988 |              |              |           |                                      |
| Process Yellow                  | 01 180762-1  | Aug 12, 1988 | Sep 21, 1988 |              |           |                                      |
| Process Yellow                  | 02 180767-2  | Aug 12, 1988 |              |              |           |                                      |
| Process Yellow                  | 03 180932-3  | Sep 23, 1988 | Sep 29, 1988 | Nov 1, 1989  | 478,000   | Assigned as 180933-3                 |
| D. D Press plates, 20 rows wide |              |              |              |              |           |                                      |
| Black                           | 01 181078-1  | Oct 14, 1988 | Oct 19, 1988 | Nov 1, 1989  | 329,000   |                                      |
| Black                           | 02 181083-2  | Oct 14, 1988 | Oct 22, 1988 | Nov 1, 1989  | 704,500   |                                      |
| Black                           | 03 181125-3  | Oct 22, 1988 |              |              |           |                                      |
| Black                           | 04 181127-4  | Oct 14, 1988 | Nov 1, 1988  | Nov 1, 1989  | 160,000   |                                      |
| Black                           | 05 181221-5  | Nov 14, 1988 |              |              |           |                                      |
| Black                           | 06 181223-6  | Nov 14, 1988 | Nov 13, 1988 | Nov 1, 1989  |           | NONE To Press denied at cancellation |
| Black                           | 07 181265-7  | Nov 21, 1988 |              |              |           |                                      |
| Black                           | 08 182407-8  | Mar 27, 1989 |              |              |           |                                      |
| Black                           | 09 182412-9  | Mar 27, 1989 |              |              |           |                                      |
| Black                           | 10 182440-10 | Mar 28, 1989 |              |              |           |                                      |
| Black                           | 11 182452-11 | Mar 31, 1989 |              |              |           |                                      |
| Black                           | 12 182453-12 | Mar 31, 1989 | Apr 6, 1989  | Oct 14, 1989 | 132,500   |                                      |
| Black                           | 13 182493-13 | Apr 5, 1989  | Apr 7, 1989  | Oct 14, 1989 | 172,000   |                                      |
| Black                           | 14 182494-14 | Apr 5, 1989  | Apr 8, 1989  | Oct 19, 1989 | 176,000   |                                      |
| Black                           | 15 182526-15 | Apr 8, 1989  |              |              |           |                                      |
| Black                           | 16 182642-16 | Apr 25, 1989 |              |              |           |                                      |
| Black                           | 17 182643-17 | Apr 25, 1989 |              |              |           |                                      |
| Black                           | 18 182673-18 | Apr 27, 1989 | Apr 28, 1989 | Oct 14, 1989 | 240,000   |                                      |
| Black                           | 19 182678-19 | Apr 27, 1989 | Apr 29, 1989 | Oct 14, 1989 | 226,000   |                                      |
| Black                           | 21 182701-21 | May 1, 1989  |              |              |           |                                      |
| Black                           | 22 182702-22 | May 1, 1989  |              |              |           |                                      |
| Black                           | 23 182799-23 | May 10, 1989 |              |              |           |                                      |
| Cyan                            | 01 181074-1  | Oct 14, 1988 | Oct 19, 1988 | Nov 1, 1989  | 1,145,500 |                                      |
| Cyan                            | 03 181121-3  | Oct 22, 1988 | Nov 12, 1988 |              |           |                                      |
| Cyan                            | 04 181219-4  | Nov 14, 1988 |              |              |           |                                      |
| Cyan                            | 06 181264-6  | Nov 21, 1988 |              |              |           |                                      |
| Cyan                            | 07 182403-7  | Mar 27, 1989 | Apr 3, 1989  | Oct 14, 1989 | 808,500   |                                      |
| Cyan                            | 08 182408-8  | Mar 27, 1989 |              |              |           |                                      |
| Cyan                            | 10 182669-10 | Apr 27, 1989 |              |              |           |                                      |
| Cyan                            | 11 182674-11 | Apr 27, 1989 | Apr 28, 1989 | Oct 14, 1989 | 312,000   |                                      |
| Cyan                            | 13 182703-13 | May 1, 1989  |              |              |           |                                      |
| Magenta                         | 01 181075-1  | Oct 14, 1988 | Oct 19, 1988 |              |           |                                      |
| Magenta                         | 02 181080-2  | Oct 14, 1988 | Oct 25, 1988 | Nov 1, 1989  | 176,500   |                                      |
| Magenta                         | 03 181122-3  | Oct 14, 1988 | Oct 26, 1988 | Nov 1, 1989  | 294,000   |                                      |
| Magenta                         | 04 181140-4  | Oct 26, 1988 | Nov 1, 1988  | Nov 22, 1989 | 107,500   |                                      |
| Magenta                         | 05 181169-5  | Nov 1, 1988  | Mar 30, 1989 | Oct 14, 1989 | 452,500   |                                      |
| Magenta                         | 06 181170-6  | Nov 1, 1988  | Nov 12, 1988 |              |           | To press as Plate 1                  |
| Magenta                         | 07 181225-7  | Nov 14, 1988 |              |              |           |                                      |
| Magenta                         | 08 181454-8  | Dec 16, 1988 |              |              |           |                                      |
| Magenta                         | 09 182404-9  | Mar 27, 1989 | Apr 3, 1989  | Oct 14, 1989 | 808,500   |                                      |
| Magenta                         | 12 182670-12 | Apr 27, 1989 |              |              |           |                                      |
| Magenta                         | 13 182675-13 | Apr 27, 1989 |              |              |           |                                      |
| Magenta                         | 17 182807-17 | May 11, 1989 |              |              |           |                                      |
| PMS Yellow                      | 01 181077-1  | Oct 14, 1988 | Oct 19, 1988 |              |           |                                      |
| PMS Yellow                      | 02 181082-2  | Oct 14, 1988 | Oct 22, 1988 | Nov 1, 1989  | 704,500   |                                      |
| PMS Yellow                      | 03 181124-3  | Oct 22, 1988 |              |              |           |                                      |
| PMS Yellow                      | 04 181126-4  | Oct 25, 1988 | Nov 1, 1988  | Oct 14, 1989 | 1,257,000 |                                      |
| PMS Yellow                      | 04 181126-4  | Oct 25, 1988 | Nov 12, 1988 |              |           |                                      |
| PMS Yellow                      | 05 181222-5  | Nov 14, 1988 |              |              |           |                                      |
| PMS Yellow                      | 06 181456-6  | Dec 16, 1988 |              |              |           | 2d plate with same suffix            |
| PMS Yellow                      | 10 182672-10 | Apr 27, 1989 | Apr 27, 1989 | Oct 14, 1989 | 627,000   |                                      |
| PMS Yellow                      | 13 182780-13 | May 9, 1989  |              |              |           |                                      |
| PMS Yellow                      | 16 182806-16 | May 11, 1989 |              |              |           |                                      |
| Process Yellow                  | 01 181076-1  | Oct 14, 1988 | Oct 19, 1988 | Nov 1, 1989  | 353,000   |                                      |
| Process Yellow                  | 02 181081-2  | Oct 14, 1988 | Oct 22, 1988 |              |           |                                      |
| Process Yellow                  | 03 181123-3  | Oct 22, 1988 | Oct 24, 1988 |              |           |                                      |
| Process Yellow                  | 05 181141-5  | Oct 26, 1988 |              | Jun 22, 1989 |           | * Data unavailable                   |
| Process Yellow                  | 06 181455-6  | Dec 16, 1988 | Apr 26, 1989 | Oct 14, 1989 | 76,000    |                                      |
| Process yellow                  | 09 182438-9  | Mar 28, 1989 |              |              |           |                                      |
| Process yellow                  | 10 182671-10 | Apr 27, 1989 | Apr 27, 1989 | Oct 14, 1989 | 627,000   |                                      |
| Process Yellow                  | 14 182808-14 | May 11, 1989 |              |              |           |                                      |

