

## Precancels: 2 stamps to meet all presorted-mail rates, making all covers from now on false franks

The March issue of *The Plate Number* had a scoop, but we did not know it.

A cachet maker told *TPN* in February that the Postal Service had plans for a 09

Tractor Trailer and a 05 Canoe, both of which would have service inscriptions like no other we had ever seen.

The 9¢ coil was to say "Additional Pre-

sort Postage Paid," while the 5¢ was to say "Additional Nonprofit Postage Paid."

*TPN* immediately called the Postal Service, not only to confirm our source's information, but also to find out what the new service inscriptions meant.

We got an earful, because we were not supposed to know about the confidential advisory; but we got no explanation, none whatever.

The secret is now out. The Postal Service has decided not to print a plethora of decimal denominations and will use the 05 Canoe to pay all postage on mailings by nonprofit organizations. The Tractor Trailer, which has since grown to a dime, will do the same for all commercial bulk



## Gravure rolls of 10,000 Mt. Rushmores due

Rolls of 10,000 of the 29¢ Flag Over Mt. Rushmore printed by gravure will be given a first-day ceremony at Mt. Rushmore, S.D., on July 4. Frank Thomas of the Office of Stamp and Philatelic Marketing told *TPN*. Thomas said the stamps will have a five-digit plate number preceded by an "A."

Meanwhile, the *Postal Bulletin* said the two new generic precancels—the 5¢ Canoe and the 10¢ Tractor Trailer—would become available in rolls of 10,000. These will also be printed by gravure outside BEP, Thomas said.

Ken Lawrence said the Rushmores were originally supposed to be available from private printers in April, along with the 19¢ Fishing Boat (now delayed at

least until August, according to Thomas) and the 29¢ denominated Flower coils.

Thomas said the Rushmores would be treated as a new issue because of the different methods of printing.

Plate numbers will be spaced 24 stamps apart.

The stamps should resemble the intaglio-printed stamps as much as is possible given the two printing methods, Thomas said.

All 29¢ Rushmore stamps to date have been printed on BEP's C or D Press with a plate-number interval of 48. All gravure-printed coils to date have had intervals of 24, except the 22¢ undenominated "D"

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## BEP retiring the B Press

The 5¢ Circus Wagon may have been the last hurrah for the B Press, which is being phased out but retained.

The Circus Wagon was the last new PNC initially printed on that press. It remains to be seen what press was used to print the untagged version of that stamp.

The B Press was once used exclusively for all roll sizes larger than 100. It was, therefore, the press of choice for most precancels and first-class-rate stamps.

However, starting in 1988, when Plate 2 of the 8.4¢ Wheel Chair was printed on the C Press, using a web that was 18 rows across, it became possible to print large coils on the C and D presses.

The key to the change was off-line perforating and coiling, since the Goebel coilers on the two Goebel presses (C and D) were 20 rows across.

At that time, *TPN* was told that BEP had brought an old (18-row Huck) coiler "up from the basement."

Since the printing of the Circus Wagon, the B Press has been used to produce the untagged 1¢ Omnibus and the overall-tagged 4¢ Stagecoach.

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## Cataloging a dilemma

PNC nomenclature changed on Jan. 1, 1991, when printing of the untagged 4¢ Steam Carriage was begun.

Until then we had carefully distinguished between "tagged" and "preanceled." We did so mainly to avoid the trap of the word "mint," which is used by the Postal Service and many collectors to define an unpreanceled stamp. Unfortunately, the standard definition of mint did not make the proper distinction.

Richard McP. Cabeen's *Standard Handbook of Stamp Collecting* gives this definition: "Mint is a philatelic term to describe a stamp in the condition as sold by a post office."

By that definition all our preancels were mint, too, unless they had been postally used.

As long as all U.S. stamps that were not preanceled were tagged, our distinction had the benefit of exactitude. It was a choice of opposites: Either a stamp was tagged or it wasn't. And preancels were supposed to be untagged; all other stamps were supposed to be tagged.

The first building block fell from our linguistic wall when it was found that some preanceled 18¢ Washington Monument stamps were partly tagged because of contamination of the lacquer. That gave us our first tagged preancel. But because that was an error, we could live with it, just as we could accept untagged errors among the "tagged" stamps.

The decision to end tagging brought down the wall completely. Were we going to have tagged errors of untagged stamps? How were we to term a 4¢ Steam Carriage that was intentionally untagged? We could not call it an untagged "tagged" stamp, could we?

And so we had a quick series of phone calls. The consensus that emerged was unpopular among us, but, at least, it has the benefit of being correct. We adopted "unpreanceled" as the term to describe all stamps that are not preancels. Ken Lawrence has done so in the past in his writings.

We know "unpreanceled" is a clumsy back formation. We know it has a spelling variant, although purists will say that using two "l"s is an obsolete American spelling. We know it lacks instant recognition for what we are attempting to define.

But it has the grace of being more exact than "mint" or "regular" (which, in philatelic usage, makes a distinction from airmail stamps, official stamps, semi-postal stamps, etc.), or anything else we could think of.

So, the 1991 *Plate Number Coil Catalog* will use "unpreanceled" and "preanceled" in its definitions. We almost wish we had not been forced to do so. ✽

### 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.

## The Plate Number

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## Stamps on demand spell troubles ahead

Every time USPS or the POD has printed stamps to meet the needs of a large mailer, collectors have had problems.

In recent years we have had the 3¢ Liberty coil that was specially printed in 1966 for *Look* magazine. It came to light in 1967 when a used copy of the surprisingly tagged stamp was found in a mixture. So in June 1967, reprints were ordered for collectors. But the reprints did not match the original *Look* coils. (The "specialized" Scott catalog does not even mention the *Look* coil.)

Then there was the tagged 12.5¢ Pushcart from Plate 2, discovered only a day or two before the stamp was to go off sale. It had been printed for the *Reader's Digest*. Because Dr. Robert Rabinowitz found supplies of those stamps before they were taken off sale, the withdrawal was delayed to give other dealers a chance to obtain them. But what if Dr. Rabinowitz had not found a source? Would the only known copies have been on mail from *Reader's Digest*?

And then there were the 4¢ Stagecoach tagged stamps from Plates 5 and 6, originally prepared for the Disabled American Veterans (who had also benefited from a tagged 2¢ Jefferson coil, also reprinted for collectors with a slightly different stamp). On the Stagecoach, collectors were lucky; they were found while still available, thanks to PNC Study Group member D. John Shultz. But again there was a hitch. Shultz' rolls were VF or better, the ones found later were terrible. Shultz deduced that there had been two printings. BEP reports later confirmed this.

And what if the second printing had been somewhat different (with a different type of tagging, for example, or on a different type of paper)? Strips from the original find would be extremely scarce.

Now the Postal Service plans to print "stamps on demand" for large mailers who need a particular rate. Will it inform collectors that it is printing stamps with an odd rate for the XYZ Corp.? Or will we have to await a find by a mixture searcher? ✽

# Letters:

## Is there a tagging sleeve?

It looks as if BEP is now using a tagging sleeve on the C Press. Neither of my rolls of the 23¢ Lunch Wagon shows a tagging break.

It's hard to keep up with the BEP guys. Always surprises.

Alan Thomson

Northwood, N.H.

*In reply:* Thomson wrote the above before he received the May issue of *TPN*, which listed the 23¢ Lunch Wagon as printed on phosphored paper.

The way to tell phosphored paper from overall tagging is exactly as Thomson did it. If it shows vertical tagging breaks (from the ends of the tagging mats), it is overall tagged; if it doesn't, the paper was phosphored before printing.

## More on FDCs, please

I would like to see more information on First Day Covers.

Louis Bartilotta

Elk Grove, Ill.

## 'Phosphored' is fine

I just want to add my "vote" to the nomenclature debate, if, indeed, there is one.

Simply call phosphored paper on which the design is printed "phosphored."

When the design is printed on untreated paper and any kind of luminescence is applied over the print, call it "tagged." Why all the fuss?

George E. Kuhn

Fruitland Park, Fla.

## What's a good yield?

What would be considered a good PNC yield per pound on a mixture? My 5-pounder from Swan had 77 PNCs or 15.4 per pound; a 25-pounder from Bob Reece Jr. had 433 PNCs or 17.3 per pound.

Calvin Cohen

Randallstown, Md.

*In reply:* You could always get a mixture with no PNCs. But the yield depends on whose mail the mix comes from. Both your figures sound quite nice.

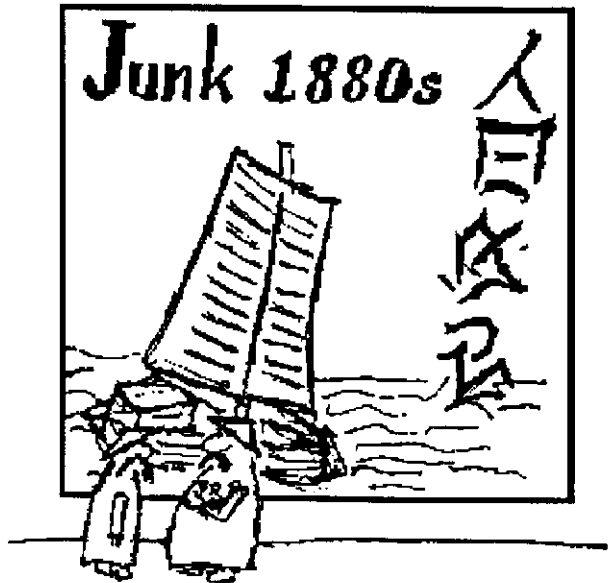
## Paper problems

I am having the same problem with paper suppliers for my Ultra View mounts as the Postal Service has. I ordered the same stock number that I used during development of the mount, but in my latest shipment I received paper that has a very slight fluorescence to it.

I think what happens in these mills is that they add brighteners to their white and colored papers. Then, when they process batches of new pulp and add their color to the pulp they do not first rinse out the mixing facility because

## Pedro's World of PNCs

by Pedro Ortega, M.D.



*"Li Chang, His Celestial Majesty wants you to reduce this to 1-by-1 inch and print it in rolls to identify His most important correspondence."*

they figure that the dark color will overcome any fluorescence that is left.

H. Harry Mueggenburg

Carmichael, Calif.

*In reply:* There may be a totally different reason. Paper mills use lots of recycled paper in making new paper. If the recycled paper had brighteners in it, the new pulp will, too.

## 3¢ Handcar puzzle

Is there an explanation of why both pairs of 3¢ Handcar plates (plates 1 and 2 and plates 3 and 4) went to press on the same day, Jan. 17, 1983, although no damage has been indicated to any of the plates?

Could this mean that both remaining Cottrell presses (after the fire of March 5, 1982) were printing 3¢ Handcars at the same time?

Alan Thomson

*In reply:* The lack of tagging breaks on any 3¢ Handcar so far tends to rule out that any were printed on Press 803. By deduction, that means they were all printed on Press 801. We do have two clues.

Clue 1: The total impressions on Plates 3 and 4 was only 61,156, the total on Plates 1 and 2 was a more normal 365,524.

