

Tagging stops on all stamps with face value less than 8¢

Shortly after the 4¢ Steam Carriage was issued on Jan. 25, it started popping up untagged. The earliest known use of the untagged stamp on commercial mail is Feb. 5.

Finders thought they had struck it rich. Some ran back to their post offices to stock up on these untagged "errors."

And, of course, some finders started selling their finds to dealers. Al Haake, who deals in untagged error strips, was offered some. He made a cautious offer in

view of the fact that the stamps had just been issued and quantities of the "error" were still uncertain. The prospective seller was unhappy, but, in the end, there was no deal because Haake was flooded with other offers from many parts of the country.

Haake told Wayne Youngblood at *Linn's* that he suspected that the stamps were intentionally untagged because the distribution of the "errors" was almost naive. *Please turn to Page 61*

CONTEST: Guess what the 'X' meant

In our last issue, the Phil A. Tely cartoon, in "Pedro's World of PNCs" appeared as a big, black "X."

You'll never guess the real reason why this exceedingly exasperating excess existed. But we'd welcome your ideas—extreme, exact or funny.

Excellence in guessing brings a year's free *TPN*.

The exacting judge for this exercise will be Nina Esrati. She will exclude entries from members of the PNC Study Group. But why not give it a go?

USPS keeps us guessing on new stamps

Information has been hard to come by on the program to issue stamps in 1991 to meet new postal rates.

Here's the rundown, by face value, of what has been reported so far:

1T2Ri—1¢ Omnibus, reissued on Plate 2 as an untagged stamp.

4T1X—New stamp. The 4¢ Steam Carriage, issued Jan. 25 as a tagged stamp.

4T1Xi—The untagged version of the same stamp, printed after USPS ordered tagging to stop on low-value stamps as of Jan. 1.

5T1ZP—New stamp. The 5¢ Canoe. To be released May 25 at Secaucus, N.J. This stamp is expected to bear a generic service inscription to allow use on non-profit mailings requiring fractional postage in excess of 5¢. The service inscription reported to us reads: "Additional nonprofit postage paid." It is not yet known whether any stamps will be issued to meet any one nonprofit rate. In its an-

nouncement of this stamp, USPS called it a definitive and did not use the word "coil."

10T1XP—New stamp. The 10¢ Tractor-Trailer, originally announced in the cachet-makers' confidential list as a 9¢ stamp, to be released May 25 at Secaucus, N.J. This stamp is also expected to bear a generic service inscription for commer-

cial bulk mail requiring fractional postage. The service inscription shown on the cachet-makers' confidential list says: "Additional presort postage paid." In its announcement, USPS called this stamp a definitive and did not mention "coil."

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Lack of bidders disappoints the Koepps

Jerry and Barb Koepp of Stamps 'n' Stuff were disappointed by the low number of bidders in their big auction of PNCs on cover. Despite a heavy advertising outlay in *Linn's*, *TPN*, and *Coil Line*, only 45 to 48 bidders participated.

"Most of the bidders were names we already knew, so the *Linn's* ad did not pull in any new names," said Barb Koepp.

Almost 50% of the lots were not bid for. According to Mrs. Koepp, they were mainly the cheaper covers.

"I was happy with the prices realized," Jerry Koepp said, "but I was really surprised there weren't more bidders. I expected between 100 and 150 people to bid."

"What really floored me," Mrs. Koepp said, "was that we got a bid of \$26 on Lot 38. We thought that was ridiculous. We knew that some people try to get stuff cheap, but 1% on the realized price is ridiculous."

Lot 38 was possibly the rarest PNC cover ever sold, an 18¢ Flag from Plate 7 used during the 18¢ rate period. It is the only usage known before the 20¢ rate came in.

That cover sold for \$2,700. The estimate had been \$3,000.

Another rarity, an earliest known usage of Plate 6 of the 18¢ Flag, sold for \$2,100. The estimate had been \$2,500.

Ken Lawrence's reference collection, mounted in a slip-cased album and estimated at \$9,500, went for \$7,600.

"I think that was cheap," Mrs. Koepp

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C'mon, Congress!

If we were at sea, we would be giving the command to put up the life lines because stormy seas are ahead.

What little information we have received in the past from the Postal Service has been getting skimpier and later. It's going to get much, much worse.

- The reports by the Bureau of Engraving and Printing on which our hobby so heavily depends are those of a security printing firm. They are far from perfect, but they do provide basic data we need to understand our stamps such as the size of the plate, the press used, the dates to press, the total printed, and the date the plate was destroyed.