| Offset plates never used |           |              |              |  |
|--------------------------|-----------|--------------|--------------|--|
| D Press, 18 rows         |           |              |              |  |
| Color                    | Plate     | Assigned     | Canceled     |  |
| Black 6                  | 180867-6  | Sep 29, 1988 | Oct 14, 1989 |  |
| Black 6                  | 181326-6  | Dec 2, 1988  | Oct 14, 1989 |  |
| Black 9                  | 181329-9  | Dec 2, 1988  | Oct 14, 1989 |  |
| Black 10                 | 181330-10 | Dec 2, 1988  | Oct 14, 1989 |  |
| Cyan 2                   | 180765-2  | Aug 12, 1988 | Oct 14, 1989 |  |
| Cyan 3                   | 180930-3  | Sep 23, 1988 | Oct 14, 1989 |  |
| Cyan 5                   | 181322-5  | Dec 2, 1988  | Oct 19, 1989 |  |
| Magenta 2                | 180766-2  | Aug 12, 1988 | Oct 14, 1989 |  |
| Magenta 3                | 180931-3  | Sep 23, 1988 | Oct 14, 1989 |  |
| Magenta 5                | 181323-5  | Dec 2, 1988  | Oct 14, 1989 |  |
| PMS Yell. 2              | 180768-2  | Aug 12, 1988 | Oct 14, 1989 |  |
| PMS Yell. 5              | 181325-5  | Dec 2, 1988  | Oct 14, 1989 |  |
| PMS Yell. 6              | 181327-6  | Dec 2, 1988  | Oct 14, 1989 |  |
| PMS Yell. 7              | 181328-7  | Dec 2, 1988  | Oct 14, 1989 |  |
| Pro. Yell. 5             | 181324-5  | Dec 2, 1988  | Oct 14, 1989 |  |
| D Press, 20 rows         |           |              |              |  |
| Black 24                 | 182811-24 | May 11, 1989 | Oct 14, 1989 |  |
| Cyan 2                   | 181079-2  | Oct 14, 1988 | Nov 1, 1989  |  |
| Cyan 5                   | 181220-5  | Nov 14, 1988 | Nov 1, 1989  |  |
| Cyan 9                   | 182436-9  | Mar 28, 1989 | Nov 1, 1989  |  |
| Cyan 14                  | 182798-14 | May 10, 1989 | Oct 14, 1989 |  |
| Cyan 15                  | 182810-15 | May 11, 1989 | Oct 14, 1989 |  |
| Magenta 10               | 182409-10 | Mar 27, 1989 | Nov 1, 1989  |  |
| Magenta 11               | 182437-11 | Mar 28, 1989 | Nov 1, 1989  |  |
| Magenta 15               | 182796-15 | May 10, 1989 | Oct 14, 1989 |  |
| Magenta 16               | 182797-16 | May 10, 1989 | Oct 14, 1989 |  |
| PMS Yell. 5              | 181224-6  | Nov 14, 1988 | Oct 14, 1989 |  |
| PMS Yell. 7              | 182406-7  | Mar 27, 1989 | Nov 1, 1989  |  |
| PMS Yell. 8              | 182411-8  | Mar 27, 1989 | Nov 1, 1989  |  |
| PMS Yell. 09             | 182439-9  | Mar 28, 1989 | Nov 1, 1989  |  |
| PMS Yell. 11             | 182677-11 | Apr 27, 1989 | Oct 14, 1989 |  |
| PMS Yell. 14             | 182791-14 | May 9, 1989  | Oct 14, 1989 |  |
| PMS Yell. 15             | 182795-15 | May 10, 1989 | Oct 14, 1989 |  |
| PMS Yell. 17             | 182809-17 | May 11, 1989 | Oct 14, 1989 |  |
| PMS Yell. 18             | 182812-18 | May 11, 1989 | Oct 14, 1989 |  |
| Pro. Yell. 4             | 181139-4  | Oct 26, 1988 | Oct 14, 1989 |  |
| Pro. Yell. 7             | 182405-7  | Mar 27, 1989 | Nov 1, 1989  |  |
| Pro. Yell. 8             | 182410-8  | Mar 27, 1989 | Nov 1, 1989  |  |
| Pro. Yell. 11            | 182676-11 | Apr 27, 1989 | Oct 14, 1989 |  |

# Indispensable? Lawrence's 'handbook' on PNCs misses as our hobby's encyclopedia

By Dr. Robert Rabinowitz

Steve Esrati wrote a long review of *Linn's Plate Number Coil Handbook* by Ken Lawrence in the July *TPN*. The headline called the book "indispensable," and pronounced it "our hobby's encyclopedia." Esrati went on in the first paragraph to state that the handbook is "absolutely indispensable to every PNC collector." Esrati then went on to prove that this statement is untrue.

Thus, Esrati faults some of the illustrations and suggests that they should have been larger. He pointed out that the collecting of coil labels, which has been getting more and more devotees, is essentially ignored in the handbook. Paper types, including the dry gum varieties of the 18¢ Washington Monument (Scott 2149a), are "unmentioned entirely."

[Editor's note: This was untrue, as a letter to the editor from Lawrence in this issue demonstrates.]

The visibility given to some of the varieties, such as the 4.9¢ Buckboard "Buggy Whip" and the 5.2¢ "Sleigh Whip," could lead the casual collector/reader to believe that many other known varieties do not exist. Thus, what if a collector uncovers a 20¢ Fire Pumper "Wounded P"? Does he have a major rarity or one of the most common plate varieties known? I haven't found the answer yet in Lawrence's "handbook."

If a collector could obtain a roll of 3,000 of the 12¢ Stanley Steamer precancel from Plates 1 and 2 with the plate numbers completely on the top, would this be a wise purchase at a small premium over face or are these widely known? On the other hand, if the roll of 3,000 were the B Press version, would that make a difference in his decision? It sure would since the Cottrell version is relatively common while the B Press type is unknown. Wouldn't you expect a handbook to provide this type of guidance to collectors? In fact, the "handbook" has basically ignored the widely collected area of numbers on top as well as split-number collecting that was pioneered by Dr. Frank L. Shively, Jr., in a series of articles in *The United States Specialist* several years ago.

While the "handbook" acknowledges that gap collecting exists and that this phase of PNC philately is growing, in part because of the Lighthouse PNC album, no indication of the relative value of the various gaps is provided. Lawrence refers you to the gap-scarcity table before breaking up an old roll of precancels. *The Plate*

*Number Coil Catalog* has such a table, but I'm surprised that a "handbook" would omit something so useful in view of the fact that an almost complete gap checklist was provided on Pages 332-33. It would have been extremely simple to employ a letter or number valuation with an explanation of what the codes meant in the empty space on Page 333. I also find no compilation of the gaps of the B Press issues despite the fact that several dealers make a market in them and there is more than trivial collector interest. Finally, while experienced collectors understand the relationship of the position of the plate number and the gaps in Cottrell and B Press issues, one might have expected a "handbook" to have explained this clearly. I haven't found it yet. Yes, Lawrence does send readers to the catalog for B Press gaps. But is that what one expects from a handbook/encyclopedia? What if you looked up something in the *Encyclo-*

from the Line gap, 4R is now the most common and dealer price lists reflect this.

Frankly, I'm not sure that this is an example of stale information or just a lack of closeness to the PNC marketplace. Lawrence "explained" other omissions in the "handbook" by claiming that *Linn's* had closed the galleys on some of his material, presumably long before the publication date. However, if you go through the "handbook" carefully, you'll see numerous references to 1989 and even some to 1990. Thus look at Page 105, the 1983 chapter. It contains a 1989 reference. And look at Page 150, the 1985 chapter; the galleys were opened to provide a "just before press time" reference to the FDC-related Wayne Anmuth story. As a matter of fact, I can't determine when the "galleys were closed." I'll leave it to you. But take into account that Lawrence states on Page 195 that the 1986 chapter was first being written in 1989. One wonders when 1985 and 1987-89 were written and which galleys were indeed closed when?

The "handbook" is extremely sparse on varieties in general and effectively ignores mat varieties, including the rather popular 4.9¢ Buckboard double gaps and some of the 3.4¢ School Bus and 8.3¢ Ambulance "Missing Period" varieties. And what about the untagged errors on some of the PNCs as well as the tagging varieties known on the 18¢ Washington Monument 33333?

What if a widow or a friend of the family had to value the holdings of a PNC collector who has passed away? For argument's sake, let's say they found a copy of Lawrence's "handbook" in the library. Would they be able to distinguish between a 20¢ Fire Pumper from Plates 9 or 10, now considered almost fit for discount postage, against the \$100 each for Plates 7 and 8? How easy would it be for them to find out that Plate 4 of the 20¢ Flag is worth almost \$1,000 while Plate 5 is still available at some post offices? A table of valuations, dated as it would be, would certainly seem to be a key item in a publication that refers to itself as a handbook.

If Lawrence had included all of the items I have pointed out in this article, many more pages of text would have been needed. Yes? No. Actually, as Esrati pointed out in his review in July, "Lawrence is more interested in postal history, usage, and FDCs than I am." That's an understatement. The major criticism of the "handbook" is a lack of balance. Law-

*The major criticism  
of the 'handbook' is a lack  
of balance.*

*pedia Britannica* and it referred you to the *World Book*?

Esrati suggested that Lawrence's "handbook" was a bit "stale" in terms of having up-to-the-minute information. I found some glaring examples. Thus, on Page 53, Lawrence states that Type A precancels on Plate 7 of the 17¢ Electric Auto "is a bit scarcer and more expensive than the others." In fact, the toughest number with Type A is Plate 6; ask any dealer. My price lists from at least mid-1989 have priced Plates 5 and 7 identically even though I'd take 6s in trade for 7s.

Lawrence also states on the same page that Type C precancels on Plates 1 and 2 are less common than Type C on Plates 3 and 4. That's also wrong. The comments on these matters were correct 15 to 36 months ago, but certainly by mid-1989, things had changed.

