

What PNCs will rate hike bring?

Bulk-rate issues may get less use

In addition to the 29¢ undenominated "F" stamp, we may expect the following new coil stamps for first-class mail in 1991:

- 29¢ Flag stamp (which will show Mt. Rushmore) to be released in April at Mt. Rushmore, S.D., using a Keystone, S.D. cancel.

A complete rate table appears on Page 30

- 27¢ automation discount stamp for bar-coded, unsorted letters. (A new rate. Not effective until later this year.)

- 23¢ second-ounce rate stamp.
- 19¢ post card rate stamp.

Service-inscribed stamps for first-class mail will be needed in the following denominations:

- 17¢ for sorted post cards (to replace the 13¢ Patrol Wagon). The 17¢ Dog Sled may add a service inscription. Otherwise, that stamp would be obsolete because it no longer meets any rate.

- 27.6¢ for unsorted ZIP+4 first-class mail (to replace the 24.1¢ Tandem Bicycle).

- 24.8¢ for basic-sorted mail (to replace the 21¢ Railroad Mail Car).

- 24.2¢ for basic-sorted ZIP+4 (to replace the 20.5¢ Fire Engine).

- 23.9¢ for bar-coded ZIP+4 mail sorted to three digits. (A new rate; old rate was



for five-digit sort only.)

- 23.3¢ for bar-coded ZIP+4 mail sorted to five digits. (Replaces a 20¢ rate for which there were no service-inscribed stamps.)

- 23¢ for mail sorted to carrier route. (Replaces a 19.5¢ rate for which there were no stamps.) Because this rate can be used both for the second first-class ounce and for this rate, the stamp might come out tagged and service inscribed.

Service-inscribed stamps for users of bulk mail are likely in rates of:

- 19.8¢ for basic-sorted third-class letters, replacing 16.7¢ Popcorn Wagon.

(You may expect to see less use of stamps intended for third-class, bulk mail than in the past because of discounts to mailers who bring such mail to bulk-mail centers instead of local post offices. Also, the rate is only for "letters." See "New rates need calculators," Page 31.)

Please turn to Page 30

'F' coils' paper is phosphored

The "F" coil stamp was printed on phosphored gravure paper resembling the one used to print the 22¢ Flag Test stamp.

The tagging was brilliant under UV and was totally devoid of the flecking seen on the phosphored 25¢ Flag over Yosemite.

The "F" stamps were printed with two sizes of plates, according to a USPS spokesman. Coils of 100 were made using 18x24 and 20x24 plates; coils of 500 and 3,000 were printed solely with 18x24 plates.

LP-698, 18½ inches wide, and LP-703, 20½ inches wide, are the only phosphored gravure papers usable for those plate sizes.

Meanwhile, the overall-tagged 4¢ Steam Carriage was issued in Tucson, Ariz., on Jan 25. It was printed on the C Press, using plates only 18 rows wide, in rolls of 500 and 3,000. One or two tagging breaks may be found between plate numbers. [See "Data Bank" on Page 31.]

Collectors had a hard time getting coils of the "F" stamp after they were placed on sale in Washington on Jan. 22. For several days, only rolls of 100 were available at many post offices; and some post offices had no coils at all.

The following combinations of sleeves have been reported:

- 1111 (rolls of 100, 500, and 3,000)
- 1211 (rolls of 500 and 3,000)
- 1222 (rolls of 100, 500, and 3,000)
- 2211 (roll size unknown)
- 2222 (rolls of 100)

Al Haake said he could tell coils from Sleeves 1222 from Sleeves 2222 just by looking at them.

What Haake saw was a difference in the color of the tulip. It was darker on 1222 than on 2222. Also the veins on the tulip leaf were different, quite straight and distinct on 2222, but blurred and wavy on 1222.

Examination of the strips under 8-power magnification by TPN revealed much less black in the tulip on 2222. The difference in the leaf, however, could be caused

Please turn to Page 31

IN THIS 26-PAGE ISSUE

E=mc² is updated; 3 articles, tables, diagrams. From Page 36.
New tagging break 'walks' all over the roll. Page 49.

4¢ Steam Carriage.....	42, 49	BEP report.....	33
9.3¢ Mail Wagon.....	48	Data bank.....	31
17¢ Electric Auto.....	43	Rates.....	30, 31
20¢ Fire Pumper.....	44	Tagging.....	34, 42, 44
25¢ Yosemite.....	43	Update.....	44
Adlets.....	44	Varieties.....	50
All the news.....	32	Paid circulation this issue:	410

Clear road ahead!

The road to understanding is often beset by detours. Take, for example, the study of PNC paper. When Richard Nazar began his work, some skeptics protested against his conclusions. Then, in the last year or so, his findings began to fall into what I have boldly labeled " $e=mc^2$," the General Theory of PNCs, which, in its way, is our tiny equivalent to Einstein's special theory of relativity.

Where Einstein's work built on the foundations of Galileo and Newton, the General Theory of PNCs based itself on work by Larry G. Haynes, Kim Cuniberti, Tom Maedder, Gerald H. Clark, and countless others. Here was a find of a unique roll by Al Haake, then of another unique roll by Dr. Robert Rabinowitz. Add the evangelism of people like Dr. John Greenwood, Jiri Chytil, Larry Haynes and D. John Shultz, who studied PNCs from one plate number to the next (and some of whom even collected "Chytil" strips of such lengths). Add to that the prophetic voice of Eugene Liu, who predicted that our way of naming the stamps in our strips would cause trouble, as it now has between the proponents of stamp numbering and those favoring the system used to identify precancel gaps.

But when all this cumulative work gets placed in a single context, as Cuniberti did in his attempt to explain what caused so many of the collectible features we find on our stamps, that is a major turning point in the twisting road toward understanding. Suddenly, the road is no longer twisting and turning, but a smooth superhighway.

We may still run into road construction and toll booths, but the path is clear. We see that the paper types Nazar described fit into the picture. They now become road signs that point the way.

The pioneer plating of the se-tenant precancels by Clark, Maedder, and Cuniberti are no longer tunnels of darkness along the way, but become well illuminated parts of the way to our goal: Understanding what we collect.

Even my struggles with BEP data, contested and argued with George V.H. Godin, Thom Wheeler, Alan Malakoff, and Ken Lawrence, become useful foundations for our superhighway, even though the realization that it was important to note BEP repetition (by telling us when a plate was sent back to press) came only recently.

It may be useful to know some of the method behind the PNC Study Group's formulation of $e=mc^2$. In some cases, such as the cooperation between Nazar and Cuniberti, it has involved constant back-and-forth of faxed ideas, long long-distance calls, checks with paper suppliers, calls to the two tagging-break specialists, Eugene Ernst and

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

Editor:
Contributing editors:

Stephen G. Esrati
A.S. Cibulskas
Kim Cuniberti
Ken Lawrence
Richard J. Nazar

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

Advertising rates: \$25 a quarter page (vertically or horizontally); \$45 a half page; \$80 a page. Other display ads are \$5 a column inch (1 3/4 inches wide). Classified ads: 15 cents a word, no charge for your address. Classified display: \$3 a column inch (1 3/4 inches wide). Color available; please ask for quote.

Alan Thomson, and a constant review of the data that had already been assembled.

There was a heavy leaning on chronological plate-activity reports by plate number generated on my computer. And then the tough part began.

I would write a piece and send out copies of it to a handful of co-workers. Each would comment, add, correct, delete, change. (While I was never called a dunce, I often felt like one. Until this year—the 10th anniversary of PNCs—for example, I did not know that there was no such thing as a single printing using only the Typeface B precancel mats. I thank my co-workers for the generosity of spirit that abstained from pointing out my obvious faults.) Then I'd write a second version and send it out for a second go-around.

All the time, the long-distance calls would continue almost daily.

Again, the draft would come back to *TPN* and go through yet another editing procedure.

The article that starts on Page 36 of this issue went through four such major rewritings.

But now, we all think, we may have done it. It all seems to fit.

TPN does not enter philatelic literature competitions to seek acclaim. But deep in my heart, I am applauding the efforts of all who toiled on the construction of the highway. I am proud of the Study Group and its accomplishments. And I delight in the rôle *TPN* has played.

When I proposed at STAMPSHOW in Boston that the yet-to-be-formed society of PNC collectors adopt *TPN* as its journal, the idea that a private, "for-profit" journal should represent a stamp society was shot down. Perhaps that was the way it should have been. But profit has not been the goal of *TPN*; research was. (Profits, incidentally, exist only in the eyes of those who multiply subscribers by the subscription price and fail to deduct expenses for postage, printing, telephone, and promotion. What little profit there has been can be attributed solely to our advertisers. They've helped you; you can help them by patronage.)

While profits have been insignificant, research has not been. As we say in our motto, we print all the PNC news that fits. We'll continue to do so.

It looks like the road ahead will be easier going. ✎

*USPS went to plate number code
to avoid anyone's suggestions,
the 'father' of PNCs says*

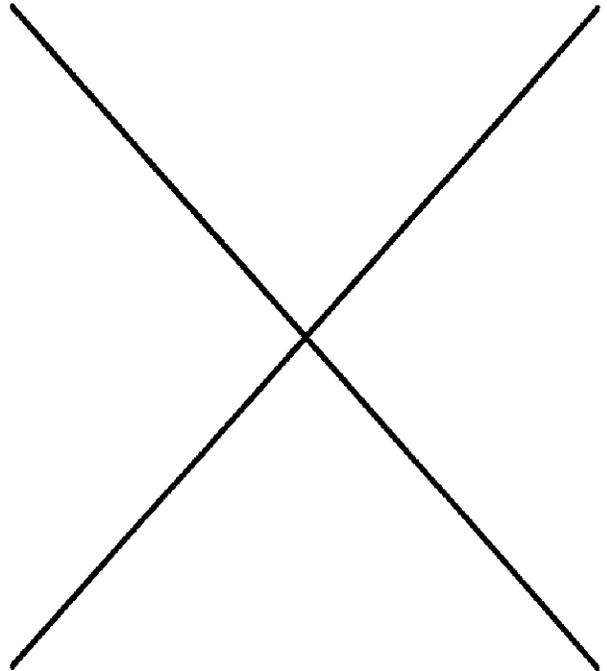
Ken Lawrence's letter on Page 3 of the January 1991 *TPN* again underlined a problem Ken apparently has with logic. Let me review the situation. Plate number coils came about when USPS introduced a new plate numbering system in 1981 which had as its primary objective the return of the block-of-four format from the "biggie" format of blocks of 6 to 12 that almost destroyed plate-block philately.

USPS mistook the immense popularity of Huck Press issues—such as the 1968 and 1969 Christmas and the 6¢ Flag, which were collected as strips of 10 and 20—as a signal that the collecting public would greet larger plate blocks with numbers up and down the selvage enthusiastically. As a result, multicolor issues started appearing routinely, requiring a selvage strip of up to 20 stamps for a proper plate block. At that time, I was writing the "Plate Number" column in *Linn's* and, was a minor dealer in plate blocks, a wholesale source to Minkus, H.E. Harris, Dale, and others, as well as publisher of a newsletter on plate-block values. I had a pretty good pulse on what was happening in the marketplace.

Early on, I recognized the mistake USPS was making and wrote numerous columns urging USPS to return to the plate-block-of-four format. My column appeared every other week, and a great deal of work and time was devoted to "saving" plate-block philately. I proposed that USPS bunch the plate numbers; USPS rejected the proposal, saying it was technically impossible. When conversations with

Pedro's World of PNCs

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



USPS proved that it was readily feasible, other roadblocks were thrown up, including the "imminent" plan to reduce selvage size to save some paper cost (we are still waiting). I then suggested that smaller numbers be used. The reply was that some collectors would have a problem with reading smaller numbers and that any change that would provide a hardship, even to a small fraction of the collecting public, is unsuitable (yes, I know that we now have microscopic numbers on coils and booklets).

I honestly believe that for the first three or four years that this controversy festered, USPS didn't realize that a problem existed. But as more and more input was obtained, including the sharp dropoff in plate-block album sales, USPS finally got the message. A return to the plate-block-of-four format was necessary. The simplest thing to do would have been to bunch the plate numbers, as had been done with several issues prior to 1968. But USPS had made clear its position during the highly publicized debates we were having in my *Linn's* column that bunching was virtually impossible (even though BEP said it was simple). Another problem existed. A return to the plate-block-of-four format would result in an instant loss of considerable revenue from the remaining plate-block collectors since it was unreasonable to expect that an instant "return to the fold" would occur.

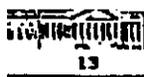
Thus, USPS was faced with the problem of "saving face" and a loss of revenue with whatever plan it chose to return to the block-of-four format. Put yourself in USPS's position. Could it, after 10 years of denying the operativeness of bunching of plate numbers, solve the problem of the return to the block of four by bunching? Could it resort to any other solutions to the "biggie" plate-block problem



High



Normal



Low

Not much publicity

Recently, I had the opportunity to examine several 22¢ Flag strips and covers from Plate 13, and I found that there are three different placements of the plate number.

These varieties have not received much publicity, so I thought collectors might like to see what they look like.

In reply: The high plate number is listed in the 1990 PNC Catalog.

I also want to report that I have found some untagged 25¢ Bread Wagons from Plate 2 and some 25¢ "E" stamps with the plate numbers 1111 which have the same "overall tagging" as the 2222 found by Al Haake. It appears that there is a block tagging on top of the overall tagging, but I cannot be sure.

Rob Washburn

Skowhegan, Maine

that I had proposed in *Linn's* over the almost 10 years that the problem persisted?

Many, including Dick Collier, a Chicago attorney who wrote a letter to the editor in *Linn's* about six months ago, understood that USPS had been painted into a corner regarding the solution of the "biggie" problem and had searched effortlessly for a format that would explain its long inaction and would provide a minimum loss of revenue. The new code system, which would return to the block-of-four format but would also use plate codes for booklets and coils, was presented as its long-sought solution to a problem that included the desirability of numbering all postage-stamp production.

Ken Lawrence's letter missed the point entirely. He stated that "anyone who read Dr. Robert Rabinowitz's column 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 numbers, etc.—and never suggested numbers for booklets or coils." That's exactly my point and that of many others. I don't claim to have made any input into the definition of the current plate-number system. But I and others believe that the column after column that *Linn's* published admonishing USPS for allowing the "biggies" to exist, forced USPS years later to provide a "solution" other than the ones that were quickly rejected as "not technically feasible" some years before.

Yes, I do feel responsible in more than a trivial way that PNC philately exists. Ken Lawrence obviously rejects this suggestion, but I assure you that if I hadn't been in there writing about the "biggie" situation and calling USPS's bluffs regarding why it couldn't bunch plate numbers, when it finally realized that it had virtually destroyed plate-block philately, it would have quickly resorted to bunching. I also believe that if, in the mid-1970s, I had proposed a system similar to the coding one introduced in 1981—including the use of plate numbers on coils and booklets—USPS would have summarily rejected it and we would have returned to the block-of-four format by some other route, with no PNCs.

So when collectors suggest that in some manner I'm the "father" of PNCs, and that USPS's Don McDowell, who devised the code system and introduced it, is the "stepfather," I feel there is some truth in such a conclusion.

Lawrence missed the whole point of USPS's need to find a solution that it had not rejected years before. He also called upon some great form of illogic to equate the relationship of my columns with the birth of PNC philately to "George III as the stepfather of the United State and Adolf Hitler as the stepfather of Israel." I was the crusader for right and reason and used the pen to bring the public's attention to a major problem. From good came good. In the case of Hitler and George III, from bad came good. There is a difference.

Ken may gag as he reads this and reach out to some of his friends in USPS and BEP to "testify" in some way that my conclusions are inaccurate. But those of you who were part of the plate-block scene during the 1970s remember my rôle and will understand and be able to weigh any self-

serving inputs that may come from the agencies involved or from Ken's buddies.

Dr. Robert Rabinowitz
Stamford, Conn.

In reply: As the headline indicates, *TPN* accepts Dr. Rabinowitz as "the father of PNCs."

Green union on 20¢ Flags

It was I who first brought to Phil Rose's attention the green field on the 20¢ Flag.

You use the expression "union," by which I assume you mean the blue field of stars.

In reply: You are correct. The flag's blue field of stars is usually called the union.

I first spotted the green instead of blue under long-wave UV while looking for paper varieties. You describe finding copies with high bright paper. My experience with this particular issue has indicated low and medium fluorescence, but no high bright.

A friend of mine, Henry Karen of Michael M. Karen, Inc., allowed me to look over his stock of 20¢ Flags with the following results, all under long-wave UV:

- 20F6 Found green only. Paper has low fluorescence.
- 20F8 Found green only. Paper has low fluorescence.
- 20F9 Found with normal blue and with green. Paper has low fluorescence.
- 20F10 Found with normal blue and yellowish green. The blue was on paper with low fluorescence while the yellow green was on dark tan unresponsive paper. Under normal light the blue field has a bright greenish tint.

Richard C. Schulman
Smithtown, N.Y.

Seeks 24¢ Honeybee

If it weren't for you and Kim Cuniberti, I would have fallen hopelessly behind on PNC news.

I'll be double checking mixtures for a copy of that fantastic 24¢ Honeybee coil with no magenta.

Norman B. McGrattan
Belleair, Fla.

In reply: That typo was incorrectly put into Margaret Stanchfield's letter on Page 3. Sorry, Mrs. Stanchfield.

TPN has it all wrong, Scott says

(By telephone:) In your review of the 1991 *Scott Specialized Catalogue of United States Stamps*, you state that Scott is wrong in warning against 25¢ Honeybees with black offset missing if they show traces of the litho black. You say that's the only way they're known.

But if there's even a trace of black litho, then the black litho is not missing. The *Scott Catalogue* would not list it if there were such traces of black. Our listing refers only to a stamp in which there is no black litho at all.

William H. Hatton
Scott Publishing Co.

In reply: *TPN* is grateful for the clarification and regrets any misunderstanding the review may have caused.

On the phone, Bill Hatton explained why Scott could

not list PNCs in the table format suggested on Page 17 of the January issue. Scott reserves the right column for used prices and wants to avoid misleading catalog users into believing that the price we showed for a strip of three was the mint price and the price we showed for a strip of five was the used price. Boxing the table would prevent that from happening. The Michel catalog found a solution, why can't Scott?

More on red Hansom Cabs

The article about the ink-contaminated 10.9¢ Hansom Cabs on Page 18 of the January issue needs some elaboration.

I was the source of this material, having obtained about 200 copies from a California mailer several years ago. The plate numbers were 1 and 2 and the precancel gap was at 4R. Only 10 plate numbers were obtained, with all the 1s cut and all the 2s very close.