- In the past, private contract printers have supplied hardly any such information on U.S. stamps they produced. Now they are going into the coil-printing business.

- The Postal Service, because of its refusal to provide timely information to philatelic journalists, has added Force 10 gales to the stormy seas by such gentle touches as announcing on March 18 that as of January 1 "all stamps with values between one cent and eight cents will be printed without phosphorescent tagging." Note the use of the wrong tense.

This tardiness caused many collectors and dealers to believe that they had discovered untagged errors with dreadful effects on their reputations. A timely announcement by the Postal Service that tagging would stop Jan. 1 would have averted much embarrassment.

We are in for more such mistreatment at the hands of the Postal Service, the only federal agency not subject to congressional review, or any other checks and balances.

This unconstitutional usurpation of power by USPS bureaucrats can only be ended if Congress wants it to. Meanwhile, the bureaucrats will be able to do what they want—and they're doing it to us!

In *The Philatelic Communicator*, Ken Lawrence has charged irregularities in Postal Service conduct that involves a convicted criminal who is now the beneficiary of Postal Service stamp-printing contracts.

The alleged "peace treaty" between USPS and BEP was the result of a feud that began when BEP realized that the Postal Service was giving BEP technology secrets to private contractors (including the one employing the ex-convict) to enable them to compete against BEP in bidding for stamp contracts. One can only wonder when USPS stamp-printing contracts go to an ex-convict whose crimes were committed at BEP. His firm, Stamp Venturers, has just landed contracts to print coil stamps. Our coils.

Lawrence also charges that the non-tagging of low-denomination stamps was done to make it easier for that firm to print coils by offset lithography.

C'mon, Congress, clean up this mess. ✽

Letters to the editor

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

The Plate Number

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The lone wolf

One of the purposes of such groups as the PNC Study Group is the sharing of information. And, of course, the study group publishes what it learns. That gives the information to all who are interested.

The converse is the loner, who researches his material, develops valuable new information, and keeps it to himself. The only way others learn of his travails is by looking at his exhibit (if he exhibits at all).

Here is one such example.

In the 1990 *Plate Number Coil Catalog* we published the "Total PNC" figure for the 20¢ Flag precancel as 841,538. That figure was obtained by the study group's Ken Lawrence from the annual reports of the Postal Service, using as its basis the quantities shipped by BEP to USPS.

In Tim Lindemuth's prize-winning exhibit of the 20¢ Flag, however, he gave the following rounded-out figures: USPS received 44 million stamps; 30.7 million stamps were destroyed, leaving a "total in circulation" of 13,308,500. Lindemuth said the final number was based on the whole numbers, not the rounded out ones.

The question, however, was how he learned the total destroyed. He said he obtained the information from Assistant Postmaster General Gordon Morison.

This amazed Lawrence, who had sought destruction totals and had been told that such figures were unavailable.

George V.H. Godin, who edits the *Durland Catalog* and depends on accurate BEP data, is dubious about the accuracy of Morison's figure. Remember that U.S. stamps are usually destroyed at widespread locations and the only report to Washington states the number destroyed by face value, not by stamp. Godin cannot imagine that Morison could have had an accurate number for the total destroyed.

But the 1991 catalog will use Lindemuth's figure as a starter, divide it by 48 to arrive at "Total PNCs" of 277,260. That is less than one-third of the former total.

We do not know if we are correct in accepting the Morison figure. But, then again, we have had to edit many of the numbers we have been given by BEP.

If we were playing baseball, we would probably give this figure an asterisk. ✽

Letters: Price purple cancels in the PNC Catalog

I've been using the catalog a lot to help in writing up auction lots. It occurred to me that there are several listings to suggest:

18F7—single with purple machine cancel, \$500. (This means it was used during the time the rate was current.)

20T12 and 20T14—single with purple machine cancel, \$100. (Same thing. I've been selling these, but I've never seen an 18F7 PMC.)

I know you've not been pricing PMCs generally, which is just as well since the market for them is erratic except in these three instances.

22F13—There are three positions of the plate number (there may be more, but three are fairly easy to distinguish). These are genuine plate varieties. An illustration would be wonderful.

22F11—I'm glad to see the re-entry on this in the catalog.

Ed Denson
Alderpoint, Calif.

In reply: Ken Lawrence estimates that PMCs are even rarer than we had thought. These three stamps will have prices in the 1991 edition. And the 22F13 positions will be illustrated. Suggestions for any other changes are always welcome.

Please pull my ad!

I'm afraid that PNCs have been much more popular than I had expected and have sold more than 40 of the sets in my March adlet. I have no more, so please modify or cancel my ad.