On Page 100, Lawrence illustrated a numbered strip of nine of the 10.9¢ Hansom Cab from Plate 4 with the precancel gap at 4R. He described it as "one of the scarcer positions of this issue." Again, in early 1987 this might have been true. But since then, enough have been found in relation to other 10.9¢ gap strips that, aside

*Please turn to Page 91*



## Study Group asks for explanations

Howard Moser's discovery of a strip of Honeybees in which the Pantone yellow appeared to be completely missing prompted Jerry Clark, the PNC Study Group's specialist on color varieties, to inquire at BEP.

Clark wrote:

I herewith submit two strips of recent coil issues produced by the BEP for your examination and opinion.

The first is a strip of three postally used 25¢ Honeybee stamps still on piece. At first glance, it would appear that the Pantone Yellow background has been totally omitted. There is, however, a grayish-yellow cast to the background which could either be laggant or an extremely light inking.

Another possibility would be sun bleaching or color fading.

**Question 1:** Was the Pantone Yellow background completely omitted from these stamps?

Clark also submitted a strip from Plate 4 of the 22¢ Flag in which the black printed as blue, but not like an "Erie blue."

The second strip is a mint strip of five of the 22¢ Flag over Capitol stamp printed from Plate 4. Much has been written in the philatelic press about the "Erie blue" variety of this issue, in which the blue and black inks were inadvertently mixed in the black inkwell. The result of this mixture was a definite "slate blue" color on the Capitol.

Having examined many of these stamps, I have noticed that the black color dominated the blue in all examples. This strip, however, is substantially more blue to the naked eye and I can see no trace of black in the Capitol portion of the stamp.

**Question 2:** Was this strip printed entirely of blue ink where the black should be or is there, indeed, a mixing of the inks?

## Indispensable?

*Continued from Page 90*

rence's love affair with covers and FDCs cannot be avoided as you go through this "handbook." Read Chapter 14, "The Coil Stamps of 1986," as an example. There are seven illustrations of covers, but there is no adequate explanation of precancel gaps. Lawrence could have balanced the "handbook" much better but chose to focus on his personal interests. The distortion is even greater when one considers what collectors really collect. Make no mistake about it: Philately is business. It's business to USPS, it's business to dealers, and it's business to the philatelic press that is so vital for "spreading the word." Read the PNC ads anywhere you choose. The business is largely what dealers advertise to buy and sell. Lawrence's focus was elsewhere.

I've continuously referred to Lawrence's book bit its title, a "handbook." But it's not a handbook at all. And it's not an encyclopedia. If you want a handbook, buy and use the PNC catalog. It contains almost everything that Lawrence omitted or gave much too little attention to. And it contains almost everything else.

So what's the verdict on the Lawrence book (not "handbook")? It's a rather worthwhile addition to one's PNC library. The background stories are very interesting and anyone wanting to learn a great deal about PNC collecting should certainly own one since Lawrence has compiled in one place a great deal of interesting information. But indispensable it's not. My PNC handbook and encyclopedia will continue to be the *Plate Number Coil Catalog*. □

## BEP-USPS pact limits coil output

The recent "treaty" between two government agencies, the Postal Service and the Bureau of Engraving and Printing, limits BEP to the printing of stamps with gum ("water-activated adhesives"). The pact, which goes into effect for Fiscal 1991 (starting next month) makes coils 55% of the 40 billion stamps to be printed. The breakdown will be: 100s, 66% or 26.8 billion; 500s, 14% or 5.6 billion, and 3,000s, 20% or 8 billion. Larger coils are not mentioned.

BEP will provide select stock only in the first of the pact's five years. Such stamps are defined as having an extra inspection, and "does not guarantee that every stamp selected will be perfect." (In the past, coils have rarely been from select stock.)

Among the weird and wonderful features of the pact is BEP's search for a new one-floor plant in which to print stamps if someone will donate land and a building. The pact cites a similar approach for the new money-printing plant in Texas, but it would seem the pact forgets that the taxpayers own hundreds of billion-dollars' worth of useless real estate acquired through S&L failures. It would seem logical to transfer land and building from the Resolution Trust Corp. for such a plant.

BEP carefully spelled out that it wants no more of the bright ideas behind the Honeybee fiasco. It insists on the following lead times (the time between the day when USPS supplies artwork and type spe-

cifications and the first day of sale, or FDS):

|                                      |   |
|--------------------------------------|---|
| Single-color intaglio                | 70 days to FDS  |
| Multicolor intaglio                  | 120 days to FDS   |
| Offset/Intaglio (single image)       | 120 days to FDS   |
| Offset/Intaglio (multiple images)    | 180 days to printing  |
| Offset or gravure (up to 5 subjects) | 120 days to printing  |
| Offset or gravure (more than 5)      | 270 days to printing  |
| Gravure/Intaglio                     | Case-by-case basis but no stamp will be accepted that requires light registration |

The last clause is intended to avert another Smokey the Bear disaster, which caused huge spoilage. The Honeybee would now take four months since it had only one image.

Long lead times are intended to discourage USPS from unorthodox printing. So, too, are provisions on adding or deleting stamps from the program. □

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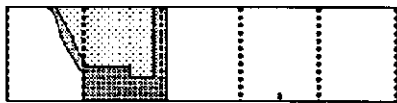


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# Immense tagging gap found



**GAP STRIP**—The tagging gap at 2L near the numbered stamp of Clark's Plate 2 covers the bottom third of the 3L stamp and runs up into the 4L stamp. The dotted area shows normal greenish tagging. White areas have blue tagging in short-wave UV and lettering appears doubled.

Jerry Clark of the PNC Study Group found a roll of 17¢ Electric Auto from Plates 1 and 2 in which the tagging gaps were immense.

He submitted a strip of some 50 stamps that includes both plate numbers. Reading from the left of this long strip, the gap strip to the left of the numbered strip on Plate 2 is the first tagging gap encountered. It is at 2L, a position previously known and listed in the 1990 *PNC Catalogue*.

Twelve stamps to the right is the off-gap tagging gap, the one that is found halfway between the strips that show plate numbers. This marks the strip as coming from the small tagging mats used in 1984 and 1985. (At other times, tagging mats for the Cottrell presses were 24 stamps wide.)

Both tagging gaps are repeated in the strips to the right, one at 2L of the numbered stamp for Plate 1, and then again 12 stamps to its right.

The tagged areas on these stamps is indicated by unshaded white.

However, there is a second phenomenon in these stamps. Most of the tagged stamps have a blue color in short-wave UV. The design and the lettering of these stamps have the appearance of a sort of doubling. But not all! In the gap strip, the area enclosed by the tagging shows up with the normal greenish tagging and the lettering appears normal (dotted area in illustrations).

A similar area is found at the off-gap strip just to the left of the totally untagged portion. It, too, is illustrated by dotted shading.

The doubled image of the tagged area had been previously observed on the 5¢ Motorcycle and 2¢ Locomotive.

TPN sent a printout of this story to H. Harry (Tag Shift Harry) Mueggenburg, a dealer who specializes in tagging phenomena.

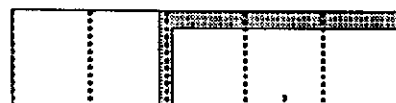
Mueggenburg promptly added to the mystery of the huge tagging gaps by sub-



**OFF-GAP STRIP**—The tagging gap 12 stamps to the right or left of Clark's gap strip covers almost the entire stamp, except for a small triangle at the lower left. Untagged area continues to the right across the tops of three stamps. Dotted area has normal greenish tagging.

mitting two numbered strips from Plate 3 and 4 (on Type II paper) which may illustrate a continuation of the tagging peculiarities observed on Clark's strips.

On Mueggenburg's strips, the tagging gap continues horizontally along the top of the strip. Because they were only strips



**AND NOW PLATE 3**—H. Harry Mueggenburg found strips from Plates 3 and 4 where the vertical tagging gap extends to the right, in a fashion similar to that found on the off-gap strip found by Clark.

of five, it is not known how far this horizontal untagged area extends. It is equal on strips from both plate numbers.

There is another difference between Clark's strips and Mueggenburg's.

While most of Clark's strips showed up as bluish in UV, the tagged areas in Mueggenburg's strips show up as the intense lime green normally seen. But on Mueggenburg's strips all the printing again has the doubled effect.

It is pure conjecture at this point, but it may be that the same tagging mats were used on all four plates that show these tagging gaps, that they were damaged in some way, and that the damage grew as the mats were used.

