

$$E=mc^2$$

Editor's note: Because TPN appears every two months, it is unavoidable that the same issue may show both a question and its answer. Such is the case with this article, an answer to Ken Lawrence's question on Page 6. This article also leans heavily on Richard J. Nazar's time lines, which may be found starting on Page 10.

By Kim Cuniberti

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One of the most genuinely rewarding aspects of PNCs has been those moments when I have been able to assemble several fragments of information to capture some aspect of PNC production that was previously unknown or only vaguely understood.

I can clearly identify with an invertebrate paleontologist unearthing a slab of pre-Cambrian rock laced with strange new shapes, or with a detective who, after hours of sweeping a crime scene, finds a shard of glass with a partial latent fingerprint.

We in the PNC world are inundated with clues to the past on the strips in our collections or inventories. They are quietly waiting to be recognized for the wealth of information they may hold. Often, we are not motivated to investigate because the clues exist outside our realms of specialization. And so it was with

Tagging breaks traced to BEP fire that destroyed two Cottrell presses

- *Why 17¢ precancels show three typefaces*
- *Why some tagging breaks exhibit negative images in UV*
- *Why some stamps of the same time lack tagging breaks*
- *Why Type C 17¢ stamps had to use the precancels for the 12¢ Stanley Steamer*
- *The shave that didn't use Burma Shave*

the Cottrell tagging mats, clues which have languished in my hands over the past several years.

I have read much that has been written, and I was aware that some of my paper varieties had tagging breaks, but they did not have any special significance to me, so I basically ignored them. That was then; and this is now.

Two items recently changed my perspective, apparently forever. One was an article on Page 104 of the November *TPN* headlined, "Tagging breaks found on 5.2T3, 5.2T5." The other was in an advance copy sent to me by Steve Esrati of Ken Lawrence's call for evidence for the study of paper types that might lend support to the use of tagging mats on the 803 Cottrell Press. [Lawrence's questions appear on Page 8 of this issue. ed.]

The November *TPN* story struck me as odd. As ignorant as I was about tagging breaks, I did know that they existed on the Cottrell Type II paper that Richard Nazar and I had isolated as having been on the presses from

December 1984 through March 1985. To see this, please turn to Richard's time lines on Page 14.

I also understood the tagging breaks to exist only on a handful of issues, pointing to a probably brief period around that same time. The 5.2¢ Sleigh from Plates 3 and 5 was sent to press in March 1983, nearly two years earlier. Not only was this a blatant misfit chronologically with what we know about the Cottrell Press issues, but these 5.2s were evidence of missing information or of data that was somehow obscured in those BEP records that are available to us.

Ken's challenge made me realize that I probably had some material to support or refute his observations about Press 803. So I sat down one night with my short-wave UV and my 5¢ Motorcycles from Plates 3 and 4 on Type II paper and with the tagging break at 3L.

(I would like to see uniformity in the counting of all PNC varieties as they relate to the plate number. With the perf system being widely accepted in Cottrell precancel gaps, B Press gaps, Honeybee seam lines, etc., the tagging breaks would seem to be a good candidate to follow suit, in spite of their tendency to fall between the perfs much more often than on them.)

When I first found these 3L tagging breaks, I decided not to be shortsighted and bought 10 rolls of 500. With strips from those rolls and additional copies I located, I had 11 different tagging characteristics, each representing a different row of the 18-row printing web.

At that point I called Alan Thomson, who was working on how the mats were fastened to the cylinder. I could see from my strips that the rectangular untagged shapes at the top and bottom referred to as "clips" fit together to

The conclusions in this article are based on prior work by (in alphabetical order): Dr. Leon J. Cheris, Gerald H. Clark, Eugene R. Ernst, Stephen G. Esrati, Larry G. Haynes, Ken Lawrence, Richard J. Nazar, and Alan Thomson.

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Please turn to Page 6

USPS figures are phony

When you go to a stamp boutique and buy stamps for your collection, the sale is rung up as "Postage."

When you buy a T-shirt or a coffee mug, the sale is rung up as "Philatelic sales."

The only stamps that ever get recorded as philatelic sales are year packs and other overpriced collector sets.

It is, therefore, with great sorrow that one reads an interview in *Linn's* with USPS officials in which the Postal Service estimated that annual sales to collectors total \$150 million from post offices and the Philatelic Sales Division. This was contrasted to total annual sales of "stamp products" (whatever that may mean) of \$9 billion.

This led Donald McDowell, director of the Office of Stamp and Philatelic Marketing, to observe:

"Collectors always believe they have more of an economic influence on us than they do. The contribution from stamp collectors is 0.3% of what it takes to run this place. The \$9 billion is the dog, and the \$150 million is the tail."

Some tail! Since the \$150 million is pure profit because it requires no service by the Postal Service, that's a very nice hunk of change, irrespective of what part of total

The Plate Number

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stamp sales it may represent. Many large corporations cannot boast an annual profit from one operation of \$150 million a year.

But even more to the point is this:

How does the Postal Service know that \$150 million represents sales to collectors? We do not know how the books are kept at the Philatelic Sales Division, but we do know that at every post office in the United States the sale of stamps to collectors is registered only as part of the \$9 billion and does not get added to the \$150 million.

Somebody is cooking the books. ✱

Democracy is just a 'big, sloppy thing,' but tabs are a ripoff

In our May 1990 issue, under the headline "USPS is unconstitutional," we said:

"There is no room in the United States of America for a federal agency that is not under the purview of Congress. When the Post Office Department was made a semi-public agency under President Nixon in 1971, Congress lost not only its right to set rates, but also its right to review the way the Postal Service operates. In a democracy, this is disgraceful."

What then can one make of the sentiments of Donald McDowell, in an interview with *Linn's*, when he said:

"When they [the Citizens' Stamp Advisory Committee] meet, all of us [USPS officials] sit in the back row, trying to will them to make the right choice. You get this big sloppy thing called a democratic vote, and that's our stamp program...?"

Several collectors of PNCs have given up their collection of new U.S. stamps. One reason is the treatment of collectors by USPS. Another is in the new U.S. tab stamps, a pure USPS exploitation of collectors.

When Israel first put tabs on stamps, every stamp in

the bottom row contained the identical material. The reason it was done was to translate ancient Hebrew shown on the Doar Ivri stamps into modern Hebrew so the old coins could be read. It was a fortunate fluke. Because all tabs were the same, collectors needed only one.

But U.S. tabs are different. No two have the same inscription. They are placed (purposely, one assumes) in positions far from the sheet corners, so one must collect oversized blocks to obtain the tabs. Furthermore, on the Prehistoric Animals stamps, the tabs contain an advertisement for a USPS poster, sale of which will presumably be considered a "philatelic sale." That makes an ad into a stamp; but stamps aren't stamps.

This is another unconscionable ripoff of collectors, because the 6, 8, 10 or 20 stamps needed to collect tabs will never be used for postage. Another pure profit for USPS that will not be recorded as "philatelic sales."

The hard part about all this is that some collectors with good memories will recall what happened to the prices of early Israel tabs, when nobody paid attention to them. They will try desperately to protect themselves by buying whole sheets, but they won't have a clue how the tabs should be collected. Does one go all the way to the nearest corner? Does one need the row above? Does one collect an entire sheet margin?

So collectors throw up their hands. Perhaps that's what they should do. ✱

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.

Paper shortage had to create new varieties among PNCs

You are remarkably inconsistent on Page 103 of *TPN*. If the change to overall tagging discussed by Gordon C. Morison in the bottom article is true, as I assume it is, then there must be new PNC varieties that result from the paper shortage at BEP.

In reply: Morison dealt with the change to overall tagging from block tagging. This will create new PNC varieties, as it already has on the 15¢ Tugboat. But that change has nothing to do with the paper shortage at BEP.

New printings will be required for the B Press 4¢ Stagecoach and 20¢ Cable Car, neither of which had previously been found with overall tagging. Had BEP not run out of paper, they might have been reprinted with block tagging using the old plate.

As to the silliness about the "father and stepfather" of PNCs, anyone who read Dr. Robert Rabinowitz's columns in the 1970s will recall that he proposed anything but what the Postal Service decided to do with the plate numbers—stacked five-digit numbers, wrap-around five-digit numbers, smaller digits, etc.—and never suggested numbers for booklets or coils. Using similar logic and applying the same metaphor, one could regard George III as the stepfather of the United States and Adolf Hitler as the stepfather of Israel.

Not in my book.

In your reply to Jerry Clark about his misperfed/imperf 25¢ Flag, I assume you meant to write, "This could be from the start of perforating..." (not "printing"). No coil stamps have been perforated on press. Since Clark's roll is longer than 100 stamps, it was manufactured on the Huck coiling equipment. The problem could occur at the beginning or end of a run, or any time that the web loses tension (from a break or alignment (from a splice).

Ken Lawrence
Jackson, Miss.

In reply: You are correct. "Printing" was a typographical error.

Why overall tagging?

Gordon Morison asked me to respond to your letter asking for information regarding our decision to change from block tagging to overall tagging on coil stamps.

We decided to change to overall tagging on all of these stamps as this process provides greater insurance against improperly placed or missed tagging. Since the tagging is invisible to the human eye, this process does not affect the appearance of the stamp's image area.

Joseph Y. Peng
General Manager
Stamp Manufacturing Division
USPS

Magenta-missing Honeybee

A dealer had a used 24¢ Honeybee coil with no magenta in it. He thought it was probably chemically treated. It was badly beat up. I am going to send it to A.S. Cibulskas to see what he says as he is listed as the person specializing in varieties. What fun though!

Margaret Stanchfield
Kent, Wash.

Caused by warped plate?

The enclosed 5T3 strip, with the screw head (bottom) tagging break at 4L is not listed in the catalog.

In reply: The catalog has been updated in *TPN*, especially the last issue.

Putting together a collection of tagging breaks would seem to be an interesting and challenging proposition.

On a few rolls of 500 of 5T3 and 5T4, there is a "series" of misprint-

Pedro's World of PNCs

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



ed stamp scattered over about 150 stamps. These stamps show "voids" such as: partly printed letters and numbers, gaps in the handlebars, nearly missing headlight, etc. These are apparently caused by a warped

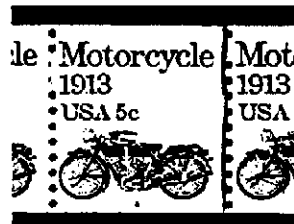


plate as indicated in the warped joint line of this strip of five of 5T4. I have eight "sets" of these misprints.

Arthur J. Preuss
S. Lake Tahoe, Calif.

In reply: The misprints are of great interest to *TPN* and we would love to see them. Please send the stamps or photocopies to A.S. Cibulskas, 28 Westwood Rd., Stamford, CT 05902. But it needs to be pointed out that warping of the plate may not be the culprit. A warped plate would cause the misprint over all stamps, not just a group of 150. Such a selective misprint is more likely to be the result of some other problem.

If you have eight "sets," that sound as if the misprints repeat in the roll of 500. We would need the exact positions in the roll of the misprints to prove or disprove a warped plate.

Why no APS recognition?

The following letter was sent to the American Philatelic Society, which asked members renewing for 1991 to indicate their collecting interests. No collecting code was assigned to PNCs.

I am sending in my membership renewal and trying to give you the collecting codes which will correctly represent my interests.

I am a Plate Number Coil collector. I have been since 1983. *Linn's* survey shows that about a third of their readership collects Plate Number Coils. I should think that a substantial number of APS members do also. However there is no listing for this specialty. The closest I can find is "235—Coil Plate Numbers" but this undoubtedly refers to the older specialty of coils which are badly off center and show part or all of the plate number. Almost no PNC collectors collect these, and vice-versa, I should think.

I was going to sign up as "137—PNC Covers," which is a flourishing subspecialty of PNC collecting; but then again what you refer to is not at all related to Plate Number Coils. This "PNC" is "Philatelic Numismatic Covers," sticking a coin on an FDC or something similar. This is a philatelic trivia skill—I'm sure that 90% of collectors seeing this listing think it is Plate Number Coil covers and sign up accordingly. So you get a listing which is mixing up two specialties that have nothing in common.

Surely after nine years of PNC collecting, during which time it has become a major subspecialty of U.S. collecting, it is time that you revised your collecting codes so that you can do these collectors the same service that you do to all the others. We exist in the thousands, we have two magazines, our own catalog, the PNC³ organization—even books on subspecialties like PNC cover collecting, PNC FDCs, and PNC flyspecks. Surely we should have a collecting code of our own. We call ourselves "Plate Number Coil" collectors, and that would be a good way to list us.

Ed Denson
Alderpoint, Calif.

Motown PNCers march on

Our [Detroit-area PNC collectors] October meeting was a success with 10 old and newtimers enjoying the fellowship of PNCs; so much of a success that we planned the third get-together of Detroit-area PNCers for November 20.

The agenda for November includes a look at some neat photos of the Honeybee #1 shot through a 50-power microscope. The prints show the detail of the "re-engraved" numeral and should make it much easier to identify the 18 plates.

Joann Lenz
Sterling Heights, Mich.

Can't USPS read?

The following letter was sent to Gordon C. Morison, the assistant postmaster general, as a copy of a letter of complaint sent to the Philatelic Sales Division in a cave under Kansas City.

I am returning herewith a strip of 60 of the 5¢ Circus Wagon coil stamp, as you failed to comply with my order. On my order form I specifically stated that you were not to fold my coil stamps within three stamps either side of the plate number. You will note on the returned strip that the coil was folded precisely on the numbered stamp. I must congratulate your clerk, who obviously took exceptional pains to find the plate number so that he could ruin the strip for which I paid.

When I place an order for \$90, I do not expect 90¢ treatment. This is inexcusable.

George E. Kuhn
Leesburg, Fla.

In reply: Since 60 stamps at 5¢ each cost \$3, wouldn't you be better off buying an XF strip from a dealer for about \$1.50 and save yourself all this irritation?

Stamps in Motion defended

I am writing to clear the air, because I feel a grave injustice has been done to a fine dealer of PNCs. I did take note when you asked for the dealer's name who sold me the forged strip of 20F14P, but by the time I received your inquiry, I thought I had the matter cleared up since I directed a letter to Don Eastman, who at that time was still president of

PNC³. I asked to withdraw my complaint, saying I had overreacted. Had I followed the basic rule of thumb of contacting the dealer first, this unfortunate incident would not now be a problem.

Instead, being fairly new at collecting (of course, being in prison where the negative side of things are explored first, doesn't help), I instantly reacted as though the dealer involved was guilty of pawning a forged strip on me. This is not the case. I sent Richard McGinnis of Stamps in Motion a copy of the letter I wrote Don Eastman. McGinnis not only instantly reimbursed me (before seeing the strip involved, which, as you know, is not required of any dealer), but he also said he had found several more of these in his stock after I brought my strip to his attention.

Eastman checked with several other dealers and found that better than half did not check each strip under UV, and then only some did when strips' value exceeded \$50.

McGinnis wrote me a kind letter apologizing for the incident. I wish to apologize to McGinnis for overreacting.

I would appreciate if PNC³ President Rob Washburn would be asked to strike my complaint and, for the benefit of beginners, maybe an educational unit is needed instead of an ethics unit.