When these were received, I thought they were 9.3¢ Mail Wagons since the color is so close. However, the 5.5¢ Star Route Truck's color is even a closer match.

I've made little effort to market these strips and appreciate the visibility you have given them.

Bob Rabinowitz
Stamford, Conn.

Multiple finds

In regard to the comment on Page 106 that "constant plate varieties are always a topic of discussion among PNC collectors anyway. [Frank] Marrelli, who first found the 'railroad tracks' and 'railroad tracks continuation' on the 21¢ Railroad Mail Car and the 'blowout' on the 7.1¢ Tractor, was asked if he had ever found any more copies of these dramatic varieties. 'No, not a one,' he said."

There have been multiple finds of the two varieties on the 21¢ Mail car in various geographic areas.

A.S. Cibulskas
Stamford, Conn.

Assuming too much

Scott Smith assumes (*TPN* November, Page 101) that his 25F7 strip from a vending machine is from a roll of 3,000. To me, that assumes too much.

Rolls of 500 are commonly used in post office dispensers. I've come across two cases in the past two weeks. But even so, I'm not convinced rolls of 500 exist (existed).

Everybody is scraping the bottom of the barrel for 25¢ Flags and that machine could have been stocked with spliced rolls of 100. Who knows? We need something more definitive before changing the roll-size chart. [The chart appears this month on Page 44.]

Alan Thomson
Northwood, N.H.

More on those forged 20F14Ps

After reading the January *TPN*, I feel some clarification needs to be made in regard to a letter from "John Doe" in a western prison.

"Doe" defends a dealer and leaves some vague feelings

concerning PNC³. A letter was received by me, as president of PNC³. This letter sought to bring a complaint against a dealer for selling fake material. I discussed the issue with another PNC³ board member and asked his advice. I never mentioned the letter writer or the dealer. I then wrote back to Doe with the suggestion that he write the dealer to give him a chance to correct the problem. Doe's letter was then filed with **no complaint** filed or acted upon.

In July, a second letter was received from Doe, stating that he had followed my recommendation and had written to the dealer and that everything had been straightened out. He stated: "I would appreciate if you'd disregard my letter regarding the dealer. I feel foolish even writing it, and worse about pointing a finger at the dealer unfairly."

I wrote back, explaining that no action had been taken as I was awaiting the outcome of his letter to the dealer.

I told him I was glad the outcome had been satisfactory to all parties and explained that his original letter was only in my file and that no action was taken, hence no complaint had ever been filed against the dealer.

I thought it was all over with as the only people aware of it were Doe and I.

There is no need for Rob Washburn to strike the complaint as no complaint was ever filed.

I don't know where the need came from to defend the dealer as it never became public knowledge.

Don Eastman
Past President
PNC³

In reply: Doe did send the forged strip of the precanceled 20¢ Flag to *TPN* to be forwarded to Eastman. He never mentioned the name of the dealer.

A hope for uniform reporting

While I don't fully agree with the way you have imposed the way tagging breaks are to be counted, it is true that we cannot have everybody counting differently. Hopefully, all those interested will adopt your method and all known positions will be *correctly* reported.

I would like to add 2L to the 15¢ Tugboat with overall tagging. (Yes, I used your method!)

Morgan Johnson
Kissimmee, Fla.

January issue top notch

I have, and have read, all issues of *TPN* since its inception and without a doubt the January 1991 issue is the finest yet. Really top notch. The diversity of material is great and there's a wealth of new information. Volume VI, Number 1 is indeed # 1.

Alan Thomson
Northwood, N.H.

Old issues are useful

I still go back and reread or look up data in my back issues, of which I have every one. Keep up the good work.

Charter subscriber
In a Virginia prison

Postal rates using coil stamps

Period	Rate	Coil Stamps
First class		
Letters		
First ounce, unsorted (FN)		
OLD	25	25U, 25F, 25M, 25T
NEW	29	29U
Odd-size surcharge		
OLD	10	Not applicable
NEW	10	Not applicable
Added ounce (11-ounce limit)		
OLD	20	20TX
NEW	23	

Period	Rate	Coil Stamps
Quantity letters		
ZIP+4, unsorted (ZN)		
OLD	24.1	24.1TP
NEW	27.6	
ZIP+4, bar coded, unsorted (NB)		
OLD	None	
NEW	None	
Effective late 1991, rate will be 27		

Period	Rate	Coil Stamps
Basic sort (1-ounce limit) (FP)		
OLD	21	21TP
NEW	24.8	

Period	Rate	Coil Stamps
ZIP+4, basic sort (ZP)		
OLD	20.5	20.5TP
NEW	24.2	

Period	Rate	Coil Stamps
ZIP+4, bar coded, 3-digit sort (TB)		
OLD	None ¹	
NEW	23.9	

Period	Rate	Coil Stamps
ZIP+4, bar coded, 5-digit sort (ZB)		
OLD	20.1	None
NEW	23.3	

Period	Rate	Coil Stamps
First class, carrier-route sort (CP)		
OLD	19.5	None
NEW	23	

Period	Rate	Coil Stamps
Post cards		
First class (FN)		
OLD	15	15T
NEW	19	

Period	Rate	Coil Stamps
Quantity post cards		
First class, ZIP+4, unsorted (ZN)		
OLD	14.1	None
NEW	18	

Period	Rate	Coil Stamps
ZIP+4, bar coded, unsorted (NB)		
OLD	None	
NEW	17.7	

Period	Rate	Coil Stamps
Basic sort (FP)		
OLD	13	13TP
NEW	17	

Period	Rate	Coil Stamps
ZIP+4, basic sort (ZP)		
OLD	12.5	None
NEW	16.4	

Period	Rate	Coil Stamps
ZIP+4, bar coded, 3-digit sort (TB)		
OLD	None ¹	None
NEW	16.1	

Period	Rate	Coil Stamps
ZIP+4, bar coded, 5-digit sort (ZB)		
OLD	12 ¹	None
NEW	15.5	

Period	Rate	Coil Stamps
First class, carrier-route sort (CP)		
OLD	11.5	None
NEW	15.2	

Period	Rate	Coil Stamps
Third class		
Bulk mail letters		
Basic rate, basic sort (BA)		
OLD	16.7	16.7TP
NEW	19.8 [★]	

Period	Rate	Coil Stamps
ZIP+4, basic sort (ZN)		
OLD	16.2	None
NEW	18.9 [★]	

Period	Rate	Coil Stamps
ZIP+4, bar coded, basic sort (BB)		
OLD	12.2	None
NEW	17.9 [★]	

Period	Rate	Coil Stamps
3- or 5-digit sort (FD)		
OLD	13.2 ¹	13.2TP
NEW	16.5 [★]	

Period	Rate	Coil Stamps
ZIP+4, 3- or 5-digit sort (ZP)		
OLD	12.7 ¹	None
NEW	15.1 [★]	

Period	Rate	Coil Stamps
ZIP+4, bar coded, 3-digit sort (TB)		
OLD	None ¹	None
NEW	15.4 [★]	

Period	Rate	Coil Stamps
ZIP+4, bar coded, 5-digit sort (ZB)		
OLD	None ¹	None
NEW	14.6 [★]	

Period	Rate	Coil Stamps
Carrier-route sort (CP)		
OLD	10.1	10.1TP ¹
NEW	13.1 [★]	

Period	Rate	Coil Stamps
Saturation (ST)		
OLD	None	
NEW	12.4 [★]	

Period	Rate	Coil Stamps
Nonprofit letters		
Basic rate, basic sort (BA)		
OLD	8.4	8.4TP
NEW	11.1 [★]	

Period	Rate	Coil Stamps
ZIP+4, basic sort (ZN)		
OLD	7.9	None
NEW	10.4 [★]	

Period	Rate	Coil Stamps
3- or 5-digit sort (FD)		
OLD	7.6	7.6TP
NEW	9.8 [★]	

Period	Rate	Coil Stamps
ZIP+4, bar coded, basic sort (BB)		
OLD	6.6	None
NEW	9.4 [★]	

Period	Rate	Coil Stamps
ZIP+4, 3- or 5-digit sort (ZP)		
OLD	7.1 ¹	7.1TP ¹
NEW	9.4 [★]	

Period	Rate	Coil Stamps
ZIP+4, bar coded, 3-digit sort (TB)		
OLD	None ¹	None
NEW	8.6 [★]	

Period	Rate	Coil Stamps
ZIP+4, bar coded, 5-digit sort (ZB)		
OLD	None ¹	None
NEW	8.1 [★]	

Period	Rate	Coil Stamps
Carrier-route sort (CP)		
OLD	5.3	5.3TP
NEW	7.4 [★]	

Period	Rate	Coil Stamps
Saturation (ST)		
Pre-1991	None	02/02/91
02/03/91	7.1 [★]	Continuing

Notes to Postal Rates

1 Old rate said "presort" or "5-digit only."

★ In addition, there are varying discounts for mailers who take this mail to a bulk-mail center.

False frankings valid to Sept. 9

Pre-cancelled stamp permit holders may have a supply of 5.3-, 7.1-, 7.6-, 10.1-, 13.2-, 15.7-, 13.0-, 20.5-, 21.0-, and 24.1-cent pre-cancelled stamps on hand when the new bulk and presort rates are implemented. These stamps may be accepted until Sept. 9, 1991, providing that the mailer pays the difference in postage between these stamps and the new rates before the mailing is accepted, and that the stamps are used for the comparable new rate category.

Postal Bulletin
Jan. 24, 1991

What PNCs are likely?

Continued from Page 25

- 16.5¢ for third-class letters sorted to five digits of the ZIP code to replace the 13.2¢ Coal Car.
- 13.1¢ for third-class letters sorted by carrier route to replace the 10.1¢ Oil Wagon with red service inscription.
- 12.4¢ for a new category of bulk-mail letters sorted for saturation (walk-sequence) delivery. (This stamp is unlikely because most of this type of mail will probably bear indicia instead of stamps.)

In addition, there are several rates for bar-coded or ZIP+4 bulk-mail letters, both nonprofit and regular, that are unlikely to have stamps of their own.

For non-profit organizations, stamps are likely in the following rates, for letters only:

- 11.1¢ for basic sort to replace the 8.4¢ Wheel Chair. Ken Lawrence has reported in *Linn's* that this stamp will feature a unicycle.
- 9.8¢ for letters sorted to three or five digits of the ZIP code to replace the 7.6¢ Carreta.
- 9.4¢ for bar-coded, basic sort, ZIP+4 letters to replace the 7.1¢ Tractor.
- 7.4¢ for letters sorted by carrier route to replace the 5.3¢ Elevator. The 7.4¢ Baby Buggy would not meet this rate because it is not inscribed "Nonprofit."

What do these letters mean? In the Postal Bulletin announcing the new rates, each class of mail is assigned a two-letter classification. We've put them in the above chart.

- 7.1¢ for letters intended for saturation delivery. Again, it is unlikely that this rate will have a stamp of its own because most mailers are almost certain to use indicia instead of stamps. (The 7.1¢ Tractor with the "Nonprofit/5-Digit ZIP+4" inscription would not meet this rate, but perhaps a third type of inscription would be put on the Tractor.)

In addition, certain other rates may or may not have stamps. Among these are a coil stamp for a two-ounce first-class letter at 52 cents and a 50¢ stamp for the new airmail rate abroad, which represents only a half ounce. The previous rate was 90 cents an ounce.

In announcing the 50¢ stamp for Switzerland's 700th anniversary, the Postal Service said:

The value of the U.S. stamp coincides with the new international airmail rate for letters weighing up to one-half ounce although the stamp does not bear the "USA Airmail" designation. The stamp's design had to be determined and the stamp committed to production prior to final determination of new U.S. international postage rates that will be effective Feb. 3. Fifty cents was selected because it was the most likely new airmail rate and, even if the subsequent airmail rate was different, 50 cents is a useful U.S. denomination. (emphasis added)

It is altogether possible that the new 29¢ rate will be as fleeting as 1981's 18-cent rate because the Postal Service asked for 30 cents and got only 29 from the Postal Rate Commission. This may mean a new request for a rate increase soon. □

Data bank of official USPS information



The Steam Carriage stamp features an engraving of an artist's drawing of the "Richard Dudgeon," produced in 1866 and on display in the Museum of American History at the Smithsonian in Washington, D.C. This steam carriage, invented by Richard Dudgeon, of New York City, could carry 10 passengers about 14 miles per hour and had a top speed of around 20 miles per hour. Many such steam carriages were produced around this time. Although they were mechanically successful, the public did not accept self-propelled vehicles as a popular means of transportation until about 1900.

Day of issue: Jan. 25, 1991
First-day city: Tucson, Ariz.
Format: Coils of 500 and 3,000
Color: Maroon (PMS 209U)
Size Overall: 0.84 x 0.99 inch or 21.3 x 25.1mm
Image: 0.71 x 0.82 inch or 18.0 x 20.8mm
Press: Not stated [probably C \ddagger because of spacing of plate numbers]
Plate number: 1 [every 48th stamp]
Quantity printed: 500,000 coils of 500
 86,000 coils of 3,000
Scott Catalogue number: 2451
PNC Catalogue number: [4T1X]
Paper: [Type IIIb, with diagonally ridged gum]



The nondenominated "Flower" stamp is the sixth in a series that used letters "A" through "D" and "E" for "Earth" in conjunction with postage rate changes from 1977 through 1988. The "Flower" stamp features a large red tulip on a yellow background. ... As in the past, nondenominated stamps can only be used for mail going to addresses in the United States.

Day of issue: Jan. 22, 1991
First-day city: Washington, D.C.
Format: 100, 500, 3,000
Colors: Red, cyan, yellow, black [process color]
Size Overall: 0.87 x 0.96 inch or 21.1 x 24.4mm
Image: 0.71 x 0.82 inch or 18.0 x 20.8mm
Press: Not stated [USPS confirmed later that it was the Andreotti press]
Quantity printed: 8.024 billion [includes sheets and booklets]
Plate number: Four single digits [24 stamps apart. Collectors have reported 1111, 1222, and 2222]
Scott Catalogue number: 2518
PNC Catalogue numbers: [29U1111, 29U1112, 29U1211, 29U 2122, 29U2222]
Paper: [Phosphored (resembling 22 \ddagger Test coil)]

Editor's note: Data Bank presents information supplied by USPS. Comments by TPN are in brackets.

'F' coils are phosphored

Continued from Page 25

by misregistration of the four plates.

The "F" stamp was printed by self-color, using magenta, cyan, yellow and black plates. The plate numbers are red, blue, yellow, and black—in that order.

This is the standard CMYK (cyan, magenta, yellow, black) system of self-color printing.

The plate numbers are hollow, two-line digits, making the numbers somewhat easier to read, especially the yellow. On some stamps, the inside of the number is white, but on some the color has filled the space between the two lines that form the outline.

The original printing order for the "F" stamp was 8.024 billion stamps, but that total includes booklets and sheet stamps, too. The stamps were supposed to be at all post offices before the day of issue. □

New rates need calculators

Before the 1991 rate hike, rates were printed in table form.

The chart for bulk rate looked like this:

Presort level	Minimum rate per piece
Basic.....	\$0.167
Basic ZIP+4	\$0.162
5-digit.....	\$0.132
5-digit ZIP+4.....	\$0.127
ZIP+4 barcoded.....	\$0.122
Carrier route.....	\$0.101

It isn't that easy any more. First of all, the basic bulk rate applies only to what USPS defines as letters. The *Domestic Mail Manual* (§128.2) defines minima and maxima as follows for letters:

	Minimum	Maximum
Length	5 inches	11½ inches
Height	3½ inches	6½ inches
Thickness	.007 inch	¼ inch

Higher rates apply to what USPS terms "flats," anything other than letters. [Yes, this issue of *TPN* is a "letter."]

Then there are discounts for level of sortation, discounts for the place at which the mail is presented to the Postal Service, and discounts for automation.

For bulk mail taken to an SCF (sectional center facility) and sorted with ZIP+4 to five digits, you do the following arithmetic:

Basic rate:	\$0.198
Less discount for five-digit sort:	—\$0.033
Less discount for bringing to the SCF:	—\$0.017
Less discount for bar coding and five-digit sort:	—\$0.019
Equals per-piece postage:	\$0.129

As can be seen in this example (for the nominal 14.6¢ rate), the discounts are cumulative. A smaller discount is given for taking mail to a bulk-mail center (BMC); a bigger one if the mail is taken to the delivering post office. ("You're saving us the cost of transporting your mail," a rates and classification clerk told *TPN*.)

The worst kind of junk mail, delivered to every postal address, gets the biggest break under the new saturation ["walk sequence," or ST] rate. That same piece of mail would cost 10.7 cents if letter sized. If larger, it would cost 11 cents.

The new basic rate for bulk-mail flats is 23.3 cents. It isn't likely, but there may be a stamp for that rate, too. It would simply need a different service inscription than the stamp intended for bar-coded, first-class ZIP+4 letters sorted to five digits.

The 23.3¢ rate for bar-coded, ZIP+4, first-class letters is spelled out in the new rates as the rate for "Matter other than cards." It does not qualify for the discount given for bringing mail to an SCF or BMC. All first-class rates are given basically for post cards, then for "other matter."

You'll need a calculator. □

Here's a sneak preview of coming coils—maybe

The Postal Service sends out confidential advisories to FDC servicers and cachet makers to allow them time to prepare covers. The information is always tentative and some of the stamps never come out.

Here's a rundown of the latest:

- 00 Lunch Wagon 1890s. No denomination stated.
- 09 Tractor Trailer 1930s. Inscribed: "Additional presort postage paid." Usage of this and the following service inscription is unknown at present.
- 05 Canoe 1880s. Inscribed "Additional nonprofit postage paid."
- 00 A fawn (possibly to replace the Honeybee). □

Introducing cartoon character 'Phil A. Tely'

Richard Nazar has decided to name the cartoon character he draws for "Pedro's World of PNCs." What better name than Phil A. Tely?

No sooner do we get to see the "F" stamp than we have to make plans for the "G" stamp. Gary Griffith, writing in *Linn's*, said the "G" stamps were already in production and show the flag. The tie-in to the letter "G" is that the stamp will say "Old Glory."

George Kuhn is still getting Plates 15 and 16 of the 20¢ Fire Pumper from a friend in Albuquerque, N.M., who says they are still in the vending machines there. No wonder the price of those strips is so low.

Just as he expected (*TPN* January 1991, Page 19), Kim Cuniberti has found the overall-tagged 15¢ Tugboat, Plate 2, on Type III paper but with the gum we used to see on Type I paper. That is Type IIIb paper.