Clue 2: Plates 1 and 2 were sent back to press in 1985.

This could mean that Plates 3 and 4 went to press on Jan. 17 and, after a short run, were replaced. We cannot guess the reason, because there are no known plate defects.

# PS/3 losing popularity

*Ed Denson held a mail sale in April, which he called a great success. He sent out 1,500 catalogs. Ninety bidders entered 1,143 bids on the 360 lots, of which 297 sold. The following is a condensation of his report on the sale:*

## By Ed Denson

Used singles and mint PS/5 are far and away the most popular formats for collectors.

Interest in FDCs is much stronger than I expected. Mint PS/3 are in decline, and are probably overpriced in the market right now.

Interest in PNCs is very strong, on all fronts: in number of bidders, number of bids, and amount spent.

Interest in the varieties listed in *The Plate Number Coil Catalog* is strong (and all listed varieties sold). Interest in tagging varieties is strong. Interest in minor freaks is very low.

Interest in used multiples is weak and they are probably overpriced in my price list right now.

Results of this sale indicate that perhaps the PS/5 format has gained the ascendancy. I myself am a fan of the PS/3—I believe it holds all of the philatelic information needed to be a good example of a PNC—i.e., it shows the PNC set-tenant with non-PNCs on both sides as it occurs in the roll. The extra two stamps needed to make a PS/5 are just that, two extra stamps.

Historians tell us that the PS/5 format was popular first among people trying to get precancel gaps. For that purpose it is more useful than a PS/3 but less than a PS/7 or PS/8, both of which would fit anywhere a PS/5 would. In any event, service-inscribed stamps have replaced precancels, and gap collecting has waned somewhat. But it has left the legacy of the PS/5.

History is one thing; logic is another, and reality the third and most important thing about how PNCs are collected.

Let's look at the statistics from this sale. 55 bidders bid on PS/5 and only 22 did on PS/3. That means only 1/3 of the bidders for mint PNCs were PS/3 bidders.

The sale catalog gave prices from my retail sales list. The bids for PS/3 went for 14% less than the list price than the PS/5.

This suggests that fewer people collect PS/3s and this results in items that are more difficult to sell and which realize less when they do sell.

If this is true, it has several possible

meanings. The scenario that suggests itself to me is that PS/3s are going to follow the pattern of the early issues. They will become less valuable than the corresponding PS/5. It seems likely that this will occur not through PS/3 prices falling, but because they don't rise as much as the PS/5s do.

The effect may be masked by the fact that dealers do not like the trouble of double inventory, so they will continue to price PS/3 as PS/5 minus the cost of two mint stamps at face. However, they will not be anxious to buy PS/3, even of recent better numbers, and their offers will be lower percentages of list price than for the same strips as PS/5s.

Used singles were the clear star of the show. Not only did every lot sell, but the average lot had more than six bids and went for 60% of the list price.

If we use the same reasoning as we did with PS/3, it seems likely that used singles will rise slightly in price relative to PS/5.

Interestingly enough, there is almost no market for mint singles, even though they sell for the same price as used singles in about 75% of the cases and are a philatelically sensible way to collect. I suspect that this is because people get used singles on their mail and this starts them off collecting PNCs in that format.

Covers did both well and poorly. They were most successful in terms of the percentage of list price but were low in terms of percentage of lots sold. Lots that did not sell were mostly more recent junk mail covers.

FDCs have been slow movers for the last couple of years after an intense speculative surge. The results of this sale show a rather intense interest in them, up to a certain price. There were 37 lots with minimum bids of \$14 or less. I sold 33 of them, (or 89%). The remaining 12 lots had minimums from \$25 to \$150. I sold three of them (25%), and two were \$25 items. The FDCs under \$15 were as popular as mint PS/5. That's heartening news to FDC people.

Used PS/5 or longer were the least sought lots in this sale.

The most popular lots in terms of the number of bids ranged in minimum bid from \$5 (20T14, used single, and 17T2Pc, used single) to \$20 (25F6 as PS/5). These 16 lots included four lots of the 5.2c Sleigh and four lots of the 17c Auto. I would expect these items to go up in price as it is clear that many people want them.

Higher-priced lots, including three collections, attracted fewer bids. This suggests what any dealer can tell you. There is much more activity in the lower-priced items. Many collectors are intent on filling in the items under \$20—and this is where most price increases occur in dealer lists as newer items begin to go out of stock. As the price increases, the number of collectors who feel they want to add strips in that range decreases, and decreases on a fairly steep curve. The implications for dealers with high overhead should be obvious, too.

*Editor's note: Ed Denson provided complete lot-by-lot results. Here is a small selection:*

\$1T1 ceremony program	\$27.50
25F6 on cover	15.00
18T2 FDC, Fleetwood cachet	11.00
7.4T2 FDC	12.00
6T1P FDC, est \$250	No sale
10.9T2, PS/3	10.00
20T2, PS/3, avg condition	43.00
20T7, PS/3	44.00
9.3T5, PS/5, F	80.00
18F1, PS/5, 2 pulled perfs	110.00
10.9T3P, Gap 3L, PS/16	185.00
4.9T3, souv pg, wmk reads up	40.00
6T1, souv pg, wmk reads down	32.50
9.3T8P, used single, machine-cut	42.50
20T14P, used single	35.00
1989 PNC Catalog	6.50
Collection in Scott album	220.00
2T8/10, tag break 2L	13.00
25M7 on cover, missing black intaglio	65.00

*It should be noted that Jerry Koepf of Stamps 'n' Stuff has raised the price of Plate 3 of the 7.6c Carreta and the 8.4c Wheel Chair, Plates 1 and 15 of the phosphored 25c Yosemite, and Plates 1211 and 2211 of the 29c undenominated "F" stamp. □*

## Morison: USPS is ready for 30¢ rate with stamps

Assistant Postmaster General Gordon Morison said USPS is still trying for a 30¢ rate and the Postal Service has ordered 30¢ denominated Flower stamps printed.

Morison made the statement to *TPN* Contributing Editor Richard Nazar at a stamp, coin, and baseball card show in Long Beach, Calif.

# Godin, Wheeler resign from PNC Study Group

George V. H. Godin has resigned from the Plate Number Committee of the Bureau Issues Association and has given up collecting any post-1981 U.S. stamps.

He has also resigned from the Plate Number Coil Study Group in which he was one of the earliest members.

Al Haake has agreed to take up Godin's BIA tasks as they pertained to coils and Frank Marrelli will carry on with booklets.

Also resigning from the study group is Thomas E. Wheeler, who has taken on new responsibilities on his job and said he has "become a very casual stamp collector along the way."

Both Godin and Wheeler served on the editing committee of the study group, which produced the *PNC Catalog*. Both men

had their own extensive computer files of BEP data and double checked the printing data given in the catalog for each plate.

Richard Nazar, who will edit the 1992 catalog, has acquired a computer and printer to take up his tasks. The computer was partly financed by help from Wolfgang Schön, David E. Barrie LaVergne, and Stephen G. Esrati.

Nazar will be able to use Esrati's computerized BEP data., but the hard work of Godin and Wheeler in putting out the past six editions of the catalog will be difficult to replace.

Godin, who also edits the *Durland Standard Plate Number Catalog*, helped save the PNC catalog from some embarrassing errors by providing the groundwork for the editing of raw BEP data to allow for errors, omissions, and misprintings.

Wheeler took another course by punching into his computer only the raw data as it appeared. Thus, he was able to spot every editorial change and sound an alarm bell that resulted in re-checking any entry that differed from what BEP reported.

Alan Thomson and Eugene R. Ernst have been invited to join the PNC Study Group to fill the places of Godin and Scott F. Smith, who is in Antarctica.

Meanwhile, Tom Maeder has taken on the chairmanship of the gap committee in the absence of Larry Haynes, who has spent the last two years in Europe.

Thomson and Ernst have been ardent students of tagging breaks. In addition, Thomson has attempted to keep track of roll sizes. Unfortunately, roll-size data was not kept track of during the periods of validity of the 18¢ and 20¢ rates. Thus, we have no data at all for the 18¢ and 20¢ Flags or the 18¢ Surrey or 20¢ Fire Pumper. □

## Lighthouse Supplements

To include the many new issues of the early months of 1991, the 1990 "Plate Number Coil" supplement is scheduled to appear during the third quarter of 1991. Kindly watch out for advertisements about this in the philatelic press.

## Lighthouse Publications

P.O. Box 705, Hackensack, NJ 07602

## Last chance

The 1991 PNC Catalog is in production and this is your last chance to place orders for PNCs and PNC varieties using the 1990 catalog as my price list.

I will sell VF strips at the price given in the 1990 catalog. If you desire XF, there is a 25% surcharge.

But you can beat the surcharge by ordering stamps totaling more than \$100 because I give a discount of 25% to orders over \$100.

I provide an additional 5% discount to members of PNC3.

If you don't want that much, the discount for orders over \$50 is 15%.

### Specials

3T1RV (3 strips with plate crack)	3xPSS	XF	\$75
4T1RV	PSS	VF	\$12.50
(NEW Blob left of left wheel, overall tagging, no #)			
5.2T4P-2L (Hash mark)	PS10	S	\$110
7.4T2V1 (*Blown tire*)	PS5	XF	\$75
9.3T5/6P-3L (Hash mark. Price is for both strips. VF @ \$60)	PS10	XF	\$75
10.9T2P-3R (low entry at 2L)	PS10	VF	\$100
15T2V1	PS5	VF	\$10
15T2V1c	PS5	VF	\$10
(*NEW "Anchor line" and continuation, no #. The pair: \$17.50)			
18F1	PS5	XF	\$475
18F3	PS5	VF	\$850
20F4	PS3	XF	\$50
22F6V1 (*Flying saucer*)	PS5	XF	\$20

Many other varieties in stock

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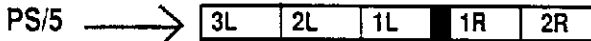
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Tagging breaks on Cottrell Press PNCs (updated through May 24, 1991)

Cat. No.	6L	5L	4L	3L	2L	1L	1R	2R	3R	4R	5R	6R	Symbols and abbreviations	
2T2		B Sib	B Sib J	B Ctb Sib	B Ctb J									<p><b>Symbols and abbreviations</b></p> <p>B = only a bar break has been seen. Clips and screw heads also show bar breaks.</p> <p>Clip and screw locations: t=top; b=bottom; c=complete fastener</p> <p>J = a junction of four meta has been found at this location. This is seen as a horizontal break PLUS a vertical break.</p> <p>% = exists with Sb, but not in a numbered strip.</p>
2T6		B Sib	B Sib J	B Ct Sib	B Ctb J									
2T8		Sib		B Ctc J	B Ctc J									
2T10		Sib		B Ctc J	B Ctc J									
5T1							JOINT LINE			B Sib	B Sib J	Sib		
5T2										B Sib	B Sib J	Sib		
5T3		Sb	B Sib	B Ctb J	B Ct	B Ctb J								
5T4		Sb	B Sib	B Ctb J	B Ct	B Ctb J								
5.2T3			B St %											
5.2T5			B St %											
17T1				B	B Ctb J									
17T2				B J	B Ctb J									
17T3				B Ctb J	B Cbc J									
17T4	B			B Ctb	B Cbc J					St				



Notes to above chart

17T4, 3R found used as a PS/4.