On a second point, I was allowed to examine my stamps, held by prison officials since May. About a third of them were mishandled and have spots on the gum side, mostly at the ends of strips of five. Does this automatically drop the value to the same as for a strip of three?

The strips that concern me most are 20F4 and 10.9T4P. Is there a way to remove the stains without further damage. Also, what kind of a financial loss am I looking at?

"John Doe"
in a western prison

In reply: The PNC³ ethics probe was not started by "Doe's" complaint. Several people who were gypped by the fakes said they got them in Chicago. *TPN* has learned that almost all major PNC dealers fell for the forged precancels. Perhaps that's why the price of the genuine strip has suddenly shot skyward. However, if memory serves correctly, 20F14P was once sold 100 strips at a time by one dealer as an "investment." Since most of those came from the former philatelic sales clerk in Oklahoma City and are known to be genuine, some of those strips may find their way into the market.

As to the damage on the stamps: Some stains are removable with Q-Tips and a good watermark fluid, but it's not a good idea to do this without knowing exactly what caused the stains. Rubber cement, grease, oil, and some other spots can never be removed. It is doubtful that such a cleaning up could be done in the confines of a prison.

Tagging terminology exists

Since the normal position of the tagging break for the 15¢ Tugboat is on the perfs between stamps, the location of tagging breaks is reasonably described in these terms. Such a system exists and is widely used to identify the position of precancel gaps. An advantage of describing the tagging break in terms of the perfs for the 15¢ Tugboat and similar issues is that the position location is unchanged due to small shifts in the tagging break.

Michael Lipson
Reston, Va.

...and more of the same

This adds to what Ed Denson said about how to count tagging breaks. I believe in counting the perfs.

I don't believe we need two or more ways of counting. The field is still growing, and we need to become consistent in the way we do things and shouldn't need to worry about how to count tagging breaks as against how to count precancel gaps.

For consistency, my vote goes like this: Count tagging breaks like Cottrell precancel gaps. That means 2L, 1L, Line, 1R, 2R, etc. If the tagging break is between two sets of perfs, count it this way, too. If it's half way, call it a half. If it's not in the center of the stamp, count it as

whatever perf it is closest to. That's how we did it with the Cottrells.

Scott Smith
Colorado Springs, Colo.

In reply: Yes, for precancel gaps, not for constant plate varieties.

3-1 for stamp numbering

We still have people out there wanting to stick to perforation numbering (as we did for precancel gaps) of tagging breaks; but, I think, we're running three to one in favor of stamp numbering.

Gene Ernst
Houston, Tex.

In reply: Since work is beginning soon on the 1991 *PNC Catalog*, a decision had to be made. On Page 7 of this issue you will see a strip of five with the tagging break on the left stamp. The break is closer to the 2L, so perforation counters would term it a 2L tagging break. On the same page you will see an illustration of two rows of stamps with the break on the very same position, but because the tagging break is closer to the 3L perfs, they would count this as 3L.

It is clear that we cannot have a tagging break on the very same stamp termed both 2L and 3L. It is the same tagging break.

Ernst and Alan Thomson, the primary workers on tagging breaks, favor counting by the stamp location, and so do I. That's the way the catalog will handle it.

Exception is taken

I must take exception with the statement on Page 101 regarding tagging breaks on block-tagged stamps: "It is rather doubtful that collectors will pay much attention to them."

There are quite a few collectors who have shown an interest in these and I, for one, pay considerable attention to them. I correspond with some 20 collectors who have similar interest and I've sold some at a modest price above normal retail for a PNC strip.

The real problem until now is that no one has taken the time to write about these tagging mat or plate joint shifts as I refer to them.

I do not have the time to do so. What I'd like to do is to submit some of these unusual finds for you to describe.

H. Harry Mueggenburg
Carmichael, Calif.

In reply: The challenge is accepted and the material will be examined and described.

Premature comment

With new discoveries concerning tagging breaks seemingly coming every day, it seems a little premature to say (about block-tagged breaks): "It is rather doubtful that collectors will pay much attention to them," as you did on Page 101 in November.

It was a year ago that Harry Mueggenburg was showing me neat tagging varieties, such as the "Flaming Stagecoach" and the "screw head" on the 5.2¢ Sleigh, with its importance completely unknown.

Now the 5.2¢ is being heralded as a great find, previously unknown as to plate or break position. It was known to exist, but those who knew had no idea of its printing importance.

The same may be true of block-tagged breaks. Let's not brush it off just yet. Who knows what this might lead to.

I would like to add to the list of 15¢ Tugboat block-tagged breaks: Plate 1, 1L; Plate 2, 1L; Plate 2, 5L (with mottled tagging).

Morgan Johnson
Kissimmee, Fla.

Response to editorial

While the commentary [in this issue, ed.] is correct that all stamp sales, including those to collectors, are accounted for as postage, it is not correct that a part of those sales should be added to the estimated \$150 million in annual philatelic revenue. Rather, that estimated figure is devised independent of recorded postage stamp sales but includes

sales at post offices.

Until this year, we surveyed postage sales at selected post offices nationwide and used the resulting data to estimate retention revenue as a portion of total post office sales. In 1990, we began using a more effective study to help us better determine the quantity of stamps being retained by customers. This method, devised by a custom research firm, consists of quarterly surveys to 100,000 households nationwide. The definitive information from this sample is projected to all households to estimate the total quantity and value of postage stamps for collections.

For you to better understand the makeup of our estimated philatelic revenue, we enclose a condensed version of the components used in compiling the annual figures. Please note that revenue from window sales at post offices is included.

None of the above survey methods use total postage stamp revenue at post offices as a base. However, projecting total estimated retention revenue from the sample surveys automatically includes that part of total revenue attributable to sales to collectors. Thus, adding a portion of the \$9 billion in sales to the \$150 million would result in double counting.

Thank you for providing me with an opportunity to respond in advance to this editorial. I trust I have convinced you that we are not "cooking the books."

Gordon C. Morison
Assistant Postmaster General

Summary of Estimated Philatelic Revenue (\$ In Millions) Fiscal Year 1990

Estimated Stamp Sales to Collectors:	
Post Office Windows	\$ 138
Philatelic Sales Division	18
Philatelic Product Sales:	24
Other Philatelic Revenue	4
GROSS ESTIMATED SALES	\$ 184
Related Manufacturing, Distribution and Administrative Costs	\$ 32
ESTIMATED NET PHILATELIC SALES	\$ 152

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QUESTION:

By Ken Lawrence

The Cottrell press tagging breaks imply something we have never been able to prove, but perhaps examination of BEP records could confirm it.

After the March 5, 1982, fire at BEP's annex building, only two Cottrell presses remained in service. Plate-activity reports listed Press 801 as the equipment to print tagged stamps, and Press 803 for precancels. In other words, the letterpress station on

Did BEP fire make one of the two surviving Cottrells into a precancel press while the other was principally used only to print tagged stamps?

Press 801 was set up with a seamless roller to deliver tagging ink across the entire paper web, while the letterpress station on Press 803 used hard rubber mats (forerunners of flexography), held in place crudely by double-face tape, to apply black ink overprints in register with printed intaglio subjects.

Perhaps Press 801 was taken out of service some time in 1984 and 1985 (the period in

which the vertical tagging breaks occurred), or perhaps added production of tagged stamps was required, or perhaps all essential precancel printings were shifted to the B Press.

Whatever the specific cause, the evidence seems to suggest that some tagged stamp production was moved to Press 803, and that the letterpress station designed for overprinting was re-rigged with plain surfaces of the same config-

uration as the overprint mats to apply tagging ink.

Do the paper type studies support this? That is, do the 1985 Cottrell precancels, which brought precancel production back to the Cottrells (meaning Press 803) after it had been moved to the B Press "permanently" in 1984, occur on the same papers—and only the same papers—as the tagged Cottrell issues that exhibit tagging breaks? □

ANSWER:

Continued from Page 1

form roughly rectangular shapes within which fasteners would be located.

I was struck by the crudeness that the mats exhibited as to their fabrication, as if they had been slapped together on short notice with little sophistication.

I speculated as a crazy notion to Alan that maybe they just turned over the precancel mats (assuming that they would have been smooth on the side that faced the cylinder) and hastily made the necessary alterations with a mat knife to accommodate fasteners.

It wasn't a bad theory, but Alan had a key question that neither of us could answer: "Why was it that the fasteners were all located between the rows?" Why couldn't they be anywhere else?

The answer wasn't long in coming. I spoke to Ken to see if he could shed any light on the direction I was headed. He not only liked my theory about the precancel mats being turned over, he also pointed out what had been right in front of my nose all along. If they did, in fact, turn the precancel mats over, and if they used the then-current 17¢ Electric Auto mats—which were more flexible than the older hard-rubber mats—the pressmen would have had to avoid the areas with the lettering. This supposed that the precancel mats would again be used for precanceling.

That was it! That would make the fastener locations fall only between the rows. This also made my theory look a great deal more like reality. Perhaps it also played a role in the appearance of the different precancel mats on the 17¢ Auto.

Ken and I went on to discuss why they would have needed such makeshift mats. I like Ken's reason, outlined above, that the destruction of Presses 802 and 804 left only two Cottrells, 801 and 803, and that 803 was used primarily for precancels while 801 printed tagged stamps. It was the exceptions printed

Yes, but pressmen had to improvise a way to print tagged stamps, when needed, on the precancel press, and had to create a tagging method on it by using 4 mats

on 803 that got the tagging breaks!

With only the 801 and 803 presses left, BEP needed the ability to do additional runs of tagged stamps on 803, which BEP records show was used only for precancels.

I particularly liked Ken's idea that mats for tagging on the 803 would allow them to handle "nuisance" runs—collector-only versions of bulk-rate stamps. To tie up the 801 for such a small requirement would have been a waste of time. By combining the printing of some tagged stamps with a precancel run, they could kill two birds with one press.

With this perspective, the 5.2s that exist with tagging breaks had a plausible explanation. Both sets of plates went to press many times [as precancels, ed.], but the two best dates were Jan. 13, 1984, when both sets of precancels [Plates 1 and 2 and Plates 3 and 5] were printed, and two months later when Plates 1 and 2 went to press March 2 and Plates 3 and 5 on March 9. Between those dates, on Feb. 3, the first of two precancel runs took place on Plates 5 and 7 of the 17¢ Auto.

Feb. 3 had to be the last time BEP used the A and B mats in se-tenant combination because we know that the Type C precancel was yet to come and there was only one other run that used Plates 5 and 7. That did not happen until Dec. 5, 1984.

I called Steve to tell him of my "discovery," and he directed me to the July 1989 issue of TPN in which Larry Haynes was quoted about his trip through the BEP in late 1985. Haynes talked of seeing B-A mats with fasteners and of seeing tagging mats. He described the tagging mats as being of the same red rubber-like material as the precancel mats.

He saw them? I asked. He actually saw them, and I'd been sitting around theorizing?

I called Larry in France. Believe it or not, I got him on the first try.

I had him recount everything he could about

his tour through BEP. He said it was really quite disappointing because he was to have seen the Cottrell press and did not. In fact, he said, he saw very little; but he did see the precancel mats still fastened on a cylinder and a set of tagging mats.

I asked him if he thought that the tagging mats might be the precancel mats turned upside down. Larry didn't see why not, but then it hit him.

He said, "Wait a minute. They shaved the precancel mats to make the tagging mats. I remember now. He told me they shaved off the raised parts and service inscriptions to create the smooth surface for the tagging."

Larry had forgotten. He was intensely interested in the 17¢ Auto and their precancels at the time they were in use, and the tagging mats were only passing curiosities. What a startling revelation!

Larry went on to tell me that he had been told that they tried to fill the gaps between the tagging mats with layers of Teflon. Were they successful? He does not remember getting an answer to that question.

"Would we be able to tell?" I asked.

"If they were 100% successful, I don't think so."

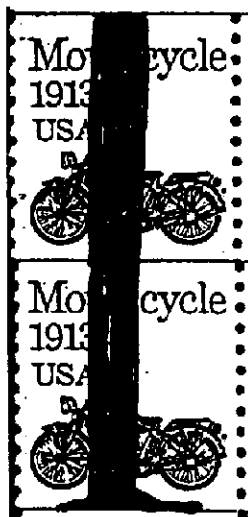
If they could, there wouldn't be any trace of the gap, hence a smooth, overall tagging like that produced on the continuous tagging cylinder on the 801 Press.

One other characteristic, however, would also have to change. All the tagging break examples I have seen with the exception of the 5.2¢ Sleigh show a tendency for the taggant to pull away from the area where there was printing ink. [This phenomenon appears to give the printing ink a negative image, ed.] Ken thought this might have something to do with the chemistry of the taggant and the ink producing a kind of incompatibility. Whatever the cause, it seems to have been a characteristic of all the later printings.

If BEP had been successful in filling in the

voids between the mats, wouldn't the tagging continue to show this reaction with the ink? Why would it stop coincidentally at the same time the gaps were filled in with Teflon? Are there any examples showing this taggant characteristic without tagging breaks? I've not seen any.

So, my theory of upside-down precancel mats was wrong, but close nonetheless. The tagging mats not only give a profile of themselves when the whole web is plated but also of the 17¢ Auto precancel mats from which



ROWS 4 AND 5—Kim Cuniberti blackened in the shape of the tagging break on rows 4 and 5 of the 11 rows he has found. He hopes the shapes will lead others to find other rows. Illustrations from other rows may be found on Page 9.

25¢ Yosemite Plate 15 found in 100s in Utah

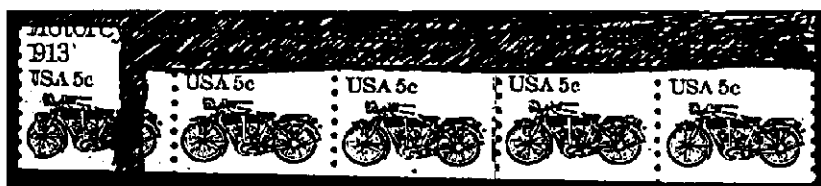
Plate 15 of the 25¢ Yosemite turned up Nov. 14 in Salt Lake City. The find was made by Dr. Carvel Evans, president of the Utah Philatelic Society. Dr. Evans reported it to Gerald H. Clark before the surgeon was called up for active duty in the Army.

The stamp was phosphored, Clark said, with a plate number interval of 48, in rolls of 100.

The bubble-packs in which it was found were intermixed on a flat of 50 rolls with rolls bearing plate number 13. About $\frac{2}{3}$ of the rolls were from Plate 13.

Lacking full flats of Plate 15, dealers have been delayed in laying in stocks. But full flats of 15s have now turned up and the stamp should be available.

Since BEP is reported to be changing over to a phosphored paper resembling that used on the 22¢ Test stamp, this stamp may appear in that form before too long. □



NAZAR'S CLUE—This strip from Richard Nazar's collection shows what may be the top edge of the tagging mat, allowing Kim Cuniberti to figure out where the fasteners were. This strip has the tagging break on the same stamp, 3L, as Cuniberti's 11 examples, but is termed 2L by Cuniberti because it is closer to the 2L perfs. The catalog will call both 3L in 1991.

they were made. The theory also further pinpoints the correct time period.