The find is confirmation of the shift by BEP in its paper purchasing to Paper Corp. of the United States (PCUS).

That makes 15T2 the first stamp with Paper III (wavy gum), Paper IIIa (smooth gum) and the new Paper IIIb (diagonally ridged gum).

The PNC Study Group is losing a member to the penguins. Scott F. Smith has signed a six-month contract to serve in Antarctica. He'll get mail there once in an airdrop in July that comes by way of New Zealand.

Ken Lawrence tells a story about gravure paper.

When they first tried it, on the "D" stamp, they found that the rolls of 3,000 were too large. They wouldn't fit in vending machines or stamp-affixing equipment. So they had to cut down the rolls.

By the time the 21.1¢ Letters and 18¢ Washington Monument stamps were printed, a new, thinner gravure paper was available for coils.

Dr. Joseph Agris said his PNC handbook had won many awards, at international shows, ranging from silver-bronze to vermeil. The book is available for \$27 from Eclectic Publishing Co., P.O. Box 20373, Houston TX 77225.

According to Charles Yeager, writing in *The U.S. Specialist*, the tagging on the Andreotti press is done by an etched cylinder. It would have no tagging breaks.

Tagging on the B Press is done with two 52x18 mats, resulting in two tagging breaks in one revolution of the printing cylinder.

On the C and D Press, the tagging in from one 48x18 mat, resulting in only one tagging break per revolution. When the 4¢ Steam Carriage appeared, it did, indeed, have only one tagging break, first reported at 9L, right on the perfs, by Scott F. Smith. Later finds had two tagging breaks, showing use of the older 24x18 mat.

But the 48x18 mat is new. When the 20¢ Cable Car appeared on Plate 2 with overall tagging, it clearly showed two breaks, at 12L and 12R, proving that the article on Page 9 of our January issue guessed correctly when it speculated that the tagging mat on the C and D Presses would measure 24x18 or 24x20.

All this change in tagging may explain the "walking tagging break" found on the 4¢ Stagecoach and the 15¢ Tugboat. That phenomenon is outlined in Alan Thomson's article on Page 49.

More examples of the 20¢ Flag have been found in which the blue union shows up as green when viewed under long-wave UV.

On Plate 6, Scott F. Smith found a used copy with the tagging shifted

downward. The portion of the union that was tagged showed up green; but the untagged area was blue.

This would seem to indicate some form of reaction between the blue ink and the tagging. The same phenomenon was also reported by others. Smith also reported a green union on a used stamp from Plate 4.

Joann Lenz found a green union on an imperforate strip from Plate 8. She also found commercial covers with the green union.

Reports of green Unions seem to be evenly divided between stamps on high bright paper and regular paper, so the paper type is not a factor in causing the changed color.

Reported so far: Plates 4, 6, 8, 9, 10, 12.

All the PNC news that fits we print

Harold Potkewitz, a wholesaler of PNCs on Long Island, has added to the story reported on Page 113 of the November issue that the 22¢ Flag can exist with earlier usages than the date of issue.

Potkewitz said the Huntington, L.I., post office's two branches sold the stamps two or three weeks before the March 29, 1985, issue date.

Potkewitz duly supplied Dennis Chamberlain with strips, which is how Chamberlain knew they existed before the issue date.

Potkewitz also supplied other dealers. One of them prepared several covers and tried to have them canceled with the special cancel used at the ASDA show in New York City, but postal personnel refused to service the covers, saying the stamps were not yet valid.

Potkewitz says many early-dated covers exist because the stamps continued on sale at Huntington right to the issue date. □



50-pound box of Commercial covers

Unopened envelopes, sealed in 1983, from a sweepstakes mailing.

A typical box contains 30 to 50 PNCs, 50 to 100 purple machine cancels, one pound or so of commemoratives.

\$60 postpaid anywhere in U.S.

Stamps 'n' Stuff

2700 University, Suite 204
W. Des Moines, IA 50265

☎ 1-800-999-5964

SPECIAL:

100 purple machine cancels on cover, \$25

BEP plate-activity report for January to May 1990

FACE	SERIES	CAT	PLATE ASSIGNED	PRESS	SUBJ. TO PRESS	CANCELED	IMPRESS.	MAX. PNCs	NOTES
5¢	TRANS	5T1	186019-1	03/09/89	B	468			
7.6¢	TRANS	7.6T3P	182478-3	04/03/89	B	468	Apr 7, 1990		Press date after EKU
10.1¢	TRANS	10.1T3P	181104-3	10/19/88	B	468	Jan 7, 1990		New date to press
13¢	TRANS	13T1P	180848-1	09/01/88	B	468	Feb 11, 1990		New date to press
13.2¢	TRANS	13.2T2	184139-2	06/15/88	B	468	Apr 3, 1990		New date to press
20¢	TRANS	20T2X	181150-2	10/26/88	C†	432	Mar 28, 1990		New date to press
20.5¢	TRANS	20.5T1P	180740-1	08/10/88	B	468	Jan 2, 1990		New date to press
21¢	TRANS	21T2	180844-2	08/31/88	C†	432	Mar 23, 1990		New date to press
25¢	BEE	25M4	182479-4	04/04/89	D	480	Unavailable	03/02/90	No stamps reported by collectors
29¢	F stamp	29U	181691-1	01/24/89	Andreotti	480	Jun 28, 1989	05/12/90	Magenta. See article
\$1	TRANS	\$1T1	184370-1	09/22/89	B	468	Mar 26, 1990		Press date

Underlining indicates new information in this BEP report. The symbol C† means an 18-row plate on the C Press.

There was good news in the first plate-activity report for 1990, distributed by the Postal Service in the last week of December. The good news was that there was supposedly a Plate 4 of the 13.2¢ Coal Car.

The PNC community quickly started talking about the new plate, but eagle-eyed Ken Lawrence immediately punctured the good-news balloon. It was all a typographical error. The suffix "4" should have been a "2." The rest of the plate number confirmed that.

So, after all, the report produced hardly anything we had not seen on stamps.

The one oddment is that BEP finally reported when it sent Plate 3 of the 7.6¢ Carreta to press. It was wrong. The date given was long after collectors had seen the stamp, long after the earliest known usage.

What may have happened is that the April 1989 return to press of Plate 2 may have taken place just after Plate 3 was made. But we'll probably never know.

There is another factor to the scanty report for the four months that is worth mentioning. The "1" magenta plate of the "F" stamp was canceled. When assigned, BEP said this plate was 18 rows deep. When canceled, BEP said the plate was 20 rows deep.

Unlike the question about the date to press of the Carreta, this one will straighten itself out as we get data for other Andreotti plates used to print the "F" stamp. Stay tuned.

One item in the report that disappoints PNC collectors is the cancellation of Plate 4 of the Honeybee. The sad aspect is that BEP did not say how many, if any, impressions were made from this plate.

Although BEP reports are falling farther and farther behind, there is some news that should be on the next report:

- New press runs of 4T1R, 15T2, 20T2X, all found with over-all tagging.
- A run of Plate 15 of the 25¢ Yosemite.
- And, of course, printing of the Circus Wagons, Steam Carriage, and "F" stamps. □

INTRODUCING...UV MOUNTS®

Ultra View Mounts® were designed for viewing tag breaks and other luminescent stamp varieties, but offer other advantages for mounting all stamps, including:

- | | |
|------------------------|--|
| Safety — | • Archival quality, acid-free paper backing. Mounts can breathe. |
| Size — | • Accommodates coil pairs and up to strips of ten |
| User-Friendly — | • Mounts can be lifted and relocated on page without damaging album page surface |

Get the Facts and Free Samples: Send \$1.00 (mint stamps okay) for postage and handling. Send \$2.00 and receive acid-free album page without fluorescent brightener, with sample UV Mounts® attached; the best combination for a luminescent display collection.

TRY MY PERSONALIZED APPROVAL SERVICE OF:

- | | | |
|-------------------|--------------------------------|--------------|
| • Untagged errors | • Imperf Pairs | • Tag Shifts |
| | — with tag shifts | |
| | — with fluorescent/plain paper | |

WANTED: All the above, all errors, freaks and oddities.

Ultra View Mounts® and UV Mounts® Copyright 1991 by
H. Harry Muegggenburg, 3525 Bluff Court, Carmichael, CA 95608

Block tagging can also show edges of mats

Block tagged stamps do not usually show the edges of the tagging mats. But when the tagging block is out of register with the design of the stamp, the edges may show up readily in one of three ways:

- The tagging block on the left mat may be higher or lower than the block on the right mat.

- Even when the blocks are horizontally aligned, damage at the edge of the mat sometimes shows up.

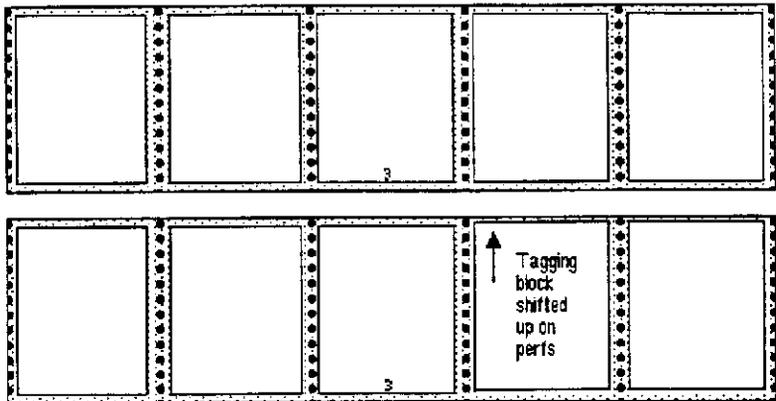
- Finally, the tagging break at the edge of the tagging mat is wider or narrower than the spaces between the normal blocks of tagging in that strip.

H. Harry Mueggenburg collects misregistered block tagging. He calls them tagging shifts. He even calls himself "Tag Shift Harry."

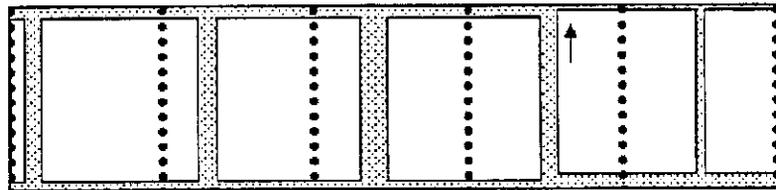
Spurred by Scott F. Smith's report in a letter to *TPN* in November, Mueggenburg has listed his mat shifts. [As a matter of fact, he numbered them in a way that met neither the convention for counting varieties and tagging breaks nor the convention used for counting perforations for locating precancel gaps. The descriptions here refer first to the stamp on which the mat shift is seen, then to the perforation on which the gap should have fallen. That means a numbered stamp in which the mat shift would have been at the zero position (the theoretical home of the joint line) would be recorded as 1L—0.]

The following block-tagged shifts were found:

15T1	1R—0
15T1	2R—1R
25T3	between 1L and 2L—1L
25T4	between 2L and 3L—2L
25T5	between 2L and 3L—2L
20F9	1L—1L (plain and high bright paper)
20F9	1L—0
20F12	1L—1L (plain)
20F12	1L—0 (high bright)
22F3	2L—1L (plain)
22F3	1L—1L (high bright)
22F5	2L—1L
22F5	1L—0
22F5	between 2L and 3L—2L
22F5	2R—2R (the tops and bottoms of the tagging block are missing to the right of the mat edge)
22F8	between 1L and 2L—1L
22F10	1L—1L
22F11	between 2L and 3L—2L



BLOCK TAGGING—Top strip shows normal block tagging. The tagging covers only the design and leaves the perforations untagged. All tagging blocks are on the same level. Bottom strip shows a slight upward shift in the tagging blocks on the stamp right of the plate number. This happens only at the edge of the tagging mat. In the accompanying article, this shift would be labeled 1R—0 because the tagging block is shifted up on the 1R stamp and the shift occurs at the zero perforation.



DOUBLE SHIFT—On this strip there is a double shift. Not only are the tagging blocks shifted horizontally, so they no longer miss the perforations, but there is also an upward shift in the right tagging mat. The shifted tagging block is on the 1R stamp, but because it is half way across the stamp, it could have been intended for either the 0 perforations or the 1R perfs.

22F12	between 1L and 2L—1L (plain and high bright)
22F15	between 2L and 3L—2L
22F19	between 1R and 2R—1R
25F1	between 1L and 1R—0
25F1	2L—1L
25F1	4L—4L
25F3	1R—0 or 1L (in middle)
25F3	4L—3L
25F3	3L—3L
25F3	between 1L and 2L—1L
25F3	1R—0

In addition, Mueggenburg reports the following tagging break on stamps that were tagged overall.

5T1Y between 6L and 7L

On a long strip of these, this shift is relatively thin, while the one that is at the other edge of the mat, at 32L, is much wider. In addition, the mats are skewed so that the entire mat between 6L and (going to the right) 32L has an untagged stripe across the top, from the top of the mat. It grows as it progresses to the right, so that by the time it reaches 32L it is about 3mm

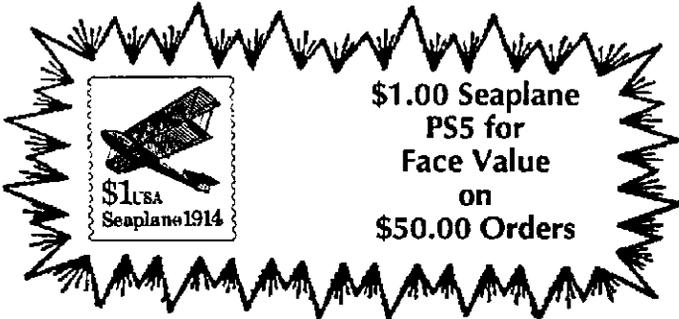
deep. The other end of the mat has a barely discernible stripe, less than 0.5mm. On the other mat, the stripe remains at 0.5mm. This indicates that the mats were skewed.

Mueggenburg welcomes reports of new finds of any misregistered mats. Eugene R. Ernst has prepared a chart showing the tagging mat shifts found so far on block-tagged coils. Mueggenburg will gladly send a copy of Ernst's chart to anyone who may be interested. (His address is 3525 Bluff Court, Carmichael, CA 95608.) □

'Pre-phosphored' paper? 'Pre-sorted' bulk mail?

The Postal Service likes to use terms such as "pre-sorted" and "pre-bar-coded" for mail sorted and bar coded by mailers and "pre-phosphored" paper. These terms make no syntactical sense. *TPN* will continue to call them "sorted" and "bar-coded" mail and "phosphored" paper. □

TRANSPORTATION COILS



**\$1.00 Seaplane
PS5 for
Face Value
on
\$50.00 Orders**

15% off on plate strips of five

	LP	PS3	PS5
1897 1e Bus 1, 2, 3, 4, 5, 6.....	.20	.30	.65
2225 1e B Press 1, 2.....	.40	.50	.90
1897A Loco 3, 4, 8, 10.....	.35	.40	.70
2.....	.60	.65	1.00
2225 Loco B Press 1.....	.85	.90	1.00
1898 Handcar 1, 2.....	.40	.50	1.00
3, 4.....	.55	.70	1.00
2252 Conestoga Wagon 1.....	.80	.90	1.25
2123 3.4e School Bus 1, 2.....	.70	.75	1.50
2123a 3.4e PC 1, 2.....	3.00	3.15	3.20
1898A 4e Coach 1, 2, 3, 4.....	.85	.95	1.80
5, 8.....	1.45	1.55	1.65
1898Ab 4e PC 3, 4, 5, 6.....	2.25	2.80	3.00
2228 4e B Press 1.....	1.00	1.20	1.25
2451 NEW 4e Carriage.....	1.00	1.20	1.25
2124 4.9e Buckboard 3, 4.....	1.00	1.05	1.80
2124a PC 1, 2, 3, 4, 5, 6.....	2.00	2.10	2.20
1899 5e Micycle 1, 2, 3, 4.....	.55	.65	1.25
2253 5e Milk Wagon 1.....	1.25	1.30	1.45
2542 5e Circus Wagon 1.....	1.25	1.30	1.45
1900 5.2e Sleigh 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 5.3e Elevator 1.....	1.30	1.40	1.50
2125 5.5e Star Truck 1.....	1.55	1.65	1.75
2125a 5.5e PC 1.....	2.05	2.15	2.45
PC 2.....	2.60	2.80	3.00
1901 5.9e Bicycle 3, 4.....	4.20	9.10	18.00
1901a 5.9e PC 3, 4.....	10.00	16.00	16.50
PC 5, 6.....	59.50	88.00	90.00
2126 6e 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 7.1e Tractor 1.....	2.55	2.60	2.70
2127a 7.1e PC 1.....	2.55	2.60	2.70
NEW PC 1.....	2.55	2.60	2.70
1902 7.4e Baby Buggy 2.....	5.60	6.30	13.00
1902a PC 2.....	3.25	3.50	3.70
2255 7.6e Carreta 1, 2, 3.....	1.75	2.00	2.25
2128 8.3e Ambulance 1, 2.....	1.25	1.40	2.25
2128a 8.3e 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 8.5e Tow Truck 1.....	2.50	2.60	3.00
2129a 8.5e PC 1, 2.....	3.50	3.60	3.70
1903 9.3e 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 9.3e 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 10e Canal Boat 1.....	1.80	2.00	2.20
2130 10.1e Oil Wagon 1.....	1.60	2.10	3.25
2130a 10.1e PC 1, 2.....	2.50	2.65	4.00
2130 10.1e Red PC 2, 3.....	2.55	2.65	2.75
1904 10.9e Hansom 1, 2.....	9.10	11.20	36.00