We do know that printing of these four plates was not chronological. The table shows the chronology. The 1984-5 runs are bold-faced. □

| PRINTING OF 5¢ MOTORCYCLE |                    |
|---------------------------|--------------------|
| 08/24/83                  | Plates 1, 2        |
| 08/29/83                  | Plates 1, 2        |
| 09/07/83                  | Plates 3, 4        |
| <b>08/16/84</b>           | <b>Plates 1, 2</b> |
| <b>10/01/84</b>           | <b>Plates 3, 4</b> |
| <b>12/11/84</b>           | <b>Plates 3, 4</b> |
| <b>06/07/85</b>           | <b>Plates 1, 2</b> |

## Catalog corrections

*Editor's note:* Although every care is taken to make the catalog as free of error as possible, including two proof readings by different members of the study group, errors still get into print.

**Page vi**—In the caption for the precancel styles, "Style 16" should say "Style 21." (Thomson)

**Page ix**—In the "Tagging" section, the reference to Appendix C should refer to Appendix D. (Thomson)

**Page 7**—Add B Press (18 strips of 52) to heading for phosphored 25¢ Yosemite. (Lenz)

**Page 23**—7.6T1P impressions should read 214,850. (Thomson)

**Page 25**—8.3T1PR impressions should read 559,201. (Thomson)

**Page 25**—Add Scott 2129a to heading of 8.5¢ Tow Truck. (Lenz)

**Page 33**—14T3 and 14T4 are listed as existing as untagged errors. They are not known untagged. Plates 1 and 2 should be listed as untagged errors. (Chevery)

**Page 35**—EKUs for 17T3Pba and 17T3Pb are transposed. (Washburn)

**Page 39**—Cancellation date for 18T4 should be 05/19/81. (Godin)

**Page 39**—Change catalog number of "Antenna" plate crack to 18T5V1. (Lenz)

**Page 43**—Add catalog numbers 20T15V2 for chill-roller doubling of 20T15, and 20T16V1 for 20T15. (Lenz)

**Page 47**—18M3P with shiny gum exists with light tagging. (Selig)

**Page 49**—Under 21M1P, the last sentence of the FDC note should read: "...by using 21.1M1," not 21.1T1. (Thomson)

**Page 49**—21.1M11111P should be 21.1M111111P; 21.1M11121 should be 21.1M111121; and 21.1M11121P should be 21.1M111121P. (Wurzbach, Lenz)

**Page 57**—In the note at the bottom of the page, the first sentence should refer to Appendix C, not Appendix B. (Thomson)

**Pages 58, 59**—"How to use these checklists" should refer to Appendices D and E, not C and D. (Thomson)

**Page 62**—In the imperforate checklist, Plate 8 of the phosphored Yosemite is listed twice. It should only be listed as a B scarcity. The D scarcity is incorrect. (Dr. Greenwood)

## Catalog updates

**Page 2**—New EKU for 20F6 is 8/2/82. (Washburn)

**Page 3**—New EKU for 20F10 is 2/7/84. (Washburn)

**Page 3**—New EKU for 20F11 is 3/20/84. (Washburn)

**Page 4**—New EKU for 22F4 is 7/27/85. (Washburn)

**Page 7**—25F3i exists imperforate. (Dr. Greenwood)

**Page 7**—New EKU for 25F8 is 3/7/89. (Washburn)



## ... and updates

## WHAT'S NEXT?

After you have all except  
THE DIRTY DOZEN

Page 7—New EKU for 25F1i is 5/17/90. (Washburn)

Page 8—New EKU for 25F6i is 3/7/89. (Washburn)

Page 8—25F13i exists imperforate. (Dr. Greenwood)

Page 8—25F14i exists imperforate. (Dr. Greenwood)

Page 12—New EKU for 1T2R is 6/10/88. (Washburn)

Page 18—5T1 and 5T2 also have tagging gaps at 5R and 6R/L (Paper I). (Thomson, Eastman)

Page 19—5T3 and 5T4 also have tagging gaps at 1L (Paper I). (Thomson, Ernst)

Page 19—5.2T1P exists with a hash mark at the joint line on strips with the gap at 6R/L. (Hoppis)

Page 20—5.2T2P exists with a hash mark at the joint line on strips with the gap at 6R/L. (Hoppis)

Page 25—New EKU for 8.4T3P is 3/29/90. (Washburn)

Page 26—New EKU for 9.3T1 is 1983. (Washburn)

Page 27—10T1 exists as an untagged error. (Chevery)

Page 34—New EKU for 16.7T2P is 4/30/90. (Washburn)

Page 35—17T1 and 17T2 exist with a tagging gap at 3L. (Ernst)

Page 35—New EKU for 17T3 is 10/28/82. (Washburn)

Page 36—New EKU for 17T5 is 11/14/84. (Washburn)

Page 40—New EKU for 18T9 is 7/24/81. (Washburn)

Page 41—Chill-roller doubling exists in Plate 5 roll paired with Plate 13. (Liu)

Page 42—Chill-roller doubling exists in Plate 13 roll paired with Plate 5. (Liu)

Page 43—New EKU for 20T16 is 6/23/82. (Washburn)

Page 46—New EKU for 51T1 is 4/23/90. (Washburn)

Page 58—5T1 and 5T2 exist in rolls of 500 with a screwhead tagging at 5R on Paper I. (Thomson)

Page 58—5T1 and 5T2 exist in rolls of 500 with a screwhead tagging at 6R/6L on Paper I. (Eastman)

Page 58—5T3 and 5T4 exist in rolls of 3,000 with a clip tagging gap at 1L on Paper I. (Ernst)

## New Stamps

5T7Y—5¢ Circus Wagon, Aug. 31, Syracuse, NY. Plate number not yet known.

15T2—Plate 2, 15¢ Tugboat exists with overall tagging, gap at 11L and 15R, in rolls of 500. Previously block-tagged. July 4, Phoenix, Ariz. (Hoppis)

## TPN corrections

Page 74—The report that intaglio-missing Honeybees are common, which was attributed to Dr. John Greenwood, should have been attributed to Gerald H. Clark.

Page 75—"I was credited for donations to the Plymouth meeting [of PNC3]. Others who also contributed were Conrad Keydel, Gene Trinks, and dealer Jim Adams." Joann Lenz.

## By Scott F. Smith

It is a slow period, with few new numbers. You've caught up on every issue except the **Dirty Dozen**. The thought of spending hundreds of dollars for just one strip is almost as hard to swallow as having to buy a roll of 10,000.

Your dilemma is how to spend your money on your PNC collection. What to do? You want to increase the size of your collection ten-fold, but you want to pay less than you would for the **Dirty Dozen**. How do you do it? What else is there to collect?

Well, there are:

- Paper types
- B Press gaps
- Gaps in service inscriptions
- The well-known Cottrell precancel gaps
- Honeybee seam lines
- Double-bar breaks on the 4.9¢ Buckboard
- Coil labels
- And thousands of constant varieties, errors, freaks, and oddities

Paper types, which seem to remain controversial, have more than 90 different collectable strips with three or more ways of telling mint stamps apart from each other. Some Transportation issues exist on three types of paper, while most others are on only two types. All but a few of these strips are relatively inexpensive and finding them is easy. Paper types already are in your collection, perhaps even some of the hard-to-find ones. One never knows until one checks to see.

The B Press gaps, one of my favorites, represent more than 65 different possibilities when collected in the realm between 13 Left and 13 Right as well as by paper type. If paper types are left out, this decreases the total only slightly.

If one feels that B Press gaps should be collected in the same fashion as the Cottrells, from 6 Left to 6 Right, there are still almost 20 collectable strips. Safe album pages will allow you to collect up to 15 or 16 left or right to show both the plate number and the gap.

Gaps in service-inscribed overprints, found on the 8.5¢ Tow Truck and the red overprint on the 10.1¢ Oil Wagon, show their gaps by the vertical and horizontal misalignment of the red overprint. With 20 different gaps so far and more being found every now and then, this promises to be a very collectable field in PNCs.

Cottrell gaps really don't have to be mentioned. They are the most avidly collected among all the gaps sought today.

There are more than 240 collectable strips, ranging in price from very low to very high. Some are very scarce with none now available on the market. The possibility of finding a yet-unknown position is still quite likely.

Honeybee seam lines, the newest addition to PNC collecting, are still young, with all known positions readily available. At the moment there are 32 different positions, or 50 if they are collected by the two types of tagging on Plate 2 and the position of the full-serif truncated "1."

Double-bar breaks were first listed in this year's *PNC Catalog* and exist on Plates 1, 2, 5, and 6. They exist on the first four rows of the printing plate; so for each plate number there are four different double-bar breaks. They may also be collected by the precancel gap known for each plate.

Coil wrapper labels are attracting more and more interest and a specialized study group has been formed to study them. They may often be obtained free just by asking clerks at philatelic boutiques, but because rolls of 10,000 may not be opened in the post office, that size label is more difficult to find.

Varieties, varieties! There are so many, ranging from the very obvious to the very obscure. They include: imperforates, misperfs, numbers on top, no numbers, miscuts, plate cracks, inking flaws, missing periods or missing words, just to name a few. Beside many dealers' lists for these, there is also Rob Washburn's good booklet on the subject.