They had to shave at least one full set of the "PRESORTED FIRST CLASS" mats. I believe they shaved two sets. That is why when they sent the 17¢ Auto back to press for additional precancels on Plates 3 and 4, 5 and 7, and 1 and 2, they were all Type C, because the Type A and Type B mats no longer existed. [The C mats had been used in the Americana Series and on the 12¢ Stanley Steamer. ed.]

The other reason I believe there were two sets of tagging mats is because of the distinctly different shapes around the fastener locations.

The shapes on my 5¢ Motorcycles with the breaks at 3L are completely different from the "screw head" shapes found on some of the other examples with tagging breaks. It is possible, however, that the "screw head" shapes could have been enlarged to the more rectangular shape without leaving a trace. This would be difficult to prove unless there were a constant flaw that could be found from both sets of mats.

In my anxiousness to relate my tagging-mat chase I omitted a great deal of discussion that Alan and I had during this time about the fasteners and their actual locations. Gene Ernst had done some statistical analysis of how frequent strips were that showed some piece of a fastener area as compared with those that showed only a plain vertical break. The ratio was 2:1 in favor of the fasteners. Alan and I kept this figure in mind as we tried to assemble the web. I had two key pieces that help establish several fastener locations.

One strip had an untagged cross shape, indicating that it was from the intersection of the vertical and horizontal tagging breaks. (Please examine the left illustration on Page 9.)

Since we already knew that the mats were 9 subjects high by 12 wide, then this strip was from the portion of the web where all four mats met. Vertically this would be between Rows 9 and 10. This strip also showed the top of a fastener area at the very bottom. This meant that there was a fastener between Rows 10 and 11. Assuming symmetry, it also meant there should be one between Rows 8 and 9.

The other key piece came from Richard Na-

zar. It showed the top border of the tagging mats with the area to the right of the vertical break exhibiting such a large untagged area going off the top of the strip that it could not be center of the web. [Other examples of edges of the tagging mat were illustrated on Page 92 in September. ed.] This strip proves that any fastener was not on the outside edge. Knowing that they could not allow the mat to flop around loosely, a fastener must be located in the next closest position, which would be between Rows 1 and 2. Again assuming symmetry, another fastener should be between Rows 17 and 18.

Using Gene's statistics, if there were only two more fasteners, one somewhere between Rows 2 and 8 and between Rows 11 and 17, the ratio of strips showing fastener shapes to plain vertical breaks would be exactly 2:1. My strips, if I have reassembled them correctly, would put those last two fasteners between Rows 5 and 6 and Rows 13 and 14.

From BEP plate-activity data we see—following the Jan. 14, 1985, printing of 2¢ Locomotives from Plates 2 and 6 and 8 and 10—a succession of tagged items on Press 803, on which no tagging breaks have ever been found. They seem to have stopped using the makeshift tagging mats without a clue thus far as to a reason.

Was BEP successful in filling the gaps between the mats with Teflon or did it finally get a continuous tagging cylinder like the one in use on Press 801? I vote for the latter simply for lack of evidence to support the former.

I have submitted a list of questions to BEP seeking confirmation of all the above and for several open questions. I have been told that it would take a while to get a response. Stay tuned.

In the interim, if you have any strips that can lend any clues, please contact me (P.O. Box 3654, Danbury, CT 06813). I and all of the others who have worked on these puzzles welcome any help we can get. □

Mat fasteners

The "screw heads" and "clips" we see are not the fasteners themselves, but the part of the mat that was cut to make room for the fasteners. If two sets of mats were used for tagging, the shapes may be mat specific. □

Edith Diane Thompson

3302 Camellia Drive
 Portsmouth, Virginia 23703
 (804) 483-0560 (evenings and weekends)

Flag Issues

Scott	Description	Plate	PS/3	PS/5
1891	18e Flag	1	100.00	350.00
		2	25.00	40.00
		3	325.00	750.00
		4	7.75	8.00
		5	4.25	4.50
	VF	6		2000.00
	XF	6		2400.00
1895	20e Flag	7	24.75	25.00
		1	10.00	85.00
		2, 11	7.00	9.00
		3, 5, 12	4.50	5.00
		4	35.00	725.00
		9-10, 13-14	3.50	4.00
		6	45.00	95.00
		8	10.00	12.00
1895a	20e PC	14	34.00	35.00
2115	22e Flag	1, 7, 13	1.50	11.00
		3	10.00	40.00
		6	5.50	6.00
		11, 17, 20	7.75	8.00
		14	14.75	15.00
	Others	2-22, T1	3.25	3.50
2280	Yosemite, Block	1, 3XF, 5XF	6.25	6.50
		2-5, 8	3.50	3.75
		7, 9	7.50	8.00
	Phos.	5	6.50	7.00
		6	17.75	18.00
	Others	1-14	3.50	3.75
Other Issues				
2005	20e Cons.	1, 2	30.00	165.00
		3, 4	30.00	100.00
2112	(22e) "D"	1, 2	5.25	5.00
2149	18e Wash.	1112, 3333	2.75	3.75
2149a	18e, PC	11121	3.75	4.00
		33333	2.75	3.00
		43444	6.75	7.00
2150	21.1e ZIP	111111, 11121	3.25	3.50
2150a	21.1e, PC	111111, 111121	3.25	3.50
0135	20e Official	1	18.00	40.00
0138	22e Official	1	38.00	55.00
2279	(25e) Earth	1111, 2222	3.25	3.50
		1211, 1222	4.75	5.00
752281	25e Bee	1, 2	3.75	4.00
Transportation Issues				
1897	1e Omnibus	1, 2, 5, 6	.55	.60
		3, 4	.95	1.00
2225	1e B Press	1, 2	.55	.80
1897A	2e Loco.	2, 3, 4, 6	.85	1.00
		8, 10	.55	.60
2226	2e B Press	1	.85	1.00
1898	3e Handcar	1, 2	.85	.80
		3, 4	.70	.80
2123	3.4e Bus	1, 2	1.15	1.20
2123a	3.4e, PC	1, 2	2.45	2.50
1898A	4e Coach	1, 2, 3, 4	1.85	1.75
		5, 6	2.15	2.25
1898Ab	4e, PC	3, 4, 5, 6	2.65	2.75
2124	4.9e Buck	3, 4	1.40	1.50
2124a	4.9e, PC	1-6	1.40	1.50
1899	5e Cycle	1, 2, 3, 4	1.15	1.25
2253	5e Milk W.	1	1.15	1.25
2452	5e Circus	1	1.15	1.25
1900	5.2e Sleigh	1, 2	13.00	16.00
		3, 5		125.00
1900a	5.2e, PC	1-6	9.00	10.00
2254	5.3e Elev.	1	1.15	1.25
2125	5.5e Truck	1	1.40	1.50
2125a	5.5e, PC	1, 2	1.90	2.00
1901	5.9e Bicycle	3, 4	13.00	15.00
1901a	5.9e, PC	3, 4	10.00	14.00

Dear Collector:

Four years ago, I began searching for PNCs. In the intervening years I wrote over 60,000 letters to post offices and mailers. Last year, I acquired the PS/5 accumulations of Kim Cuniberti, John Greenwood and Larry Haynes. Combining their strips with my own accumulation has resulted in one of the largest holdings of PS/5 and PS/3 strips, over 100,000 PS/5 alone.

I look forward to helping you complete your collections.

Diane Thompson

Scott	Description	Plate	PS/3	PS/5	Scott	Description	Plate	PS/3	PS/5
1901a	5.9e, PC	5, 6	73.00	75.00	2260	15e Tug	1, 2	2.60	2.75
2126	6e Tricycle	1	1.20	1.30	2261	16.7e Pop.	1, 2	3.25	3.50
2126a	6e, PC	1	1.20	2.00	1906	17e Auto	1, 2, 3, 4, 5	3.00	3.25
		2	5.00	6.00	6		6	14.25	14.50
		7			7		7	1.75	5.00
2127	7.1e Tractor	1	2.15	2.25	1906a	17e, PC			
2127a	7.1e, PC	1	2.15	2.25	Type A	3, 4, 5	4.75	5.00	
2127a	7.1e, new	1	2.15	2.25		6, 7	8.75	9.00	
1902	7.4e Baby	2	8.00	9.00	Type B	3, 4	24.75	25.00	
1902a	7.4, PC	2	1.90	3.00		5, 6	9.75	10.00	
2255	7.6e Carr.	1, 2, 3	1.90	2.00	Type C	1, 2 (no XF)	5.75	6.00	
2128	8.3e Amb	1, 2	2.15	2.25		3, 4	7.75	8.00	
2128a	8.3e, PC	1-4	2.15	2.25		5, 7	19.75	20.00	
2231	8.3e, PC B	1, 2	3.40	3.50	Type AB				
2256	8.4e Chair	1-3	2.40	2.50	PS-10	5, 7		10.00	
2129	8.5e Tow	1	2.40	2.50	Type BA	3, 4		17.00	
2129a	8.5e, PC	1	2.40	2.50		5, 6		45.00	
		2	5.40	5.50	2135	17e Dog	2	2.75	3.00
1903	9.3e Mail	1, 2	11.00	12.00	2262	17.5e Race	1	3.65	4.00
		3, 4		36.00	2262a	17.5e, PC	1	3.65	4.00
		5, 6	215.00	225.00	1907	18e Surrey	1	70.00	70.00
	XF	5, 6		400.00			2, 5, 6, 8-10, 17-18	3.65	4.00
1903a	9.3e, PC	1, 2	11.00	11.00			3, 4	43.00	48.00
		3	19.00	20.00			7	39.00	44.00
		4	14.00	15.00			11, 12	14.65	15.00
		5, 6	2.65	2.75			13-16	8.50	10.00
		8		100.00	1908	20e Pump.	1	30.00	130.00
2257	10e Canal	1	1.90	2.00			2	180.00	
2130	10.1e Oil	1	2.65	2.75			3, 4, 13, 15, 16	4.70	5.00
2130a	10.1e, PC	1, 2	3.15	3.25			6	7.70	8.00
1904	10.9e Cab	1, 2	34.00	35.00			7, 8	85.00	90.00
1904a	10.9e, PC	1, 2	21.00	22.00			5, 9, 10	2.70	3.00
		3, 4	225.00	300.00			11	55.00	60.00
1905	11e boose	1	3.75	4.00			12, 14	7.20	7.50
1905a	11e, PC	1	2.75	3.00			12, 14 XF		15.00
2131	11e Stutz	1-4	1.85	2.00	2263	20e Cable	1, 2	3.20	3.50
2132	12e Stan.	1, 2	2.35	2.50	2264	20.5e Fire	1	3.20	3.50
2132a	12e, PC	1, 2	2.60	2.75	2265	21e Mail	1, 2	3.20	3.50
2132b	12e, PC, B	2	10.00	10.00	2266	24.1e Bike	1	3.45	3.75
2133	12.5e Cart	1, 2	2.75	3.00	2136	25e Bread	1-5	3.00	3.50
2133a	12.5e, PC	1, 2	2.75	3.00	2468	\$1 Plane	1	6.00	6.50
2258	13e Patrol	1	2.75	3.00					
2259	13.2e Coal	1, 2	2.75	3.00					
2134	14e Ice	1, 2, 3, 4	2.00	2.25					
2134b	14e B	2	3.25	3.50					

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Overall tagging is by 2 mats, Youngblood discovers at BEP

Wayne L. Youngblood has solved the mystery of the vertical tagging breaks found on overall tagged B Press PNCs. Found with tagging breaks so far are the 5¢ Circus Wagon, the \$1 Seaplane and the overall-tagged 15¢ Tugboat.

Reporting in *Linn's* (Nov. 5, 1990) on a visit to BEP, Youngblood says they are caused by the space between plastic mats wrapped around a press cylinder. The mats are attached magnetically to the cylinder.

Youngblood's findings corroborate a theory expressed by Alan Thomson ("Proof of two mats in use," *TPN*, November 1990, Page 105).

Youngblood wrote that on the D Press the mats were 26 stamp subjects wide and that it takes two mats to tag the entire roll of 52 stamps produced on that press. This was obviously in error, since the interval between plate numbers on the D Press is 48, not 52.

He did not discuss the C Press at

all, but indicated that overall tagging had begun on the 20¢ Cable Car, which, until now, has been known only from the C Press with plates that are 48x18. Presumably, tagging mats for that press would be 24x20, (the 18-row configuration on the Cable Car and some 25¢ Yosemite does not use the entire width of the C Press in order to use narrower paper) but Youngblood did not know.

[No overall-tagged 20¢ Cable Cars have yet been reported.]

Youngblood said later he was under the impression that all tagging mats were being changed to the plastic mats.

The dimensions of the D Press mats would have to be 24x20 to accommodate the wider plates used on the D Press. B Press mats are 26x18 as shown on the \$1 Seaplane, 5¢ Circus Wagon, 15¢ Tugboat, and the newly found 4¢ Stagecoach.

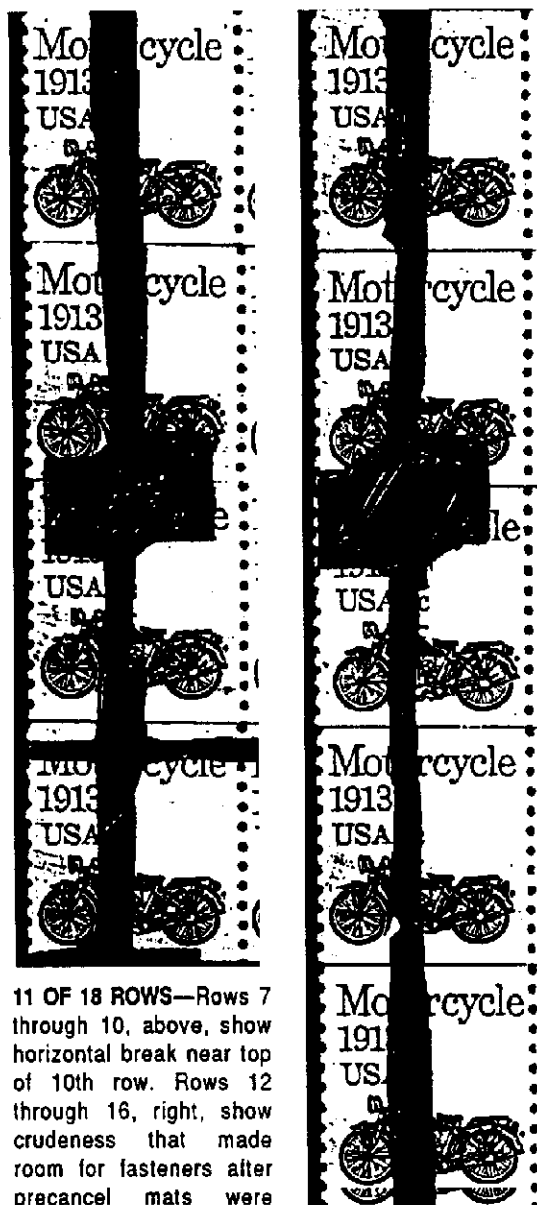
Youngblood was also told that all stamps printed this year

would be on either prephosphored paper (paper in which the tagging is in the paper, as on the 22¢ Test coil) or phosphored paper (paper in which the taggant is applied by a coating at the paper mill as was done on the 25¢ Yosemite). That may lead to some new varieties of PNCs now in production.