All positions are given by stamp, not by perforation. 1L is the stamp with the plate number.

This chart developed and updated by Eugene R. Ernst. Please report new finds to him at 15522 Windy Cove, Houston, TX 77095. Please include a diagram showing how you count position.

**Overall tagging**  
(only on rolls where the tagging break is constant and does not 'walk')

- 4T1Ri (W) 9R (?)
- 4T1X 12L/R, 11L, 8L, 6L, 2L, 1L, 2R, 3R, 6R, 7R, 9R, 10R, 11R
- 5T1Y 10L, 7L, 6L, 5L, 4L (?), 5R
- 15T2i (W) 11L, 9L, 8L, 7L, 6L (?), 5L, 4L, 2L, 1L, 1R, 2R, 3R, 11R
- 20T2Xi 12L/R
- S1T1 12L, 11L

"W" indicates that a "walking" tagging break has also been reported. This means a break can be found on all positions.

A question mark indicates that the reported position has not been confirmed.

**Untagged stripe across top or bottom**

- 4T1Ri Top
- 5T1Y Top, bottom
- 15T2i Top, bottom
- S1T1 Top, bottom

Ernst welcomes new reports.

What do you call a break that falls on the perfs?

By Eugene R. Ernst

Joe Coveney submitted a strip of the 4¢ Steam Carriage with the tagging break on the perforations right of the numbered stamp.

The question is: If this break were perfectly centered on the perfs, what do you call it?

I'd call it a Line tagging break. This terminology would be consistent with the other numberings, as, for example, Line gaps for the pre-cancels.

Reference has been made in the past (*JPN*, November 1990) to this as the "zero" position. Of course, at that time, no tagging breaks had been found that were on the "zero" perfs. Zero position was a reference point; not a name.

On the subject of tagging breaks that fall on the perfs—since the Steam Carriage seems to have the tagging breaks fall on the perfs almost all of the time—here's an idea!

I think the answer is that we need a definitive definition of "on the perfs." I offer "on the perfs means that the break completely covers the perfs." In other words, the break is not just touching the perfs or into the perfs, but completely over the perfs.

We might then modify (just slightly) our numbering of tagging breaks. If the break is "on" (until now we have said "exactly on") the perfs, then it should be counted by perfs.

**TAGGING**

Using Joe's strip, by our current definition it is a 1L (more of the break is on the numbered stamp, 1L). Using my (new) definition, it is on the perfs, therefore, it is a "Line tagging break."

Had this same break and relative positioning fallen be-

tween 1L and 2L, our present system would call it a 2L (more on 2L. Under the modified system, it would be a 1L ("on" the 1L perfs). It's an idea. □

*Editor's note:* But how do you differentiate between the two numbering systems? Does this get a Mickey Mantle asterisk or something?

Kim Cuniberti, APS, PNC<sup>3</sup>

**10.9¢ #3 & #4, 1R**

Net price specials

- 3 F-VF PS/8 ..... \$450.00
- 4 F-VF PS/8 ..... 450.00
- Set of both ..... 800.00

- 3 XF PS/10 ..... \$600.00
- 4 XF PS/10 ..... 600.00
- Set of both ..... 1,075.00

Only one of each strip listed is available. Please call to reserve. (203) 431-4303.

Contemporary Coils  
P.O. Box 3654  
Danbury, CT 06813-3654

## 'How come junk mail costs only a nickel?'

The new 5¢ Canoe and 10¢ Tractor Trailer stamps were printed by the Bureau of Engraving and Printing on the C Press.

Both are untagged and are on LP-40 paper, a dry gum, 18½-inch wide, intaglio paper. Plate numbers are 48 stamps apart.

The new stamps indicate that additional postage has been paid in a gray service inscription that is in the same typeface as the inscriptions describing the canoe and semi. In the past, service inscriptions have been in contrasting typefaces.

People who complain about the 29¢ first-class rate may believe that junk mail is moving for a nickel or a dime.

"The Postal Service has not made a decision on these generic stamps," Frank Thomas of the Office of Stamp and Philatelic

## Two stamps for many rates

*Continued from Page 69*

mail, including first class.

The move toward a two-stamp structure is admittedly a test, said Frank Thomas of the Office of Stamp and Philatelic Marketing. If a large mailer needs a certain denomination, USPS may provide it, he said.

But the new system actually makes sense.

Under the 1991 postal rates, discounts are given to third-class (bulk) and first-class mail for level of sorting, for automation, and for the point at which the mailpiece enters the mailstream. That creates so many rates that it is almost impossible to have stamps for them all. In addition, a new third-class saturation rate was established in which sorting is by walk sequence. TPN does not expect this type of junk mail ever to bear stamps.

To allow mailers to use stamps while coping with the problem of a multitude of rates set by the many discounts, the Postal Service came up with the new concept, which also saves USPS money on stamp production (not even to mention the fact that Postmaster General Anthony Frank has said the Postal Service had run out of ideas for Transportation Series stamps when the 5.3¢ Elevator and the 16.7¢ Popcorn Wagon stamps appeared).

It remains to be seen whether only the Tractor Trailer will be used for first-class mail rates, although Thomas said the 10¢ generic would also serve first class. Assistant Postmaster General Gordon Morison told collectors at a first-day ceremony at Secaucus, N.J., there would probably be two generics for first-class mail.

There are five first-class, presorted rates, all of which could be served by a catch-all stamp:

Basic sort.....	24.8¢
ZIP+4 basic sort.....	24.2¢
ZIP+4, bar-coded, 3-digit sort.....	23.9¢
ZIP+4, bar-coded, 5-digit sort.....	23.3¢
Carrier-route sort.....	23¢

The unsorted ZIP+4 rate, 27.6¢, obviously would not be covered by a stamp that says "Presort Postage Paid." It could be the second stamp Morison mentioned, replacing the 24.1¢ Tandem Bicycle.

A 27¢ citizen's discount rate for mailing back self-addressed, bar-coded, ZIP+4 letters to commercial firms that enclose such envelopes with their bills, was to be introduced later this year.

A catch-all 20¢ first-class presort stamp would serve all first-class usages except the 27.6¢ rate..

False frankings with old stamps are allowed through Sept. 9. After that, all presorted covers will have false frankings (meaning that the rate on the stamp does not reflect the rate paid). □

Marketing said. "It depends on the reception by mailers and by the public. Obviously, people are already aware that some mail costs less than what they pay, but this is one of the points that we will consider for a decision. Anyway, the stamps say additional postage has been paid."

The 5¢ Canoe is the fourth Transportation coil with that denomination and the first precancel. Previously, we have had the Motorcycle (*PNC Catalog* 5T1), the Milk Wagon (5T1X), and the Circus Wagon (5T1Y). The Canoe becomes 5T1ZP.

The 10¢ Tractor Trailer (10T1XP) is the second stamp of that denomination, following the 10¢ Canal Boat (10T1).

The semi shares something with the 1941 airmail series, which depicted a non-existent three-finned plane. The tractor trailer shown on the stamp is not a picture of an actual rig, probably because of the Postal Service's aversion to product identification on stamps. The same was true of the 1941 plane.

But, in keeping with a tradition set in the Transportation Series, it could easily have been one of the several U.S.-made tractors produced by companies that no longer exist, such as White Motor or Reo.

That principle was used to show the Stutz Bearcat and the Stanley Steamer, both made by companies that are defunct.

It was also used on the 1988 Classic Automobiles booklet, which carefully depicted five cars no longer represented among U.S. auto makers. That avoided having to include such classics as the original Chrysler Airflow, the Studebaker Avanti, or the first Lincoln Continental, all considered classics by car buffs. (Yes, the Studebaker company lingers on in Indiana, although only car fanatics are aware of it.) □

### Data bank of official information

Square brackets indicate editing or additional information by TPN. All other matter is exactly as provided by the Postal Service.

#### 05 Canoe and 10 Tractor Trailer

The Canoe stamp design features a birch bark canoe similar to those used by Chippewa Indians in Minnesota in the 1800s. The canoe, plus the words "Canoe 1800s" and "USA 05," are printed in brown, with the words "Additional Nonprofit Postage Paid" printed in gray.

The Tractor Trailer stamp design includes a composite drawing combining the most common features of tractor trailers of the early 1930s. Many actual trucks also were composites at that time. The engine, cab and trailer often had different manufacturers. The drawing, plus the words "Tractor Trailer 1930s" and "USA 10," are printed in dark green, with the words "Additional Presort Postage Paid" printed in gray.

These stamps will be used by permit mailers—the Canoe stamp by nonprofit mailers and the Tractor Trailer stamp by bulk business mailers—on presorted bulk mail pieces (including first-class mail). As indicated on the stamps, additional postage will be paid by the mailers at the time of mailing depending on the level of sortation used to prepare the mail pieces.

#### 05 Canoe

[Format: Coils of 500 and 3,000]

Issue date: May 25, 1991

First-day city: Secaucus, N.J.

Printer: BEP

Printing process: Intaglio (BEP)

Colors: Brown and gray [PMS not stated]

Size:

Image 0.71 × 0.82 inches or 18.8 × 20.8mm

Overall: 0.87 × 0.96 inches or 22.1 × 24.4mm

Plate Number: One [Number 1 every 48 stamps]

Press: [not stated, but TPN was told it is the C Press]

Scott Catalogue Number: 2453

[PNC Catalog Number: 5T1ZP]

#### 10 Tractor Trailer

Same as above except:

Color: Green and gray [PMS not stated]

Scott Catalogue Number: 2457

[PNC Catalog Number: 10T1XP]

# Lunch Wagon paper is thicker

The new Type IV paper on which the 23¢ Lunch Wagon is printed feels thicker than any paper we have encountered previously on PNCs.

Al Haake made measurements of a roll of 3,000 and found that it was exactly 2% thicker. His roll measured 102mm, as against 100-mm for another roll of 3,000 of the Transportation Series.

But you wouldn't think that such a small increase would be so noticeable. Yet both Haake and Kim Cuniberti commented about the different feel of the new paper. Both said it separates more easily on the perfs after creasing, too.

## McMurray wins again

Add Bill McMurray to the list of PNCers who have won a gold medal for their PNC exhibits. McMurray turned the trick at Manpex 91, where he also won the grand award, and at Philatelic Show '91, where he also won the APS Medal of Excellence. At Nojex, he got "only" a vermeil, plus a BIA gold medal.

McMurray is doing his utmost to publicize PNCs on their 10th anniversary with his "Tomorrow's Classic" exhibit, which he has entered STampsHOW 91 at Philadelphia.

Not to be outdone, John Tison is putting together an exhibit of long PNC strips for World Columbian Stamp Expo 92.

Tison plans to show strips of 18, the longest strip that can be mounted in a Safe album.