Now, if none of this suits your fancy, you can always collect used PNCs. Used singles and strips are a growth field as more people look to spend their money in different ways. So is the collection of usages on cover.

For those really seeking a challenge, try collecting all of the above used or just collecting all areas. For those who don't like any of these ideas, you'll just have to wait for the next rate hike for some excitement.

For the benefit of newcomers, here are the **Dirty Dozen** (which are now more than 12):

Flags: 18F1, 18F3, 18F6, 20F4.

Transportations: 5.2T3, 5.2T5, 9.3T5, 9.3T6, 9.3T8P, 10.9T3P, 10.9T4P, 20T2.

Others: 20M1, 20M2.

Need more information or dealer's names? Write me at P.O. Box 6757, Colorado Springs, CO 80934-6757. □

# TRANSPORTATION COILS



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| All Strips of 5 (PS/5)       | F      | VF/XF  | XF/5   |
|------------------------------|--------|--------|--------|
| 1897 1¢ Bus 1, 2, 3, 4, 5, 6 | .50    | .75    | 1.50   |
| 2225 1¢ B Press 1, 2         | .50    | .75    | 1.25   |
| 1897A Loco 2, 3, 4, 6, 8, 10 | .60    | .80    | 1.50   |
| 2226 Loco B Press 1          | .50    | .75    | 1.25   |
| 1898 Handcar 1, 2, 3, 4      | 1.00   | 1.25   | 1.50   |
| 2252 Conesloga Wagon 1       | 1.00   | 1.25   | 1.50   |
| 2123 3.4¢ School Bus 1, 2    | 1.25   | 1.50   | 2.00   |
| 2123a 3.4¢ PC 1, 2           | 1.50   | 1.75   | 3.00   |
| 1898A 4¢ Coach 1, 2, 3, 4    |        |        |        |
| 5, 6                         | 1.75   | 2.00   | 4.00   |
| 1898Ab 4¢ PC 3, 4            | 1.75   | 2.00   | 4.00   |
| PC 5, 6                      | 1.85   | 2.00   | 4.00   |
| 2228 4¢ B Press 1            | 1.00   | 1.50   | 2.00   |
| 2124 4¢ Buckboard 3, 4       | 1.00   | 1.30   | 2.00   |
| 2124a PC 1, 2, 3, 4, 5, 6    | 1.50   | 2.00   | 3.00   |
| 1899 5¢ Micycle 1, 2, 3, 4   | .90    | 1.50   | 2.00   |
| 2253 5¢ Milk Wagon 1         | .95    | 1.50   | 2.00   |
| 1900 5.2¢ Sleigh 1, 2        | 13.00  | 15.00  | 20.00  |
| 3                            | 120.00 | 150.00 | 175.00 |
| 5                            | 110.00 | 140.00 | 165.00 |
| 1900a 5.2¢ PC 1, 2, 3, 5     | 10.00  | 12.00  | 14.00  |
| PC 4, 6                      | 12.00  | 14.00  | 16.00  |
| 2254 5.3¢ Elevator 1         | 1.10   | 1.50   | 2.00   |
| 2125 5.5¢ Star Truck 1       | 1.10   | 1.50   | 2.00   |
| 2125a 5.5¢ PC 1, 2           | 2.25   | 3.00   | 4.00   |
| 1901 5.9¢ Bicycle 3, 4       | 16.00  | 20.00  | 22.00  |
| 1901a 5.9¢ PC 3, 4           | 15.00  | 17.00  | 20.00  |
| PC 5, 6                      | 60.00  | 70.00  | 100.00 |
| 2126 6¢ Tricycle 1           | 1.50   | 2.00   | 3.00   |
| 2126a PC 1                   | 2.00   | 2.25   | 3.00   |
| PC 2                         | 5.00   | 6.00   | 8.00   |
| 2127 7.1¢ Tractor 1          | 2.00   | 2.50   | 3.00   |
| 2127a PC 1                   | 2.00   | 2.50   | 3.00   |
| NEW PC 1                     | 2.00   | 2.50   | 3.00   |
| 1902 7.4¢ Baby Buggy 2       | 12.00  | 14.00  | 16.00  |
| 1902a PC 2                   | 3.50   | 4.00   | 7.00   |
| 2255 7.6¢ Carreta 1, 2, 3    | 2.50   | 3.00   | 4.00   |
| 2128 8.3¢ Ambulance 1, 2     | 1.75   | 2.00   | 2.50   |
| 2128a 8.3¢ PC 1, 2           | 1.50   | 2.00   | 3.00   |
| PC 3, 4                      | 3.50   | 4.00   | 5.00   |
| 2231 Amb. B Press 1, 2       | 2.20   | 3.50   | 4.50   |
| 2256 Wheelchair 1, 2, 3      | 2.50   | 3.50   | 4.00   |
| 2129 8.5¢ Tow Truck 1        | 2.50   | 3.00   | 4.00   |
| 2129a 8.5¢ PC 1, 2           | 2.50   | 3.00   | 4.00   |
| 1903 9.3¢ Mail Wagon 1, 2    | 14.00  | 16.00  | 20.00  |
| 3, 4                         | 32.00  | 40.00  | 45.00  |
| 5, 6                         | 250.00 | 300.00 | 375.00 |
| 1903a 9.3¢ PC 1, 2           | 15.00  | 17.00  | 20.00  |
| PC 3, 4                      | 20.00  | 25.00  | 30.00  |
| PC 5, 6                      | 4.00   | 5.00   | 7.00   |
| PC 8                         | 120.00 | 140.00 | 160.00 |
| 2257 10¢ Canal Boat 1        | 2.00   | 2.50   | 4.00   |
| 2130 10.1¢ Oil Wagon 1       | 2.50   | 3.00   | 3.50   |
| 2130a 10.1¢ PC 1, 2          | 3.00   | 4.00   | 4.50   |
| 2130 10.1¢ Red PC 2, 3       | 3.00   | 4.00   | 4.50   |
| 1904 10.9¢ Hansom Cab 1, 2   | 35.00  | 40.00  | 45.00  |
| 1904a 10.9¢ PC 1, 2          | 25.00  | 29.00  | 35.00  |

| All Strips of 5 (PS/5)       | F      | VF/XF  | XF/5   |
|------------------------------|--------|--------|--------|
| 1904a PC 3, 4                | 325.00 | 390.00 | 450.00 |
| 1905 11¢ Caboose 1           | 4.00   | 6.00   | 7.00   |
| 1905a 11¢ PC 1               | 4.00   | 4.50   | 5.00   |
| 2131 11¢ Stutz 1, 2, 3, 4    | 2.00   | 2.25   | 2.50   |
| 2132 12¢ Steamer 1, 2        | 2.25   | 2.75   | 4.00   |
| 2132a 12¢ PC 1, 2            | 2.50   | 3.50   | 4.00   |
| B Press PC 1                 | 7.00   | 8.00   | 10.00  |
| 2133 12.5¢ Pushcart 1        | 2.50   | 3.30   | 4.50   |
| 2133a 12.5¢ PC 1, 2          | 4.00   | 4.50   | 5.00   |
| 2258 13¢ Patrol Wagon 1      | 2.60   | 3.00   | 3.50   |
| 2259 13.2¢ Coal Car 1, 2     | 2.60   | 3.00   | 3.50   |
| 2134 14¢ Iceboat 1, 2, 3, 4  | 1.70   | 2.40   | 3.45   |
| B Press 2                    | 2.00   | 2.65   | 3.60   |
| 2260 15¢ Tugboat 1, 2        | 2.60   | 3.00   | 3.40   |
| 2261 16.7¢ Popcorn 1, 2      | 3.00   | 3.50   | 4.00   |
| 1906 17¢ Auto 1, 2, 3, 4, 5  | 3.00   | 4.00   | 5.00   |
| 6                            | 15.50  | 20.00  | 25.00  |
| 7                            | 5.50   | 7.00   | 12.00  |
| 1906a 17¢ PC Type A, 3, 4, 5 | 5.00   | 6.00   | 8.00   |
| Type A 6                     | 11.00  | 13.00  | 15.00  |
| Type A 7                     | 11.00  | 13.50  | 15.00  |
| Type AB 5, 7 PS10 only       | 15.00  | 17.00  | 20.00  |
| Type B 3, 4                  | 25.00  | 30.00  | 40.00  |
| Type B 5, 6                  | 10.00  | 12.00  | 14.00  |
| Type BA 5, 6                 | 40.00  | 50.00  | 60.00  |
| Type C 1, 2                  | 5.50   | 10.00  | 15.00  |
| Type C 3, 4                  | 10.00  | 12.00  | 14.00  |
| Type C 5, 7                  | 20.00  | 25.00  | 30.00  |
| 2135 17¢ Dogsled 2           | 2.75   | 3.30   | 3.85   |
| 2262 17.5¢ Racer 1           | 4.50   | 5.00   | 6.00   |
| 2262a 17.5¢ PC 1             | 4.50   | 5.00   | 6.00   |
| 1907 18¢ Surrey 1            | 80.00  | 85.00  | 100.00 |
| 2, 5, 6, 8, 9, 10            | 4.00   | 5.00   | 6.00   |
| 3, 4, 7                      | 45.00  | 54.00  | 60.00  |