Collectors are urged to examine all PNCs in shortwave UV to spot new varieties. It is possible that even garden variety stamps such as the Yosemite may suddenly appear on different paper.

But the first disappointment has already been recorded. The newly discovered Plate 15 of the 25¢ Yosemite is on phosphored paper, not prephosphored paper. But lacking any BEP plate-activity report since 1989, we know little of what goes on.

Once upon a time plate-activity reports were monthly. □



11 OF 18 ROWS—Rows 7 through 10, above, show horizontal break near top of 10th row. Rows 12 through 16, right, show crudeness that made room for fasteners after precancel mats were shaved.



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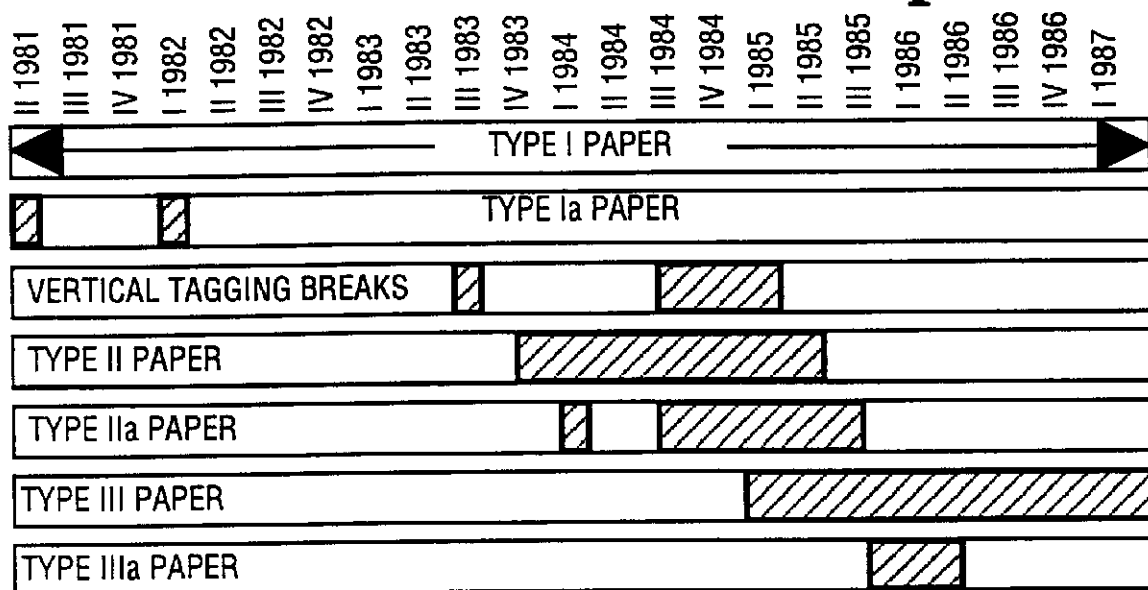
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Chart shows time relationships



By Richard J. Nazar, Kim Cuniberti, and Stephen G. Esrati

An attempt to set up time lines for PNCs was first suggested in 1988. The idea was to have a graphic method of seeing what stamps were put to press when.

Based on computer printouts showing dates on which BEP sent plates to press, we hoped to see a pattern showing when certain papers were used.

Unfortunately, setting up such a graphic method could only be accomplished by hand. The attempt was put off.

Two variables in chart

Then, Dr. Leon Cheris threw in a second variable when he mentioned that small tagging mats were in use in 1984 and 1985. Those tagging mats created vertical tagging breaks on stamps. This complicated the attempt to draw time lines because we now had to account for two variables.

We looked for computer software that could accomplish the trick, but could find nothing. In preparing this article, Steve first attempted to show the exact date when each plate went to press and coded each "to press" by a different shading. It took about a week.

But the effort failed. Not only was it a hard-to-read hodge-podge, it was also graphically useless because it did not really highlight the time frames.

Kim urged Steve to try again. This time, Steve did not try to list every month, but went by calendar quarters instead. That effort appears above. Rich and Kim didn't like the idea of omitting each and every

date, and they wanted each date to show up clearly. So Rich went to work to try to show each date in a clearcut manner. Those tables are shown on the following pages. The period covered extends until the retirement of the last Cottrell press.

What time lines show

What Rich is attempting here is roughly this:

- Indicating when certain papers were used.

- Showing when the small tagging mats came into use.

But, as Kim demonstrates in the article starting on Page 1, some stamps are exceptions to the rule of chronology.

It should be noted that several dates to press stand out alone in the above chart. That is because we do not have every date to press from BEP. We had to use what we had, including data developed by the PNC Study Group. All the dates are listed in the *PNC Catalog*.

A rainy day at BEP

Kim could explain why some dates appear to be too early, based on his knowledge of what happened to Plates 2 and 4 of the 9.3¢ Mail Wagon printed on Type II paper.

(There's a controversy about whether the strip with the gap at 3L is really IIa paper. We'll leave that alone for this article.)

When Eastern Fine Paper Corp. won a contract to supply paper to BEP, it first shipped 10 rolls. BEP ran those as a test. Kim and Rich learned that this test was

conducted in the fall of 1983 and someone recalled that it was a day on which it rained very heavily.

From BEP data, Kim knew that Plates 2 and 4 were sent to press on Oct. 14 and on Nov. 15. By checking microfilm of old newspapers, Kim learned that it rained heavily on Nov. 14. So we have a date for the first printing on Type II paper, the paper sent to BEP as 10 rolls for testing.

One thing, however, is certain: We do not have all dates to press from BEP. This is demonstrated by Plates 1 and 2 and 3 and 5 of the tagged 5.2¢ Sleigh, which all went to press March 15, 1983 (the "precursor" tagging break shown in the above chart). Kim and Ken Lawrence believe the stamps were printed in a "nuisance run" to make stamps for collectors while precancels were being printed. But BEP never reported this.

This now turns out to have been the test of Press 803's ability to print tagged stamps after the precancel mats were shaved.

All the other vertical tagging breaks date from August 1984 or later. They are nicely bunched on the table.

Paper can be changed on fly

Early 1985 shows stamps that appeared on Type III paper. But many stamps appeared on all three paper types. There is no good reason to believe that these paper usages were at different times. Paper, after all, can be changed while the press is running, changing paper on the "fly."

Because the stamps of early 1985 often show all three types of paper, this could reflect the using up of old paper stocks; but

it might also indicate a return to press.

One case is clear. We know of three paper types on Plate 1 of the precanceled 12.5¢ Pushcart. We now know that the only Type III paper is found on a light olive stamp (dark brown in long-wave UV) and with the gap at 10R. Dark olive stamps (bright orange in UV) and with gaps at 12L, 11L, and 10L are all on Type IIIa paper. But we also have a handful of other gaps on Papers I and II. Surely there must have been a return to press on these. But BEP never reported one.

There is no rhyme or reason as to which paper was used when. Thus, for example, when Plates 1 and 2 of the 11¢ Stutz Bearcat were printed on Aug. 9, 1985, they were found only on Type I paper, although other stamps of that period are known on several paper types.

When did Type III start?

It was not until printing began on the original 7.1¢ Tractors that we find stamps printed only on Type III paper. That was in January 1987.

But we have no clue as to when the first use of Paper III actually took place. There simply are not enough returns to press reported to cluster plates used with Paper III.

We have no dates "to press" information at all from September 1985 to May 1986, a period in which BEP was busy printing the 18¢ Washington Monument and the 21.1¢ Letters stamps as well as several 22¢ Flag stamps. So, for now, we end this analysis with the end of the Cottrells in December 1985.

We cannot be certain when Type IIIa paper was first introduced. The earliest "to press" date we have for a stamp showing Type IIIa paper is on Plates 5 and 6 (which are also known on Type I and Type II) of the 1¢ Omnibus. But the Pushcart may have been printed earlier.

The Omnibus stamps originally went to press on Jan. 23, 1985. They were sent back to press on Aug. 13, 1985. Knowing when the paper arrived, we can be sure the press run with Paper IIIa was in August.

Sign of a different run

It is important to note that we believe that each horizontal shift of the vertical tagging breaks or precancel gap represents a new press run or a new press start-up.

Several plates were reported to have been sent back to press during the period when the small tagging mats were in use. We therefore believe that our data on them is fairly accurate.

Several press runs are indicated in the charts only as Cottrell because BEP did not start to break down presses by number until its report for June 1985. □

06/28	18T1/2
04/30	
05/01	
05/02	
05/03	
05/04	
05/05	
05/06	
05/07	
05/08	
05/09	
05/10	
05/11	18T3/4
05/12	
05/13	
05/14	
05/15	
05/16	
05/17	
05/18	
05/19	
05/20	18T5/8
05/21	
05/22	
05/23	
05/24	
05/25	
05/26	
05/27	
05/28	
05/29	
05/30	
05/31	17T3/4 D?
06/01	
06/02	
06/03	17T1.2
06/04	
06/05	
06/06	
06/07	
06/08	
06/09	
06/10	
06/11	
06/12	18T7/8
06/13	
06/14	
06/15	
06/16	
06/17	
06/18	18T9/10
06/19	
06/20	
06/21	
06/22	
06/23	
06/24	
06/25	
06/26	
06/27	
06/28	
06/29	
06/30	18T11/12
07/01	
07/02	
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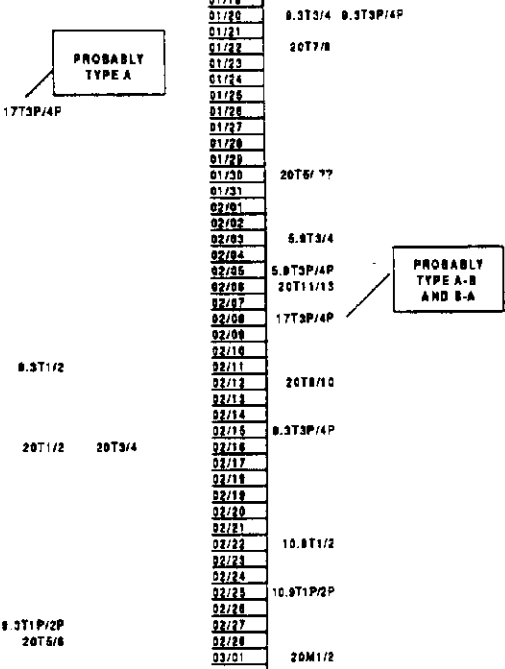
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PROBABLY TYPE A

PROBABLY TYPE A-B AND B-A

1982



1982	1982	1983	1983	1983
03/02		01/10	9.5T5P/6P	04/22
03/03		01/11		04/23
03/04		01/12		04/24
03/05	FIRE	01/13		04/25
03/06		01/14	10.8T1P/2P	04/26
03/07		01/15		04/27
03/08		01/16		04/28
03/09		06/21	3T1/2	04/29
03/10		06/22		04/30
03/11		06/23		05/01
03/12		06/24	4T1/2	05/02
03/13		06/25		05/03
03/14	10.8T1P/2P	06/26		05/04
03/15	10.8T3P/4P	06/27		05/05
03/16		06/28		05/06
03/17		06/29		05/07
03/18	20M3/4	06/30		05/08
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04/14	2T3/5	07/27		06/04
04/15	2T1/2	07/28		06/05
04/16	2T3/4†	07/29		06/06
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04/29	10.8T1P/2P			06/19
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05/01	10.8T1P/2P			06/21
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05/03	8.3T3P/4P			06/23
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05/07	20T15/16			06/27
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05/11	9.3T5/6			10/81
05/12	20T12/14			10/82
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5.8T5P/8P
4T1/2
4T3/4
10.8T3P/4P
4T5P/6P
Nothing until Oct. 12
8.3T3P/4P
5.8T3P/4P
4T6P/8P
4T3P/4P
4T6P/8P
4T5P/6P
4T3P/4P
4T6P/8P
17T6P/8P
Nothing until Jan. 10

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9.5T5P/6P
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9.5T5P/6P
5.2T1P/2P
5.2T1P/2P
5.2T3P/5P
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5.2T3/5
17T6P/8P
5.2T3P/5P

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PROBABLY TYPE B

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5T3/4

LEGEND
 D? Date not reported
 ?? Plate pairing not reported
 † Study Group calculation

1984

1985

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DATES ?
1773P/4P
PROBABLY
TYPE C
GAP Ln, 1R

DATES ?
1773P/4P
PROBABLY
TYPE C
GAP 4L, 3L

801 803

1773P/4P
8.2T3P/4P
8.2T3P/4P
8.2T3P/4P

8.2T3P/4P

1773P/4P
8.2T3P/4P
8.2T3P/4P

8.2T3P/4P

1773P/4P
8.2T3P/4P

TYPE I PAPER

TYPE II PAPER

B

FIRST
TYPE II
PAPER
ON COTTRELL
1773P/4P
GAP 4L

TYPE C
GAP 6L, 8L, 4L

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TAGGING
BREAKS
END

Cottrell

801 803

1773/17T4
17T1/2
2T2/6
2T8/18

1T6/6
3T1/2

14T1/2
14T1/2

13T1/2
13T1/2

17T3P/4P
8.2T3P/4P
8.2T3P/4P

TYPE I

TYPE I

SOME
TYPE I
IF NOT
HERE
THEN
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TYPE II PAPER

TYPE I PAPER

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Cottrell

801 803

1773P/4P
8.2T3P/4P
8.2T3P/4P

8.2T3P/4P

1773P/4P
8.2T3P/4P

12.6T1
12.6T1P
10.1T1P
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10.1T1P

14T5/6

4T5/6

4T3/6
8.2T3/6

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8.2T3/6

4T5/6
8.2T3/6

14T1/2

801 803

14T5/6

4T5/6

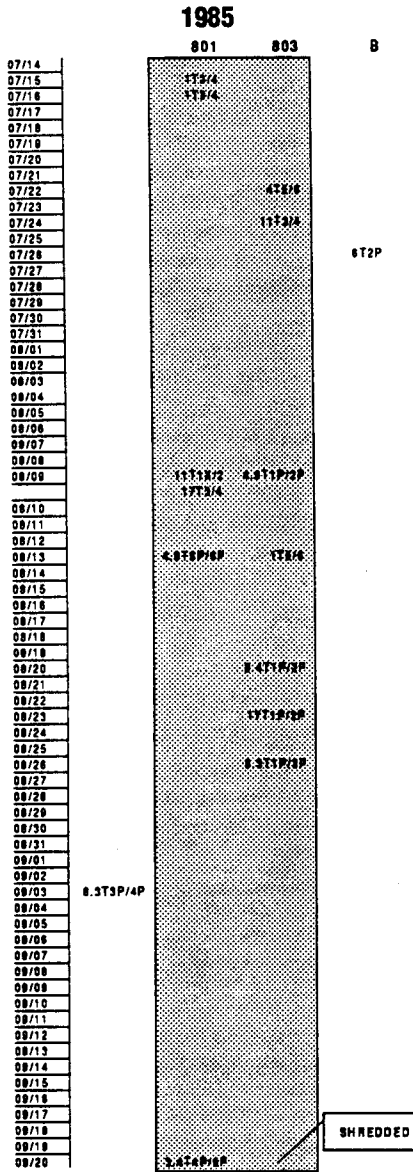
4T3/6
8.2T3/6

4T3/6
8.2T3/6

4T5/6
8.2T3/6

14T1/2

B



PNC³ auction shows PS/5 is most popular

One of the sad things about *Coil Line* is that nobody bothers to examine the results of the PNC³ auction for news.