	LP	PS3	PS5
1904a PC 1, 2.....	13.00	27.00	28.00
3, 4.....	45.50	262.50	400.00
1905 11e Caboose 1.....	3.15	3.35	5.00
1905a 11e PC 1.....	3.80	4.00	4.25
2131 11e Stutz 1, 2, 3, 4.....	.55	1.40	2.20
2258 12e Steamer 1, 2.....	1.20	1.40	2.25
2132a 12e PC 1, 2.....	2.50	2.75	3.00
B Press PC 1.....	8.00	8.25	8.50
2133 12.5e Pushcart 1, 2.....	2.65	2.80	4.25
2133a 12.5e PC 1, 2.....	3.50	4.00	4.50
2258 13e Patrol Wagon 1.....	2.75	3.00	3.25
2259 13.2e Coal Car 1, 2.....	2.75	3.00	3.25
2134 14e Iceboat 1, 2, 3, 4.....	1.40	1.60	2.50
B Press 2.....	2.80	3.00	4.50
2260 15e Tugboat 1, 2.....	3.30	3.40	3.60
NEW 2 Overall tagged.....	3.30	3.40	3.60
2261 16.7e Popcorn 1, 2.....	4.00	4.40	4.75
1906 17e 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 17e 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 BA 5, 6.....	10.00	10.50	11.00
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 17e Dogsled 2.....	2.75	3.00	3.50
2262 17.5e Racer 1.....	3.50	4.00	4.50
2262a 17.5e PC 1.....	3.50	4.00	4.50
1907 18e Surrey 1.....	56.00	85.00	90.00
2, 5, 6, 8, 9, 10.....	2.65	2.80	4.50
3, 4.....	29.00	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 18e 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 XF.....	WANT	1.500	WANT
7.....	18.00	18.55	27.00
2149 18e Wash. 1112, 3333.....	2.75	3.00	3.50
2149A 18e PC 3333 & dull.....	4.00	4.50	5.00
PC 11121, 43444.....	5.75	6.15	6.50
1908 20e 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, 9, 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 20e 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	800.00
6.....	37.80	38.50	90.00
5, 9, 10, 13, 14.....	2.75	2.80	6.00
8.....	5.45	5.60	18.00
1895a 20e PC 14.....	50.00	60.00	70.00
0135 20e Official 1.....	10.50	15.40	45.00
2263 20e Cable Car 1, 2.....	3.25	3.75	4.50
NEW 2 Overall tagged.....	3.25	3.75	4.50
2264 20.5e Fire Engine 1.....	3.25	3.75	4.50
2265 21e Rail Car 1, 2.....	3.25	3.75	4.50
2150 21.1e 111111.....	3.00	3.15	4.75
111121.....	4.05	4.40	6.75
2150a 21.1e PC 111111.....	4.00	3.85	5.75
PC 111121.....	5.45	5.60	15.00
2115 22e Flag 1, 7, 14.....	10.50	11.20	40.00
3.....	6.85	7.00	7.50
2, 4, 5, 8, 10, 12, 15, 16, 19, 21, 22, 71.....	4.00	4.10	4.50
11, 13, 17, 18, 20.....	5.95	6.30	9.50
2112 22e "D" Eagle 1, 2.....	4.75	5.10	7.75
0139 22e "D" Official 1.....	35.00	50.00	70.00
2266 24.1e Tandem 1.....	3.90	4.20	4.50
2136 25e Bread Wagon.....			
1, 2, 3, 4.....	2.65	2.80	4.25
5.....	3.35	3.50	5.50
2260 25e 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 25e Honeybee 1, 2.....	2.10	2.45	4.50
NEW 2518 "F" Tulip.....			
1111, 1211, 1222, 2222.....	3.50	4.00	4.50
2468 31 Seaplane.....	5.00	6.00	8.00

STAMPS 'N' STUFF WILL NOT BE UNDERSOLD
 TERMS: Payment with order. Prices subject to change without notice. U.S. postage taken in trade at 100%. Single plate number coils available at pair price minus one stamp. Average coils available on better items. Please send for list.
 CONDITION: Fine-Very Fine, Never hinged. If you require XF, add 35% to list.

STAMPS 'N' STUFF

2700 University, Suite 204,
 W. Des Moines, IA 50265
 Jerry & Barb Koepf
 ☎ (515) 224-1737

Phone Orders Call TOLL FREE:
 ☎ 1-800-999-5964
LOWEST PRICES AVAILABLE



$$E=mc^2$$

Much of what we never understood now seems to fall neatly into place

By the Study Group

Based on a number of questions from readers, it may be worthwhile to analyze the importance of Kim Cuniberti's Page 1 article in our January issue and Rich Nazar's time lines.

Because that issue was our biggest ever, with 24 pages, there was no room for an analysis then. Also, the time lines looked fine when they came out of the computer, but after they went to the printer, the contrast between the shading and the text made some unreadable. Please accept our apologies.

Adding to the difficulty was the fact that Cuniberti leaned heavily on Nazar's time lines, but the two could not be presented together. In fact, some of Cuniberti's data appeared in the time lines, too.

So what did we learn from Cuniberti and Nazar? Quite a lot:

- For the first time, we have a working hypothesis of when each of the se-tenant precancels on the 17¢ Electric Auto was printed. [Larry G. Haynes, writing in *The United States Specialist* in March and July, 1986, did try to establish the dates, but he lacked complete data.]

- We have also learned that some precancels were printed from four Typeface A mats, while others used se-tenant pairings. The latter most likely existed in the form A-A/A-B and B-B/B-A. It is believed that no all-B configuration was ever used.

- For the first time we have the ability to rule out usage dates for each of the 17¢ precancels.

- We now know why some of the tagged stamps printed during the era of the small tagging gaps do not exhibit tagging breaks, as in the case of Plates 5 and 6 of the 1¢ Omnibus. They were printed on Press 801, which did not use the small tagging mats.

- And, although the time lines show that the 3¢ Handcar, the 12¢ Stanley Steamer, and the 14¢ Iceboat were printed on Cottrell 803, we also know why they do not have tagging breaks. They were printed after BEP initiated the use of a solid-surface tagging mat on Press 803.

- We are also able to understand why Plates 5 and 6 of the 4¢ Stagecoach and all four plates of the 11¢ Stutz Bearcat lack tagging breaks. They were only printed on Press 801, which always used the solid-surface tagging mat.

That is a lot of tying up of loose ends—and here is how it came together ...

Mystery # 1:

Why print tagged stamps on Cottrell Press 803?

Why did BEP use Cottrell Press 803 to print tagged stamps, when historically it was used only to produce precancels? One key piece of information came in too late to be included in Cuniberti's article. Nazar reviewed Cottrell press activity for all stamps—including sheet stamps and booklets—from BEP reports. He did this to link some of the phenomena ob-

served on PNCs with those on sheet stamps and booklets. But out of this came a key observation: Cottrell Press 801 was not used in much of 1984, as far as can be determined from BEP reports.

[The first BEP report to indicate any press number appeared in the report dated Dec. 19, 1985, covering activity from June 1985. Thus, we lack data telling us when a plate was sent to press on Press 801 or Press 803. The information we do have comes from plate-cancellation reports after June 1985. Unfortunately, some of these reports conflict, and we have sometimes had to work backward, determining that a plate was run on Press 801 because its pairing partner was. But this may also mean that a plate was run on both Press 801 and Press 803. Cottrell Presses 802 and 804 were destroyed in the BEP fire that occurred on March 5, 1982, leaving only Press 801 and Press 803 operational.]

Nazar's determination, in Cuniberti's words, "means that Press 803 was doing the majority—if not all—of the coils until the 801 came back into use with the production of Plates 5 and 6 of the 1¢ Omnibus on Jan. 23, 1985."

[January's time lines showed several coil stamps being printed on Press 801 in August and September of 1984. That was a computer error by Steve Esrati and not by Nazar. All those stamps were printed on Press 803.]

Cuniberti talked to Ken Lawrence about the non-use of Press 801 (his telephone bills during the research into his article were enormous). Lawrence told Cuniberti that this could be evidence that BEP tried to retire the Cottrell presses in 1984, but had to reverse that decision after the 1985 rate change for lack of sufficient press capacity to meet production needs.

Cuniberti then raised this question: "What tagged stamps did BEP really have to print for which they had existing Cottrell plates?"

He answered his own question: "The change makers (1¢, 2¢, 3¢, 4¢, 5¢), plus 14¢ and 17¢ stamps."

An explanation of that may be necessary. The tagged 17¢ value was needed for the second ounce of first-class postage. The 14¢ value was needed for post cards.

Two other items were in desperate need, a 12¢ precancel, needed for the basic sort for first-class post cards, and the revised 8.3¢ precancels, needed for bulk mail sorted to carrier route.

Cuniberti's conclusion on this is worth noting. "For every one of these, they made B Press plates" after the Cottrells were retired.

Lawrence later noted that the dies for the 8.3¢ Ambulance, 12¢ Stanley Steamer and 14¢ Iceboat were originally made to B Press specifications but were first used for the Cottrells when the decision to keep them going was made. Other dies, such as the 1¢ Omnibus, 2¢ Locomotive, and 4¢ Stagecoach, were originally made for Cottrell specifications and had to be re-engraved for B Press production.

Key Point:

There probably never was a precancel printing showing only Typeface B on PNCs.

Key Point:

BEP did not report which press was used until Dec. 19, 1985.

By 1986, when there were no more Cottrells to print on, other new plates had to be made, including the 3¢ Conestoga Wagon and the 17¢ Dog Sled.

But BEP had not decided as late as AMERIPEX how it would move stamp production to the B Press, Lawrence said.

Mystery # 2:

When were the 17¢ se-tenant precancels printed?

Se-tenant precancels are known on pairings of Plates 3 and 4, Plates 5 and 6, and Plates 5 and 7 of the 17¢ Electric Auto.

Until Nov. 23, 1982, all 17¢ precancels were produced using only Typeface A mats. After that, Typeface B mats were introduced, but, it is believed, that they were used only in combination with at least one Typeface A mat. It appears that no 17¢ precancels were produced using four mats of only Typeface B. After Feb. 3, 1984, all 17¢ precancels used Typeface C exclusively.

We have only the following dates to press for Plates 3 and 4:

Oct. 19, 1981

Feb. 2, 1982

Dec. 19, 1983

October 1984

November 1984

Typeface C

Typeface C

By working backwards, and knowing that the A and B mats no longer existed in October 1984, the last two press runs could use only Typeface C.

Assuming that BEP data are correct, and knowing that Typeface B can be found only from se-tenant strips, we might guess that the first and second printing were of Typeface A and the third of the se-tenants. That would mean that the precancel mats were first used in combination for Plates 3 and 4 in December 1983, just before three B mats and one A mat were shaved for the test run of the tagged 5.2¢ Sleigh stamps, which we believe happened on Jan. 13, 1984.

[It should also be realized that at BEP, it was of no concern what typeface was on the mats. What mattered was that the inscription was the correct one and that the precancel mat fitted on the precanceling press.]

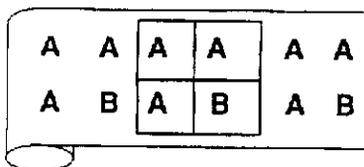
From Haynes' 1986 findings we know that the stamps with the precancel gap at 2L and 1L had whitish gum. The Line Gap, still unknown in 1986, also has whitish gum. Haynes believed that whitish gum was replaced by a yellowish gum in 1983.

However, the A-A run of Plates 5 and 6 took place in 1982 and also has whitish gum on Gaps 2L and 1L. This causes us to assume that the Feb. 8, 1982, run of Plates 3 and 4 was the run that resulted in stamps with whitish gum.

[We do know that more than one precancel gap could occur on the same day. Incidentally, the time lines in the January issue show several instances of consecutive dates to press on some values. Such events probably reflect an afternoon and a night press run starting on the same day. The night press run could enter the books as having been completed on the following day.]

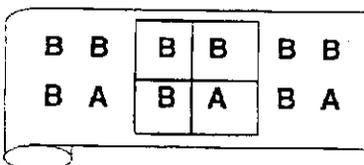
Gerald H. Clark, Cuniberti and Tom Maeder plated the B-A strips in 1987 (see *TPN*, November 1987).

From that plating we know that the top two mats were A-A mats and the bottom two were se-tenant:



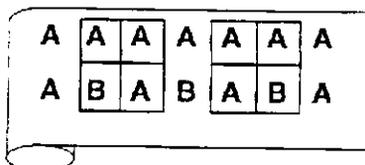
[Clark said he and Maeder went around and around over this, but determined that split numbers led to the conclusion that the B mat had to be in the bottom nine rows.]

Similarly, we know that the other set of mats was mounted in this fashion:



This set produced both Typeface B-B precancels and se-tenant B-A precancels. We believe that it was shaved prior to Jan. 13, 1984. But we know that this set was never used on Plates 3 and 4, since no stamps exist that are Typeface B-B only.

To produce both A-B and B-A stamps during the same press run, all it took was for the presses to stop during the run and to be started again with the mats lining up elsewhere in respect to the intaglio cylinder. What this means is that the mat makeup can look either like the plate on the left or the plate on the right:



This is so because what we are looking at is a flat representation of cylinders. What matters is how the cylinders with the precancel mats engaged the cylinders with the intaglio plates.

Cuniberti is now convinced that a change of the mats did not necessarily mean a change of the gap.

He bases this belief on a series of articles by Dilmond D. Postlewait, that began in the December 1990 issue of *The United States Specialist*. Postlewait recorded 159 different city precancels from 153 cities on 7.7¢ Saxhorn coil stamps from the Americana Series and noted where the gap falls in relation to the joint line.

Postlewait's findings show 89 cities with Gap 5R and 20 cities with the adjacent gap, 6R/6L. This means more than 70% of the entire city/state precancel printings were produced on two adjacent gap locations. It would appear more than a coincidence that

Key Point:

B Press sleeves for 8.3¢ Ambulance, 12¢ Stanley Steamer, and 14¢ Iceboat did not need to be re-engraved. They were originally made for the B Press.

Key Point:

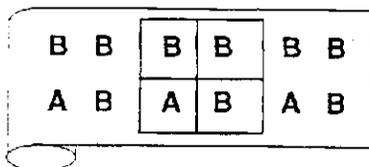
1986 report of differing gum colors helps determine printing history of the se-tenant precancels.

mats could be changed without altering the plate number/gap relationship.

In his articles, Postlewait interestingly says:

The printer is not always consistent in how he locks up the plates on any particular press run. In the past I felt the printer gave little thought to anything other than making sure all plates were locked in position before throwing the switch to start printing. After completing my research on these three coil stamp [the others are the 7.9¢ and 8.4¢ coils from the Americana Series, ed.] rolls, I think one could almost determine which printer ran which stamps and whether he might possibly have been left-handed.

In November 1982, Plates 5 and 6 were sent to press for the first time. In the January time lines, it was assumed that this was a run using only Typeface A-A with the press run in July 1983 using only Typeface B-B. That of course was incorrect because Steve Esrati did not know that no B-B only press runs ever took place. The July 1, 1983, press run used this configuration:



That leaves Dec. 19, 1983 as the most likely date for the press run that produced se-tenant precancels on Plates 3 and 4.

By the time plates 5 and 7 went back to press in February 1984, one set of mats had been shaved to tag 5.2¢ stamps in BEP's test to see if it was possible to print tagged stamps on Press 803. That test used what had been three B mats and one A mat, because the first of two press runs of Plates 5 and 7 on Feb. 3 used three A mats and one B mat. Some of the mat characteristics seen in the plated Plates 3 and 4 are also found on these stamps.

[Clark noticed that the nine mat characteristics he found on nine rows of the B-A printing can be found on Plates 3 through 7 of the 17¢ Electric Auto and on the 12¢ Torch of the Americana Series, which also used Typeface B mats. All nine will be listed in the 1991 *PNC Catalog*.]

The only other press runs of plates 5 and 7 used Typeface C in December 1984.

Mystery #3:

How were the small tagging mats fastened?

Finally, we learned quite a bit about tagging breaks from Cuniberti's January article.

Let's examine the mats first as precancel mats.

To prevent any damage to the type or the horizontal bars, fasteners had to be at the top or bottom of an area comparable to the size of a stamp. So the red mat material was cut there to allow pressmen to adjust the fasteners.

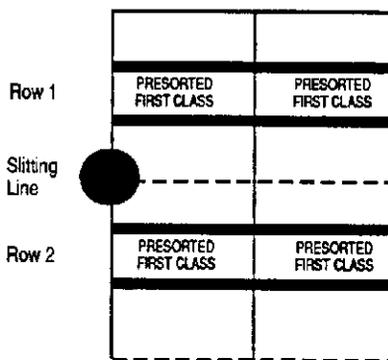
After the type and bars were shaved off, the holes remained. We never saw them in precanceling because only raised surfaces (type and bars) print in ty-

Key Point:

We can learn more about precancel gaps from the lesson of the city precancels on the 7.7¢ Saxhorns and other values of the Americana Series.

Key Point:

All tagged 17¢ Electric Auto stamps from Plate 7 are from a pairing with Plate 5. The 1990 catalog was wrong.



Courtesy Alan Thomson

When mats were originally used for precanceling, hole (for screw) was located on slitting line to avoid damage to lettering or horizontal bars.

pography. But when the mats were converted into tagging mats, the holes and the breaks between the mats left unprinted (untagged) areas. So far so good.

Alas, we are faced with two shapes, what we used to call "clips" and what we termed "screw heads." According to Gene Ernst's tabulations, we have found both shapes (although not paired on the same roll) only on one position: 3L on Plates 2 and 6 of the 2¢ Locomotive. [According to our studies (see "Unraveling the mystery of the 2¢ Locomotive," *TPN*, July 1984), Plates 2 and 6 went to press twice with only the press run of Jan. 14, 1985, resulting in tagging breaks.] In every other position, we have found either one type of fastener or the other.

This leads to the conclusion that even when the same basic stamp has been found with both types of fastener shapes, they were not on press at the same time. □

Understanding A-B precancels

By Kim Cuniberti

All A-B and B-A se-tenants were the result of one odd mat out of the four. We know this from two pieces of evidence.

• Each se-tenant precancel gap has a non-se-tenant counterpart because of this 3:1 relationship:

Plain	3,4	A-A	4R
Se-tenant	3,4	B-A	4R
Plain	5,7	A-A	4R
Se-tenant	5,7	A-B	4R
Plain	5,7	A-A	5R
Se-tenant	5,7	A-B	5R
Plain	5,6	A-A	5R
Se-tenant	5,6	B-A	5R
Plain	5,6	B-B	4R
Se-tenant	5,6	A-B	4R
Plain	5,6	B-B	1L
Se-tenant	5,6	B-A	1L

Plain	5,6	B-B	Ln
Se-tenant	5,6	B-A	Ln
Plain	3,4	A-A	5R
Se-tenant	3,4	A-B	5R

• Most of these counterpart relationships have been confirmed by the finders: Rolls of each in the same location in the same flat or box.

One without such proof is Plates 3 and 4 with Typeface A-B and the precancel gap at 5R. Typeface A-A with the gap at 5R was known long before and was not found with the Typeface A-B, indicating that the early A-A 5R rolls were probably printed from four A mats.

The se-tenant roll of A-B with the gap at 5R was a solo find much later.

With Plates 3 and 4, Typeface B-A, Gap 4R being known to be the product of three A and one B mat, the odds are that the late find was, too (see findings in conclusion of article by Cuniberti starting on Page 40.)