## Why 25F15i is going up

Plate 15 of the 25¢ Yosemite has been somewhat elusive, except in the area where it first popped up—Utah.

But, says Gerald H. Clark, Plate 15 may stay elusive, because accountable-paper clerks in Utah were not told to send their 25¢ definitive stamps for storage in the vaults. They were told to destroy them.

It is quite possible therefore, that many of the 15s were shredded.

The apparent scarcity was noted by Jerry Koepf of Stamps 'n' Stuff, who raised the price for a PS/5 to \$10, up from \$4.75 in his ad in the May issue of TPN.

## Program has variety

The first-day ceremony program for the \$1 Seaplane has an untagged stripe across the top of the stamp, Eugene R. Ernst reports.

He also reports that Gamm FDCs for the 4¢ Steam Carriage are on the untagged

version while the Gillcraft FDC has a tagging break on the perfs at the Line position.

## Private printer(s) late, again

The denominated 29¢ Flower coil stamps, which were supposed to be available in April, are being printed by Stamp Venturers.

But—as in the case of the 19¢ Fishing Boat and the rolls of 10,000 of the 29¢ Mt. Rushmore, private printers could not produce the stamps on time.

Funny thing, we can't remember a sin-

gle instance when USPS' own *Philatelic Catalog* announced that a BEP-printed stamp would be available and was not.

gle instance when USPS' own *Philatelic Catalog* announced that a BEP-printed stamp would be available and was not. But at the June 5 hearings before the House Subcommittee on Postal Operations, Assistant Postmaster General Gordon Morison tore into BEP and defended the private contract printers.

Morison had to eat his words on one thing: How many private printing contractors does USPS have? Morison said earlier that USPS had 11 printing contractors, but his procurement officer, who appeared at the hearing with him, lowered that to five. Rep. Gerry Sikorski, F-L-Minn., questioned whether the five were not all one firm under different names.

This would explain why the printer named in many USPS new-issues announcement was not the actual printer.

For example most stamps listed as being printed by U.S. Banknote Corp. were actually printed by Jeffries Banknote, a USBC subsidiary. Most "KCS-printed" stamps and booklets were actually printed by J. W. Fergusson & Sons, and Stamp Venturers has not printed any stamps at all yet.

Also testifying before the congressmen was Ken Lawrence, who criticized the private printers for sloppy work and tardiness.

One of Lawrence's key points came in rebuttal to other witnesses who claimed that the private printers had state-of-the-art perforators and presses. It turns out that the gravure press used by Jeffries/U.S. Bank Note Co. is an 18-year-old, second hand press it bought from South Africa and is identical to BEP's A Press,

which BEP is scrapping because it is obsolete. The same was true of perforators, Lawrence testified, saying that the perfining of the privately printed "F" sheet stamp, perforated on press with an on-line perforator identical to the one scrapped by BEP as useless and the Love stamp, which is little better, perforated on a second-hand comb perforator acquired from Harrison & Sons in England, were the worst we have had on U.S. stamps in years and were perhaps worthy only of Easter seals.

**All the PNC NEWS that fits we print**

## APS salutes PNCs

*The American Philatelist* ran a special tribute to PNCs in its June issue to mark the 10th anniversary of the Transportation Series. The 12-page article was written by Ken Lawrence. It is complete through the 23¢ Lunch Wagon.

## Gravure is a surprise

By its very omission from the peace "treaty" between BEP and USPS, which listed how many coils of 100, 500, and 3,000 BEP would print in 1991, no one should have been surprised that rolls of 10,000 of the 29¢ Flag Over Mt. Rushmore are being printed by American Bank Note Co.

The surprise was in the switch from intaglio engraving to gravure.

Gravure is not new to PNCs. We had it on all the undenominated coils as well as on the 18¢ Washington Monument and 21.1¢ leuters. But this is the first for a first-class rate definitive stamp. Or, stated another way, it is the first time we will have a Flag stamp with five digits as a plate number.

## Meet Stamp Collector

For those of you who only read *Linn's*, it may be of interest to you to know that Dr. Robert Rabinowitz now writes the plate-block column in *Stamp Collector*, which also features Steve Esrati's "Stamps and Politics" column and an occasional column on PNCs.

You may also wish to know that *Stamp Collector* tried to duplicate the flaking-off of BEP's 29¢ Wood Duck. It failed.



According to testimony at the hearing on stamp-production problems of the House Subcommittee on Postal Operations, the Postal Service and BEP could not duplicate the flaking off, either.

But Gordon Morison used the issue in his criticism of BEP stamp-production failures.

The *Stamp Collector* story, written by Executive Editor David Schiller, reported on a 12-hour soak in which all 12 stamps emerged undamaged.

## How to tell them apart

Figuring out the daylight and UV colors of the 12.5¢ Pushcart has just become easier.

As you probably know, the Plate 1 precancel comes on four types of paper in two distinct colors.

In daylight, the colors are dark olive and light olive, but they are hard to tell apart.

Enter Myron G. Hill, Jr., who was editing the first draft of the 1991 *PNC Catalog*. Hill noticed that no colors were noted for the unprecanceled Plate 1 or the precanceled or unprecanceled Plate 2.

"What color?" he wrote on his draft.

Assured by Kim Cuniberti that the unprecanceled Plate 1 is known only on the light olive paper (which fluoresces copper red in long-wave UV), any unprecanceled Plate 1 stamp can be used as a color match for the light olive precancels.

Similarly, any Plate 2 stamp can be used as a match for the dark olive precancel, which fluoresces almost black in long-wave UV.

Said Cuniberti: "Yeah, it sort of follows the time lines. The first stamps printed were light olive and all the later ones were dark olive."

But that still leaves a mystery.

Unprecanceled Plate 1 went to press March 25, 1985. It was on Type II paper. The Plate 1 precancel—which exists on Types I, II, III, and IIIa paper—was reported to have gone to press only once, on March 28, 1985.

The time lines (*TPN*, January 1991) show that Type II paper was in use from Dec. 11, 1984, to Feb. 28, 1985, well before the first printing date for the Pushcarts.

That means that when the first Pushcarts were printed, BEP rolled out some remainder stocks of Type II paper to print the small unprecanceled press run. But the Type II paper precancels are dark olive, which indicates that the printing took place after the ink color had been changed.

The mystery is this: The Type II paper stamps have the precancel gap at 10R, just like some light olive stamps that are on Type I paper.

So, apparently, BEP started printing the precancels on Type I paper, then used up the left-over Type II paper on the run that put the gap at 10R.

It gets complex, doesn't it?

## The look of the future

Answering questions after a first-day ceremony, Gordon Morison said no decision has been reached on a topic to replace the Transportation Series. Asked if he was still in favor of one-color intaglio, Morison said he now prefers a combination of intaglio and gravure.

That's a combination suitable only for BEP's A Press, a press which BEP is retiring in favor of the offset/intaglio F Press.

Asked when a new series could be started, Morison said it would not be for a couple of years. □

## Variety report Part XXXIV

By A.S. Cibulskas

### 1¢ Omnibus

a. B Press, Plate 2, untagged. Lump on right side (approximately in the middle) of the numeral "1" of the denomination. Constant at 2L. (Agrodnia)

### 2¢ Locomotive

a. B Press, Plate 1. Diagonal line about 1-2mm long below and to the right of the "2" of the denomination. Constant at 6L. (Tillet)

### 12¢ Steamer

a. Unprecanceled Plate 1. Multiple cracks very similar to the "Rain Crack" on the 4.9¢ Buckboard. The strongest is perpendicular to the left tire. About 10 or 12 shorter cracks are below and to the right of the strongest. Constant at 2R. (Preuss)

### 20¢ Fire Pumper

a. Plate 4. Doubling of the left leg of the "U" of "USA." Crack rather than a chill-roller flaw. Has the appearance of a plate blister. Constant at 1L. (Eastman)

### 22¢ Flag

a. Plate 1. Horizontal crescent-shaped line in margin below the right side of the Capitol. Constant at 3L. (Lenz)

### 23¢ Lunch Wagon

a. Plate 3. Series of about 10 vertical lines about 0.25mm high aligned somewhat horizontally under the "U" of "USA." Constant at 2L. (Marcelli)

### 25¢ Flag

a. Plate 3, phosphored. Green dots. Two dots to the left of the "Y" in "Yosemite" and single dots below the first "e" and "t" of "Yosemite." Constant at 1L. (Tillet)

b. Plate 14, phosphored. Green dot about 3mm to the right of the top of the plate number. Constant at 1L. (Tillet)

### (29¢) "F" Flower

a. Three diagonal slashes, one above the other, in the bottom white margin below the left edge of the leaf. Plate number and position unknown. (Stevenson)

## Corrected BEP data for 25¢ Earth stamps

NOTES	PLATE	ASSIGNED	SUBJ.	TO PRESS	CANCELED	IMPRESS.	Max PNCs
Red	176636-1	05/05/86	480	07/21/86	08/31/88	6,141,200	122,824,000
Blue	176637-1	05/05/86	480	07/21/86	08/31/88	5,047,900	100,958,000
Yellow	176638-1	05/05/86	480	07/21/86	08/31/88	6,141,200	122,824,000
Black	176639-1	05/05/86	480	07/21/86	08/31/88	6,141,200	122,824,000
Blue	177142-2	08/12/86	480	04/20/87	09/06/88	1,093,300	21,866,000
Special blue	178081-2	04/16/87	480	NEVER	12/16/87	0	0
Red	176322-1	04/02/86	432				
Blue	176323-1	04/02/86	432				
Yellow	176324-1	04/02/86	432				
Black	176325-1	04/02/86	432				
Red	176326-2	04/02/86	432				
Blue	176327-2	04/02/86	432	07/03/86	06/17/88	2,237,000	40,266,000
Yellow	176328-2	04/02/86	432	07/03/86	06/17/88	2,237,000	40,266,000
Black	176329-2	04/02/86	432	07/03/86	06/17/88	2,237,000	40,266,000

WE'RE GLAD WE ASKED—"Errors in our original information have been corrected. A red plate should be yellow and we've added some numbers" said Cecilia Hatfield of BEP.

## Success

*TPN* must be doing something right. More than 84% of subscribers whose subscriptions expired through this issue have renewed this year. That's fabulous!

But only the Wisconsin Historical Society, the Munich Philatelic Library, and the University of Texas at Dallas get it. Other libraries (including APRL) should have it.

If you have any connections, do us a favor: Ask them to stock it. All back issues are on hand.

Or, why not consider a tax-deductible gift to a library?

# Dawn of an era

Many newer collectors of PNCs are unaware of the chaos that prevailed during our early days. We did not know what numbers existed. We had no sources of information.

Linn's did not run its first regular PNC column until Nov. 18, 1985. The Scott *Specialized Catalogue of United States Stamps* ignored the field.

But there was one small voice in the wilderness. It belonged to Dennis D. Chamberlain, then a dealer in Davis, Calif.

PNCs were 10 years old on April 24. Many things have changed since the early days, but for those who don't remember the past, here is an outline, taken from Chamberlain's price list and news bulletin. Most of it is in Chamberlain's own words (*italics* are not).