For example, Auction 4, which closed Oct. 21, 1990, showed that of the 32 lots of PNC pairs, only 6 lots (18.8%) sold. Many of the unsold items had high minimum bids.

For example, a pair of 18F3 had a starting price of \$200 and did not sell. The most expensive pair lot sold was three pairs of 18T1, minimum bid \$23, which went for \$24.

Of the 86 lots of PS/3, 31 lots sold (34.9%). There were several bargains among these:

5.2T3 (min. \$55) sold at \$57.50; 5.2T5 (min. \$60) sold at \$62.50; 9.3T5 (min. \$90) sold at \$92.50. Many of the other successful lots sold at \$1 or \$2 above the minimum. Nobody bought an XF 20T2 (min. \$230).

Three of 13 lots of PS/4 (23%) sold. But most of the action was in PS/5.

Of the 88 lots, 54 (61.4%) sold. That shows this to be the most popular way to collect since auction bids are a way of

voting with the pocketbook.

A F-VF 5.2T3 (min. \$75) went for \$80; an XF strip (min. \$110) went for \$125; a creased 20M1 (min \$55) was sold at a surprising \$72.50. Many cheap items were sold at prices higher than those charged by dealers.

Not as popular were constant plate varieties. Of the 54 lots, only 17 lots were sold (31.5%). But some of these had the highest increase over the minimum. A 2T8 with a vertical tagging gap and screw head (min. \$2) sold for \$11. A pair of 5T1/2 with screw heads (min. \$10) sold for \$19. The rare "blown tire" on the 7.4T2 (min. \$30) was a steal at \$33.

Another steal was an unnumbered pair of Erie blues on the 22¢ Flag (min. \$15) sold at \$15.

Most of the FDCs in the auction that were sold went at the minimum. A used single 18F6 (min. \$250) sold for \$255.

Several copies of Dr. Joseph Agris' book, sold at the minimum of \$18, with \$3 added for mailing. □

Incidence of 25¢ Yosemite in mixtures, mail

Plate	Actual #	Actual %	Block	Block only	Phos	Phos only
1	40	0.65%	40	1.92%		
1i	10	0.16%			10	0.24%
2	343	5.55%	343	16.47%		
2i	56	0.91%			56	1.37%
3	316	5.11%	316	15.18%		
3i	22	0.36%			22	0.54%
4	382	6.18%	382	18.35%		
5	486	7.87%	486	23.34%		
5i	145	2.35%			145	3.54%
6i	123	1.99%			123	3.00%
7	291	4.71%	291	13.98%		
7i	70	1.13%			70	1.71%
8	123	1.99%	123	5.91%		
8i	179	2.90%			179	4.37%
9	101	1.63%	101	4.85%		
9i	1271	20.57%			1271	31.02%
10i	758	12.27%			758	18.50%
11i	590	9.55%			590	14.40%
13i	396	6.41%			396	9.67%
14i	477	7.72%			477	11.64%
15i						
	6,179	100%	2082	100%	4097	100.00%

Howard R. Foster of Spokane, Wash., has added 4,410 new used 25¢ Yosemite to the breakdown of stamps found. Foster's however, do not come from mixtures but from commercial covers.

Foster said 99% of the stamps came from covers mailed to eastern Washington and northern Idaho. Foster noted that most of the covers are from the higher plate numbers, but covers from the east were primarily in the range from Plate 5 to Plate 11.

The total has been added to stamps pre-

viously reported by readers as originating in mixtures.

Foster's covers represent all covers he could find since the Yosemite were issued. All the stamps were from commercial covers except 13 copies from Plate 6 for which he traded.

New to the table in this issue are the reports of the finds of Gerald H. Clark, all from mixtures.

Scott F. Smith added to his previous report. More reports are always welcome.

End of the Cottrells

No coil printings took place on the Cottrell presses after Sept. 20. Press 801 was dismantled Nov. 20, 1985, after printing \$5 postage due sheet stamps. Press 803 was dismantled the same day after printing dummy coil stamps.

Paper types are not complete in the above tables for the B Press. Some B Press issues exist on Type I, II, and III paper.

Richard Nazar hopes to be able to do a similar set of charts for the B Press that may indicate Type III paper and its subtypes.

For computer fans, the above tables were made on a Macintosh SE/30 computer using DesignStudio page-layout software from Letraset, a division of Esselte Pendaflex Corp.

The basic data was compiled in Microsoft Corp.'s File data base program. □

The new precancel gap that wasn't

By David E. Barrie-LaVergne
Coil Label Study Group

Several of us traveled to Stamford, Conn., recently for Richard Nazar's first "catalog workers" seminar, show-and-tell, and philatelic free-for-all. [Editor's note: At a second seminar in Boston, Nazar said all present co-workers on the catalog will be asked to continue doing what they have been doing in the past. The Boston seminar was mainly about computers.]

For a brief time, Rich and I were the proud discoverers of a new B Press gap.

Late Saturday, while sorting through a shoe box of odds and ends, we rolled out a half coil of service-inscribed 8.5¢ Tractors from Plate 1 and found a lovely, pronounced jump gap at 8R. We kept saying, "This can't be right. We must have missed the report."

We went to bed dreaming of trade values and want lists.

The next morning we went to Dr. Rabinowitz's house and presented the "find" to him. He immediately located the "other" gap (less pronounced) at 5L. We had both completely forgotten that the 8.5¢ Tractor is the service-inscribed B Press exception to the 26-subject mat rule. So much for dreams of a footnote in PNC history.

Scott's hangups make shambles of FDC catalog

By Ken Lawrence

The 1991 *Scott First Day Cover Catalogue* is a disappointment. Its PNC listings, which I compiled originally for the 1989 edition and updated last year, are now a shambles.

The original service-inscribed 7.1¢ Tractor stamp issued in 1987 has been dropped, but its price has been given to the new version issued in 1989, which is worth far less. That's a consequence of Scott's stubborn insistence on giving both stamps the same catalog number (2127a).

FDCs of the phosphored 25¢ Flag over Yosemite are not listed at all, based on similar illogic. Some plate numbers known on FDCs for over a year have not been included, such as Plate 10 of the 20¢ Fire Pumper and Sleeve 2 of the 20¢ Cable Car.

Prices have been lowered on some covers that have actually increased in price, while others that have declined in the market are still shown as more expensive.

The listings are so inconsistent that one must conclude they were altered by someone who has no understanding of coil stamps, let alone PNCs.

Take, for example, the precanceled 5.9¢ Bi-

[Editor's note: The catalog lists 5L for this strip because the catalog always picks the gap that is closest to the plate number.]

Dr. Bob later confessed that he'd made the same error some months ago, which somewhat mollified our intense embarrassment.

Rockin' Bob Rabinowitz also hauled in a huge box (actually a BEP shipping case that had contained 64 rolls of 3,000 of the tagged 12.5¢ Pushcart from Plate 2 that provoked such a fuss in 1989) of wrapper labels for an all-too-cursory peek. He was late for another appointment across town, so I had to work at reckless speed. I saw lots and lots of everything, in multiples, and pulled out half a dozen "must study" items while Nazar (on the sidelines but also a label devotee) drooled uncontrollably down his shirt front.

Dr. Bob let me borrow the desperate half dozen for a brief visit to my filter-equipped

Scott introduces blank stock sheets

Scott Publishing Co. has introduced stock sheets with acetate pockets that match the pages in Scott Specialty or National albums (Borders A or B).

The single-sided sheets come with one to eight horizontal acetate pockets and cost \$1.09 each.

cycle FDCs. Only three are known, all with line/number pairs. As PNCs they are priced on Page 246 at \$1,000, but on Page 141 the very same covers are priced as line pairs at \$2,500.

How can the same cover be worth both \$1,000 and \$2,500?

Similar discrepancies occur for nearly all covers that are listed in more than one place. Both Ed Denson's PNC FDC catalog and last year's Scott are seriously out of date, so for now, there is no accurate reference for values.

By Stephen G. Esrati

Scott did not list credits in the front of the book for any known experts in PNC FDCs. One cannot help but wonder why, in view of the fact that Ken Lawrence laid the groundwork for this book in its previous editions.

Some of the prices will take you right out of your armchair:

20F3 carries a \$400 price. Plates 3 and 4 of the 18¢ Surrey are italicized at \$500 each.

Unfortunately, price cannot be the only criterion. Scott does carry a warning:

Because some PNC first-day covers are scarce and expensive, and some forgeries have already appeared on the philatelic market, collectors are advised to have costly FDC's expertized.

Xerox Stealth-1 copier in Boston.

Label Mania 3 was an absolute success. So far, I've heard back from 131 of the 200 or so names on my mailing list. I'm hoping to pare down the mailing list to a reasonable size, so *Label Mania 4* will be the last call to those I've not heard from.

[Editor's note: *Label Mania* has, until now, been free from Barrie-LaVergne at 27 Braddock Park, Boston, Mass. 02116. The entire endeavor cost him a fortune.]

I'm going to have to hold it down to one ounce, and I'm going to have to charge something—the generous donations of the few are not keeping pace with the requests of the many.

I never realized there would be so much interest in "postal garbage." □

The width of the pages allows mounting of a PNC strip of no more than eight stamps. If you try to mount a strip of nine, part of one stamp will extend beyond the acetate pocket.

Pages match Scott albums in every way and are scored to lie flat. □

But Scott neither explains the meaning of the italic prices, nor does it identify the FDCs that are under a cloud.

Thus, for example, a \$2,500 price in italics is assigned to the precanceled 4.9¢ Buckboard. These covers win an "E" (highest) scarcity rating from Lawrence in *The PNC Catalog*, but with a warning that it just might be bogus.

To Scott's credit, it does not price a precanceled 6¢ Tricycle cover. Nor does it price the B Press versions of the 12¢ Stanley Steamer or 14¢ Iceboat. It doesn't even mention Plate 2 of the 20¢ Cable Car, which is under suspicion, although AFDCS has not ruled on it.

Scott also features a cachet calculator, which gives multipliers for various cachets. This feature, however, is next to useless on PNCs, because it omits many known cachets found on FDCs, including House of Famam, Uncover, and New Direxions.

But Glenn A. Estus, the PNC Study Group's expert on FDCs, notes another reason for not paying much attention to the cachet multiplier. "It is not the cachet that is really important to the PNCer, but the PNC itself." □

Scott adds PS/5 and mint precancels

By Stephen G. Esrati

This year marks the 10th birthday of PNCs and it has taken this long for Scott Publishing Co. to get its act together.

The 1991 *Specialized Catalogue of United States Stamps* makes three strides forward:

- It prices strips of five, not just triplets.
- It prices PNC precancels as unused.
- It lists stamps we have always regarded as separate items, but to which Scott had refused separate listings.

That's the good news. Now comes the bad: Scott has made a mess of PNCs. Here is an example, the listing for the 18¢ Flag:

Coil Stamp
Perf. 10 Vert.

1891 A1278 18c multi	36	5
Pair	72	10
PW strip of 3, P# 5	4.50	
PW strip of 3, P# 1	125.00	
PW strip of 3, P# 2	27.50	
PW strip of 3, P# 3	350.00	
PW strip of 3, P# 4	8.00	
PW strip of 3, P# 6	1,400	
PW strip of 3, P# 7	22.50	
PW strip of 5, P# 5	5.50	
PW strip of 5, P# 1	450.00	
PW strip of 5, P# 2	40.00	
PW strip of 5, P# 3	950.00	
PW strip of 5, P# 4	9.00	
PW strip of 5, P# 6	1,650	
PW strip of 5, P# 7	25.00	
a Imperf. pair	20.00	

This could easily have been shown in a table, using just seven lines of type for the seven plates, like this:

Plate	Strip of 3	Strip of 5
1	125.00	450.00
2	27.50	40.00
3	350.00	950.00
4	8.00	9.00
5	4.50	5.50
6	1,400	1,650
7	22.50	25.00

Scott's insistence on putting the cheapest strip at the top doesn't add to clarity.

Scott seems apologetic for finally coming around and pricing mint precancels as unused precancels. In the past, it insisted that all precancels were used, even though no one collected PNC precancels that way.

In a bold-faced note, it says:

Starting with No. 1895a, Bureau precanceled coil stamps are valued unused as well as used. The coils issued with dull finish gum may be difficult to distinguish. When used normally these stamps do not receive any postal markings so that used stamps with an additional postcancellation of any kind are worth considerably less than the values shown here.

Scott uses the same labored method of pricing strips of three and five for precancels as it does for tagged stamps. But it prices only mint strips by plate number. Used prices apply only to singles and pairs.

Advances in completeness come on:

- 14¢ Iceboat from the B Press. It is now listed as "Type II" and gets a catalog number (2134b). The Cottrell version is 2134. An explanatory note points out that Type II is block tagged while 2134 is overall tagged. Scott does not mention the missing joint line on Type II.

- The dull-gum version of Plate 33333 of the 18¢ Washington Monument is priced separately and gets a different suffix.

But Scott could not carry these advances over to the other stamps with which it has had trouble in the past:

- Both versions of the 7.1¢ Tractor precancel still have the same catalog number (2127a), although the text shows the difference in the inscriptions. Two different stamps should have different numbers.

- Both versions of the 10.1¢ Oil Wagon precancel still have the same catalog number (2130a), although the text shows the difference in the colors of the inscriptions.

- Scott does give a "b" suffix to the B Press version of the 12¢ Stanley Steamer precancel, but fails to explain that it lacks a joint line to distinguish it from the Cottrell version, which has one.

- The B Press re-issues of the 1¢, 2¢, 4¢ and 8.3¢ stamps are again listed separately, but Scott does not indicate the block tagging or lack of a joint line. This may come to haunt Scott now that the 4T1R exists with overall tagging, because Scott says the four are "a closed set. Numbers will not change."

- Scott prices block-tagged and phosphored 25¢ Yosemite separately. But it does not say how the two versions differ. It merely lists the latter stamps as being on "pre-phosphorized paper." The introduction, under the heading "Luminescence,"

never explains what is meant by "pre-phosphorized paper."

(Anyway, whoever wrote the introduction, didn't read the main body of the catalog. Under coils, the introduction says: "Unused plate number strips of three are valued in this catalogue." The decision to include PS/5 prices must have been made after that was written.)

- On the one Transportation Series stamp that existed before publication with block and overall tagging, Plate 2 of the 15¢ Tugboat, Scott ignores the distinction.

All in all, this is an improvement. But the section on first-day covers is still fairly useless for PNC coils because it never indicates how long a strip should be and does not break down the FDCs by plate number.

[Scott does price FDCs by plate number in its FDC catalog, reviewed on Page 15.]