Although it would appear perfect for the three B and one A mats or three A mats and one B mat to exist as a result of an accidental flip-flop, the fact is that the one B mat (which will be referred to hereafter as B1 for simplicity) plated by Gerald H. Clark, Tom Maeder, and myself is also seen on some of the stamps from Plates 5 and 6, Typeface B-A, gaps at 1L and Line Gap. This proves that the mats we mixed around more than in one flip-flop, otherwise this B mat would never be seen with any other B mats (Plates 5 and 6, Typeface B-B and B-A with the gaps at 1L and Line Gap being the product of three B mats and one A mat).

I have Plates 5 and 6, B-A, Line Gap, with the B mat showing the same characteristics as Row 13 of Plates 3 and 4. I also have Plates 5 and 6 B-A, 1L, with those of Row 14. I cannot determine whether my A mats are the same as on Plates 3 and 4.

Were the se-tenants always in Rows 10 to 18 as on Plates 3 and 4, B-A, 4R? As prolific as the 17¢ Autos were for numbers on top, there are no Typeface B-B with the number on top. We know of no A-B or B-A strip with the number on top. A.S. Cibulskas said he had no record of such a strip's existence. (A typographical error in the 1990 *PNC Catalog* erroneously listed a no-number strip on Page 63.)

To answer those wondering why Plates 5 and 6, B-A, 1L could not be the counterpart product of Plates 5 and 6 A-A 1L instead of Plates 5 and 6, B-B, 1L: I found Plates 5 and 6, A-A, 1L, and was able to examine the entire flat of 50 rolls of 500. There were no B-A se-tenants.

Also, Plates 5 and 6, A-A, 1L, 2L had that unusual heavy bluish cast, unlike any other 17¢ Autos. The stamps from Plates 5 and 6, B-A, 1L, all lack this bluishness.

It might be interesting and useful if all the finders of 17¢ Autos could provide information (to the best of their recollection) as to what size rolls they found precancels in. Plates 3 and 4, B-A, 4R, for example, was only in rolls of 500. Plates 5 and 7, A-B, 5R, was in both 500s and 3,000s. Although Dr. Robert Rabinowitz' roll of Plates 3 and 4, A-B, 5R, was a 3,000, the Plates 3 and 4, A-A, 5-R was only in 500s, no doubt from an earlier printing.

So could the counterpart to Dr. Rabinowitz' roll have been something else? There is no proof. We must rely on Plates 3 and 4, B-A, 4R, for a parallel. □

Contributors to "e=mc²" included Kim Cuniberti, Gerald H. Clark, Eugene R. Ernst, Stephen G. Esrati, Ken Lawrence, Richard Nazar, Dr. Robert Rabinowitz, and Alan Thomson.

17¢ se-tenant precancels come into clearer focus

Date	Plates	Comment				
JUNE 81	17T3/4	Tagged				
07/14/81	17T5/6	Tagged				
10/19/81	17T3P/4P	A-A*				
02/08/82	17T3P/4P	A-A*				
* These printings produced Gaps 6L/6R, 5L, 4L, 2L, 1L, Line Gap, and 5R. In one of these printings, Gaps 2L, 1L, and Line Gaps were printed. All three have a whitish gum. (See Larry G. Haynes, "The 17¢ Electric Car Presorted First-Class Coil," <i>United States Specialist</i> , March 1986). Because the whitish gum is also found on Gaps 1L and 2L of Plates 5 and 6, printed in 1982, we believe the whitish gum is from the Feb. 8, 1982, printing. All other 17s (except starred items) have yellowish gum.						
03/05/82		Fire at BEP destroys Presses 802 and 804. Earliest possible date for se-tenant precancels.				
11/23/82	17T5P/6P	A-A (Gap 2L, 1L)*				
* Both have whitish gum.						
07/01/83	17T5P/6P	<table border="1" style="display: inline-table; vertical-align: middle;"> <tr><td>B</td><td>B</td></tr> <tr><td>B</td><td>A</td></tr> </table>	B	B	B	A
B	B					
B	A					
17T5Pa-4R, 17T5Pa-1L, all 17T5Pb, all 17T5Pab, all 17T5Pba, 17T6Pa-4R, 17T6Pa-1L, all 17T6Pb, 17T6Pab, and 17T6Pba. All have yellowish gum.						
12/19/83	17T3P/4P	<table border="1" style="display: inline-table; vertical-align: middle;"> <tr><td>A</td><td>A</td></tr> <tr><td>A</td><td>B</td></tr> </table>	A	A	A	B
A	A					
A	B					
All 3/4 se-tenant precancels and 17T3Pa-4R, 17T3Pa-5R, 17T3Pab-5R, 17T3Pba-4R, 17T4Pa-4R, 17T4Pa-5R, 17T4Pab-5R, and 17T4Pba-4R. All have yellowish gum.						
01/13/84		Precancel mats (three Bs and one A) are shaved to use as tagging mats.				
02/03/84	17T5P/7P	Last use of three A mats and one B mat. Run printed: 17T5Pa-4R, 17T5Pa-5R, 17T5Pab-4R, 17T5Pab-5R, 17T7Pa-4R, 17T7Pa-5R, 17T7Pab-4R, and 17T7Pab-5R. (Original BEP report said this run used Plates 5 and 6. This was later corrected to say Plates 5 and 7. This may be when Plate 6 was damaged.)				
02/10/84	17T7	Tagged. Pairing not reported, but probably with Plate 5.				
OCT 84	17T3P/4P	Type C-C (Gap Ln, 1R)				
NOV 84	17T3P/4P	Type C-C (Gap 4L, 3L)				
Gap 4L printed on Type I and Type II paper.						
12/05/84	17T5P/7P	Type C-C				
12/11/84	17T5/7	Tagged				
01/07/85	17T3/4	Tagged. Type II Paper				
01/09/85	17T1/2	Tagged. Type II Paper				
08/09/85	17T3/4	Tagged. Type I Paper				
08/23/85	17T1P/2P	Type C-C				

17T5Pba-5R 17T6Pba-5R

By Kim Cuniberti

Being a gap collector, the one undying question I always hear is: "Why collect gaps?"

Like anything else in this hobby, I suggest that you don't do it if it doesn't interest you, but there might just be merit in paying close attention to what the gaps can tell us. The 17¢ Electric Auto from Plates 5 and 6 in typeface A-A and B-A with the gaps at 5R is a good case in point. (From here on, we'll call these "5/6, A-A, B-A, 5R.")

In the chart on Page 40 that shows the various pairings of the se-tenant mats with their non-se-tenant partners, it may not be apparent that there is one pairing that does not have a neat niche in which it fits: 5/6, B-A, A-A, 5R.

When the first se-tenant combination was printed, it was with the second printing of Plates 5 and 6 on July 1, 1983. The combination of three B mats and one A mat created all the variations of Plates 5 and 6: Gap 1L, Line Gap, and 4R. But not Gap 5R. Gap 5R was the product of three A mats and one B mat. For it to have been part of this July 1 printing, pressmen would have had to stop the press, remove the two B mats, replace them with two A mats, and then complete the press run. Possible? Certainly.

Likely? Not very.

My speculation on its not being very likely is that I don't believe the pressmen cared too much about the condition of the mats as long as they got the precanceling done. I look at how long they ran the damaged mats for the 4.9¢ Buckboard that produced the "double gaps" (long enough to produce all three gaps on Plates 1 and 2 and four of the seven on Plates 5 and 6). This mat crack ran through four rows, producing breaks of more than 2mm. Of all the strips I have seen of the 17¢ with gaps at 1L, Line, and 4R on Plates 5 and 6, I've seen no evidence of any defect. That doesn't rule out that something devastating might have happened while the press was stopped, but that also seems unlikely.

If the B-A 5R wasn't printed on July 1, then when could it have been printed? The logical argument is that this was the last date Plates 5 and 6 went to press. The word "logical" should raise a red flag in our consciousness at this point. If we have learned anything at all since PNCs were born in 1981, it is that BEP can defy the use of that word.

The gap that doesn't fit! Or does it?

So what is missing that may hold the answer as to when the Gap at 5R was printed? Not as much as one might think, but it will help to keep a perspective on the word "logical."

On Feb. 3, 1984, Plates 5 and 7 went to press to produce the A-B 4R and 5R gaps (along with A-A 4R and 5R). We have already deduced this easily since this is the only way Plates 5 and 7 existed when first precanceled (the other way was much later and used typeface C mats). The one forgotten point about the BEP report about this printing was that it originally stated that Plates 5 and 6 had been paired, not 5 and 7. A month or so later, BEP corrected the report to say Plates 5 and 7 had been paired. And, since then, we have wondered what ever happened to Plate 6.

I believe that the first "erroneous" report partly revealed the fate of Plate 6. I believe, in fact, that the first report was the truth. The Feb. 3 run did begin with Plates 5 and 6. During the early stages of the press run, something happened to Plate 6. (Sorry, I can't tell you what. If we want to pay \$3,000 for copies of all the press logs as required by BEP in response to Richard Nazar's Freedom of Information Act request, then perhaps we might, assuming BEP still has the logs going back that far.)

Plate 6 was replaced by Plate 7, and the press run was completed.

We all know that a short run of fewer than 20,000 impressions is shredded (remember the 3.4¢ School Bus from Plates 4 and 6?), but in this instance, large quantities of Plates 5 and 6 with precancels already existed from previous press runs, so there was no reason to destroy any amount of an ill-fated run from Plates 5 and 6, no matter how small.

An interesting speculation to be sure,

but what supporting evidence exists? The table below traces some of the differences and similarities of the 17¢ precancel printings from Nov. 23, 1982, to Feb. 3, 1984.

It should be noted that there is not a dramatic difference between yellowish and pale yellow gum. It is noticeable, but may not be significant. It could be variations of color that are typical in a roll of paper. White gum, however, appears significantly different. It may actually be translucent.

As I have discovered with any research, the tendency of the search for answers to spawn additional questions, some of which may not be immediately answerable, is more than likely to occur. The Gap 5R on Plates 5 and 6 A-A and B-A is no exception. It is not clear, however, how these questions or their answers may ultimately affect this theory.

Here are the related questions and observations:

- Does the yellowish gum on the earlier examples of Plates 5/6 A-A 5R signify a different roll of paper or does it show that the color of the gum at that time could vary from pale yellow to more yellow? Could it mean, even though highly unlikely, that the 5R was printed twice?

- My examples of Plates 5/6 B-A 5R from the first known roll with cut numbers show characteristics in the B mat (B1) identifying it as the same as Row 16 of the B-A printing of Plates 3 and 4 with the gap at 4R as plated by Jerry Clark and Tom Maeder (see *TPN*, November 1987). My examples of the later find of Plates 5/6 B-A 5R with the numbers 100% on top surprisingly show characteristics from two different rows, neither of which is conclusively the same as any of the 3/4 B-A 4R rows. (Previously it was believed

Comparisons of stamp characteristics

Plate No.	Mat type	Gap	Press Date	Gum color	Roll size	Label style	Label color
5,6	AAAA	2L, 1L	11/23/82	white	500 3,000	z y	many black blue
5,6	BBBA	1L, Ln 4R	07/01/83	pale yellow yellowish	3,000* -	v* -	
3,4	AAAB	4R (BA) 5R (AB)	12/19/83	pale yellow yellowish	500 3,000	x w	blue black
5,6	AAAB	5R	02/03/84?	pale yellow†	3,000	w	black
5,7	AAAB	4R, 5R	02/03/84	pale yellow	3,000 500 (5R)	w x,1	black blue, black, purple

Label style codes:

z=jumbo 500, 45mm diameter
x=38mm diameter, small "PRECANCELLED" between "stamps" and "585"
l=like x only "PRECANCELLED" at top or bottom of label
y=jumbo 3,000, 98mm diameter
w=89mm diameter, small "Presorted First Class"; big "PRECANCELLED"

Notes:

* 5, 6 B-B 4R was found in rolls of 3,000; A-B 4R was in rolls of 500; no labels
† some of the earliest examples of A-A 5R have yellowish gum

that Dr. Robert Rabinowitz' roll of number on top was the only other example of 5/6 B-A 5R, but my strip indicates that at least one other number-on-top roll exists or existed to yield at least one strip). In Clark's plating of the 3/4 B-A 4R rows 15, 17, and 18 had only the shapes of the ends of the precancel bars of the A mat to distinguish them. Mat wear could certainly obliterate these characteristics. The ends of the bars on my cut-number examples of Row 16 are different from the one on the 3/4 B-A 4R (The hole in the "D" is the surviving clear feature.) If I were pressed, I would say my number-on-top strip with the number closest to the top edge could be Row 15, and the others with the numbers more clear of the top edge could be from Row 18. This would also follow the pattern of the 3/4 B-A 4-R web that saw the numbers get lower and lower until they got to be partly on top as they got further down the web.

• While looking for confirmation of this same B mat, I was also able to identify it on 3/4 A-B 4R Row 14 thanks to an off-gap sent to me by Bob Rabinowitz. I have also identified this same mat on many examples of 5/6 B-A 1L and Line Gap. But here is a shocker. I have also identified it on 5/6 B-B 1L! How could this same mat be paired both with an A mat and with a B mat on the same gap? (Unless someone can produce a B-A 1L or Line Gap strip with mat characteristics pther than those for the B1 mat, then it would appear that a portion of the July 1, 1983, printing might have been from four B mats.) Obviously it can't without changing the mats during a press run and then continuing the printing, or a different printing, but we lack enough different press dates to account for so many mat types and combinations. Changing the mat seems the most likely, but why? If the pressmen did it on this run, then on how many others? Perhaps the statistical implications of Dilmond Postlewait's gaps on the 7.7¢ Saxhorn can be applied here. If the repetition of the same gap so many times indicates that the pressmen could change city precancel mats without altering the gap, then they certainly could do the same thing on the 5/6 B-B, B-A 1L. Perhaps they did it to clean the mats during an extensive run.

Again more questions seem to come up than answers, but such is the nature of speculative PNCing. Any observations and input, as always, are solicited and appreciated. □

The catalog price is just the beginning

When you order PNCs from me at the 1990 catalog price, you get a VF strip. But that's not what you pay. I give 25% discounts on orders of more than \$100 (15% on \$50). I throw in another 5% for members of PNC3. I don't charge for postage.

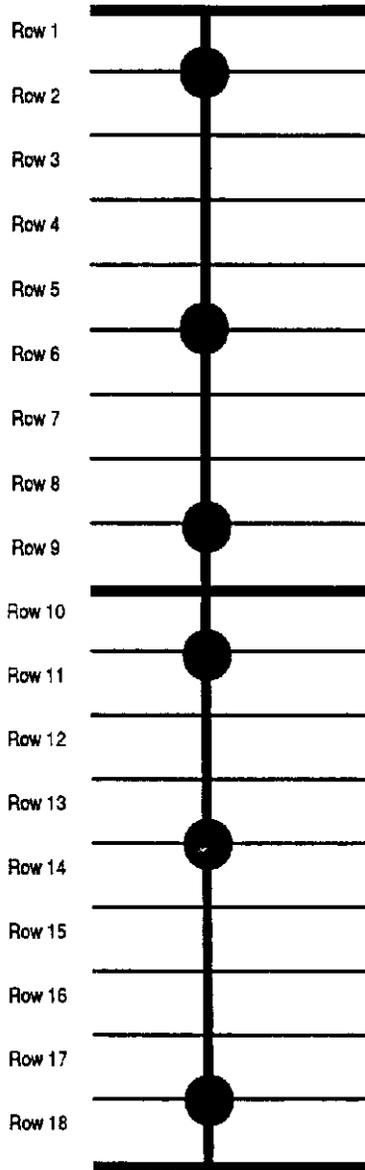
This month, any order over \$50 gets a free copy of the 8.5¢ "Flying Flashlight" (catalog value \$10.)

I carry almost all PNCs, including many of the varieties. I also have FDCs. (But I do charge 25% more for XF strips.)

Send me your want list. I'll compute the discounts, etc. You'll be pleased that you did.

Steve Esrad

P.O. Box 20130, Shaker Heights, OH 44120
(216) 561-9393



Key Point:

Mat fasteners are on the edges of the 9x12 mat where they couldn't interfere with the precancel that was there before shaving.

Key Point:

Mat fasteners can be "screw heads" or "clips." They are seen as untagged areas on tagged stamps.

FASTENER LOCATIONS—Dots represent holes in edges of mats for "clips" or "screws." Dark lines are the edges of the four 9x12 mats. The locations were derived from a partial plating by Kim Cuniberti of 5T3/5T4, tagging break 3L. The ratio of fasteners to vertical bars (caused by the vertical edge of the mat) is 2:1. There are 12 rows that show a fastener at top or bottom and 6 rows that show only a vertical bar break. ("Screws" and "clips" are interchangeable. "Screws" depicted.)

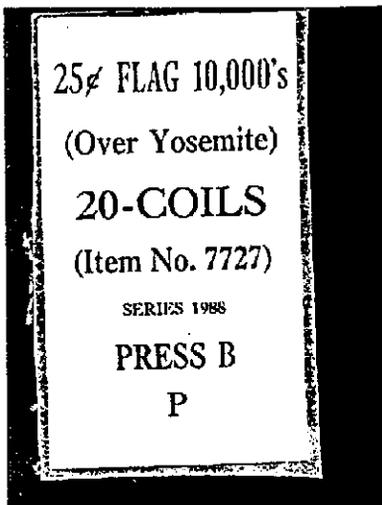
Courtesy Alan Thomson

Lightning hits Koepps twice with 18¢ Flag 6

When Jerry and Barb Koepp bought their second hoard of commercial covers, all mailed between 1981 and 1983, they couldn't resist going on a treasure hunt among some of the sealed boxes of 1981 covers.

One of the first major finds was a cover bearing the rare 18¢ Flag from Plate 6 with a postmark of Oct. 3, 1981. That made it a new EKU (earliest known usage).

But only a few weeks later, the Koepps found an identical date on another 18F6. They're auctioning it off along with other finds. □



BOX LABEL—USPS notes B Press printing on phosphored paper ("P") on this label from a box of 20 rolls of 10,000 of the 25¢ Yosemite.

Courtesy David Barrie-La Vergne

Imperforate 4¢ Steam Carriages show up early

The 4¢ Steam Carriage was to be placed on sale at Tucson, Ariz., on Jan. 25 and one day later at post offices throughout the United States.

But on Jan. 24 a philatelic clerk in Texas mistakenly placed them on sale.

A customer opened a roll to look for the plate number and found part of the roll to be imperforate. He bought the roll and kept quiet.

Later, when he got home, he found he had three imperforate numbered strips of five plus about 130 stamps from the scrap between plate numbers.

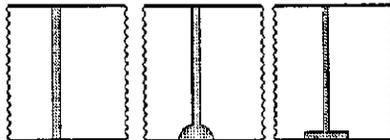
He got on the phone to several U.S. dealers in PNCs and offered two numbered strips and the scrap for about \$2,500.