| All Strips of 5 (PS/5)     | F      | VF/XF    | XF/5     |
|----------------------------|--------|----------|----------|
| 1907 Surrey 11, 12         | 11.00  | 12.00    | 15.00    |
| 13, 14, 15, 16, 17, 18     | 6.00   | 7.00     | 8.00     |
| 1891 18¢ Flag 1            | 400.00 | 500.00   | 600.00   |
| 2                          | 32.00  | 38.50    | 45.00    |
| 3                          | 735.00 | 950.00   | 1,150.00 |
| 4                          | 9.00   | 11.00    | 14.00    |
| 5                          | 5.00   | 6.00     | 8.00     |
| 6                          | WANT   | WANT     | WANT     |
| 7                          | 25.00  | 30.00    | 35.00    |
| 2149 18¢ Wash. 1112, 3333  | 3.00   | 4.00     | 5.00     |
| 2149A 18¢ PC 33333         | 3.00   | 4.00     | 5.00     |
| PC 11121, 43444            | 5.00   | 6.00     | 8.00     |
| 1908 20¢ Pumper 1          | 130.00 | 160.00   | 195.00   |
| 2                          | 900.00 | 1,075.00 | 1,275.00 |
| 3, 4, 13, 15, 16           | 5.00   | 6.00     | 8.00     |
| 5, 9, 10                   | 3.00   | 4.00     | 5.00     |
| 7, 8                       | 95.00  | 120.00   | 140.00   |
| 6, 12, 14                  | 7.00   | 15.00    | 25.00    |
| 11                         | 60.00  | 80.00    | 100.00   |
| 2005 Consumer 1, 2         | 160.00 | 190.00   | 200.00   |
| 3, 4                       | 130.00 | 140.00   | 160.00   |
| 1895 20¢ Flag 1            | 70.00  | 80.00    | 100.00   |
| 2, 11                      | 12.00  | 13.00    | 16.00    |
| 3, 12                      | 7.25   | 8.50     | 9.75     |
| 4                          | —      | WANT     | WANT     |
| 6                          | 77.00  | 90.00    | 105.00   |
| 5, 9, 10, 13, 14           | 6.50   | 7.75     | 8.75     |
| 8                          | 20.00  | 24.00    | 30.00    |
| 1895a 20¢ PC 14            | 22.00  | 26.00    | 30.00    |
| 0135 20¢ Official 1        | 30.00  | 40.00    | 50.00    |
| 2263 20¢ Cable Car 1, 2    | 3.50   | 4.00     | 4.50     |
| 2264 20.5¢ Fire Engine 1   | 3.50   | 4.00     | 4.50     |
| 2265 21¢ Rail Car 1, 2     | 3.50   | 4.00     | 4.50     |
| 2150 21.1¢ 111111          | 4.00   | 5.00     | 6.00     |
| 111121                     | 5.00   | 5.50     | 6.50     |
| 2150a 21.1¢ PC 111111      | 4.00   | 5.00     | 6.00     |
| PC 111121                  | 5.00   | 5.50     | 6.50     |
| 2115 22¢ Flag 1, 7, 14     | 13.50  | 16.00    | 19.00    |
| 3                          | 40.00  | 50.00    | 60.00    |
| 6, 11, 13, 17, 20          | 8.00   | 10.00    | 12.00    |
| 2, 4, 5, 8, 10, 12, 15, 16 |        |          |          |
| 18, 19, 21, 22, 21         | 4.00   | 5.00     | 6.00     |
| 2112 22¢ "D" Eagle 1, 2    | 6.00   | 7.00     | 10.00    |
| 0139 22¢ "D" Official 1    | 60.00  | 70.00    | 90.00    |
| 2266 24.1¢ Tandem 1        | 4.00   | 4.75     | 5.00     |
| 2136 25¢ Bread Wagon       |        |          |          |
| 1, 2, 4                    | 3.50   | 4.00     | 5.50     |
| 3, 5                       | 4.00   | 4.50     | 6.00     |
| 2280 25¢ Yosemite          |        |          |          |
| Block 1, 7                 | 7.00   | 8.00     | 10.00    |
| Block 2-4, 5, 8            | 5.00   | 6.00     | 7.00     |
| Block 9                    | 10.00  | 12.00    | 15.00    |
| Phos. 1-3, 7-11, 13, 14    | 4.50   | 5.50     | 7.00     |
| Phos. 5                    | 6.00   | 7.00     | 10.00    |
| Phos. 6                    | 26.00  | 28.00    | 30.00    |
| 2279 "E" Earth 1111, 1222  | 3.50   | 4.00     | 4.50     |
| 1211, 2222                 | 5.50   | 6.50     | 7.25     |
| 2281 25¢ Honeybee 1, 2     | 4.00   | 5.00     | 5.50     |
| 2468 \$1 Seaplane          | 9.00   | 11.00    | 12.00    |

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## All the PNC news that fits we print

# Transportation Series may be gone in 1992, postmaster general says

The end of the Transportation Series may come in 1992, according to Postmaster General Anthony M. Frank.

Speaking to Mark A. Kellner, Washington correspondent of *Stamp Collector*, Frank said he would like to phase out the popular series in 1992. The first stamp in the set was issued in 1981.

Frank said he wanted to supplant the Transportation Series with a new definitive series featuring musicians, but he did not specifically mention coil stamps. The current sheet-stamp definitive series is the Great American Series, which has been around since 1986.

Meanwhile, the 5¢ Circus Wagon (to be catalogued as 5T1Y), which was postponed to allow issuance of the \$1 Seaplane, has been rescheduled. For details, see Data Bank in this issue.

## Is this the end of PNCs?

Knowing that some new coil stamps will be printed by private contractors, *TPN* wondered whether such new coils would have plate numbers.

Obviously, no one in the Postal Service would be able to say anything on the record. But one USPS source was able to reassure PNC collectors by peeking.

For the next rate change, USPS planned two undenominated stamps: one would pay the new first-class postage; the other would make up the difference between 25 cents and the new rate.

These "makeup" coils were printed privately and are now in existence. Our source looked at a coil and said: "I think you would be safe in assuming that they will have plate numbers."

Asked what it looked like, he said: "Now you're pushing me too hard. That far I'm not willing to go."

## Sometimes 2+2=3.

First we read that Dr. John Greenwood had noticed that almost all dealers at a stamp show had stocks of intaglio-missing Honeybees.

That was in error. The observation had come from Jerry Clark, who found few dealers who had Honeybees in which an offset color was missing.

Then we read in *Linn's* that printer's waste of the Honeybee had been found in full rolls with the intaglio missing. This waste was not only imperforate, but was also uncut, allowing the making of Honeybee blocks of four or more.

It seemed to stand to reason that some of this imperf waste had somehow been made to look perfect and was what was being peddled across the United States.

Reason was wrong.

Wayne L. Youngblood, who has examined several intaglio-missing strips, routinely examines submissions for tagging. All the intaglio-missing stamps were tagged, he said.

But the printer's waste had not been tagged.

As we said, 2+2=3, or should that be 0?

And, by the way, the waste was apparently never in the hands of collectors and, so far, no blocks or vertical pairs are known.

## Yosemite imperfs

Dr. Greenwood notes that the only plates of the Yosemite that have not been found imperf are the two versions of Plate 1 and the block-tagged Plate 8. That means there is a total of 17 imperforates. That ties for the record for the PNC with the most imperf plate numbers. The record had been held by the 22¢ Flag, Dr. Greenwood said.

## How many PNC collectors?

The 1988 reader survey by *Linn's* found that 32.6% of readers said they collect PNCs. That survey randomly sampled 498 paid subscribers with 83.3% returning the questionnaire. The results for PNC collecting had a margin of error of  $\pm 4.5\%$ .

The 1988 survey also showed that 34.9% of readers regularly read Ken Lawrence's PNC column.

Both percentages grew slightly in the 1990 reader survey with 37.2% saying they collect PNCs and 36.0% reading Lawrence.

The 1990 margin of error was  $\pm 4.3\%$ , however, which means that the results are almost identical.

The statistical importance of the information is that by repeating the amazingly high results for PNC interest apparently confirms the conclusion that about a third of *Linn's* 76,000 readers are interested in PNCs. That means about 25,000 readers may be PNC collectors.

Even *Linn's* did not trust those figures when it ordered a first printing of only 4,000 copies of Ken Lawrence's book. *Linn's* usually requires a press run of 5,000 or more for its publications.

In this instance, *Linn's* was wrong. The book sold out, and a second printing of 1,500 has been ordered.