To Scott's credit, it warns against vertical pairs or blocks of the 25¢ Honeybee, which are from stolen printer's waste. But its warning on the stamp with black offset missing is strange:

Beware of pairs with traces of the litho. black that are offered as 2281c.

That's the only way they're known.

Similarly, Scott says imperforate Bees without intaglio black are all from stolen waste. Those untagged stamps were used in the Washington area and are not known mint. But they do exist as used forgeries to defraud the Postal Service. □

Some people are trying to lowball me

but I don't mind. As long as I have the PNCs in stock, I'll sell them at the prices in the 1990 *PNC Catalog*. If I'm out of stock (and I am on the 20¢ Flag precancel), I'll refund their money. I'll also try to obtain the strips somewhere, but I would quote the new price first. No surprises! All with a no-questions-asked, money-back guarantee.

My price list is the catalog. That means you get VF strips at the prices listed. Well, not really. You get a 25% discount on orders over \$100; a 15% discount on purchases over \$50. Members of PNC³ get an added 5% discount. I do charge a 25% premium on XF. That means that if you buy more than \$100 worth, you get XF at the catalog price for VF.

No ifs, ands, or buts.

My stock is fairly complete. I carry many of the catalog-listed varieties. Why not give me a try?

Steve Esrati

P.O. Box 20130

Shaker Heights, Ohio 44120

(216) 561-9393

PNC Study Group, AFS, BIA, PNC³

BEP says red 10.9s were caused by ink contamination

Scott Adams submitted a strip from Plates 1 and 2 of the precanceled 10.9¢ Hansom Cab to the Bureau of Engraving and Printing because its color was not in the purple, dark purple, or red purple range known previously. The strip showed no plate number and was of a color resembling the red of the 5.5¢ Star Route Truck.

The report by the BEP is printed below exactly as received by Adams. Portions in italics are explanatory or correctional additions by TPN.

This is in response to your letter concerning two strips (10 stamps per strip) of 10.9¢ Hansom Cab 1890s postage stamp which you submitted for examination and a report of our findings.

The submitted stamps were examined visually and microscopically with ambient and ultraviolet illumination. There are no signs of tampering. Additionally, one strip of stamps appears darker, and the other strip of stamps appears to have been produced using a different color of ink. The darker stamps are considered normal, while the lighter strip of stamps appears to be missing the blue component used to produce the normal stamps. Both strips of stamps were printed on paper having adhesive applied by the same paper converter. [*Nashua Corp. of Merrimack, N.H.—ed.*] The adhesive is characterized as dry gum having diagonal stripes. [*Type I paper.—ed.*]

After a spectrophotometric examination, the color difference was confirmed. By visual comparisons, it was believed, at first, that ink for postage stamps such as the 5.5¢ Star Route Truck or the 9.5¢ Mail Wagon [9.3¢

Mail Wagon—*ed.*] was used for the lighter Hansom Cab postage stamp. Also, the 5.5¢ Star Route Truck was printed on a different press. (The Hansom Cab and the Mail Wagon stamps were printed on the Cottrell press.)

It is believed that the lighter Hansom Cab stamp was produced as a result of having contaminated ink in the fountain of the press. It is also believed that the contamination occurred when a job change for the press was necessary. The contamination ink must have been red since inspection of the spectrophotometric curve for the lighter Hansom Cab stamp indicates a suppression of blue in the spectral region between 400 nanometers to 450 nanometers. In addition, the curve begins to assume the characteristics of red ink, such as used for the printing 20¢ flag stripes, in the region from 570 nanometers to 700 nanometers. [*This is nonsense because the stripes on any Flag stamps again were not printed on the Cottrell press. The only red Cottrell stamps that could have been the source of the ink are the 5.2¢ Sleigh or the 20¢ Fire Pumper.—ed.*] Based on these facts, it is believed that the submitted stamps were printed at the beginning of a run.

The 10.9¢ Hansom Cab stamp was not produced continuously as a single press run. Production of the stamp began early in March 1982 and was completed in August 1983. [*BEP itself reported dates to press for these precancels from Feb 22, 1982, through October 1983. Plates 12, 14, 15, and 16 of the Fire Pumper and precanceled Plates 3 and 5 of the 5.2¢ Sleigh were sent to press during that period.—ed.*] Plain stamps and precanceled stamps were requested respectively

from U.S. Postal Service. [*This most certainly is a syntactical lapse, trying to say that the Postal Service ordered tagged and precanceled 10.9s.—ed.*]

To produce the image on stamps, the ink is delivered to the ink fountain (via a transport pipe) from large drums by pumping. It may take several minutes before the ink pipe and/or fountain is depleted. Therefore, when the job changed over to printing more Hansom Cab stamps, the transporting pipe was not completely purged of old ink, thus causing color variations.

The Hansom Cab stamps with color variations do not meet the Bureau of Engraving and Printing's quality standards and should have been detected during examination.

Linda Wilder
Office of Public Affairs
BEP

[*Translation by TPN: The red 10.9s were caused by sloppiness in that red ink from printing Sleighs or Fire Pumpers was still in the transport pipe when the Cottrell was switched to printing the 10.9s. It is elemental in printing that ink fountains and anything bringing ink to the fountains be cleaned when a new job starts.*]

[*It needs to be noted that information given by BEP often shows less understanding of printing than should be expected. Even a beginning collector would know, simply by looking in The PNC Catalog, that red from a Flag stamp could not have been the cause.*]

□

Cable Car, Stagecoach found overall tagged

The revised 4¢ Stagecoach, printed on the B Press (4T1R) has been found with overall tagging.

The original find was made by John Tison, a Newport Beach, Calif., dealer.

H. Harry Mueggenburg said the strips had vertical tagging breaks at 17L and 9R.

Also found with the new tagging was the 20¢ Cable Car from Plate 2. It was found in Denver and reported by Scott F. Smith and Kim Cubiberti with breaks at 12L and 12R.

These are the second and third stamps with two types of tagging. Previously reported was Plate 2 of the 15¢ Tugboat. All other tagged stamps are to be converted to overall tagging, so keep an eye out for 1¢ Omnibus, 2¢ Locomotive, 3¢ Conestoga Wagon (with a new plate number), and 10¢ Canal Boat.

Also be alert for 25¢ Yosemite stamps with tagging like that on the 22¢ Test stamp.

The new stamps will be catalogued as 4T1Ri and 20T2Xi. □

20¢ Flags found with a color variety in the blue, and on high-bright paper

By Stephen G. Esrati

Phil Rose called me up the other day and complained that his collection of 20¢ Flags was "terribly incomplete."

Of course I thought he meant that he was missing such rarities as Plate 4 and Plate 6. He wasn't.

He had been visiting a friend who showed him the 20¢ Flags under long-wave UV light.

"Some of the flags have blue Unions," Rose said, "and some have green Unions."

I couldn't wait for him to get off the phone so I could rush into the bathroom where I do my UV work.

The first thing I noticed was that many of the stamps, starting with Plate 1, are high brights. But I found no green Unions until I got to Plate 8. All my Plate 8 stamps have green Unions.

What it looks like is odd. The green fluoresces a bit in UV. It's as if the blue ink had some tagging in it. It could be caused by contamination, or it could be a different ink that had a different formulation.

This is not contamination as on the tagged precancels of the 18¢ Washington Monument. The contamination is not on the whole stamp, only in the blue ink.

From what Rose saw at his friend's house, apparently it occurs on other plates as well. But at this point, Rose did not have a breakdown of which plates showed it.

Readers are urged to report what they find under long wave. Rose has promised to find out just what his friend has, and so another hunt begins.

Happily hunting! □

BEP changes specs for gum and creates new paper type

By Kim Cuniberti

There was one key sentence in *Linn's* front-page story about the paper shortage that may have escaped your eye; but it caught mine like a magnet. It casually mentioned that BEP had changed its specifications for LP-40 paper.

When could this have happened, what were the changes, and will we be able to see them? Or had we already seen them? I called Richard Nazar on the phone to speculate on the possibilities and guessed that one of the specs might deal with gum.

In the spring of 1989, when the 7.1¢ Tractor was issued with the new service inscription, I couldn't help but notice that the gum looked incredibly smooth. Initially I wrote it off to the gum being simply less viscous, thereby flowing on more smoothly during application and not creating a wavy or stippled appearance. In the ensuing months, however, as

Plates 2 and 3 appeared on the 7.6¢ Carreta, 8.4¢ Wheel Chair, 10.1¢ Oil Wagon, 13.2¢ Coal Car, and 16.7¢ Popcorn Wagon, it became increasingly apparent that something more permanent had occurred.

Richard made one phone call to L&CP Corp. (now Ivex Corp.) and was able to learn that the new specifications were issued in March 1989, two months before the 7.1¢ Tractor went to press. The specifications required increased opacity to the paper and—you guessed it—better adhesion quality in the gum.

To me it all fits (except the opacity, but for the moment I'll let that ride). I had noticed for the most part that all the Type III issues did not stick particularly well to many types of mail packaging, but the newer issues did (well, better anyway). Also, I recently disposed of a pile of smaller-denomination scrap by stamping 1,000 envelopes, and I noticed clearly that the newer gum was very slick on my tongue, whereas the wavy gum wasn't.

At this point, I believe the evidence at hand points to the current smooth gum as being the result of BEP's new specifications and should probably be designated Paper Type IIIb.

With one exception, this has created no new varieties. But the new 15¢ Tugboat from Plate 2 with overall tagging exists with both the new and the old gum. The old, wavy gum is found with the tagging break at 11L (counting the way we counted precancel gaps). So is the new gum. All other reported tagging break positions, so far, have been found with the new gum.

To me, finding both types of gum on the stamps with the break at 11L is further evidence of paper rolls being changed without altering anything else on the press. This is the so-called flying feed, or changing paper on the fly, while the press is rolling.

Also, in case you missed it in the last issue of *TPN*, Richard has learned that BEP awarded its current contract back to Paper Corp. of the United States (PCUS), so be on the lookout for stamps of the most often used rates with diagonal gum ridges.

Imagine Type III paper with Type I gum!

"F" COIL—Official canceled show card, Waterbury Fancy Cancel Tulip franked with "F" coil stamps, \$6 each. Available 02/03/91. Send orders to: Waterbury Stamp Club, PO Box 581, Waterbury, CT 06720. (1-91) PNC3

SUBSCRIBE, DON'T MISS OUT—FDCs and new strips by subscriptions: With a whole batch of new stamps due at the rate change, you may subscribe for mint PS/5s or for AirCrafl, House of Famam and Artmasler FDCs. \$25 deposit. Famams \$5 each, others \$4. Send want list for quotes on older FDCs. Esrall, PO Box 20130, Shaker Heights OH 44120-0130.

ADLETS

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

☆ TAGGING RARITY ☆

5.2¢ Sleigh, tagged, Plates 3 and 5, PS/3 XF. Catalog value \$250 for plain PS/3. In strips of 6 showing vertical tagging break at 4L. The set, \$325.00 net. H. Harry Mueggengberg, 3525 Bluff Ct., Carmichael, CA 95608 (1-91)

FOR SALE: Imperis, misperfs, miscuts, numbers-on-top strips, joint fine no numbers, constant plate varieties, plus other varieties. Dave Martin, 1803 Westminster Dr., Greensboro, NC 27410. (PNC3-1)

☆ STAMPS THAT GLOW ☆

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

Tag Shift Harry Mueggengberg
3525 Bluff Court
Carmichael, CA 95608

BEAUTIFUL HAND-COLORED PNC FDCs! Generous volume discount for TPN subscribers; for list, SASE to: Anagram, 6301 Polindexter Lane, Rockville MD 20852 (2-91)

PRECURSOR "Lightning Bolt" on Plate 10, 18¢ Surrey. Shows only a small part of later plate crack. Avg.-F only. \$18. Box L, The Plate Number. (1-91)

SELLING OUT my big stock of PNCs, PNC FDCs, and PNC covers after heart attack. Looking for wholesale buyers. Joe R. Lane, Professional Philatelist, P.O. Box 31021, Houston, TX 77035. (713) 774-3970. (1-91)

1989 LIGHTHOUSE PNC strip supplement: \$25 list, my price \$21.25. No 1989 supplement for singles album. Esrall, P. O. Box 20130, Shaker Heights, OH 44120. (1-91)

COMPLETE Lighthouse PNC album in 2 binders, \$300. Steve Esrall, P.O. Box 20130, Shaker Heights, OH 44120. (1-91)

TRADE PNC PSS and PSS strip, FDC and labels. I also have non-PNC FDCs to trade for my latest lists and also my want list. Gerald Nichols, 1670 Lyman Pl., Los Angeles, CA 90027. I have color seam lines for Honeybee. (PNC3-1)

COLLECT GERMANY? I provide a specialized new issues service at 15% over face. Coils, booklets, horizontal pairs from coil stamps, FD sheets, annual book with black print. Write for details. Esrall, P. O. Box 20130, Shaker Heights, OH 44120. (1-91)

☆18¢ FLAG, PLATE 1, PS/5, XF ☆

For sale at price of VF strip. 1990 catalog price is \$500. Special, XF only \$500, postpaid. PLUS free Hoseline 1 if you mention this ad. Esrall, PO Box 20130, Shaker Heights, OH 44120. Phone (216) 561-9393. (1-91)

UNTAGGED IMPERF. 25¢ Yosemite, pairs only. No plate numbers. \$22 a pair. H. Harry Mueggengberg, 3525 Bluff Ct., Carmichael, CA 95608 (1-91)

ALL BACK ISSUES of TPN are available. Prices differ according to photocopying costs. Send #10 SASE for a complete list with descriptions of major articles. P.O. Box 20130, Shaker Heights, OH 44120. (1-91)

JOIN THE CLUB. Join PNC3. Monthly newsletter, auctions, regional meetings. For details, write Gene C. Trinks, 3603 Bellows Ct., Troy, MI 48063. (1-91)

UPDATE

TPN Corrections

The November issue of *TPN* was attacked by type gremlins, most of them resident deep in the bowels of the computer. That caused, among other things, a lot of type in the wrong typeface.

Page 101 was printed quite differently from the way it was supposed to and Alan Thomson's leaver got chewed up. What he wrote was:

What is a horizontal tagging break? And why does it lead you to the conclusion that there are tagging breaks on 5.2T1 and 5.2T2?

I believe, on faith, that there are, or were if they were all torn down to sizes that cannot show the break. Unless someone can come up with some unbroken rolls, we may never know.

Tagging breaks not listed in the catalog keep popping up. Here's one I just passed on to Eugene Ernst for his chart revision.

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

The boldface lines did not print.

In addition, throughout the magazine, type appeared in strange forms.

Apologies to all readers who were puzzled.

And this one wasn't the computer's fault. The "window crack" on the 9.3¢ Mail Wagon (Page 106) found by Dr. Robert Rabinowitz is found on Plate 2, not Plate 1 as reported.

A.S. Cibulakas points out that the purple lines found on the gummed side of the 20¢ Flag (Page 106) can be from the end as well as from the start of a roll of paper.