When he went back to the post office with more money to buy more rolls, the philatelic clerk told him that another customer had noticed the imperforates and had told the philatelic clerk, who immediately reclaimed the roll and turned it in for destruction.

It is not known whether any of the contacted dealers bought the imperfs. If anyone did, you may expect to find FDCs with imperforate Steam Carriages.

Making dealers wary about the price was the possibility that imperfs could prove common once the coil stamp was placed on general sale. □

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. The chart was updated to Feb. 1, 1991.

Tagging breaks on Cottrell Press PNCs

Cat. No.	6L	5L	4L	3L	2L	1L	1R	2R	3R	4R	5R	6R
2T2		B Stb	B Stb	Ct Stb	B Ctb							
2T6		B Stb	B Stb	Ct Stb	B Ctb							
2T8		Sib		B Ctb	B Ctb							
2T10		Sib		B Ctb	B Ctb							
5T1										B St	B Stb	Stb
5T2										B St	B Stb	Stb
5T3		Sb	B Stb	B Ctb	B Ct	B Ctb						
5T4		Sb	B Stb	B Ctb	B Ct	B Ctb						
5.2T3			B St									
5.2T5			B St									
17T1				B	B Ctb							
17T2				B	B Ctb							
17T3				B Ctb	B Cb							
17T4				B Ctb	B Cb				St			

PS/5 → 3L 2L 1L 1R 2R

Notes to above chart

B means only a bar break has been seen. Clips and screw heads also show bar breaks.

Clip and screw locations: t=top; b=bottom

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. For a free conversion chart to perforation numbering, please write Ernst.

Junction of four mats (seen as a horizontal break PLUS a vertical break)

2T2/6	2L	4L
2T8	3L	
2T8/10	2L	
5T1/2	5R	
5T3/4	1L	3L
17T1/2	2L	
17T3/4	2L	3L

Junctions may be seen in Rows 9 or 10

Clip in center of stamp

17T3/4	2L
--------	----

Breaks on overall-tagged stamps

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

4T1Ri (W)	9R (?) (see article on Page 47)
4T1X	9L (unpaired); 10R/14L, 11R/13L, 12R/12L
5T1Y	7L, 6L, 5L, 4L (?), 5R
15T2i (W)	11L, 9L, 6L (?), 7L, 2L, 1L, 2R, 3R, 11R
20T2Xi	12L/R
\$1T1	12L, 11L

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

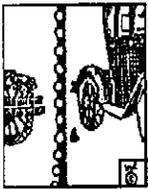
A question mark indicates that the reported position has not been confirmed.

Untagged horizontal stripe across top or bottom of stamp:

4T1Ri	Top (see article on Page 47)
5T1Y	Top, bottom (see article on Page 34)
15T2i	Top
\$1T1	Top, bottom

Ernst welcomes new reports.

Which plate has 'the oil drop'?



In the January 1987 issue of this journal, Eugene Y. Liu complained about the nomenclature used to describe the stamps in a PNC strip.

Liu said, "We collect plate numbers, and we should use the plate number as our basis, not the obsolete joint line."

That would make the stamp to the right of the joint line in a strip off the Cottrell Presses have the plate number of that plate and be 12L on that plate.

To illustrate, we know of a variety we call a blue dot over the "E" of Electric" at 1R on a strip showing the plate number 6 on the 17¢ Electric ASuto.

We know that same variety on strips showing the plate number 7.

That's because Plates 6 and 7 were both paired with Plate 5. The variety is actually on Plate 5, not on either of the plates it was paired with.

Which brings us to a variety found on strips showing the plate number 7. The

25¢ Flag over Yosemite

Roll sizes

Plate	Key	Plate	Key	Key to roll size
1	B, C	7	A	
1i	B*, C*	7i	A	A
2	A, B	8	A, B, C	B
2i	B*, C*, D*	8i	A, B*, C*	C
3	A, B, C	9	A	
3i	B*, C*, D	9i	A	D
4	A, B, C	10i	A	
5	A	11i	A	i
5i	A	13i	A	*
6i	A	14i	A	—
		15i	A	Unreported

LAST UPDATE—This is the final chart on 25¢ Yosemite roll sizes. No one has been able to confirm that the labels on the phosphored Plate 3 in rolls of 10,000 have a "P" on them. At this late date, we may never know. Alan Thomson still suspects that they do (or did). Chart from Alan Thomson.

variety has been dubbed "the oil drop" and is listed in the 1990 *PNC Catalog* as 17T7V1. Plate 7 was paired only with Plate 5, but Plate 5 was also paired with Plate 6.

Therefore, in theory at least, the oil drop should also show up on strips from Plate 6. *TPN* is unaware of any reports of the variety on Plate 6 strips, but such strips should exist.

In view of the increasing scarcity of tagged strips from Plate 6, now is the time to examine all such strips.

It is equally important to examine canceled strips that were paired with Plate 7. The oil drop should show up on some of them. (And if not, can anyone figure out why not?)

Please address reports of finds—if any—to *TPN*. □

BUYING ERRORS, FREAKS, ODDITIES

Imperforates, Colors omitted,
Perf shifts, Color shifts,
Miscuts, etc.

MONTCLAIR STAMP CO.

(215) 728-7836

P.O. Box 38 Cheltenham, Pa. 19012
Member: APS, BIA, PF

TAGGING ANOMALIES

4¢ Stage #1 Overall tag Tagging breaks

3L; 2L; 1L; 1R; 2R PS5 ea. \$10.00
Set of all 26 diff. 'walking' breaks \$200.00
(each shows plate number and break)

5.2¢ Sleigh #1, 2

Untagged bar across top PS5 ea. \$35.00

15¢ Tug # 2

Untagged bar across top PS5 ea. \$14.00

4¢ Stage #1 Overall tag

Untagged bar across top PS5 ea. \$19.00
Same, with tagging break POR

F-VF; VF-XF +20%; XF-S +40%

Dr. Robert Rabinowitz

37 Stanwick Place
Stamford CT 06905
(203) 325-2312



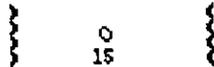
What look like ghost numbers found on Fire Pumpers 15, 16

H. Harry Mueggenburg has found what appear to be ghost plate numbers on Plates 15 and 16 of the 20¢ Fire Pumper. The ghosts are about 1mm above the second digits and are zeroes that lean slightly to the left.

The ghost plate numbers can be seen only under shortwave UV light.

They are the first ghost plate numbers found on PNCs. Ghost plate numbers have been found on many other U.S. stamps printed in sheets. But in most of those cases, the number was a full five-digit plate number in which only the last digit was different from the plate number seen in the plate block. More importantly, they could be seen in daylight in the same color as the intended plate number.

Dr. Robert Rabinowitz explained such ghosts by saying ink from the paired sheet was picked up on the tagging cylinder and transferred to the next sheet printed. That explains why only the last digit was af-



GHOST—What looks like a slanted zero shows up as an untagged "number" just above the plate number on this 20¢ Fire Pumper. The cause is unknown.

fect and why it was usually the next preceding or following number.

But if that phenomenon would have happened on PNCs, we would see red 15s on Plate 16 and red 16s on Plate 15, not a purple (untagged) zero.

The ghost numbers found by Mueggenburg may be caused by almost anything that could have been impressed into the tagging mat, such as a tool.

Mueggenburg, however, asks collectors to check their holdings to see if they can find anything similar. You may write him in care of *TPN*. □

UPDATE: New stamps and corrections

New stamps

4T1R1—4¢ Stagecoach, overall tagging. Tagging breaks 2L. Also "walking" tagging break that moves across entire roll. See article by Alan Thomson in this issue. (Dr. Rabinowitz, A.S. Cibulskas)

4T1X—4¢ Steam Carriage, Plate 1, issued Jan. 25 in Tucson, Ariz. Tagging break on perfs at 9L. (Scott Smith). Tagging breaks at 6R/18L (Nazar, roll of 3,000); 10R/14L (Thomson); 11R/13L (Es-rati); 12R/12L (Cuniberti)

4T1X—4¢ Steam Carriage, imperforate, placed on sale in Texas on Jan. 24.

9.3TSP-4R and 9.3TP6-4R—9.3¢ Mail Wagon, Plates 5 and 6, precancel gap at 4R. (Cuniberti)

9.3TSP-1L—9.3¢ Mail Wagon, Plate 5, used single, precancel gap at 1L. (Youngblood)

20T2X1—Plate 2 of the 20¢ Cable Car, off the C Press. Overall tagging. Previously reported in rolls of 100. Now in large rolls (probably 500s) in USPS vending machines in Scottsdale, Ariz. (Hoppis)

29U1111—29¢ "F" Tulip, sleeves 1, 1, 1, 1. Rolls of 100, Jan. 24. (Denson). Rolls of 500, Jan. 25. (Haake). Rolls of 3,000, Jan. 28. (Koepp)

29U1111—29¢ "F" Tulip, sleeves 1, 1, 1, 1. Imperforate. (Haake)

29U1211—29¢ "F" Tulip, sleeves 1, 2, 1, 1. Rolls of 500, Jan. 28. (Koepp). Rolls of 3,000, Feb. 2. (Koepp)

29U1222—29¢ "F" Tulip, sleeves 1, 2, 2, 2. Rolls of 100, Jan. 23. (Cuniberti). Rolls of 500, Jan. 28. (Koepp). Rolls of 3,000, Jan. 25. (Haake)

29U2211—29¢ "F" Tulip, sleeves 2, 2, 1, 1. Size unknown. Somewhere in California. (Rose)

29U2222—29¢ "F" Tulip, sleeves 2, 2, 2, 2. Rolls of 100, Jan. 23. (Potkewitz).

29U2222—29¢ "F" Tulip, sleeves 2, 2, 2, 2. Imperforate. (Godin)

Corrections to TPN

Pages 11-15—Time Lines should not have in-

cluded boxes saying "Probably Type B" since no all-Typeface B precancel mats are believed ever to have been used. Corrected time lines for all 17¢ precancels may be found in this issue.

Page 22—The discussion of the 5.9¢ Bicycle ("Mystery stays unsolved"), should not have said that joint lines move. It is the paper (and the perforations) that appear to move in relation to the joint line.

Corrections to 1990 Catalog

Page 37—The second press run for 17T7 on 12/11/84 was paired with Plate 5, not with Plate 6.

Page 63—No A-B precancel without a number has been found. □

Haake finds cracks; so does Rabinowitz

Al Haake found an "anchor line" and an "anchor line continuation" at 18L on several rolls of 500 of the untagged 15¢ Tugboat from Plate 2.

In addition, Dr. Robert Rabinowitz found a constant plate variety, a blob left of the left wheel, on rolls of 3,000 of the 4¢ Stagecoach with overall tagging.

Both varieties will be illustrated in the next edition of *The Plate Number*. □

VARIETIES

I CARRY a fairly full stock of most of the constant plate varieties found in the 1990 Plate Number Coil Catalog. They are priced at the catalog price. Among the gems are the 3-row crack on the 3¢ Conestoga. All three strips: \$75. Steve Esrati, POB 20130, Shaker Heights, OH 44120.

ADLETS

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

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

MY PNCs AND 5s for your PNC5s, SCV/SCV. Please send your list for my list. I need the hard-to-get issues. Marsden, 35281 Beach Rd., Capistrano Beach, CA 92624. (PNC3-2)

PRECURSOR "Lightning Bolt" on Plate 10, 18¢ Surrey. Shows only a small part of later plate crack. Avg.-F only. \$16. Box L, The Plate Number. (2-91)

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!** ☆☆☆
29 F-VF, NH different PNC5 strips. Catalog over \$67 for face value \$14.60 plus \$1.95 postage & handling. Limit one. Wide selection on PNC5 price list. List 29¢ stamp. Robert Barker, P.O. Box 888063, Dunwoody, GA 30356. (4-91)

WANTED Commercial cover within 18¢ rate period with 17¢ Auto PNC paying 2nd oz. +. Also need Souvenir Page with 25¢ Yosemite PNC. Will buy/trade. Joann Lenz, 37211 Alper Dr., Sterling Heights, MI 48312-2203. (PNC3-2)

WANTED 25¢ Yosemite Plate #6. Commercial covers wanted. Clean covers, sound stamp tied by postmark. Any state except FL, GA, VA, PA, NY. Send list and asking price to Ed Gould, 707 Alcalá Ave., Lehigh Acres, FL 33936. (PNC3-2)

#2260, 25¢ Yosemite, misperforated PS/6, Plate 3 pre-phosphored \$35. EFO price list with order or 75¢ postage. Montclair Stamp Co., P.O. Box 38, Cheltenham, PA 19012. (2-91)

18¢ FLAG, PLATE 1, PS/5, XF

For sale at price of VF strip, 1990 catalog price is \$500. Special, XF only \$475, postpaid. PLUS free Hoseline 1 if you mention this ad. Esrati, PO Box 20130, Shaker Heights, OH 44120. Phone (216) 561-9393. (2-91)

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. (2-91)

JOIN THE CLUB, join PNC³. Monthly newsletter, auctions, regional meetings. For details, write Gene C. Trinks, 3603 Bellows Ct., Troy, MI 48083. (2-91)

SUBSCRIBE, DON'T MISS OUT—FDCs and new strips by subscriptions: With a whole batch of new stamps due at the rate charge, 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.

FULL-SERIF HONEYBEE

Untruncated Plate 1, PNC Catalog No. 25M1, XF strips of 5. \$20. Richard Nazar, 34 Nottingham Way, Somerset, NJ 08873. (2-91)

Stamps 'n' Stuff Mail Bid Sale

of PNC Commercial Covers, FDCs, Rare Autopost Covers and Other Modern U.S. Postal History

The scarcest PNC Material ever offered! Some one-of-a-kind rarities!

Closing Date: Thursday, March 28, 1991. No bids will be accepted after 6 p.m. (Central time)