## Rabinowitz retires to PNCs

Dr. Robert Rabinowitz, the dealer and PNC journalist, announced in his June 13 price list that he had taken early retirement as a research director at American Cyanamid to devote full time to PNC philately.

## Tagging on B Press

The information is coming together slowly, but we are adding to our base of knowledge.

Scott F. Smith has examined the block-tagged 5¢ Milk Wagon in short-wave UV and found a "tagging gap" at 20L and 6R. These tagging gaps on the B Press do not resemble those on the Cottrell presses, where there was an actual untagged stripe down the stamp at the gap. Instead, as on the 8.5¢ Tow Truck and 10.1¢ Oil Wagon with red precancel, these stamps show an upward or downward shift in the tagging at the gap. Now the question is whether anyone has seen any other positions on the Milk Wagon.

Smith also found a tagging gap at 11L on Plate 2 of the 1¢ Omnibus from the B Press and on Paper III. Any other reports?

Meanwhile, Smith has added Gap 12R to the list of known precancel gaps of 10.1T2Pi (see table on Page 65, July 1990, *TPN*). Gap 12R is on Type III paper.

For Plate 3, Smith adds Gap 1R (Type III). These precancel gaps are seen by shifts in the red precancel. □

# Yosemite FDCs range: Common to rare

Continued from Page 77

ter received an extension of the grace period because of the big buildup of PNCs at the end of 1988, as well as some other reported factors, such as late printings of cachets by ArtCraft. Very few Yosemite 4s were made, and they, too, now have a value of \$100—if you can find one.

Then, when it seemed that the story had been told, USPS re-released the stamp on phosphored paper on Feb. 14, 1989. The ceremony was again held at Yosemite, totally snowed in this time. Only a few people showed up.

The decision to treat the phosphored stamp as a new item was a welcome development in USPS policy, which had left major redesigns, such as the 4¢ Stagecoach from the B Press with no official first day of issue (FDOI).

The new stamp available at the FDOI turned out to be Plate 8. In the grace period, Plates 5, 6, and 7 also turned up.

As with the block-tagged version, most FDCs ended up with the same number. This time, Plate 8 was widespread.

Artmaster serviced its covers with Plates 7 and 8 for its general customers, and made up limited numbers of Plates 5 and 6 for sale at higher prices (because it had to buy the strips wholesale instead of getting them on post office rolls). Thus, Plate 7 should be fairly common.

Colorano serviced its own covers with Plate 6, doing hundreds, meaning that 6s will be easily available, especially because Colorano, through buy-backs, can often keep items in stock for a much longer period than other cachetmakers. It is rare for a cachetmaker to have PNC FDCs more than 90 days after release.

That leaves phosphored Plate 5 as the rare number among the FDCs that were generally available from the second release. Essentially only Artmaster and a few smaller cachetmakers, like 10 Springs, made any at all; and no one made many. Prices have risen on Plate 5 and it is now around the \$50 mark.

To add to the complications, there were problems with phosphored paper supplies and the press runs of Plates 5, 7, 8, and 9 were completed on block-tagged paper. Inevitably, some collectors (including me, I blush to say) could not distinguish the papers and sent in the wrong stamps for the FDOI cancel.

Some dealers were suggesting that a block-tagged Plate 9 could be sent in with no phosphored stamp on the cover for an FDOI cancel. Indeed, I have seen one such

| Plate number | Block tagged | Phosphored | Available on FDOI | Scarcity |
|--------------|--------------|------------|-------------------|----------|
| 1            | Yes          | No         | Yes               | Common   |
| 2            | Yes          | No         | No                | Common   |
| 3            | Yes          | No         | No                | Scarce   |
| 4            | Yes          | No         | No                | Rare     |
| 5            | No           | Yes        | No                | Scarce   |
| 6            | No           | Yes        | No                | Common   |
| 7            | No           | Yes        | No                | Common   |
| 8            | No           | Yes        | Yes               | Common   |
| 9            | No           | Yes        | No                | Rare     |

cover with a beautiful, hand-painted cachet. Unfortunately, I'm afraid such covers will be more or less worthless, since the block-tagged stamp had been out for months. They will be a curiosity, but little more, I think.

The same goes for combinations of phosphored stamps with block-tagged stamps of the same number. They, too, are curiosities, since the non-phosphored stamp could have been any earlier U.S. stamp.

FDCs bearing two different phosphored numbers would be much more interesting.

The last chapter opened for me with a phone call from a well-known collector who informed me that he and a dealer had made about 50 FDCs using the correct phosphored Plate 9 that had appeared in the closing hours of the 60-day grace period. I found at least 16 more, some with no cachet.

Later, Wayne Youngblood reported in

*Linn's* that several cachetmakers obtained an extension of the grace period and service covers with Plate 9 well after the original grace period had expired. Then, hearing of abuses with "damaged" covers that were replaced by USPS, Youngblood submitted replacement covers bearing Plate 10 and they arrived back at *Linn's* in perfect condition on Aug. 28, 1989, bearing Feb. 14 FDOI cancels. When he reported this in *Linn's*, USPS changed the rules to require replacement covers to bear stamps identical to those that had been damaged.

Unofficials, which bear a genuine cancel of the day of issue are scarce. I made about 100. There may be no more than 200 all told. The snow kept others away on the real FDOI. □

*This article first appeared in The Point, Denson's house organ. It has been updated by the writer and by TPN.*

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

This updated table compiles information from Alan Thomson, Scott F. Adams, Al Cibulskas and Gene Ernst, and from *Coil Line*. All plates are now accounted for with at least one roll size known. There is some doubt about one report. Plate 4 has been reported as coming in rolls of 100, even though it was printed in rolls that were 18 rows wide, an almost surefire indication that it was printed for larger rolls.

# Dr. Robert Rabinowitz



# Net Price Sale #1

## PLATE STRIPS OF 10

|                       |     |          |
|-----------------------|-----|----------|
| 3.4e PC Line Gap      | Set | \$500.00 |
| 5.2e Mint 1, 2        | Ea. | 15.00    |
| 5.2e PC 1, 2 No Gap   | Ea. | 20.00    |
| 5.2e PC 3, 5 No Gap   | Ea. | 20.00    |
| 5.2e PC 4, 6 Gap 2L   | Ea. | 25.00    |
| 5.9e Mint 3, 4        | Ea. | 17.00    |
| 5.9e PC 3, 4 No Gap   | Ea. | 20.00    |
| 5.9e PC 5, 6 Line Gap | Ea. | 75.00    |
| 6e PC 2 No Gap (NG)   |     | 11.00    |
| 7.4e Mint 2           |     | 14.00    |
| 9.3e Mint 1, 2        | Ea. | 18.00    |
| 9.3e Mint 3, 4        | Ea. | 40.00    |
| 9.3e PC 1, 2 No Gap   | Ea. | 18.00    |
| 9.3e PC 3, 4 Line Gap | Ea. | 27.50    |
| 10.9e Mint 1, 2       | Ea. | 37.50    |
| 10.9e PC 1, 2 Ln Gap  | Ea. | 30.00    |
| 10.9e PC 3, 4 Gap 4R  | Ea. | 475.00   |
| 17e PC 1C, 2C Ln      | Ea. | 10.00    |
| 17e PC 3A, 4A, 5A NG  | Ea. | 10.00    |
| 17e PC 6A No Gap      |     | 150.00   |
| 17e PC 7A No Gap      |     | 15.00    |
| 17e PC 5B, 6B Ln Gap  | Ea. | 15.00    |
| 17e PC 5BA, 6BA Ln    | Ea. | 65.00    |
| 18e Surrey 11, 12     | Ea. | 15.00    |
| 18e Surrey 13, 14     | Ea. | 7.50     |
| 18e Surrey 15, 16     | Ea. | 15.00    |
| 18e Surrey 17, 18     | Ea. | 7.50     |
| 18e Flag 1            |     | 450.00   |
| 18e Flag 4            |     | 12.00    |
| 20e Flag 1            |     | 100.00   |
| 20e Flag 6            |     | 150.00   |
| 20e Flag PC 14        |     | 35.00    |

Many other PS10s in stock.