New stamps

25F15—Plate 15 of the 25¢ Yosemite. Phosphored. Plate number every 48 stamps. Rolls of 100. Salt Lake City, Nov. 14, 1990 (EKU). (Dr. Evans via Clark)

4T1R—Plate 1 of the 4¢ Stagecoach from the B Press. Overall tagging. Vertical tagging breaks at 17L and 9R. California, November 1990. (Tison via Mueggengberg)

20T2X1—Plate 2 of the 20¢ Cable Car, off the C Press. Overall tagging. Vertical tagging breaks at 12L and 12R. Rolls of 100. Denver, about Dec. 7. (Cuniberti via Scott F. Smith)

Readers share ideas for new series of coils

from the above list.

By George E. Kuhn

I believe we could create an interesting new series under the broad title of "Flight," or possibly "Manned flight." This would begin with the observation balloons of many years ago, move through the era of the Wright Brothers' experiments, the World War I Jennies, early racing planes, Lindbergh's monoplane, dirigibles, blimps, Howard Hughes' "Spruce Goose," jet aircraft, X-15 experimental planes, etc., up to and including the space shuttle and other rocket-powered craft.

The recent S1 Seaplane stamp could very easily be incorporated into such a series, perhaps as a transitional issue of sorts.



Richard J. Nazar, 1980

CHILDREN'S TOYS—Richard Nazar submitted the five models shown on this page with his proposal for a new USPS coil series to replace the Transportation Series, which is tentatively scheduled to be replaced next year.

Adults will also enjoy this series, finding each issue a reminder of the joyful hours of play that filled their care-free childhoods.

[There follows a list of some 50 toys for inclusion, including soap bubbles, pogo stick, jack-in-the-box, and doll house.]

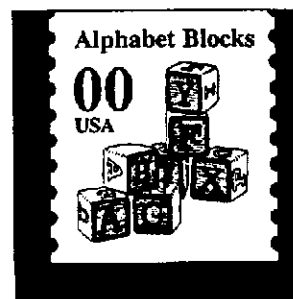
I provide five rough models

By Greg Wenzel

I believe that a series of famous American inventions would be an excellent follow-up to the Transportation Series. Such a series would lend itself well to a one-color, intaglio-engraved stamp and the nostalgia and antiquity of the subjects would be of interest. A significant list of subjects could be easily generated that should carry the series for a decade or so. It could easily use the present format used: the pictured subject, approximate date of invention, and denomination (the inventor's name might be included).

Inventions should cause no controversy among users and should generate an aura of Americana and heritage. I can visualize such examples as a camera, a radio, early telephone, telegraph unit, the old phonograph (in the style of the RCA trademark), an electric lamp, early television set, Franklin wood stove, and typewriter. I'm sure once the floor is opened to suggestions, many would be generated.

Keep those plate numbers coming! □



News from the Postal Service

Jeremy Rhine of 95421-0204 tried to send his renewal check to TPN by using only the nine-digit ZIP code. The ZIP on his envelope was correct.

But the letter was returned to Cazadero, Calif., by Clairns and Inquiry/Undeliverable Mails in Philadelphia.

Why a mailpiece bound for 441-land (as the Cleveland post office advertises itself at Christmas) should go to 191-land (Philadelphia) is not known. But the return should signify that the ZIP+4 system leaves something to be desired.

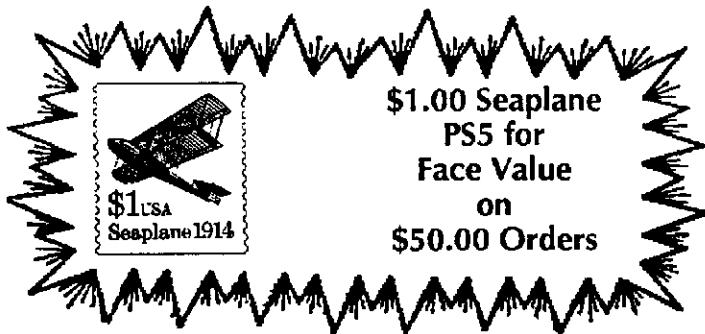
In theory, the nine-digit ZIP for a post office box should be unique. Most ZIP+4 codes for post office boxes simply use the last four digits of the box.

Ingeniously, many post offices now use the last two digits of their ZIP code (in Shaker Heights it is "20") as the first two digits of the post office box. Thus Shaker Heights postal employees call Box 20130 simply "130."

The only known postique that provided a UV light to allow collectors to check their Yosemite's, at L'Enfant Plaza (Postal Headquarters) in Washington, hasn't got one any more.

It was stolen. □

TRANSPORTATION COILS



**I will match
any dealer's advertised prices**

	LP	PS3	PS5
1897 1¢ Bus 1, 2, 3, 4, 5, 6..	.20	.30	.65
2225 1¢ B Press 1, 2.....	.40	.50	.90
1897A Loco 3, 4, 8, 10.....	.35	.40	.70
2 6.....	.60	.65	1.00
2226 Loco B Press 1.....	.85	.90	1.00
2123a 3.4¢ PC 1, 2.....	.40	.50	1.00
3 4.....	.55	.70	1.00
2252 Conestoga Wagon 1.....	.80	.90	1.25
2123 3.4¢ School Bus 1, 2.....	.70	.75	1.50
2123a 3.4¢ PC 1, 2.....	3.00	3.15	3.20
1898A 4¢ Coach 1, 2, 3, 4.....	.85	.95	1.80
5 6.....	1.45	1.55	1.65
1898Ab 4¢ PC 3, 4, 5, 6.....	2.25	2.80	3.00
2228 4¢ B Press 1.....	1.00	1.20	1.25
2124 4.9¢ Buckboard 3, 4.....	1.00	1.05	1.80
2124a PC 1, 2, 3, 4, 5, 6.....	2.00	2.10	2.20
1899 5¢ M'cycle 1, 2, 3, 4.....	.55	.65	1.25
2253 5¢ Milk Wagon 1.....	1.25	1.30	1.45
2542 5¢ Circus Wagon 1.....	1.25	1.30	1.45
1900 5.2¢ Steigh 1, 2.....	3.85	7.00	20.00
3 5.....	135.00	145.00	150.00
1900a PC 1, 2, 3, 4, 5, 6.....	11.00	13.00	14.00
2254 5.3¢ Elevator 1.....	1.30	1.40	1.50
2125 5.5¢ Star Truck 1.....	1.55	1.65	1.75
2125a 5.5¢ PC 1.....	2.05	2.15	2.45
PC 2.....	2.60	2.80	3.00
1901 5.9¢ Bicycle 3, 4.....	4.20	9.10	18.00
1901a 5.9¢ PC 3, 4.....	6.30	10.00	16.50
PC 5, 6.....	59.50	88.00	90.00
2126 6¢ Tricycle 1.....	.90	1.00	1.50
2126a PC 1.....	2.30	2.40	2.50
PC 2.....	6.55	6.65	6.75
2127 7.1¢ Tractor 1.....	2.55	2.60	2.70
2127a 7.1¢ PC 1.....	2.55	2.60	2.70
NEW PC 1.....	2.55	2.60	2.70
1902 7.4¢ Baby Buggy 2.....	5.60	6.30	13.00
1902a PC 2.....	3.25	3.50	3.70
2255 7.6¢ Carrelia 1, 2, 3.....	1.75	2.00	2.25
2128 8.3¢ Ambulance 1, 2..	1.25	1.40	2.25
2128a 8.3¢ PC 1, 2.....	1.25	1.40	2.25
PC 3, 4.....	2.35	2.50	3.75
2231 Amb. B Press 1, 2.....	3.50	3.75	4.00
2256 Wheelchair 1, 2, 3.....	2.50	2.75	3.00
2129 8.5¢ Tow Truck 1.....	2.50	2.60	3.00
2129a 8.5¢ PC 1, 2.....	3.50	3.60	3.70
1903 9.3¢ Mail Wagon 1, 2... 3, 4.....	6.30	7.00	15.00
5 6.....	23.80	25.20	38.00
1903a 9.3¢ PC 1, 2.....	154.00	270.00	280.00
PC 3, 4.....	16.00	17.00	18.00
PC 5, 6.....	26.00	27.00	28.00
PC 8.....	3.00	3.20	3.40
2257 10¢ Canal Boat 1.....	140.00	150.00	160.00
2130 10.1¢ Oil Wagon 1.....	1.80	2.00	2.20
2130a 10.1¢ PC 1, 2.....	1.60	2.10	3.25
2130a 10.1¢ PC 1, 2.....	2.50	2.65	4.00
2130 10.1¢ Red PC 2, 3.....	2.55	2.65	2.75
1904 10.9¢ Hansom Cab 1, 2.....	9.10	11.20	35.00

	LP	PS3	PS5
1904a PC 1, 2.....	9.10	15.40	28.00
3 4.....	45.50	262.50	400.00
1905 11¢ Caboose 1.....	3.15	3.35	5.00
1905a 11¢ PC 1.....	3.60	4.00	4.25
2131 11¢ Stutz 1, 2, 3, 4.....	.55	1.40	2.20
2132 12¢ Steamer 1, 2.....	1.20	1.40	2.25
2132a 12¢ PC 1, 2.....	2.50	2.75	3.00
B Press PC 1.....	8.00	8.25	8.50
2133 12.5¢ Pushcart 1, 2.....	2.65	2.80	4.25
2133a 12.5¢ PC 1, 2.....	3.50	4.00	4.50
2258 13¢ Patrol Wagon 1.....	2.75	3.00	3.25
2259 13.2¢ Coal Car 1, 2.....	2.75	3.00	3.25
2134 14¢ Iceboat 1, 2, 3, 4.....	1.40	1.60	2.50
B Press 2.....	2.80	3.00	4.50
2260 15¢ Tugboat 1, 2.....	3.30	3.40	3.60
2261 16.7¢ Popcorn 1, 2.....	4.00	4.40	4.75
1906 17¢ Auto 1, 2, 3, 4, 5.....	1.80	2.10	3.40
6.....	19.00	20.00	21.00
7.....	5.50	6.00	6.50
1906a 17¢ PC Type A 3,4,5.....	5.70	6.00	6.50
Type A 6, 7.....	10.00	10.50	11.00
Type AB 5, 7 PS10 only.....	—	—	14.00
Type B 3, 4.....	18.20	18.90	28.00
Type B 5, 6.....	10.00	10.50	11.00
Type BA 5, 6.....	—	—	59.00
Type C 1, 2.....	7.50	7.85	8.25
Type C 3, 4.....	10.00	10.75	11.00
Type C 5, 7.....	21.00	22.00	23.00
2135 17¢ Dog sled 2.....	2.75	3.00	3.50
2262 17.5¢ Racer 1.....	3.50	4.00	4.50
2262a 17.5¢ PC 1.....	3.50	4.00	4.50
1907 18¢ Surrey 1.....	56.00	85.00	90.00
2 5, 6, 8, 9, 10.....	2.65	2.80	4.50
3 4.....	28.00	31.50	50.00
7.....	21.00	28.00	45.00
11, 12, 15, 16.....	6.30	15.00	16.00

	LP	PS3	PS5
1907 Surrey 13, 14, 17, 18.....	6.30	7.00	11.00
1891 18¢ Flag 1.....	63.00	87.50	440.00
2.....	19.60	29.40	45.00
3.....	260.00	262.50	880.00
4.....	6.30	6.65	10.00
5.....	3.50	3.70	5.50
6.....	—	WANTED	—
7.....	18.00	18.55	27.00
2149 18¢ Wash. 1112, 3333.....	2.75	3.00	3.50
2149A 18¢ PC 33333 & duli ..	4.00	4.50	5.00
PC 11121, 43444.....	5.75	6.15	6.50
1908 20¢ Pumper 1.....	6.30	31.50	150.00
2.....	35.00	147.00	975.00
3, 4, 13, 15, 16.....	3.35	3.50	5.50
5, 8, 10.....	1.75	2.05	3.40
7, 8.....	63.00	74.20	110.00
12, 14 XF.....	14.00	15.40	23.00
6, 12, 14.....	5.60	5.60	9.00
11.....	45.50	47.60	70.00
2005 Consumer 1, 2.....	4.55	31.50	180.00
3, 4.....	4.55	31.50	140.00
1895 20¢ Flag 1.....	5.60	6.30	75.00
2, 11.....	7.55	7.70	12.00
3, 12.....	3.35	3.50	7.50
4.....	37.80	38.50	WANT
5.....	37.80	38.50	90.00
6, 9, 10, 13, 14.....	2.75	2.80	6.00
8.....	5.45	5.60	18.00
1895a 20¢ PC 14.....	50.00	60.00	70.00
0135 20¢ Official 1.....	10.50	15.40	45.00
2263 20¢ Cable Car 1, 2.....	3.25	3.75	4.50
2264 20.5¢ Fire Engine 1.....	3.25	3.75	4.50
2265 21¢ Rail Car 1, 2.....	3.25	3.75	4.50
2150 21.1¢ 111111.....	3.00	3.15	4.75
111121.....	4.05	4.40	6.75
2150a 21.1¢ PC 111111, PC 111121.....	4.00	3.85	5.75
2115 22¢ Flag 1, 7, 14.....	5.45	5.60	15.00
3.....	10.50	11.20	40.00
6.....	6.85	7.00	7.50
2, 4, 5, 8, 10, 12, 15, 16, 19, 21, 22, T1.....	4.00	4.10	4.50
11, 13, 17, 18, 20.....	5.95	6.30	9.50
2112 22¢ "D" Eagle 1, 2.....	4.75	5.10	7.75
0139 22¢ "D" Official 1.....	35.00	50.00	70.00
2266 24.1¢ Tandem 1.....	3.90	4.20	4.50
2135 25¢ Bread Wagon 1, 2, 3, 4.....	2.65	2.80	4.25
5.....	3.35	3.50	5.50
2280 25¢ Yosemite Block 1, 7.....	7.00	8.00	9.00
Block 2, 3, 4, 5, 8.....	3.80	4.20	4.50
Block 9.....	10.00	11.00	12.00
Phos. 1-3, 7-9, 11, 13-15.....	4.00	4.25	4.75
Phos. 5.....	6.00	7.00	8.00
Phos. 6.....	24.00	25.00	26.00
2279 "E" Earth 1211.....	4.75	4.90	7.25
2222.....	3.50	3.85	6.00
1111, 1222.....	2.10	2.30	3.75
2281 25¢ Honeybee 1, 2.....	2.10	2.45	4.50
2468 1¢ Seaplane.....	5.00	6.00	8.00

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Clark quits Study Group but keeps plugging

Gerald H. Clark has resigned from the PNC Study Group for personal reasons. Clark's job as a manager for J.C. Penney Co. in the Salt Lake City area allows him little time for his family, for vacations, and for his stamps. He has had to make a choice in order to find more time for his family.

As a result, he is reducing his collecting interests and felt compelled to resign because he could not find time to contribute as he would have liked.

Clark was the collector who first was able to plate the 17¢ Electric Auto precancels and the first to publish a method of identifying them by their labels while they were still in their coil wrappers.

He has also contributed greatly to the study of tagging on PNCs.

Clark plans to continue collecting PNCs and hopes to find time to upgrade his PNC accumulation into a collection.

But despite the shortage of time, Clark was the first to report Plate 15 of the 25¢ Yosemite. He mailed off some on Nov. 14, which should be the EKUs. The find was reported to Clark by the finder, Dr. Carvel Evans, president of the Utah Philatelic Society, just before the surgeon was called up for active Army duty.