## October 1983

Most requested were 12 and 14 Fire Pumper. The price then was \$5.75 for a strip of three, \$6 for a strip of four (PSI 4). Chamberlain carried nothing longer.

### Wanted to buy:

18¢ Flag PS/3:	
1	\$2.50
3	\$3.50
6	\$5.00
7	\$10.00
20¢ Fire Pumper PS/3:	
1, 11, 13	\$1.10
2, 12, 14	\$2.00

**Grading:** Stamps on this list are F-VF or better. An exception to this is 5 and 6 of the precanceled 9.3¢ Mail Wagon. These are off centered to the extent that the joint line does not touch the perforations. These are very scarce.

*They were offered at \$1.65.*

## January-March 1984

New Issue: 5¢ Motorcycle, 1 and 2.

All coil numbers reported by collectors as of Dec. 31, 1983:

20¢ Official 1
18¢ Flag 1-7
20¢ Flag 1-6, 8, 9
1¢ Omnibus 1-2
2¢ Locomotive 3-4
3¢ Handcar 1-4
4¢ Stagecoach 1-4, precanceled 3-6
5¢ Motorcycle 1-2, 4
5.2¢ Sleigh 1-2, precanceled 1-3, 5
5.9¢ Bicycle 3-4, precanceled 3-6
9.3¢ Mail Wagon 1-4, precanceled 1-6
10.9¢ Hansom Cab 1-2, precanceled 1-4
17¢ Electric Auto 1-4, precanceled 3-6
18¢ Surrey 1-16
20¢ Fire Pumper 1-16
20¢ Consumer Education 1-4

*Price leaders for PS/3: 10.9¢ precanceled 4, \$4.75; 18¢ Surrey 3, \$8.50; 20¢ Fire Pumper 2, \$8.*

## April-June 1984:

New numbers: 20¢ Flag, 10, 11.

What is the correct size of strip to collect? This is the question I receive from PNC collectors more than any other. Here is my opinion on this:

With coil plate numbers there is no correct or incorrect size to collect. Coil plate numbers are a first in U.S. postal history. They are the only plate numbers ever printed on the stamps themselves. How collectors collect these scarce numbered stamps is simply a matter of individual preference. I will list the various formats and what seem to be the current trends.

**SINGLES**—Used PNCs are very popular. Singles are the only natural way to collect PNCs from everyday mail. Huge volumes of mail must be observed to find a few numbers. Most used PNC collectors apply their own numbered stamps to SASEs or to letters to friends and other collectors. Singles, pairs, trios are collected by collectors of used stamps. Very few collectors of mint coils save numbered stamps as singles.

**LINE PAIRS**—This traditional format contains the number on the left and is popular among used stamp collectors. I estimate only 10% of collectors of mint PNCs prefer this format. However, most collectors gladly accept line pairs to fill their collections when a specific number is not available in a larger size. The advantage of line pairs is that they provide an economical alternative for the PNC collector. The LP will always be less expensive than strips of three or four. Because of this, some collectors may choose to collect certain expensive issues, or the whole Transportation Series, as pairs.

**TRIOS**—Plate trios with the number on the center stamp is without question the standard format of the mint PNC collector. This size especially appeals to collectors who would like every strip in their collection to be the same size. The change of all coils to the new presses that print no joint lines insures that the plate trio will remain the standard size for years to come. The trio will be the size listed in general stamp catalogs. Even so, only about 40% of my customers prefer the strip of three in issues that have the line.

**STRIPS OF FOUR**—This may be considered a luxury format. The strip of four is particularly attractive when the line is dark and well centered. This size

## Chamberlain's lists gave insights when nobody else did

is equal in popularity to the trio among my mint PNC customers with about 40% preferring this size for lines issues. The Transportation Series, along with the Consumer Education orphan, will remain unique in postal history as the only coil stamps to have both a joint line and a plate number. New Transportation issues have no line. I will continue to offer all Transportation issues as strips of four so collectors can continue this series in a uniform format.

*Chamberlain also reported on a poll taken by Linn's as to coil strip sizes. The strips of three won hands down over all other sizes up to PS/5, with pairs next in popularity.*

I praise Linn's for including the PNC question in their poll. Several things should be considered when interpreting the results.

1. No distinction was made between collectors of used stamps or mint stamps. Separating these results would give different results for each. Used collectors save singles through threes, mint collectors save pairs through fives.

2. Many participants in the survey are very casual coil collectors. This gave a much a higher score to the traditional line pair than if only coil specialists had taken the survey.

*Price leaders in PS/3: 5.9¢ Bicycle 5 and 6 precanceled, \$14.50.*

## July-September 1984

Three variations exist on plate strips of the 17¢ Auto from Plates 5 and 6!

*Chamberlain reported on a Linn's report that the lettering on the 17¢ precancel could be "wide spaced" or "narrow spaced," referring to the space between the words "Precanceled" and "First-Class."*

*Chamberlain hastened to add: "A third variation has resulted from both styles occurring on different stamps of the same plate strip!"*

*And then he made PNC history:*

The "wide spaced," "narrow spaced" description can be confusing. Why? Because the wide-spaced variety has narrow-spaced print and the narrow-spaced variety has wide-spaced print! This is referring to the space between letters.

I find the easiest way to identify the different varieties is to measure the length of the word "Presorted." There is a 1.5mm difference in the length of this word on different varieties! I suggest

adding to George Godin's "Coil Scorecard" [published regularly by then in *The United States Specialist*] description. He has designated the Presort precancel as Type 5. I suggest calling the three variations of this overprint as Types 5a, 5b, and 5ab.

I don't know if any of these varieties are scarce. I have sold some of all three types. At present, I only have Type 5ab, plates 5 and 6 available. On Plates 3 and 4, only Type 5a has been observed.

**Surrey 17 and 18—USPS reports 112,230 impressions for each!** PNC collector Frank E. DeGrasse received this information in a letter dated May 21, 1984, from the USPS. A copy of the letter was forwarded to me by Mr. DeGrasse. Eighteen plate numbers are printed with each impression. Therefore, 2,020,140 of each number 17 and 18 were printed. Only one copy of each is known to exist today.

## 'X on Valdez' wins 'Xplain the X' contest

"X on Valdez," who works for NYNEX, the New York telephone company, is the winner of the *TPN* contest to guess why an "X" replaced "Pedro's World of PNCs" in the February issue.

Here's his winning entry:

I am a computer scientist and collector (Ph.D. from Cal, Virginia and Georgia Techs). Let me explain the problem of your X.

When printing with a Roman font, the nanofirst tangles sometimes with the nanosecond, and although its megabark is worse than its megabyte, it mixes the superconductor, producing an X, a rudimentary protofractal image, the so-called "la tainte de ma plume" in the French computer literature, which is what you have stumbled upon.

It is neither extraordinary, exotic, nor extreme (My goodness, it is actually happening to my computer!), but expected; if it gets to the Fax, neither a fox nor all computer hax can fix it; if in your saxophone, you cannot dial the six, or cannot watch the Sox, even on Cinemax (Oh, no, not Supermex with all his stax of stix into this awful mix); if it pix L, it literally gets to functionally alliterate, but in most cases hits at Random like in the House of James Joyce's *Unisys*, which came out as *Unisex*. In short, the whole thing sux!

I hope Mrs. Extrati (I truly beg your pardon, but this is running out of con-

Price leaders *PS13*: 20¢ Fire Pumper 14, \$17; 5.9¢ Bicycle 5 and 6 precanceled, \$14.50; 18¢ Surrey 15 and 16, \$11.

## October-December 1984

Chamberlain reported that mint pairs had been found by John Larkin of the 18¢ Flag Plate 7 in definitive mint sets sold by USPS. Larkin also found an 18¢ Surrey 17, but with the number on the right stamp.

Four brick red variety 20¢ Flag 8 strips sold to PNC Collectors! Brick red 20¢ Flag stamps were offered for sale by a Richland, Wash., man for \$50 a pair. Several PNC collectors made offers for his four plate strips of three. The bidding resulted in the sale of all four strips. Three of the four strips sold for \$165 each, the fourth for an unknown but higher figure.

trol) will not think that I am trying to influence her decision by my consolidating all my companies (Printer Sinx, Hardy's Software Inc., and Galaxy Black Holst Inks) into one, which I have called NYNEX.

Expectantly,

X on Valdez

Bronx, N.Y. (naturally!)

Readers deserve an explanation of the "X." It was simply a "Steve forgot." The pages were taken to the printer on schedule, although Richard Nazar's drawing had not yet arrived. It ran in the May issue instead.

Oh yes, Pedro. Be assured that *TPN* will never censor your cartoons unless they are rude, in bad taste, libelous, obnoxious, or defamatory. They may also be left out for lack of room, because the scanner broke, or because of unforeseeable, unexpected (there we go again!) circumstances. But we'll never censor them. Never!

This month, to avoid such problems in future, "Pedro's World of PNCs" is drawn by Pedro himself. And he doesn't agree to have his little man called Phil A. Tely. So there!

**WANTED:** Home address of expatriate Bronx resident who signs his letters as "X on Valdez." Object: one-year free subscription.  
**ALSO WANTED:** Funny PNC articles.

Chamberlain also reported the existence of Typeface A precancels on the newly found Plate 7 of the 17¢ Auto.

Price leaders *PS13*: 18¢ Surrey 3 and 4, \$24.50, 18¢ Flag 3, \$22.50.

## January-March 1985

In this price list, Chamberlain, for the first time, also offered strips of five, mainly because of the three then-known types of 17¢ Auto precancel. He offered strips of five of Type B-A on Plates 5 and 6 at \$11 each.

**What plate strip is scarcest?** PNC collectors welcomed a supply of Plate 17 and 18 Surreys that hit the market in November. For many collectors these numbers were the limiting factor to completing the PNC set. The supply on the market now seems adequate to meet the tremendous demand. I expect the price to drop from the record \$40 to \$50 these have been selling for.

A similar situation occurred a year ago when everyone was looking for the 18¢ Flag 7. Back then, the 7 was much more scarce than the 6, and the 17 and 18 Surreys hadn't yet been reported. A large hoard of Flag 7s was located and offered for sale by Jeff Escue. The \$25 price soon dropped to \$12.50. The price has since recovered and risen to \$35. The total supply of the 18¢ Flag 7 is easy to estimate. At least 80% of those that are in the hands of dealers and collectors can be traced back to the Escue supply. Jeff was kind enough to report to me the total quantity he handled—150! I estimate the total quantity in collections and dealer stocks today is 200 in strips of three or five. In my opinion, 200 is a rarity that makes \$35 look like an incredible bargain.

What is the scarcest PNC today? Plate 6 of the 18¢ Flag has replaced Surrey 17 and 18 and 18¢ Flag 7 as Number 1 on collectors' want lists.

Thank you, Dennis Chamberlain!

## Chamberlain erred on 18¢ Flag Plate 7

When Dennis Chamberlain reported in 1985 that there were some 200 copies of the 18¢ Flag from Plate 7, he was quite correct—for then.