Bid Toll Free: (800) 999-5964

Lot	Scott	Description	Est.	Lot	Scott	Description	Est.	Lot	Scott	Description	Est.	Lot	Scott	Description	Est.
FLAG COIL STAMPS															
1	1891	18s Flag, no #, 4/29/81, #10 env. Very early use.....	\$20	43	1895	20s Flag, No. 1-9, all small covs.....	\$35	80	1907	18s Surrey, No. 1, 8/26/81, #10 env.....	15	98	1907	18s Surrey, No. 3, 6/30/81, #10 env.....	\$100
2	1891	Smud, double cancel.....	15	44	1895	20s Flag, No. 1-9, all #10 env.....	30	81	1907	18s Surrey, No. 1, 8/29/81, #10 env.....	15	99	1907	18s Surrey, No. 3, 9/20/81, PMSC, #10 env PP R, perf nicks design.....	125
3	1891	18s Flag, no #, 4/30/81.....	15	45	1895	20s Flag, No. 10-14, all #10 covs.....	65	82	1907	18s Surrey, No. 1, 9/15/81, #10 env.....	15	100	1907	18s Surrey, No. 4, 6/1/81, ENP, #10 env.....	200
4	1891	18s Flag, no #, 5/1/81, PP.....	10	46	2280	25s PNC, No. 6 (prephosphored).....	25	83	1907	18s Surrey, No. 1, w/2s Americana white paper (non increase), 3/20/81, PMC.....	40	101	1907	18s Surrey, No. 4, 6/8/81, #10 env.....	100
5	1891	18s Flag, No. 1, 4/29/81, ENP, #10 env.....	200	TRANSPORTATION SERIES				84	1907	18s Surrey, No. 2, 5/24 or 29/81, ENP, 5C.....	45	102	1907	18s Surrey, No. 4, 6/12/81, cancel hita plate #.....	125
Earliest use known of any PNC. Only example known.															
6	1891	18s Flag, No. 1, 5/2/81, SC.....	50	47	1897A	2s Locomotive, No. 8, PS3, # L, SE L, mailer's permit postmark, env small wrinkles bottom.....	40	85	1907	18s Surrey, No. 2, 6/4/81.....	20	103	1907	18s Surrey, No. 4, 6/20/81, PMSC, very faint foxing.....	125
7	1891	18s Flag, No. 1, 5/2/81, #10 env.....	40	48	1897A	2s Locomotive, No. 8, w/ 20s Truman, 11/2/81.....	20	86	1907	18s Surrey, No. 2, 6/11/81, PMC, #10 env, PPA L, cancel touches #.....	25	104	1907	18s Surrey, No. 4, 6/24/81, #10 env.....	100
8	1891	18s Flag, No. 1, 5/22/81, PMSC.....	75	49	1898	3s Handcar, No. 2, w/2s Sealhill, 4/4/88.....	20	87	1907	18s Surrey, No. 2, 6/12/81, SC, #10 env.....	15	105	1907	18s Surrey, No. 4, 8/2/81.....	150
9	1891	18s Flag, No. 1, 6/10/81, PMSC, one PP.....	35	50	1899	5s Motorcycle, No. 1, w/55 4e Stagecoach, 11/14/88.....	20	88	1907	18s Surrey, No. 2, 6/17/81, PMC.....	30	106	1907	18s Surrey, No. 4, 9/8/81, #10 env.....	150
10	1891	18s Flag, No. 2, 5/10 or 18 or 19/81 (ENP if 5/10), stamp corner crease.....	20	51	1899	5s Motorcycle, No. 3, w/3 no #, 1987.....	20	89	1907	18s Surrey, No. 2, 6/12/81, #10 env.....	15	107	1907	18s Surrey, No. 4, 9/14/81, PPA L, #10 env.....	60
11	1891	18s Flag, No. 2, 5/19/81, SC.....	20	52	1899	5s Motorcycle, No. 4, PS4, w/vending machine partial separation clu, 12/24/84.....	40	90	1907	18s Surrey, No. 2, 9/21/81, PMC, #10 env.....	25	108	1907	18s Surrey, No. 4, 9/14/81, #10 env.....	75
12	1891	18s Flag, No. 2, 5/19/81, PMSC, #10 env.....	50	53	1900A	5.2s Sleigh p/c, No. 5, #10 env.....	20	91	1907	18s Surrey, No. 2, 10/6/81, PMSC, #10 env, # split 50/50 top and botm.....	30	109	1907	18s Surrey, No. 4, 9/20/81, #10 env, cancel hita plate #.....	75
13	1891	18s Flag, No. 2, 5/22/81, PMSC, #10 env.....	50	54	1901A	5.9s Bicycle p/c, No. 3, gap R.....	50	92	1907	18s Surrey, No. 2, 5/15/81, #10 env.....	100	110	1907	18s Surrey, No. 5, 6/7/81, ENP.....	45
14	1891	18s Flag, No. 2, 5/30/81, #10 env.....	15	55	1901A	5.9s Bicycle p/c, No. 4, #9 env.....	50	93	1907	18s Surrey, No. 2, w/2s Jefferson coil (rate increase), 11/16/81 PMC.....	40	111	1907	18s Surrey, No. 5, 6/14/81, SC, light foxing.....	20
15	1891	18s Flag, No. 2, 5/31/81, #10 env.....	15	56	2128A	8.3s Ambulance p/c, No. 1, #10 env.....	20	94	1907	18s Surrey, No. 3, 6/9/81, ENP, lightly creased #10 env.....	200	112	1907	18s Surrey, No. 5, 6/15/81.....	20
16	1891	18s Flag, No. 2, 6/15/81, PMSC.....	50	57	2128A	8.3s Ambulance p/c, No. 2, #10 env.....	20	95	1907	18s Surrey, No. 3, 6/16/81, SC.....	150	113	1907	18s Surrey, No. 5, 6/24/81, #10 env.....	15
17	1891	18s Flag, No. 2, 8/3/81, PMSC.....	50	58	2128A	8.3s Ambulance p/c, No. 4, #11 env.....	30	96	1907	18s Surrey, No. 3, 6/15/81, #10 env.....	100	114	1907	18s Surrey, No. 5, 6/30/81, #10 env.....	15
18	1891	18s Flag, No. 3, 5/18/81, ENP, #10 env.....	100	59	2231	8.3s Ambulance P Brass p/c, No. 1, #10 env.....	15	97	1907	18s Surrey, No. 3, 6/25/81, #10 env.....	100	115	1907	18s Surrey, No. 5, 7/13/81, PMSC.....	40
19	1891	18s Flag, No. 3, 5/19/81, PP, #10 env.....	50	60	1903A	9.3s Mail Wagon p/c, No. 2, #10 env, small tear L corner of stamp.....	35	98	1907	18s Surrey, No. 3, 6/26/81, canceled twice, black and purple.....	75	116	1907	18s Surrey, No. 5, 7/22/81, PP R, #10 env.....	10
20	1891	18s Flag, No. 3, 6/9/81, #10 env, cancel hita #.....	50	61	1903A	9.3s Mail Wagon p/c, No. 3, #10 env, usual short pefls L.....	50	99	1907	18s Surrey, No. 3, 6/26/81, canceled twice, black and purple.....	75	117	1907	18s Surrey, No. 5, 8/25/81, PMSC, #10 env.....	35
21	1891	18s Flag, No. 3, 6/20/81.....	50	62	1903A	9.3s Mail Wagon p/c, No. 5, #10 env, perfor nick design L.....	40	100	1907	18s Surrey, No. 3, 6/26/81, canceled twice, black and purple.....	75	118	1907	18s Surrey, No. 5, 8/29/81, PMSC.....	40
22	1891	18s Flag, No. 3, 6/30/81, PMSC, #10 env.....	75	63	1903A	9.3s Mail Wagon p/c, No. 5, #10 env, SE L.....	40	TERMS: NO BUYER'S PREMIUM. All lots will be sold at one advance over second-highest bid. On tied bids, earliest bid received will prevail. Stamps 'n' Stuff will not be liable for errors or omissions in bidding, whether by bidder or by Stamps 'n' Stuff. Any lot may be withdrawn before March 28 for any reason.							
23	1891	18s Flag, No. 3, 8/3/81, PMSC, #10 env.....	75	64	1906	17s Electric Auto, No. 2, pair (number R) w/22s Flag, 7/23/86, #10 env.....	20	Bidding increments: Up to \$20, \$1; \$20 to \$50, \$2; \$50 to \$100, \$5; \$100 to \$200, \$10; \$200 to \$500, \$25; \$500 to \$1,000, \$50; Above \$1,000, \$100. Bids not conforming to these increments will be reduced to the next lower level, and will not receive preference over other bids at that level.							
24	1891	18s Flag, No. 3, 9/24 or 29/81, PMSC.....	75	65	1906	17s Electric Auto, No. 4, w/22s Flag, 7/23/86, #10 env.....	20	Some lots are described as EKU (earliest known use), the earliest cancellation known for a particular plate number or cover, or ENP (earliest non-philatelic use), the earliest reported cancellation on commercial cover, but for which earliest dated cancel exist on first-day covers. Dates described as EKU or ENP are accurate to the best of Stamps 'n' Stuff's knowledge, verified by two experts—Kim Lawrence and Robert W. Williams—at the time the offering was prepared. The possibility that earlier finds may be made always exists, so those factors cannot be guaranteed. Except for the EKU and ENP designations explained above, all lots are guaranteed genuine as described.							
25	1891	18s Flag, No. 4, 6/10/81, ENP, smeared cancel ink, short pefls R.....	50	66	1906	17s Electric Auto, No. 4, LPw/22s Flag, 12/17/85, #10 env, # touches edge.....	35	If purchaser desires an expert opinion, he may notify Stamps 'n' Stuff no later than 28 days after purchase that the item is being submitted to the American Philatelic Expertizing Service, the Philatelic Foundation, or the Expertizing Committee of the American First Day Cover Society for an opinion. In the event one of these authorities declines to issue an opinion that the lot is genuine or finds that the lot is not genuine, the lot may be returned for a full refund of purchase price plus expediting costs up to 5% of the sale price to a maximum of \$50. Except for such notices, all sales are final.							
26	1891	18s Flag, No. 4, 6/16/81.....	30	67	1907	18s Surrey, No. 1, 5/26/81, ENP, SE L, cancel hita plate number.....	45	Unless otherwise described, commercial covers are basically clean, and may have minor opening tears or other wear consistent with having passed through the mail. FDCs are all cancelled, clean, and stamped unless otherwise noted. Stamps on all covers are at least F-VF, with perforations and margins clear of the design and plate number, unless otherwise noted. Some perforations may be short, but pulled perforations and other faults are described individually. All cancellations are in black ink unless otherwise noted.							
27	1891	18s Flag, No. 4, 6/16/81, #10 env.....	25	68	1907	18s Surrey, No. 1, 5/27/81.....	40	If size of a cover is not stated, it is small enough in its long dimension to fit horizontally on a typical 6.5-by-11-inch album page, ranging in size from small invitation-size envelopes to 6.75, monarch, #7 (utility bill), or growing-card envelopes. Larger envelopes are specifically described as #9, #10, or #11.							
28	1891	18s Flag, No. 4, 6/18/81, PMSC, light scratch over stamp and cover.....	50	69	1907	18s Surrey, No. 1, 5/28/81, PMSC, "Lightning Bolt" crack.....	75	Payment of the entire purchase price, including payment for any lot that may be submitted for expert certification, is due from successful bidder upon receipt of invoice. Successful bidders without established credit may be required to pay before shipment. Buyers must pay shipping and insurance.							
29	1891	18s Flag, No. 4, 9/8/81, PMSC.....	50	70	1907	18s Surrey, No. 1, 6/8/81, SC.....	25	The placing of a bid by mail, fax, or phone shall constitute acceptance of these terms of sale.							
30	1891	18s Flag, No. 4, 9/21/81, PMSC.....	50	71	1907	18s Surrey, No. 1, 6/15/81, #10 env.....	15	PHOTO COPIES AVAILABLE: Photo copies of reasonable numbers of lots are available to prospective bidders who submit long self-addressed envelopes plus 29¢ postage for the first three copies and proportional additional postage for each three additional copies.							
31	1891	18s Flag, No. 5, 6/27/81, ENP, double cancel, #10 env.....	100	72	1907	18s Surrey, No. 1, 6/16/81, PMSC.....	25	PRICES REALIZED: All successful bidders will receive a list of prices realized. Others may obtain this list by sending a long, self-addressed stamped envelope.							
32	1891	18s Flag, No. 5, 6/29/81, #10 env.....	20	73	1907	18s Surrey, No. 1, 6/18/81, #10 env, magnets returned for postage hand-stamp.....	25	ABBREVIATIONS							
33	1891	18s Flag, No. 5, 7/15/81, PMSC, #10 env.....	50	74	1907	18s Surrey, No. 1, 6/23/81, #10 env.....	15	EKU	Earliest known usage cancellation date for the plate number						
34	1891	18s Flag, No. 5, 7/21/81, PMSC, #10 env.....	50	75	1907	18s Surrey, No. 1, 6/24/81, PMSC, #10 env, light foxing.....	20	ENP	Earliest non-philatelic cancel known for the plate number						
35	1891	18s Flag, No. 5, 9/21/81, PMSC, #10 env.....	50	76	1907	18s Surrey, No. 1, 6/25/81, #10 env.....	15	L	Left	LP	Line pair	PMSC	Purple machine stamp cancel		
36	1891	18s Flag, No. 5, 10/5/81, PMSC, lower L corner of stamp missing.....	30	77	1907	18s Surrey, No. 1, 7/4/81, "Lightning Bolt" plate crack.....	25	PP	Pulled perforation(s)	FS	Plate number strip	SC	Stamps cancel		
37	1891	18s Flag, No. 6, 10/5/81, PMSC, EKU.....	2,500	78	1907	18s Surrey, No. 1, 7/13/81, #10 env "Lightning Bolt Continuation" plate crack.....	30	R	Right	SC	Stamps cancel	UD	Unofficial first-day cancel (not first-day-of-issue)		
38	1891	18s Flag, No. 7, 10/21/81, EKU, light scratches across stamp and cover.....	3,000	79	1907	18s Surrey, No. 1, 7/19/81, "Lightning Bolt" plate crack.....	35	SE	Straight edge						
May be rarest of all used during 18s rate period. (Only one known; all others used after rate went to 20¢)															
39	1895	20s Flag, No. 2, 2/2/82, ENP, #10 env.....	15												
40	1895	20s Flag, complete set of all numbers on small envs (#4 is PMSC).....	120												
41	1895	20s Flag, No. 1-9, all PMSC, all small env.....	70												
42	1895	20s Flag, No. 1-9, all PMSC, #10 env.....	65												

Stamps 'n' Stuff

2700 University, Suite 204, W. Des Moines, IA 50265
(515) 224-1737 Bid toll free: (800) 999-5964

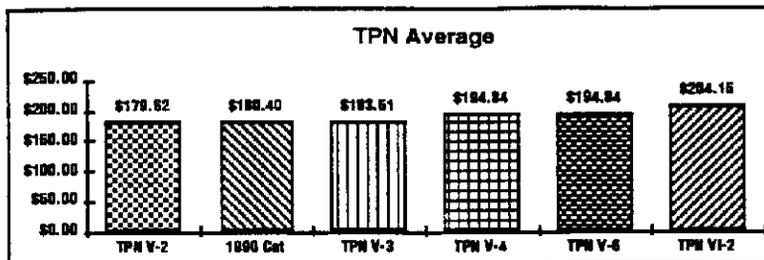
Lot	Scott	Description	Est.	Lot	Scott	Description	Est.	Lot	Scott	Description	Est.	Lot	Scott	Description	Est.
290	1908	20c Pumper, No. 9, 12/2/82, SC, machine-cut perf, #10 env	\$10	325	1900 and 1900a	5.2c Sleigh regular No. 2 PS3 and precancel gap pair, no numbers, on Kribbs handpainted.	\$200	350	2452	5c Circus Wagon, No. 1, PS5 on Garik env (signed overall cachet) w/Emper NY map pictorial cancel	\$25	373	1b	25c machine 82 Washington DC 8/23/89 w/Washington 8/23/89 (first day) machine cancel, sent through mail, serial 00469	\$250
291	1908	20c Pumper, No. 9, 1/24/83, perfis cut design	10	326	1900 and 1900a	5.2c Sleigh regular pair and precancel No. 1 LP on 5.2c embossed env KMC Ventura, RARE	1,000	351	2254	5.3c Elevator pair and No. 1 PS3 on Gamm env w/Oswille NY 4-bar cancel	25	374	6b	25c machine 83 Washington DC 8/23/89 w/Washington 8/23/89 (first day) slogan machine cancel, sent through mail, light creases on env, serial 00469	250
292	1908	20c Pumper, No. 9, 1/31/83, #10 env	10	327	1900	5.2c Sleigh No. 2, PS3 on 5.2c embossed env, A.O. Henry handpainted, ONE OF 2	100	352	2127a	7.1c Tractor (5-Digit ZIP-4 precancel), No. 1, PS5 on Gamm env w/Complex pictorial Baseball Hall of Fame 50th anniversary show cancel	25	375	11	25c machine 82 Kensington MD 9/1/89 w/Suburban MD 9/1/89 (first day) machine cancel, sent through mail (bar coded) serial 27515	350
293	1908	20c Pumper, No. 9, 3/4/83, SC hit #, #10 env	10	328	2125a	5.5c Star Route Truck precancel on Kribbs handpainted w/3.4c, 4.4c, 4.9c, 5.2c, 5.9c, 6c, 7.4c, 8.3c, 9.3c, 10.1c, 10.9c, 11c, 12c, 12.5c and 17c precancelis, some on back of env, Kribbs handpainted	40	353	2255	7.6c Carreta, No. 1, PS4 on San Jose Museum env w/San Jose Main Office large CDS; also S4 canceled FDOI	25	376	1b	25c machine 82 Washington DC 8/23/89 w/40c Gilberth on 6-by-9 env w/magenta 12/23/89 plug cancel, sent through mail, serial 07209	25
294	1908	20c Pumper, No. 9, 3/9/83, machine-cut perfis, #10 env	10	329	1901	5.9c Bicycle, No. 3 and No. 4, both PS4, combined ArtCraft	80	354	2128	8.3c Ambulance, No. 1, PS3 on signed Carol Orrison cachet env w/Roseca CA 4-bar cancel	25	377	11b	25c machine 83 Kensington 9/1/89 and block of four 5c UN ICY w/2/28/90 plug on #13 env, serial 08326	25
295	1908	20c Pumper, No. 10, 4/13/82, #9 env	15	330	1901a	5.9c Bicycle precancel pair, no #, on 5.9c embossed env w/5c postage due, Kribbs handpainted	275	355	2130a	10.1c Oil Wagon, red p/c, No. 2, PS5, on Gamm env w/Wagonwren PA plug cancel	25	378	21	25c machine 11 Washington 12/1/89 w/magenta 12/1/89 UPU Congress Station plug and Washington DC slogan machine cancels, on 20th UPU Congress #10 env, RAREST AUTOPOST COVER, Universal Postal Union Station, went through mail, serial 00048	1,000
296	1908	20c Pumper, No. 10, 10/29/82, creased env	10	331	1901a	5.9c Bicycle precancel, no #, 53, w/5c postage due, Kribbs handpainted	275	356	2258	13c Patrol Wagon, No. 1, PS3 on Gamm env w/magenta Torrance CA plug cancel; also plain pair canceled FDOI	25	379	1811	1c coil, 4/29/81 underpaid solo usage, #10 env	10
297	1908	20c Pumper, No. 10, 1/11/83	10	332	2126 and 2126a	6c Tricycle regular PS4 and precancel PS3, both No. 1, ArtCraft, controversial cover	300	357	2258	13c Patrol Wag. No. 1, PS3 on GillCraf/AFDCS show env w/AFDCS show cancel	25	380	1811	1c coil, 4/28/81 underpaid solo usage, torn corner of stamp missing, #10 env	5
298	1908	20c Pumper, No. 10, cancel hits #	10	333	2128a	8.3c Ambulance precancel, no #, S3, Kribbs handpainted RARE	500	358	2258	13c Patrol Wag. No. 1, PS3 on GillCraf/AFDCS show env w/smiling sun pictorial AFDCS show cancel	25	381	1596d	13c Eagle, L-Perf, 5/24/76, commercial cover, #10 env, VERY SCARCE (?)	100
300	1908	20c Pumper, No. 11, 2/23/82, EKU, PP R	30	334	1904a	10.9c Hansom Cab precancel pair, no #, Kribbs handpainted, RARE	500	359	2259	13.2c Coal Car, No. 1, PS3 on Uncover env w/magenta Coal Run OH plug cancel; also plain S3 canceled FDOI	25	382	1596d	13c Eagle, L-Perf, 5/24/77, on Long Beach StampCoin Expo env w/National Coinc. Provention Month pictorial (piston badge) cancel	30
301	1908	20c Pumper, No. 11, 3/12/83, #10 env	20	335	1907	18c Surrey, No. 4, LP, Artmaster, RARE	500	360	2260	15c Tug, No. 1, PS3 on Gamm env w/magenta Harbor City CA plug cancel	25	383	1949	20c Bighorn Sheep UN-TAGGED ERROR, 6/6/83, PMC, nabbed corner perf	20
302	1908	20c Pumper, No. 11, 4/9/82, PP R, #10 env	10	336	1907	18c Surrey, No. 4, PS5, ArtCraft, RARE, only 2 PS3 known	1,400	361	2263	20c Cable Car, No. 1, PS5 on Gamm env w/smiling sun AFDCS show cancel	25	384	1935 and 1936	18c and 20c James Hoban, one of each on 12/12/81 (18c underpaid) and 1/6/82 commercial covers	20
303	1908	20c Pumper, No. 13, 3/15/82, cancel hits #, #10 env	20	337	1907	18c Surrey, No. 5, LP, Bazaar	150	362	2263	20c Cable Car, No. 1, PS5, on Denson handpainted env w/San Francisco 4-bar cancel; also plain pair canceled FDOI	25	385	1949	20c Bighorn Sheep UN-TAGGED ERROR, 6/6/83, PMC, nabbed corner perf	20
304	1908	20c Pumper, No. 14, 8/4/82, roughly opened and creased #10 env Lawyer to Prisoner, cancel hits #	200	338	1907	18c Surrey, No. 6, LP, Artmaster	150	363	2265	21c RR Mail Car, No. 1, PS3 on Gamm env w/magenta Pecca NM 4-bar cancel, cancel on #	25	386	20	all different 1983-1988 PNC precancels on commercial bulk mail covers, mostly #10 envs	100
Early use of scarce number				339	1908	20c Pumper, No. 1, LP, ArtCraft	30	364	2115b	22c Flag test coil, No. T1, PS3 on Nojex env w/Nojex pictorial show cancel	40	387	500c	assorted 20c, 22c, and 25c Flag PNC covers (approximately 50 20c, 400 22c, 50 25c); the great majority on utility bill envelopes, some family, much duplication, but plenty of variety	100
305	1908	20c Pumper, No. 15, 11/18/82, PMC, PP L	25	340	1908	20c Pumper, No. 2, LP, ArtCraft, cut #, only 50% remains, none at top	200	365	2115b	22c Flag test coil, No. T1, PS3 on Uncover env w/Washington DC large CDS	40	388	MYSTERY LOT,	a huge sealed box weighing about 75 pounds filled with 18c letter-rate 1981 commercial covers, completely unpicked. You might find a new EKU or an 18c Flag No. 6 or 7 here!	400
306	1908	20c Pumper, No. 15, 11/20/82, PMC, PP L	25	341	2149 and 2149a	18c Washington Monument regular and p/c pairs (plate numbers R) No. 3333 and 33333, Colorado	40	366	2115b	22c Flag test coil, No. T1, PS3 on Sautter overall cachet env w/Philadelphia B Free Franklin autograph pictorial cancel	40	COMPLETE PNC COLLECTION			
307	1908	20c Pumper, No. 15, 2/2/83, #10 env	20	342	2150 and 2150a	21.1c Letters regular and p/c pairs (plate numbers R) both No. 11111, Colorado	40	367	2280	25c Flag Yosemite, No. 1, PS3 on Denson handpainted env w/Freedom CA 4-bar cancel; also plain single canceled FDOI	40	389	One of every regular and precanceled PNC in a mint strip of five, mounted in a luxurious, slipcased SAFE mini-album. The key items are extra fine to superb. Some of the better items are in strips of six, such as 5.9 p/c 5-6; 17c p/c BA 5-6 (both Gap 1L and Line Gap are included); and 20c Consumer 1-2. A few are strips of seven even, including the superb 18c Flag No. 1! This has all the prephotographed papers, full-serif and tall-digit 25c Honeybees, dry gum 18c Washington, etc. It's the collection used to illustrate <i>Linn's</i> PNC Handbook, including the superb 18c Flag No. 6 on the cover. Retail value is \$11,000 to \$12,000, and the album cost over \$100.	9,500	
308	1908	20c Pumper, No. 15, 3/3/83, #10 env	20	PNC UNOFFICIAL FDCS				368	2280	25c prephotographed Flag Yosemite, No. 8, PS5, on Denson handpainted env w/magenta Yosemite National Park plug cancel; also plain single canceled FDOI	40				
309	1908	20c Pumper, No. 15, 3/15/83, SC, #10 env	20	343	2226	2c Locomotive re-engraved, No. 1 pair (no. R) on Milcolex env w/pictorial show cancel	25	369	2279	(25c) Earth, No 1222, PS3 on Uncover env w/mid Washington DC Philanthic Sales Div plug cancel	75				
310	1908	20c Pumper, No. 15, 6/4/83, PP R, #10 env	20	344	1898	3c Handcar, No. 1, PS3 w/15c Jimmie Rodgers on Fernan env w/Ropes pictorial handcar cancel	25	370	2279	(25c) Earth, No 1222, PS3 on Uncover env w/magenta Washington DC National Capitol Station plug cancel	75				
311	1908	20c Pumper, No. 15, 6/6/83, #10 env	20	345	1898	3c Handcar, No. 2, PS3 w/15c Jimmie Rodgers commemorative on Fernan env w/Ropes pictorial handcar cancel	25	371	2279	(25c) Earth, No 1222, PS3 on Gamm env w/Washington DC CDS	75				
312	1908	20c Pumper, No. 16, 12/6/82, creased env w/1/2-inch tear into cancel at top	25	346	2252	3c Conestoga Wagon, No. 1, PS7 plus single on Panda env w/Lancaster Conestoga Wagon pictorial and 4-bar cancel	25	372	2281	25c Bee, No. 1, PS3 on Omaha Phil Soc show env w/pictorial Conestoga Wagon show cancel	75				
313	1908	20c Pumper, Nos 1-16, complete set, all on small envs, #2 and #9 PMC, #3 and #13 SC, #14 touches edge, a few short perfis	600	347	2252	3c Conestoga Wag. No. 1, PS3 on Gamm env w/Wagonwren PA plug cancel	25								
OTHER PNC COVERS				348	2452	5c Circus Wagon, No. 1, PS5 on Artmaster env w/magenta Synacuse plug cancel	25								
314	2005	20c Consumer Ed, Nos. 1-4, complete set, #1 SC, #3 on #10 env	40	349	2452	5c Circus Wagon, No. 1, PS5 on Garik env (signed overall cachet) w/AFDCS Convention Station circus acrobat pictorial cancel	25								
315	2005	20c Consumer Ed, Nos. 1-4, complete set, #2 small env, rest #10 env, #1 SC	40												
PNC and Transportation Coil FDcs															
316	1891	18c Flag, No. 1, pair (# R) Colorado	85												
317	1891	18c Flag, No. 1, PS3, ArtCraft	150												
318	1891	18c Flag, No. 5, pair (# R) Colorado, cancel touches #	150												
319	1895	20c Flag, No. 1, pair (# R), ArtCraft	30												
320	1895	20c Flag, No. 2, pair (# L) Artmaster	135												
321	1895	20c Flag, No. 2, pair (# L) ArtCraft	135												
322	1895	20c Flag, No. 3, PS3, ArtCraft RARE	400												
323	2124a	4.9c Backboard precancel, no #, S3+S2 on Kribbs handpainted, RARE	500												
324	2124, 2124a, 2128, 2128a	Regular and precancel 4.9c Backboard, and 8.3c Ambulance, no numbers, on Kribbs handpainted RARE	700												