## PAPER TYPES: TYPE II, IIA

|                      |          |        |
|----------------------|----------|--------|
| 1e "B" Press PS5     | Type II  | \$4.00 |
| 7.4e PC #2 PS5       | Type IIA | 4.00   |
| 9.3e PC #2 PS6       | Type II  | 60.00  |
| 9.3e PC #4 PS6       | Type II  | 120.00 |
| 11e Caboose Mint PS5 | Type II  | 8.00   |

**NUMBERS 100% ON TOP SPECIAL SALE**  
The strips listed below are all PS5s and are part of my extensive stock of NUMBERS-ON-TOP.

|  | Regular | Sale    |
|--|---------|---------|
| 4e "B" Press #1                        | \$65.00 | \$37.50 |
| 5.9e PC #4 PS6 No Gap                  | 80.00   | 55.00   |
| 12e PC 1, 2 Line Gap                   | 25.00   | 10.00   |
| 17e Mint 1, 2                          | 20.00   | 8.50    |
| 17e PC 5B, 6B Gap 1L                   | 25.00   | 13.50   |
| 17e PC 3A                              | 20.00   | 10.00   |
| 30 different numbers-on-top All in PS5 | 700.00  | 495.00  |

## SPECIAL SALE OF VARIETIES

|  | Regular | Sale    |
|--|---------|---------|
| 4.9e PC Buggy Whip #4 Line Gap PS6                             | \$20.00 | \$12.00 |
| 4.9e PC Buggy Rein #6 NoGap PS5                                | 50.00   | 28.00   |
| 4.9e PC Buggy Whip #4 Gap 2L PS5                               | 50.00   | 28.00   |
| 4.9e PC Buggy Rein #6 LineGap PS6                              | 45.00   | 25.00   |
| 4.9e PC Cracked #6 Line Gap PS6                                | 35.00   | 16.00   |
| 5.2e Sleigh Whip #2 PS6  | 100.00  | 60.00   |
| 5.2e Sleigh Whip #2 PS5 (# slightly cut)                       | 60.00   | 25.00   |
| 5.2e PC #2 Flying Hyphen at 3R; Gap is at 5R, providing a PS12 | 90.00   | 55.00   |
| 5.2e PC #4, #6 Hash mark at 4R, Gap 2L, PS12 set               | 95.00   | 60.00   |

## VARIETIES (continued)

|   | Regular | Sale   |
|---|---------|--------|
| 8.3e low entry #1 PC, whole # at bottom, Gap 1R PS6                       | 30.00   | 16.00  |
| 9.3e #1 PC Weeping W, PS6 No Gap  | 50.00   | 29.00  |
| 9.3e #5, #6 hash mark 3R, Gap 3L, PS12, Set                               | 85.00   | 40.00  |
| 9.3e #3 PC Smoking G Line Gap PS6   | 70.00   | 48.00  |
| 9.3e #3 PC Cracked 3 Line Gap PS6   | 70.00   | 48.00  |
| 9.3e Matched set of above two PS6   | 150.00  | 99.00  |
| 10.9e PC 3, 4 Line Gap PS5 Split # Set                                    | 400.00  | 145.00 |
| 10.9e Mint #2 dropped transfer PS3  | 50.00   | 33.00  |
| 10.9e PC #2 drop transfer PS6 No Gap                                      | 135.00  | 80.00  |
| 10.9e PC #2 drop transfer PS10 Gap4R                                      | 175.00  | 100.00 |
| 11e Bearcat PS6 Joint line no number                                      | 75.00   | 45.00  |
| 12e PC joint line, No #, PS6, Line Gap                                    | 20.00   | 12.00  |
| 18e Surrey #1 PS 5 Lightning Bolt Top                                     | 150.00  | 105.00 |
| 20e Pumper #2 PS2; Crack on # stamp from above "e" to ram middle of stamp | 225.00  | 125.00 |
| 20e Pumper #15 Wounded "P" PS5  | 25.00   | 14.00  |
| 20e Flag PC 14, "O" on "20" as "O" PS5                                    | 50.00   | 35.00  |
| 25e Breadwagon imperf PS6 #2 XF-S   | 325.00  | 185.00 |
| 25e Flag #9 PS3, block and phosphor on same ArtCraft FDC, about 50 exist  | 80.00   | 30.00  |
| 25e Flag 5, 6, 7, 8, 9 # singles phosphored on same ArtCraft FDC, 9 exist | 300.00  | 145.00 |

TERMS: All prices net.  
CONDITION: All PNCs in all offered categories are F-VF. For VF-XF +25%; for XF-S +50%.  
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|---|------------------|--------------|------------|
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Note: No 1989 supplements issued this time for the ordinary and hingeless MINT or USED SINGLES albums. In view of relatively few new issues during 1989, plus the availability of quite a number of blank squares (with mounts), supplements will only be furnished again next year. It is the interest of both collectors and the publishers to get along with a sensible minimum of so-called „replacement pages“.

Some time during July 1990, after the aforesaid supplements will have become available in North America, the complete sets of album PAGES, too, will be up-dated to include the new pages and will thereafter be supplied as follows:

| PNC Sets of Pages  | Period             | No. of Pages | Regular Pages without mounts                | SF-Hingeless Pages with mounts                       |
|--|--------------------|--------------|---|--|
| <b>PNC STRIPS PS 3/PS 5/PS 7 (Regulars &amp; Precancels)</b><br>Part 1: COTTRELL Press/Joint line/Reg. overall tagged<br>Part 2: Other presses/No joint line/Reg. block tagged | 1981/85<br>1981/89 | 62<br>40     | —<br>—                                      | 53 PNC/1 SF US \$ 170.00<br>53 PNC/2 SF US \$ 111.00 |
| <b>PNC SINGLES (Regulars &amp; Precancels)</b><br>Part I: COTTRELL Press/Joint line/Reg. overall tagged<br>Part II: Other presses/No joint line/Reg. block tagged              | 1981/85<br>1981/88 | 13<br>14     | 53 CS/I US \$ 20.00<br>53 CS/II US \$ 21.50 | 53 CS/I SF US \$ 39.00<br>53 CS/II SF US \$ 42.00    |
| <b>PERFECT</b> 2-post turn-bar Binder with „USA“ on spine  |                    |              | DP-53 US \$ 53.00                           |  |
| <b>EXCELLENT</b> 13-ring Binder (without name of country on spine)   |                    |              | DE-red US \$ 54.00                          |  |
| <b>SLIP CASE</b>   |                    |              | KA-red US \$ 24.00                          |  |

It's a matter of personal preference whether to choose a PERFECT or an EXCELLENT binder. In view of the lengths of particularly the PS 7 mounts, the editors feel inclined to recommend the DE-red binder for items No. 53 PNC/1 & 2 SF, since the pages are getting bent less when being turned over.

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# Constant plate and mat varieties—XXIX

By A.S. Cibulskas

## 5.2¢ Sleigh

a. Plates 1 and 2, precanceled, Gap 6L/R. Hash marks on joint line. (Hopпис)

## 10.1¢ Oil Wagon (10.1T3P)

### Plate varieties:

a. Chill-roller doubling on Plate 3. Obvious on 1R to 6R with 5R being the most prominent. The most obvious doubling is in the "W" of "Wagon," where the left-to-right downward slopes are doubled or thickened. (Liu)

### Mat varieties

a. Plate 3. Broken "C" in "Carrier." Essentially, all of the bottom left quadrant of the "C" is missing. Constant at 20L. (Davis)

b. Plate 3, Gap 1R. Red vertical line has appearance of a seam line (as on the 25¢ Honeybee). The line extends for about 25–33% vertically at the perfs. Constant at 27R. (Lipson)

## 20¢ Fire Pumper

a. Plates 5 and 13, chill-roller doubling occurs at various, constant positions. (Liu)

b. Plate 1. Layout-mark (LOM) line extending horizontally to the right from the lower left corner to below the front tire.

c. Plate 2. Identical to b.

d. Plate 6. LOM line horizontally across the bottom of the entire stamp.

e. Plate 7. Possible plate crack extending up from the bottom edge of the stamp to the right of the plate number. Confirmation needed. (See illustration on Page 79)

f. Plate 16. LOM dot over the first "P" of "Pumper."

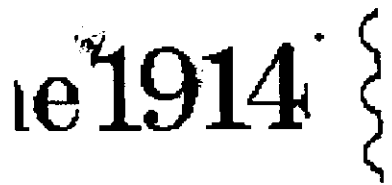
g. Plate 16. LOM line starting at the lower left and extending to right to about the center of the stamp.

Note: Varieties b through g all reported by R. Washburn.

*Editor's note:* Two illustrated articles by Al Cibulskas about LOMs appeared in the July and August issues of *Coil Line*, journal of PNC.

## 25¢ Flag

a. Phosphored Plate 3. The plate number and the bottom of the word "Yosemite" are completely uninked. First reported as "numberless," but the impression of the plate number was found after careful ex-



amination. (Mussi)

b. Phosphored Plate 11. Plate dig or gouge constant at 13L shows up as a gouge-like horizontal mark about 1.5mm long centered below the "t" of "Yosemite" in the bottom margin. (Lawrence)

c. Additional reports of the bottoms of the plate numbers uninked on phosphored Plates 10 and 14. (Washburn)

## 25¢ Honeybee

a. "D"-shaped plate number on Plate 1. Black line extending out from the top part of the plate number to the right and curving downward to the base, resulting in the appearance of a "D." Confirmation needed. (Courter)

## \$1 Seaplane

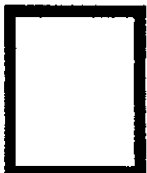
a. Plate 1. Dot above and to the right of the numeral "4" in the date (illustrated above). Constant at 3L. (Cuniberti) □

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