Clark cut off his collections of Germany and United States as of the end of 1990.

Tugboat variety hard to find

Jerry Koepf has had to pull his listing of the overall tagged 15¢ Tugboat because he could not find stocks. Koepf also said he has raised the price of the precanceled 20¢ Flag to \$70 because supplies have dried up. In checking his stock, Koepf found some 30 forged strips of the precancel, tagged stamps with felt-tip pen lines drawn on.

The fastest PNCer

Kim Cuniberti finished the 1990 New York Marathon in 3 hours, 39 minutes and 58 seconds. That makes him the fastest PNCer around, although he finished 4,998th, just two below the listing cutoff of the first 5,000.

Rabinowitz writes again!

Dr. Robert Rabinowitz, who started his philatelic writing on plate blocks, has become the plate-block columnist for *Stamp Collector*.

Denson revises intro, catalog

Ed Denson has begun a revision of his *Introduction to Collecting PNCs*, originally published in 1986. He has just added a section on tagging breaks. He is also updating his catalog of PNC FDCs, which had 2,200 listings in the 1988 edition. Denson says he expects to have more than 4,000 listings in the new edition.

He asks all collectors with FDC information to get it to him at P.O. Box 158, Alderpoint, CA 95411.

All the PNC news that fits we print

Free guide for beginners

Washington Press has published a four-page guide to PNCs for beginners, written by Les Winick. You may obtain one free by writing Washington Press, Florham Park, N.J. 07932.

The wrapper is off

Michigan's active PNC crowd was invited to the Oct. 16 meeting of the Ferndale Stamp Club where Conrad Keydel demonstrated how to identify a sealed coil roll by its wrapper label.

In addition to a swap session there was a first showing of the method of identifying the 18 rows of the truncated 25¢ Honeybee from Plate 1.

The meeting was also a regional get-together of PNCs. Since then, the club's meetings have been made a monthly site for Detroit-area PNCers.

Uninked Yosemite tabulated

A.S. Cibulskas reports that the following plates of the 25¢ Yosemite are known with uninked bottoms on the plate numbers: 1, 2, 3, 7, 9, 10, 13, and 14.

Mr. ZIP is a thief

When they changed the ZIP codes in San Diego, it hurt reader George Olshevsky in the wallet. He had just had 2,000 checks printed.

Mystery stays unsolved

Some readers wonder how Plate 3 of the tagged 5.9¢ Bicycle could be getting scarce while Plate 4 isn't (see TPN Average in November's TPN). At first glance, one might assume this had to do with horizontal alignment, as with Plates 3 and 4 of the 10.9¢ Hansom Cab where one plate is higher than the other. But if this is so, it does not agree with Scott F. Smith's findings about plate pairings on the Cottrell press (Page 86, TPN, September 1990). The two plates are listed as being absolutely aligned, and are. But there may be an explanation. Fewer stamps from Plate 3 have the joint line touching the perfs than on Plate 4. Why this is so, is not known.

Nor is it known why joint lines, seam lines, precancel gaps, and tagging breaks move back and forth across the roll without continuing on. They move one way first, then reverse

direction.

But what is really puzzling is why more Plate 4 Bicycles have touching joint lines.

Album holes noticed

Scott F. Smith, the newest member of the Plate Number Coil Study Group, has found an omission in the Lighthouse PNC Album: Plate 1 of the 8.3¢ Ambulance from the B Press with the precancel gap at 2L. Informed of this, Lighthouse's Wolfgang Schön said the strip should go on Page 31 A.1, but because that page is full, he suggested that it be mounted on a blank page. 8.3T1R-2L is listed in the *PNC Catalog*.

TPN subscriber Jim Perry has found another PNC that is not in the Lighthouse PNC album, actually two PNCs. Perry's item is Plates 3 and 4 of the 9.3¢ Mall Wagon with the precancel gap at 1/2R. That strip is listed in the catalog only in the table of half gaps in Appendix B.

Perry noted that spaces are provided for other half gaps in the album, but Schön noted that the Cottrell portion of the album. (Part 1) is not being updated with supplements. He suggested use of a blank page to house the strips.

The 1990 PNC album supplements from Lighthouse will not be published in May as usual. Lighthouse, like the *PNC Catalog*, will wait until the rate-change material is issued and will delay publication until late summer.

PNC³ to meet at Colopex

A regional meeting of PNC³ will take place at Colopex 91, the World Series of Philately show sponsored by the Columbus, Ohio, Philatelic Club. Dates are April 12-14. Details from Gene C. Trinks, 3603 Bellow Ct., Troy, MI 48083.

Lane wholesaling his stock

Dealer Joe Lane suffered a heart attack in October and has recovered nicely. He then sent \$50,000 of his stock to a Philadelphia auction house, but kept his PNCs and PNC covers. However, he would like to reduce his stock and will wholesale it off. His number is (713) 774-3970.

Lawrence-Esrati seminar

The Bureau Issues Association will hold its

annual meeting in conjunction with the annual March Party of the Garfield-Perry Stamp Club in Cleveland, March 8-10.

To celebrate the 10th birthday of PNCs, Ken Lawrence and Steve Esratl will present a seminar on PNCs.

The March Party recently celebrated its 100th anniversary. Despite the odd name, it is a stamp show and is one of the entry points in the APS Champion of Champions competition.

Yeager retires at *Linn's*

Charles Yeager, retired professor of Russian at Gallaudet University, a federally funded school for the deaf, has retired as Washington correspondent for *Linn's*. Yeager said he has also indicated to the Bureau Issues Association that he will soon give up as editor of its journal, *The United States Specialist*.

Yeager is a PNC collector. He has been succeeded at *Linn's* by Gary Griffith.

Effinger wins vermeil

Retired Col. Robert C. Effinger, who often exhibits his PNCs at stamp shows in the Southeast, has won a vermeil at Calcopex 90, the annual exhibit of the Calhoun County (Fla.) Stamp Club. In addition, Effinger won the president's award of the BIA and the American Association of Philatelic Exhibitors award.

Found: 20F4 in PS/5

Dr. Robert Rabinowitz recently "found" a superb strip of 20F4, Plate 4 of the 20¢ Flag, in his stamp den. In his most recent *Linn's* ad, the F-VF price, before discounts, was \$825.

"If you knew my den," he said, you'd know how this could happen."

The story began in 1987 when Dr. Rabinowitz filled an order and charged \$200 net. He thought he had mailed it off, but when the buyer complained that he had not received the shipment, the Connecticut dealer sought to find the receipt for registered mail, but couldn't. He replaced the strip.

Knowing that the story would appear in *TPN*, Dr. Rabinowitz hastened to say: "You may rest assured that this was the only shipment I have ever lost!"

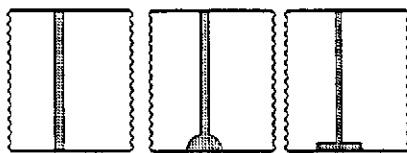
Eat your heart out

The accountable paper office in a large western city has been calling in stocks from smaller post offices for shredding.

The accountable paper clerk told a member of the PNC Study Group she had just shredded four or five rolls of the 18¢ Flag in rolls of 500. In that part of the country, that could only have meant rolls from Plate 1. That means more than 35 numbered strips of five worth about \$500 each were destroyed.

Also sent to the shredder were 22¢ Flag rolls. One can't help wondering if some of those may not have been from Plate 3. □

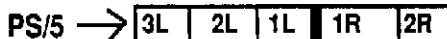
Vertical tagging breaks



TAGGING BREAKS—Plain break (B), left, has untagged stripe. Some stamps, depending on row, show half of what looks like a screw head (S), middle, at top (t) or bottom (b). Still others, right, show portion of what looks like a clip (C) at top or bottom. The chart below, based on work by Eugene R. Ernst, shows position by stamp, not perforation.

Tagging breaks on Cottrell and B Press PNCs

Cat. No.	6L	5L	4L	3L	2L	1L	1R	2R	3R	4R	5R	6R
2T2		B.S.	B.S.	Cls	B.C.							
2T6		B.S.	B.S.	Cls	B.C.							
2T8		Sb		B.C.	B.C.							
2T10		Sb		B.C.	B.C.							
4T1B												
5T1										B.St.	B.S.	S
5T2										B.St.	B.S.	S
5T3		Sb	B.S.	B.C.	B.Cl.	Cb						
5T4		Sb	B.S.	B.C.	B.Cl.	Cb						
5T1Y	B	B	B							B		
5.2T3			St									
5.2T5			St									
15T2	B								B			
17T1				B	B.C.							
17T2				B	B.C.							
17T3				B.C.	B.Cb							
17T4				B.C.	B.Cb			St				



Notes

\$1T1 9R and 5T1Y 4L have not been confirmed.
17T4 3R found used as a PS/4.
All positions are given by stamp, not by perforation. In the small PS/5 chart, 1L is the stamp showing the plate number.
This chart developed and updated by Eugene R. Ernst. Please report new finds to him at 15522 Windy Cove, Houston, TX 77055. Please include a diagram showing how you count position. For a free conversion chart to perforation numbering, please send a SASE to Ernst.

Breaks found outside the strip of 5

4T1B 9R
5T1Y 7L
15T2 11L, 9L, 11R
20T2G 12L/R
\$1T1 12L, 11L, 9R

Constant plate and mat varieties—XXXI

By A.S. Cibulskas

10.1¢ Oil Wagon

- Plate 1, tagged. Pebble under front wheel. Constant at 27R. (Phelps)
- Plate 2, red service inscription, . Dot under canopy. Constant at 25L. (Phelps)

25¢ Flag

- Plate 3, phosphored. Two red horizontal marks about 1mm long and to the right of the top and third stripes of the flag. Constant at 18L. (Ernst)
- Plate 14, Inking variety: contamination of green with red ink to yield brown color cover about one-sixth of the bottom right of the stamp. These blotches are not uncommon, especially on plates 5 and 10, but this is the first report from Plate 14 (Booth)

\$1 Seaplane

- Plate 1. Dot under the "n" of "Seaplane. Constant at 7R. (Phelps)

ENDOW A LIBRARY—Philatelic libraries need TPN. Not even APRIL has it. Nor the Philatelic Foundation. Special rate \$12. Back issues at \$15 a volume.

Non-BEP coils due, *Linn's* told by USPS

Coil stamps will not be printed exclusively by the Bureau of Engraving and Printing (BEP), according to a *Linn's* interview with Postal Service officials.

This contradicts what Gordon C. Morison, the assistant postmaster general, said at STAmPSHOW in Cincinnati. *Linn's* was told that some coils may be produced by photogravure or other forms of printing. Morison, who was among the officials interviewed by *Linn's*, had previously said coils would be printed by intaglio engraving in one color.

Others interviewed by *Linn's* were Donald McDowell, director of the Office of Stamp and Philatelic Marketing, and Dickey Rustin, manager of the Stamp Product Development Branch.

The statements about non-BEP printing and about other printing methods were not attributed by *Linn's*. Both moves, however, are consistent with what is known about proposals by McDowell. □

The most important stories of five volumes of *TPN*

The following is a compendium of the key research and most important news articles that have appeared in *TPN* in its first five years.

Cancels	
Purple machine cancels (EDenson)	Mar. 1989
Catalog numbering	Mar. 1988
Colors	
Pantone System (PProse)	Mar. 1990
Same, criticism (KLawrence)	May 1990
Ethical problems	
0.1¢ "Postmaster's Provisional" (KLawrence)	May 1990
Dealers' "private vaults" (EGould)	May 1990
Exhibiting	
Showing UV Varieties	Jan. 1988
Flag Series	
Yosemite tagging (Study Group)	Sept. 1990
19-row plates	Sept. 1990
Forgeries	
5.2¢ Sleigh (KLawrence)	Sept. 1987
Felt pen precancels	Jan. 1990
Gum, experimental (RNazar)	Sept. 1989
Honeybee	
BEP explains plates	May 1989
Linn's clarifies plates	Sept. 1989
Phosphored destroyed (KLawrence)	Sept. 1989
Seam lines (KLawrence)	Sept. 1989
Untruncated is	Nov. 1989
Full report (StudyGroup)	Jan. 1990
Labels	
Clue to roll contents (GClark)	Sept. 1988
Maximum PNCs (KLawrence)	Mar. 1990

Mixtures	
Lutheran Church stopped (HMoser)	May 1990
Dealer closes up shop	July 1990
Winick refused data	Sept. 1990
Paper types	
Types (RNazar)	Nov. 1987
Type III added (RNazar)	July 1989
18¢ Monument (RNazar)	May 1989
BEP specifications	Jan. 1990
Type III added (KCuniberti)	July 1990
Perforation size (KLawrence)	
Nov. 1990	
Presses (SEsrati)	
Mar. 1986	
Precancels	
What caused gaps? (KCuniberti)	July 1989
Gap scarcity (LHaynes, SEsrati)	Mar. 1987
Sales illegal	Nov. 1987
Sales made legal	Mar. 1989
Mar. 1990	
Rolls of 10,000	
Mar. 1990	
Tagging	
25¢ Yosemite (StudyGroup)	Sept. 1990
Vertical breaks	Sept. 1990
Change to overall	Nov. 1990
Transportation Series	
2¢ Locomotive	July 1989
Printing history (SEsrati)	July 1989
4.9¢ Buckboard	Jan. 1988
Double gaps (KCuniberti)	Jan. 1990
Same, update (KCuniberti)	Jan. 1990
5¢ Motorcycle	
Color variety (FNonulak)	Nov. 1987
5.2¢ Sleigh	
Forgeries (KLawrence)	Sept. 1987
8.3¢ Ambulance	
Hash marks	Sept. 1987
11¢ Stutz Bearcat	
Constant varieties	Sept. 1990

12.5¢ Pushcart	
Plate 2 tagged for <i>Digest</i>	July 1989
Two precancel styles (LWarzala)	Sept. 1989
10.9¢ Hansom Cab	
0.1¢ "Postmaster's Provisional" (KLawrence)	May 1990
17¢ Auto	
Precancels plated (TMaeder)	Nov. 1987
20¢ Fire Pumper	
BEP fire (KLawrence)	July 1988

The above list represents only the key articles. On many subjects, additional information was contained later in letters to the editor, "All the News," and short articles.

All back issues are available. Prices vary because of photocopying costs. For a list highlighting each issue's contents and giving the price of the reprint, please send a 25¢ SASE to Sub, c/o *TPN*, P. O. Box 20130, Shaker Heights, Ohio 44120-0130. □

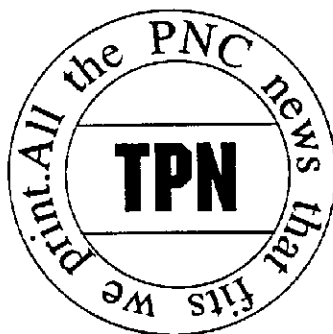
New stamps announced

A 4¢ Steam Carriage coil is to be issued Jan. 25 in Tucson, Arizona. More details in the next issue.

Also, after the rate change likely next month, a new Flag stamp coil will be issued at Mt. Rushmore, S.D. The stamp shows the flag over the sculptures of four presidents. The denomination will be determined after the rate hike. □

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