TPN Average hits an all-time high

The TPN Average, which has moved in a narrow band for more than a year, has suddenly taken wing and hit its highest point since it began.

Admittedly, the average tracks a lot of expensive strips of five, the blue chips of PNC collecting, but there are several strips in the average that average out to retail prices less than \$10.

The breakout of the average reflects growing scarcity of some strips that deal-



ers are finding more difficult to replace. This includes some fairly inexpensive strips, such as precanceled 3.4¢ School Bus stamps. Some strips of 20¢ Flag

stamps are also being sought, especially Plate 4 (which is in the average).

Included in the list for the first time are the prices of Diane Thompson. □

2 new precancel gaps found on 9.3¢ Mail Wagon

Two new PNC rarities will be listed, but not priced, in the 1991 *PNC Catalog*.

Kim Cuniberti has found Plates 5 and 6 of the 9.3¢ Mail Wagon with the precancel gap at 4R. He said the stamps came from a mailer's scrap. Only two strips showing the gap exist.

The find adds another precancel position to the known list on these plates. After Cuniberti's report, all that were still missing were 1L and Line gaps.

But three days later, Wayne Youngblood reported finding a used single from

Plate 5 with the gap at 1L.

That means 11 of the 12 possible gap positions have been reported.

The plates were reported to have been sent to press 10 times between May 10, 1982, and November 1984. Two dates for tagged stamps were reported, but this may have been an error. The May 10, 1982, report may have been for the precancel. That would result in 11 dates to press.

It has never been certain why collector-only, tagged editions of Plates 5 and 6 were printed anyway. On many other de-

terminations, appearance of a new precancel did not require printing of tagged-only stamps, i.e., Plates 2 and 4 of the 5.2¢ Sleigh; Plates 3 and 4 of the 10.9¢ Hansom Cab, or Plates 1 and 2 and 5 and 6 of the 4.9¢ Buckboard.

Cuniberti, however, believes that Plates 5 and 6 were precanceled twice with the gap at 5R because he has identified two different precancel styles on them.

In one case, the precancel is fat and thick. On the other it is skinny and wobbly. □

Kim Cuniberti, APS, PNC³

10.9¢ #3 & #4

LESS THAN PERFECT GAP STRIPS AT
A FRACTION OF THE COST!!!
(ALL ONE OF A KIND)

Strips with good plate number singles:

Gap 3L:	#3 Avg., PS8, all perfs folded.....	\$44
	#3 XF, PS3 plus 2 past gap, all perfs folded.....	\$54
	#4 Avg., PS7, stain 3L, all perfs folded.....	\$39
	#4 Avg., PS8, all perfs folded.....	\$44
	#4 XF, PS8, hole 1R.....	\$64

Strip with good PS2:

No gap:	#3 XF, PS5, hole 2L.....	\$69
---------	--------------------------	------

Strip with good PS3:

Gap 3L:	#3 VF, PS9, stains 3L, 2R.....	\$269
	#4 F-VF, PS9, stain 2R.....	\$249
	(both of these strips).....	\$475

Strip with good PS4:

Gap 1R:	#4 Superb, PS5, tear 3L.....	\$299
	#4 F-VF, PS11, stain 3L.....	\$259

PS5 and longer:

Gap 4L:	#3 Avg., PS10.....	\$160
	#4 Avg., PS10.....	\$160
	(both strips).....	\$289
Gap 3L:	#3 Avg. PS5, Gap at left end of strip.....	\$150
	#4 Avg., PS5, gap at left end of strip.....	\$150
	(both strips).....	\$270
	#3 Avg., PS8, 1 stamp past gap.....	\$165
	#4 Avg., PS8, 1 stamp past gap.....	\$165
	(both strips).....	\$299
	#3 Avg., PS9.....	\$185
	#4 Avg., PS9.....	\$185
	(both strips.....	\$339

F-VF and better strips of all positions currently available.

Missing 9.3¢ Plates 3,4 6L/R, 9.3¢ Plates 5,6, 2R, 3R? Send for my comprehensive list now. ... Few copies remain!
Reservations suggested: (203) 431-4303

Contemporary Coils

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

Break 'walks' on overall-tagged 4T1Ri

By Alan Thomson

The Bureau of Engraving and Printing never ceases to surprise us with new twists in the manufacture of the stamps we collect. We no sooner settle into the routine of a small piece of printing knowledge than some procedure or piece of hardware is changed, and the rules of the game change.

It was only a few months ago that Wayne Youngblood confirmed that the "B" Press tagging cylinder was covered by two magnetically held mats. We had known since the issuance of the \$1 Seaplane that the tagging break interval from the B Press was a constant 26 stamps, simply by counting under short-wave UV light. It was a convenient rule of thumb. Just determine the break pair at the beginning of a roll and you could be sure it was the same throughout.

Early in January, A.S. Cibulskas called to ask how it was possible that the break pair (e.g., 8L/18R) were not all the same in a 3,000-stamp roll of the overall-tagged 4¢ Stagecoach (4T1Ri), printed on the B Press. He said there were many different break pairs, progressing throughout the roll.

One's first reaction to such news is either "They can't" or "You must have counted wrong."

As we discussed what Al had found, it became clear that the tagging breaks did, indeed, "walk" at a fixed rate along the web.

I began to suspect that the cause was a change in the cylinder circumference due to a new mat thickness. The alternate guess was that the printing sleeve was smaller. Not likely, but I needed measurements.

Later, with a sizable quantity of the 4¢ stamps in hand, I made the most accurate measurements my limited tools would allow, and found that the circumference of the printing sleeve was 1155.9mm. To dispel the smaller-sleeve theory, I measured a strip of the 5¢ Circus Wagon, a recent B Press product, and the result was same. The printing sleeve was unchanged.

By measuring the distance between "on-break" bars (those nearest the plate numbers), the circumference of the tagging cylinder was determined to be 1166.8mm, or 11mm more than the printing sleeve.

To corroborate this difference, two successive "on breaks" were found on the same position stamp (e.g., 8R), and, using a common design reference point, the "walking" distance was found to be

11mm; slightly less than the width of one stamp.

Translating these numbers into a mat thickness change was only a matter of applying a familiar formula, $c = \pi d$ (circumference equals the diameter times 3.14159). The difference in diameters is 4.5mm, and the mat thickness changed slightly more than 2mm.

Another observation worth mentioning is the existence of peculiar untagged "crack" lines that appear to the left of all tagging breaks, and extend over the entire vertical dimension of the affected stamps.

Because the tagging breaks "walk," there is no fixed "on" or "off" break. Eventually the "on-break" bar becomes the "off-break" bar and vice-versa in cycle, so the two bars have to be referred to by their widths. One is 2mm wide and the other 3mm wide. The "crack" next to the 2mm break is 1mm away, while the "crack" next to the 2mm break is 2mm away.

It has been suggested to me that these may be scoring lines erroneously made during mat preparation. I do not totally discount this possibility, but shy from it because of the two lines' characteristics. They appear too ragged to have been caused by a cutting instrument, although they are fairly straight and are roughly parallel to that adjacent tagging break. Are they really cracks?

What does all this mean? Probably nothing to BEP. However, pressmen must have recognized the need for reduced rotational speed of the tagging cylinder to avoid a paper tear. To the collector it is readily apparent that there now 26 different break positions for this issue, all of which will appear in one roll of 3,000.

There are usually two successive copies of a given position. Will collectors consider the variance of the bar placement at any one position as a collectible difference? Will they be interested in the distance of the "crack" to the "on-break" bar? Only time will tell.

Some questions remain and answers may not soon emerge. When was the tagging mat replaced? We know that there are normal rolls of the overall-tagged 4¢ Stagecoach showing only one pair of breaks. The position 2L/24R is known.

Normal rolls do not display the "crack" and thus can be distinguished from rolls with "walking" tagging breaks, even after they are torn down into short strips.

Was there only one press run of these stamps, meaning that the press was stopped for a mat change? If there were

two press runs, that might indicate the mat was replaced between runs.

[Thomson speculated that we may get clues from the 4¢ Steam Carriage or the overall-tagged 20¢ Cable Car. Alas, both are products of the C Press. *ed.*]

Future BEP plate-activity reports should give more definitive answers. Let's hope they will be available and accurate.

Why was the mat changed? Was it damaged or excessively worn?

[Charles Yeager, writing in *The United States Specialist* for February 1991, reports a change to a different type of tagging mat on the B Press. The new mats are two photopolymer flexographic plates. The photopolymer is made by BASF. This may be the reason for the change in mats. *ed.*]

There is one thing we do know. The change was not made to achieve greater width which would eliminate the now-familiar untagged stripe on the outer edges of Rows 1 and 18. Dr. Robert Rabinowitz has found a roll with "walking" tagging breaks with the untagged stripe at the top (Row 1).

How prevalent are the "walking" break rolls? We don't know yet. The sampling of both types is still too small to determine a valid ratio. But it's a safe bet that we'll be seeing more of them in the future. □

2 types of tagging mat used on 4¢ Carriage

The 4¢ Steam Carriage appears to be the stamp that was being printed when BEP changed to its new photopolymer tagging mats. The C Press stamp has a plate number interval of 48 and on the new tagging mats, there is one tagging break, also with an interval of 48.

But rolls of the stamp have also shown up in which there are two tagging breaks, spaced 24 apart. This would indicate use of small 24x18 mats.

We know the plates and mats are 18 rows deep because the roll size is 500 or 3,000, meaning they have to be perforated on the 18-row Huck coiler.

Several different tagging breaks have been reported where there are two breaks in the roll. □

If your mailing label says "2-91," your subscription has expired. You will not receive the next issue unless you renew now.

F stamp may use same digits on different plates

When USPS confirmed that the "F" stamps were printed on two different sizes of Andreotti Press plates—two sizes for rolls of 100 and one size for rolls of 500 and 3,000—it left the impression that we may be seeing a repeat of what happened with the 25¢ Honeybee.

On the Bee, BEP used the same plate number code digit (the last number in the BEP plate number and the one that appears on stamps) on many of the offset plates, depending on size and press.

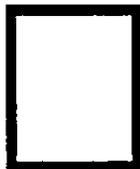
It would not be surprising, therefore, if there two plates with the code number 1 were used to print the "F" stamp.

The USPS information, however, is highly suspicious because it is unlikely that rolls of 100 were printed on anything but plates measuring 24×20, while the larger rolls had to be printed on plates measuring no wider than 18 rows.

What will probably emerge as the picture clears up is that we will get two entire families of plates (one for each color and one for each plate number code) in both plate sizes. That should make eight plates in all. □

Stephen G. Esrati
P. O. Box 20130
Shaker Heights, OH 44120-0130

Forwarding and Return
Postage Guaranteed,
Address Correction
Requested



IF BOX IS CHECKED YOUR
SUBSCRIPTION
HAS EXPIRED

Constant plate and mat varieties—XXXII

By A.S. Cibulskas

2¢ Locomotive

a. Plate 10. "Cracked tie," a diagonal line through 4th tie from front. Constant at 5R. (Preuss)

b. Plate 8. "Loose spike." At the same tie position as above, a crack at the track has the appearance of a loose spike. Constant at 8R. (Preuss)

4¢ Stagecoach

a. Plate 2. Blurring of area around the front axle. Constant at 1R, 2R, 3L. Also, parts of the rear wheel appear to be missing; top left on 3L; top right on 2L, and top left of 1L. (Preuss)

4.9¢ Buckboard

a. Precanceled Plates 3 and 4, Gap 1L. Dirt clod above the right rear wheel (mat variety). Constant at 1R (stamp right of joint line). (Tillet)

9.3¢ Mail Wagon

a. Precanceled Plate 3, Gap 6R. A diagonal scratch, gouge, or plate pitting results in a horizontal line above the "g" and "o" of "Wagon." Constant at 6R. (Cuniberti)

10.9¢ Hansom Cab

a. Precanceled Plate 1, Gap 1R. Horizontal squiggle, 7mm below bottom line, centered under the precancel gap. Constant mat variety. (Rabinowitz)

15¢ Tugboat

a. Plate 1. "Man overboard!" Dot above the stern of the boat. Constant on 1L. (Tillet)



HASH MARK?—No. The squiggle directly under the precancel break is not a hash mark. Real hash marks are always vertical and halfway between gaps.

17¢ Electric Auto

a. Plate 2. "Double-headed comet." Horizontal streak about 3mm long near the bottom of the stamp. Resembles a comet with two distinct heads. Constant at 10R. (Marrelli)

18¢ Flag

a. Plate 2. "Missing land mass." Reported in *Linn's* and *Coil Line*. Included here for the record. (LeDuc)

b. Plate 3. As above, found on Plate 3 as well. (Holzhoff)

25¢ Flag

a. Plates 7 and 8 (block tagged) and 6, 10, and 11 (phosphored). Clipped trees. New finds on different plate numbers of a previously reported variety. (Lipson, LeDuc, Lord, et al.)

b. Plate 10. Inking variety. A vertical slice of uninked area about 1mm wide starting at the top of the trees, through the "5" of the denomination, and down to the bottom edge of the printed area. Constant throughout the roll of 100. (Freeby)

c. Plate 14. Inking variety. Green-blue blobs in the upper area of the stripes of the flag. Constant at 10L, 6L, and 1L in a roll of 100. (Tillet)

Note: Please report varieties to Cibulskas at 28 Westwood Rd., Stamford, CT 06902



BULK MAIL
U.S. POSTAGE
PAID
CLEVELAND, OHIO
PERMIT 14903