By the end of the following year, Bob Dumaine of Sam Houston Philatelics was offering PS/5 at \$300 and Al Haake offered them for \$275.

And then the Rev. Kenneth Opat found a large supply in Chicago. The size of that supply, which was sold to dealers, is still unknown today.

## How many 9.3s exist; why are some rare?

By Stephen G. Esrati

When Ken Lawrence found the shipping totals for PNCs, it did not help PNC collectors much on those denominations that had more than one plate because the total shipped was for all stamps from all plates.

But we did get a breakdown between precancels and unprecanceled stamps.

For the 9.3¢ Mail Wagon, BEP shipped 970,833 unprecanceled PNCs to the Postal Service. It also sent 36 million precancels.

The 9.3s, like the 17¢ Electric Auto, had mixed plate pairings. Thus, Plate 2 was paired first with Plate 1, then with Plate 4; Plate 4 was paired with Plates 3, 4, and 8.

But it is possible to estimate how many PNCs were shipped to the Postal Service for each plate number.

One clue is the number of times a plate was returned to press.

The precanceled Plates 5 and 6, for example, had seven distinct printing dates. The total impressions for all stamps printed, unprecanceled and precanceled, was 703,677.

For the sake of argument, therefore, let us assume that 100,000 impressions are made with each press run. That would leave 3,677 impressions for unprecanceled Plates 5 and 6, or a maximum number of PNCs of 66,186.

Doing this for all plates produced a "Maximum PNCs" figure (971,748) that was almost exactly the total number of unprecanceled stamps shipped (970,833).

On the precancels, on the other hand, the total number shipped was only 51.7% of the total we calculated. So I used 51,700 stamps per press run instead of 100,000 (except on Plate 8, where we had a separate BEP report of 67,833 impressions).

The results are shown in Table 1.

While these results are admittedly nothing but guesses, they tally somewhat with the scarcities established by the PNC market for pricing these stamps. The only exception is the precanceled Plate 4, which was paired with three other plates and would appear to be abundant.

Could it be overpriced? How else can one account for this plate pairing: A No-Gap strip of Plate 2 with the gap at 4R sells for about \$18.50; its mate off Plate 4 fetches about \$40. How come?

Kim Cuniberti had an answer to this

seeming incongruity:

Plate 4 was subject to an unusual circumstance that led to its scarcity. At one time when Plate 8 was found in some quantity by Al Haake, it created a nice supply of a desirable plate number (8) and an oversupply of an already common one (4).

So Haake wholesaled Plate 4 to those who were looking for generic 9.3s precanceled.

His action may, in fact, have set a trend among dealers at that time. As so often happened with Plate 1 of the Flag stamps (18¢, 20¢, 22¢, and 25¢ block tagged), it was common at first and readily available to fill many generic orders for a numbered Flag strip. This also hastened its scarcity. The same fate befell Plate 4 of the 9.3s.

Haake confirmed Cuniberti's recollection: "After I found 16 rolls of 3,000 of Plates 4 and 8, I thought Plate 4 was the most common number. I sold the precancels at \$1 a strip to get rid of them."

The No-Gap strip of Plate 4 is more complicated. Let's look at the disparity with Plate 2 No Gap.

Plate 2 No Gap comes from:

Pairing	Gap	Scarcity	Notes
With Plate 1	4L	C	
	3L	B/C	
	4R	D	
	5R	B	(leaning to A/B)

With Plate 4	3L	D	Type II paper
	4R	B	

Plate 4 No Gap comes from:

Pairing	Gap	Scarcity	Notes
With Plate 2	3L	D	Type II paper
	4R	B	

With Plate 3	5L	D	
	4L	C	
	3R	D	(leaning to E)
	6R/L	D	(leaning to E)

It is easy to see that in the 2/4 pairing, 3L would probably never be used to make a generic No Gap because it has scarce gap positions and is the only source of 9.3 on Type II paper. Only Bob Rabinowitz and I have it, and we wouldn't do it.

So that leaves equal amounts of both plate numbers with the gap at 4R.

But look at Plates 3 and 4. They are all hard to find and have high scarcities. I would not shorten one of these to make a Plate 4 No Gap strip of five.

**Table 1**  
**Total 9.3¢ PNCs (estimated)**

Plate 1	unprecanceled	83,160
Plate 2	unprecanceled	83,160
Plate 3	unprecanceled	336,528
Plate 4	unprecanceled	336,528
Plate 5	unprecanceled	66,186
Plate 6	unprecanceled	66,186
<b>Total:</b>		<b>971,748</b>
<b>Total shipped:</b>		<b>970,833</b>
Plate 1	precanceled	1.86 million
Plate 2	precanceled	7.44 million
Plate 3	precanceled	3.72 million
Plate 4	precanceled	9.31 million
Plate 5	precanceled	6.51 million
Plate 6	precanceled	6.51 million
Plate 8	precanceled	620,000
<b>Total:</b>		<b>35.97 million</b>
<b>Total shipped:</b>		<b>36,040,666</b>

On the other hand, look at the pairings of Plates 1 and 2.

Gap 5R on Plate 2 is readily available. In fact, I would shorten it to a No Gap PS/5 before I would do so to a strip with the gap at 4R (from the 2/4 pairing).

Then there is still Plate 2 with the gap at 3L from the 1/2 pairing.

So the \$40 price tag really reflects the undesirability of shortening any of the strips from Plate 4 as opposed to strips from Plate 2.

The figures in Table 1 still leave much to be desired because the unprecanceled Plates 5 and 6 are far scarcer than the unprecanceled Plates 1 and 2. But, on the other hand, many of them may have been destroyed when the 9.3s were withdrawn.

Ken Lawrence believes that the scarcity of unprecanceled Plates 5 and 6 is simply the usual distribution problem:

Philatelic centers still had their original stocks, so they had no need to reorder. Most collectors who obtained Plates 5 and 6 got them by mail from the Philatelic Sales Division. I suspect that nearly all of the vaulted stock, later destroyed, were 5/6 rolls.

It is important to note that the total number of stamps shipped includes destroyed stamps.

It is more likely that the unprecanceled 5s and 6s were destroyed than the earlier 1s and 2s.

One thing we still cannot figure out is why it was necessary to print unprecanceled stamps from Plates 3 and 4 and 5 and 6. But back in 1981, USPS apparently wanted unprecanceled versions of all numbers for collectors. The same thing happened on the 17¢ Auto. But if that is true, why was Plate 8 of the 9.3 not printed unprecanceled?

What we learn from the above is this: The quantities are no help on scarcity. Prices are a better guide. □

# TRANSPORTATION COILS

**15% off on plate strips on all orders over \$25.00**

	LP	PS3	PSS
1897 1c Bus 1, 2, 5, 6.....	.20	.30	.65
3,4.....	1.20	1.30	1.40
2225 1c B Press 1, 2.....	.40	.50	.90
NEW untagged 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
1898 Handcar 1, 2, 3, 4.....	.55	.80	1.00
2252 Conestoga Wagon 1.....	.80	.90	1.00
2123 3.4c School Bus 1, 2.....	.70	1.00	1.25
2123a 3.4c PC 1, 2.....	3.00	3.55	3.70
1898A 4c Coach 1, 2, 3, 4, 5, 6.....	1.25	1.70	1.80
1898Ab 4c PC 3, 4.....	2.25	2.80	3.00
5, 6.....	2.25	4.00	4.25
2228 4c B Press 1.....	1.00	1.20	1.25
NEW overall tagged 1.....	2.50	2.75	3.00
2451 4c Carriage 1.....	1.00	1.20	1.25
same, untagged.....	2.00	2.25	2.50
2124 4.9c Buckboard 3, 4.....	1.00	1.05	1.80
2124a PC 1, 2, 3, 4, 5, 6.....	1.40	1.50	1.80
1899 5c Micycle 1, 2, 3, 4.....	.55	1.45	1.55
2253 5c Milk Wagon 1.....	1.00	1.10	1.25
2542 5c Circus Wagon 1.....	1.00	1.10	1.25
2543 5c Canoe 1.....	1.00	1.10	1.25
1900 5.2c Sleigh 1, 2.....	3.85	7.00	16.00
3, 5.....	135.00	165.00	170.00
1900a PC 1, 2, 3, 4, 5, 6.....	11.00	13.00	14.00
2254 5.3c Elevator 1.....	1.30	1.20	1.30
2125 5.5c Star Truck 1.....	1.55	1.65	1.75
2125a 5.5c PC 1.....	2.05	2.15	2.45
PC 2.....	2.60	2.80	3.00
1901 5.9c Bicycle 3, 4.....	4.20	9.10	18.00
1901a 5.9c PC 3, 4.....	10.00	18.00	18.50
PC 5, 6.....	59.50	88.00	90.00
2126 6c Tricycle 1.....	1.20	1.50	1.60
2126a PC 1.....	2.30	2.40	2.50
PC 2.....	6.55	7.65	7.75
2127 7.1c Tractor 1.....	2.55	2.60	2.70
2127a 7.1c PC 1.....	2.55	2.60	2.70
NEW PC 1.....	2.55	2.60	2.70
1902 7.4c Baby Buggy 2.....	5.60	6.30	11.00
1902a PC 2.....	3.25	3.50	3.70
2255 7.5c Carreta 1, 2.....	1.75	2.50	2.65
3.....	5.00	5.50	6.00
2128 8.3c Ambulance 1, 2.....	1.25	1.40	2.25
2128a 8.3c PC 1, 2.....	1.25	1.40	2.25
PC 3, 4.....	3.35	3.50	3.75
2231 Amb. B Press 1, 2.....	3.50	3.75	4.00
2256 Wheelchair 1, 2.....	2.50	2.75	3.00
3.....	8.00	8.50	9.00
2129 8.5c Tow Truck 1.....	2.50	2.60	3.00
2129a 8.5c PC 1.....	3.50	3.60	3.70
2.....	6.00	6.50	7.00
1903 9.3c Mail Wagon 1, 2.....	6.30	7.00	15.00
3, 4.....	23.80	25.20	38.00
5, 6.....	154.00	270.00	280.00
1903a 9.3c PC 1, 2.....	16.00	17.00	18.00
PC 3, 4.....	26.00	27.00	28.00
PC 5, 6.....	3.00	3.20	3.40
PC 8.....	140.00	150.00	160.00
2257 10c Canal Boat 1.....	1.30	1.40	1.50
2457 10c Tractor Trailer 1.....	1.30	1.40	1.50
2130 10.1c Oil Wagon 1.....	1.60	2.10	3.25
2130a 10.1c PC 1, 2.....	2.50	2.65	3.50
2130 10.1c Red PC 2, 3.....	2.55	2.65	2.75
1904 10.9c Hansom 1, 2.....	9.10	16.00	36.00
1904a 10.9c PC 1, 2.....	13.00	33.00	33.50
3, 4.....	45.50	262.50	400.00
1905 11c Caboose 1.....	3.15	3.35	5.00
1905a 11c Caboose PC 1.....	3.80	4.00	4.25
2131 11c Stutz 1, 2, 3, 4.....	.55	1.40	1.90
2132 12c Steamer 1, 2.....	1.90	2.00	2.25
2132a 12c PC 1, 2.....	2.50	2.75	3.00
12c B Press PC 1.....	11.00	12.25	13.00
2133 12.5c Pushcart 1, 2.....	2.65	2.80	3.25

## Full-serif Honeybee

The only find. Fewer than 600 found. FREE with \$75.00 purchase.

	LP	PS3	PSS
2133a 12.5c PC 1, 2.....	2.90	3.00	3.50
2258 13c Patrol Wagon 1.....	2.75	3.00	3.25
2259 13.2c Coal Car 1, 2.....	2.75	3.00	3.25
2134 14c Iceboat 1, 2, 3, 4.....	1.40	2.40	2.50
B Press 2.....	2.80	3.90	4.50
2260 15c Tugboat 1, 2.....	2.50	2.80	3.00
2 Overall tagged.....	2.50	2.80	3.00
2261 16.7c Popcorn 1, 2.....	4.00	4.40	4.75
1906 17c Auto 1, 2, 3, 4, 5.....	1.80	3.10	3.40
6.....	17.00	17.50	18.00
7.....	4.90	5.00	5.50
1906a 17c PC Type A 3, 4, 5.....	4.90	5.00	5.50
Type A 6, 7.....	10.00	12.50	13.00
Type AB 5, 7 PS10 only.....	—	—	14.00
Type B 3, 4.....	18.20	18.90	22.00
Type B 5, 6.....	10.00	13.50	14.00
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 17c Dogsled 2.....	2.75	3.00	3.50
2262 17.5c Racer 1.....	3.00	3.50	4.00
2262a 17.5c PC 1.....	3.00	3.50	4.00
1907 18c Surrey 1.....	56.00	85.00	90.00
2, 5, 6, 8, 9, 10.....	2.65	4.00	4.50
3, 4.....	28.00	59.00	60.00
7.....	21.00	38.00	45.00
11, 12, 15, 16.....	6.30	13.00	13.50
13, 14, 17, 18.....	6.30	7.00	11.00
1891 18c Flag 1.....	120.00	140.00	440.00
2.....	19.80	29.40	45.00
3.....	360.00	362.50	1,000.00
4.....	6.30	6.65	10.00
5.....	3.50	4.70	5.50
6 XF.....	WANT 1,500.00	2,200.00	
7.....	38.00	38.55	39.00
2149 18c Wash. 1112, 3333.....	2.75	3.00	3.50
2149A 18c PC 33333 & dull.....	4.00	4.50	5.00
PC 11121, 43444.....	5.75	6.15	6.50
1908 20c Pumper 1.....	6.30	39.50	170.00
2.....	35.00	220.00	975.00
3, 4, 13, 15, 16.....	3.35	3.50	5.50
5, 9, 10.....	1.75	2.05	3.40
7, 8.....	63.00	74.20	130.00
12, 14 XF.....	14.00	15.40	23.00
6, 12, 14.....	5.60	5.60	9.00
11.....	45.50	47.60	80.00
2005 Consumer 1, 2.....	4.55	37.50	200.00
3, 4.....	4.55	37.50	120.00

	LP	PS3	PSS
1895 20c Flag 1.....	5.60	6.30	75.00
2, 11.....	7.55	10.00	12.00
3, 12.....	3.35	3.50	7.50
4.....	37.80	80.50	800.00
6.....	80.00	85.00	140.00
5, 9, 10, 13, 14.....	2.75	4.00	6.00
8.....	5.45	5.60	16.00
1895a 20c PC 14.....	40.00	40.00	40.00
O135 20c Official 1.....	10.50	15.40	50.00
2263 20c Cable Car 1, 2.....	3.25	3.75	4.50
2 Overall tagged.....	3.25	3.75	4.50
2264 20.5c Fire Engine 1.....	3.25	3.75	4.50
2265 21c Rail Car 1, 2.....	3.25	3.75	4.50
2150 21.1c 111111.....	3.00	3.15	4.75
111121.....	4.05	4.40	6.75
2150a 21.1c PC 111111, PC 111121.....	4.00	3.85	5.75
2115 22c Flag 1, 7, 14.....	5.45	12.60	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 22c "D" Eagle 1, 2.....	4.75	5.10	7.75
O139 22c "D" Official 1.....	35.00	50.00	80.00
2464 23c Lunch Wag 2, 3.....	3.25	3.75	4.50
2266 24.1c Tandem 1.....	3.90	4.20	4.50
2136 25c Broad Wagon 1, 2, 3, 4.....	2.65	2.80	4.25
5.....	3.35	3.50	5.50
2280 25c 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, 15.....	9.00	9.50	10.00
Phos 2-3, 7-9, 11, 13-14.....	4.00	4.25	4.75
Phos 5.....	6.00	7.00	8.00
Phos. 6.....	14.00	15.00	16.00
2278 "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 25c Honeybee 1, 2.....	2.10	2.45	4.50
1 Orig. full serif.....	15.00	16.50	17.00
2518 "F" (29c) Tulip 1111, 1222, 2222.....	3.50	4.00	4.50
1211.....	14.00	14.50	15.00
2211.....	8.00	8.50	9.00
2523 29c Mt. Rushmore 1, 2, 3, 4, 6, 7.....	3.50	4.00	4.50
2468 \$1 Seaplane.....	5.00	6.00	8.00

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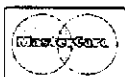
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## Why I developed UV Mounts

By H. Harry Muegenburg

I had to start manufacturing my own Ultra View mounts.

For many years, I struggled with methods of displaying my U.S. luminescent stamp collection.

Mylar, acetate and similar mounts do not allow short-wave UV to penetrate the material and thus activate the phosphors.

Al (Tag) Boerger and other pioneers advised me to punch holes in conventional mounts or to cut a corner off the mount to expose some of the stamp.

I tried both techniques for a while but was not satisfied with either. I wanted to see the entire stamp in all its naked luminescent beauty. I also wanted the gummed side of the stamp to be adjacent to an acid-free paper. Furthermore, it was important that this paper should contain no brighteners that would emit fluorescence under UV exposure and thus interfere with the viewing of the stamp. Finally, I wanted air to be able to circulate within the mount.

I have consulted quite a few people with respect to the long-term storage of

## Rushmore 10,000s printed by gravure

Continued from Page 69

Eagle, which had an interval of 38.

The gravure Rushmore stamps were contracted to American Bank Note Co. of Chicago, whose previous gravure stamps were printed on a leased Champlain gravure press by J. W. Fergusson & Sons of Richmond, Va.

The first PNC to appear in rolls of 10,000 was Plate 1 of the 2¢ Locomotive, followed by Plate 2 of the 16.7¢ Popcorn Wagon. They were soon followed by Plates 2 and 3 of the phosphored 25¢ Flag Over Yosemite. Also printed as rolls of 10,000 were 13.2T2P and 10.1T3P1.

In the past, the Postal Service has forbidden sale of partial rolls from rolls of 10,000. That should not be the case for the Rushmores or the generic precancels since USPS considers them distinct stamps. That means they should be available, at least, from the Philatelic Sales Division and possibly from some philatelic sales windows.

Because dealers cannot afford to lay in full rolls of 10,000, stamps from the large rolls—such as Plate 1 of the phosphored Yosemite—have climbed steeply in price, with Stamps 'n' Stuff raising its price to \$10 for a strip of five. □

stamps in the Ultra View sleeve. It is my understanding that one has to be careful as to the source of the polyethylene used in its manufacture. It has to be virgin, without additives, etc. Many ordinary polyethylene materials may no longer be virgin, but have recycled products included.

However, the album page is also very important. It should contain no brighteners and, of course, for longevity it should also be acid free. □

## Updates

### New stamps

2T2/6—Plates 2 and 6, 2¢ Locomotive. Tag break 3L. (Thomson)

5T1ZP—Plate 1, 5¢ Canoe. Rolls of 500 and 3,000. (Haake)

10T1XP—Plate 1, 10¢ Tractor Trailer. Rolls of 500 and 3,000. (Haake)

10.9T1P—Plate 1, 10.9¢ Hansom Cab, gap one quarter of the way across the numbered stamp, or 1L. Used copy only. (Shultz)

17T3/4—Plates 3 and 4, 17¢ Auto. Tag break at 6L. (Bensko)

23T2—23¢ Lunch Wagon, Plate 2, rolls of 100. (Ernst)

23T3—23¢ Lunch Wagon, Plate 3, rolls of 500. (Ernst)

23T2—23¢ Lunch Wagon, Plate 2, imperforate, creased, wrinkled. (Haake)

29F7—29¢ Rushmore, Plate 7, imperforate, roll of 100. (Marrelli)

### Catalog Updates

20F4—Plate 4, 20¢ Flag. New EKU: 6/30/82. (Washburn in *Coil Line*)

20F8—Plate 8, 20¢ Flag. New EKU: 12/13/82. (Washburn in *Coil Line*)

14T3—Plate 3, 14¢ Iceboat. New EKU: 10/7/85, on commercial postcard. (Jahnke)

25F2i—Plate 2, phosphored, 25¢ Flag. New EKU: 11/03/89. (Washburn in *Coil Line*)

25F3i—Plate 3, phosphored, 25¢ Flag. New EKU: 01/13/90. (Washburn in *Coil Line*)

18T13—Plate 13, 18¢ Surrey. New EKU: 08/10/81. (Washburn in *Coil Line*)

New FDCs: 29U1111, 29U1222, 29U2222, 29U2211, 29U1211, 29F1, 29F2, 29F3, 29F4, 29F6, 29F7. (Estus)

4T1X1 (untagged) (Gamm cachet). (Ernst)

### Withdrawals

25M—25¢ Honeybee, June 30, 1991.

### Corrections to TPN

Page 62—The generic first-day folder for the 23¢ Lunch Wagon was not the first to be used on a coil stamp. The 4¢ Steam Carriage was also given a sendoff with a generic folder.

Page 62—The 23¢ Lunch Wagon was not printed on LP-40 paper, which is an unphosphored paper. The correct specification was LP-713, a dry-gum, phosphored, 18½-inch, intaglio paper.

Page 63—"It isn't true that no Plate 7, 18¢ Flags have ever shown up in mixtures. Look at Page 73 in my book. Paul Arnold got 36 Plate 7 and 7 Plate 6 in a mixture." (Ken Lawrence)

Page 66—A.S. Cibulskas' varieties column was mislabeled. It was part XXXIII, not XXXII.

Page 67—"Plate 4 of the 20¢ Flag was the first stamp of any kind printed on the C Press, not just the first PNC." (Ken Lawrence)

## ADLETS

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

WANTED buying commercial covers within 18¢ rate period with 17¢ Auto PNC paying 2nd oz +. Also need souvenir page 25¢ Yosemite pnc. Will buy/trade. Joann Lenz, 37211 Alper Dr., Sterling Heights, MI 48312-2203. (4-91)

ULTRA VIEW MOUNTS: One package, \$6.00. Two packages, \$11.50, enough for 150 strips of 3, 100 strips of 5 or 25 strips of 18. Guaranteed. H. Harry Muegenburg, 3525 Bluff Ct., Carmichael, CA 95608. (3-92)

WANTED PS 18s Regular Perfed XF-s, imperf, misper, micut. John Tison (PNC3 473, APS, ASDA) B&J Sales, 3012 S. Croddy Way, Santa Ana, CA 92704. 1-800-854-4487 (6-91)

PNCs on FDCs and entire booklet panes with numbers on FDCs. Send SASE for current price list. Bill Norton, P.O. Box 5525, Little Rock, AR 72215-5525. (6-91)

BUYING-SELLING PNC strips three, five. Special prices. Send SASE for buy or sell list. Reuben Klein, 4750 S. Ocean Blvd., Highland Beach, FL 33487-5312. (1-92)

PNC FDC LIST: SASE to APNC, 6301 Poindexter, Rockville, MD 20852. (5-91)

UNSURPASSED OPPORTUNITIES Wide selection on PNC5 price list. List 29¢ stamp. Robert Barker, P.O. Box 888063, Dunwoody, GA 30356. (1-92)

WANTED: 12.5¢ Pushcart pair on flyer from Reader's Digest promotion in 1988; 10.9¢ Hansom Cab with contrived "Postmaster's Provisional" from Redwood Seed Co. Leonard Piszkiwicz, 951 Rose Court, Santa Clara, CA 95051. (6-91)

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. (4-91)

A GREAT new PNC album is here. Spectacular color pages. Send \$1 in postage for pages/information. Steve Crown. 306 Lazyhollow, League City, TX 77574. (4-91)

SUBSCRIBE, DON'T MISS OUT—FDCs and new strips by subscriptions: You may subscribe for mint PS/5s or for ArtCraft, House of Farnam and Artmaster FDCs. \$25 deposit. Farnams \$5 each, others \$4. Send want list for quotes on older FDCs. Esrati, PO Box 20130, Shaker Heights OH 44120-0130.

HONEYBEE SEAM LINE STRIPS. D Press, 7R, truncated full serif, XF, P530 (line to line plus 3 each end). \$35. Thomson, P.O. Box 91, Northwood, N.H. 03261. (4-91)

JOIN THE CLUB, join PNC3. Monthly newsletter, auctions, regional meetings. For details, write Gene C. Trinks, 3603 Bellows Ct., Troy, MI 48063. (4-91)

## Data bank (Part II)

Reports on the 5¢ Canoe and on the 10¢ Tractor Trailer may be found on Page 75.

The 5¢ Circus Wagon coil of 3,000 is being reprinted on nonphosphored paper. Beginning January, 1991, all 1¢ through 9¢ stamps are to be produced without phosphor.

The Bureau of Engraving and Printing will begin distribution of the reprinted ... Circus Wagon stamps during late May or early June.

Philatelic Release 40

# Linn's Yearbook is gold mine for information

George Amick, *Linn's U.S. Stamp Yearbook 1990*, Linn's Stamp News, Sidney, Ohio. Soft cover \$18; Hard cover, \$30.

Although only two new PNCs were issued in 1990, this annual compendium includes much that is useful for PNC collectors.

George Amick spells out, among other things, how it came to pass that nickel stamps are now inscribed "05" and the arguments that raged before that solution to a problem was finally proposed by Bradbury Thompson, expert on typography for the Citizens' Stamp Advisory Committee (CASC).

The use of the zero came about as part of the trend from cluttering stamps with the word "cents," which was shortened to "c" and then turned into "c" before it was dropped off stamps altogether.

Meanwhile, a second trend had developed to increase the size of the digits for the face value (as we could see on 1T1R and 2T1R) and to change the order from "USA 1" to "1 USA."

When the Postal Service ran into thievery in which people used 1¢ stamps to pay \$1 postage, another change was needed. But here the CASC ran smack into the printing problems that plagued the Bureau of Engraving and Printing and the Postal Service.

Stamps of the Transportation and Great Americans Series are prepared far in advance, often before it is known what de-

## TPN reviews

nomination is needed. A system was required that would not cause typographical hardships when a proposed stamp was changed from, for example, 6 cents to 22 cents. The problem was the number of places to leave.

Thompson's solution was to insist on two place holders, often seen now as "00" on illustrations of proposed new issues.

The "00" solution had the advantage of allowing two places when the denomination was less than a dime and still being exact when it was \$1 or more. And it could be done without reversing the scheme where the face value was placed before "USA."

That story alone takes up several pages in the chapter about the 05 Muñoz Marin.

In the chapter about the \$1 Seaplane, we learn not only that the stamp was the first in the Transportation Series to show an aircraft, but also that it was the first stamp in the series to show a person (the pilot and a passenger). It was also the first bicolored stamp (other than in service inscriptions).

Amick says the CASC had taken some criticism about the 20¢ Cable Car, which lacked an operator while coming over the crest of a hill. So CASC "wisely decided

to have the artist put people in the cockpit."

Amick also explains why the 5¢ Circus Wagon was issued: USPS hopes that it would be widely used if its request for a 30¢ first-class rate had been approved. The establishment of the 29¢ rate sank that hope.

In retrospect, we can now figure out why the 05 Canoe was necessary. There is not enough free space on the 05 Circus Wagon to allow the added four-word service inscription without causing great clutter. So the Circus Wagon could never become a precancel.

Throughout the book there are hints about the strained relations between BEP and USPS. For example, when USPS decided to expand the proposed Jesse Owens single into a booklet of five stamps, BEP said it could not print it (nor a proposed booklet showing comedians). So the Owens booklet was converted into a sheet and the printing was handed to American Bank Note Co.

More trouble came with the Christmas Madonna and Child booklet, which was printed by BEP. The sheet stamp was not. And in the booklet, BEP used LP-703, a phosphored paper. Then it found that the stamps would not activate the facer-canceler because of the density of the design (the same problem had happened with the 25¢ Honeybee, where all copies of the stamp on phosphored paper had to be destroyed). This time, BEP simply used block tagging on top of the design, a fact that was first reported by the PNC Study Group's Wayne Youngblood.

Said Amick: "Rather than change the paper type at press time (which wasn't as simple as taking a different roll of paper from the pallet), BEP decided to use the prephosphored paper as planned, but to add block tagging to ensure a good signal."

Amick also reports that the imperforate 10.1T3i were from a roll found by Bill Langs that were later offered at \$14.95 a pair by Dale Enterprises, "believed to be the lowest price at which a newly found U.S. error had ever been initially offered to the collecting public. Plate number strips of six were advertised for \$199."

Amick also records the end of block tagging and says, "Possibly as a result of the conversion, two untagged errors were reported by collectors late in the year." One of them was on Plate 2 of the 15¢ Tugboat. The other wasn't a PNC.

All in all, a readable, informative book about a fateful year in stamps. □

## BEP retiring the B Press

*Continued from Page 69*

It was not used for the 4¢ Steam Carriage, the 29¢ Flag Over Mt. Rushmore, or the two generic service-inscribed stamps.

While the C and D presses were used to print most of the 25¢ Yosemite, Plates 1, 2, and 3 were printed on the B Press.

The last first-class rate PNC printed entirely on the B Press was the 18¢ Flag. The C Press was first used to print Plate 4 of the 20¢ Flag.

All stamps printed in rolls of 10,000 before the 1991 rates were also printed on the B Press, but the 29¢ Rushmore coils of that size were printed by gravure outside BEP. The 1990 "treaty" between BEP and USPS did not assign coils of 10,000 to BEP.

The two generic precancels were printed on the C Press, using an 18-row plate.

The phasing out of the B Press was attributed to a desire by the BEP to intro-

duce a new, faster Giori F Press, according to Leah Akbar, a spokeswoman at the Bureau.

Production has not begun on the F Press, which is a combination offset/intaglio press. It replaces the gravure/intaglio A Press. Ms. Akbar said, because the postal service has ordered few gravure/intaglio stamps.

The F Press has four offset and three intaglio stations and can handle a web 23 inches wide, moving from one section of the press to another on a roll-to-roll basis (meaning that there would be no need to rewind).

The assignment of stamps to specific presses—which used to be one of the facts listed in each official announcement of a new stamp—has been dropped from *Stamp News*, the philatelic news releases of the Postal Service.

TPN has had to phone Washington for information on presses for every new stamp this year. □

## Hey, Mister, wanna buy some PNCs?

Ed Gould, who first revealed in *TPN* that some dealers have private vaults in accountable paper offices, has come across a case where a postal clerk stripped out PNC strips with a face value of \$1,000 to \$1,100 and sold them to a dealer in Maine for 150% of face.

"I may be wrong," said Gould, "but the

only way a clerk could accumulate \$1,000 to \$1,500 face in strips over six years would be for him to strip out the coils and then destroy the scrap.

"Think about it. This guy was paid by the USPS to pull stock from the vault, strip the coils and destroy the scrap—all on company time.

"Then he sold the strips at 150%—to a stamp dealer. Maybe I'm making a mountain out of a mole hill, but it seems wrong to me."

The clerk in question originally offered the strips to Gould at 140% of face and described his holdings:

"1¢, 2¢, 3¢, 3.4¢, 4¢, 4.9¢ 5¢, 5.3¢, 5.5¢, 6¢, 7.1¢, 7.6¢, 8.3¢, 8.4¢, 8.5¢, 10¢, 10.1¢, 11¢, 12¢, 12.5¢, 13¢, 13.2¢, 14¢, 15¢, 16.7¢, 17¢, 17.5¢, 20¢, 20.5¢, 21¢, 24.1¢, 25¢, 29¢, \$1. 99% of these plates are well centered. A few of the 4.9 and 20¢ Fire Engine are close to the edge. If interested, please advise."

When Gould wrote back with an offer, the clerk wrote: "Thanks for the note. I sold everything at face plus 50% to a dealer in Maine. Keep in touch if you need anything."

The last time a case like this came up, *TPN* called the Postal Inspection Service in Cleveland and gave all the pertinent information about a clerk in the Far West, who made a similar offer. The case did not seem to interest the postal inspectors and the clerk in the Far West may still be doing his thing. □

## New gap found on 10.9T1P



D. John Shultz, a member of the gap committee of the Plate Number Coil Study Group, has found a used single of the 10.9¢ Hansom Cab with the precancel gap near the "A" of "USA."

He calls it a 1L gap. No 1L gap has previously been reported. Line gaps are known on Plates 1 and 2, but since the gap on Shultz's find is more than half-way across the stamp, it cannot be called a Line gap.

The lines to the left of the gap on Shultz's stamp are higher than those on the right. And the upper line extends farther to the right than the lower, which measures 6mm from the left edge of the stamp.

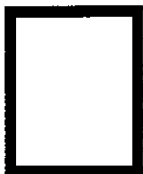
The 1991 *Plate Number Coil Catalog* will list 10.9T1P as being reported with a gap at 1L with a footnote. The stamp will not carry a price. □

**NEW GAP?**—Did D. John Shultz find a previously unknown Gap 1L on Plate 1 of the 10.9¢ Hansom Cab. This is his photocopy.

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