Never in advertising since 1955 have I had such a response to one small ad.

Robert E. Barker
Dunwoody, Ga.

Mr. Barker's ad has been altered and will be given an extra run for its money to make up for the deleted offer.

USPS abbreviations meaningless

The abbreviations (for each new postal rate) are irrelevant to PNC collectors because they will never appear on covers using any kind of stamps. They are part of the Manifest Mailing System (MMS), used by mailers who prepare mailings by means of automated equipment, who have a service agreement with USPS, for mailings on which postage is paid under the permit imprint system.

Using MMS requires a "keyline" to appear on each mailpiece, either two lines above the address or in the lower left of an envelope (or address label if the piece is not letter-size).

03011237 2 ZB .453 1-14

KEY LINE—TPN's phone bill came with this key line in the lower left corner, showing 2-ounce ZB postage of 46.3c.

Pedro's World of PNCs

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

ASSI ILL

LE • FOR SALE • FOR SALE • FOR SALE • F

RARE PRECANCEL GAPS NOW AVAILABLE! - FILL IN THOSE EMPTY ALBUM PAGES WITH "RARE" AND UNREPORTED GAP PNCs. IT'S EASY TO MAKE YOUR OWN PRECANCEL BARS WITH OUR GREAT KIT, \$9.95 AND SASE. BRINGS YOU A BLACK FELT-TIP MARKER AND INSTRUCTION BOOKLET. SEND CHECK MADE TO GAPS "R" US.

CONCE PERFOI ALWAY PERFO WITH TO T ON T SEE CON FOR WIT REI TR BT T

Reading from left to right, the keyline must show: serial number of the piece in the mailing, its weight in ounces if first-class, its rate category (using those two-letter abbreviations), and the postage paid in dollars.

I was a bit surprised that you mail now with permit imprint rather than precancels.

Henry W. Beecher
Portland, Ore.

In reply: It saves licking more than 400 stamps. But now we need to know what the last part of the key line, the "1-14" means.

Darn that © symbol

I have been working on my exhibit, "Tomorrow's Classics (U.S. Flag and Transportation Coil Issues of 1981)", for years. It has been accepted for Philatelic Show 1991 at Boxborough, Mass., in May and my application for STAMP-SHOW 91 in Philadelphia has been acknowledged, but acceptance is still pending. Also pending is PHILANIPPON 91 in Tokyo in November.

Since this is the tenth anniversary of PNCs, I am working very hard to promote PNCs by exhibiting everywhere possible.

I have one concern now. When we started, we all traded information freely. But now I am confused by everything having copyright symbols.

So I am writing for permission to use some of your information in my exhibits from both the catalog and TPN.

My data originally came from BEP printing reports, but I am sure that in some cases I have revised this, based on

one of the above.

I have permission from Rich Nazar on paper types, etc.

I do not have anything specific to request, but if my exhibit makes it to Philadelphia, I do not want to get flak because I violated someone's copyright.

Please advise how I should proceed.

Bill McMurray

Westerley, R.I.

In reply: Basically, the copyrights on the catalog, *TPN*, and individual articles in *TPN* are intended as revenue protection against commercial infringement. The 1991 edition of the catalog will make it clear that citation by collectors is clearly permitted. Publication of this reply to your letter also grants such permission in regard to *TPN*.

As the catalog now states, *PNC Catalog Numbers* may be used freely by anyone and credit would be welcome. That should apply to all data in the catalog as well.

P.S. I will be wearing my APS name badge and hope to meet many PNC collectors in person.

I would appreciate it if any PNC collectors who are experts in their specialty would look over my exhibit and bring errors or suggestions to my attention.

I also hope to be exhibiting at Nojex 91 in Secaucus, N.J.

I hope that by giving advance notice, this will bring PNC collectors to these shows.

In reply: McMurray won a vermeil at Sonex '91 along with the BIA President's Award and his exhibit was voted the most popular showing.

PREsenting the PREFIX

The note in the current issue of *TPN* regarding the use of some words made me think that the USPS may be guilty of many sins, philatelic or otherwise, but it seems to me that it cannot be accused of not making "syntactical" sense when it uses words such as "presorted," "prebarcoded," and "prephosphored."

An accusation of not making semantic sense might be made, but it would be difficult to support. I shall be presumptuous enough to defend USPS, knowing that *TPN* readers will not PREjudge or come with PREconceived notions that will PREvent them from agreeing with reasonably PREsented arguments.

We will leave aside as trivial the fact that it is BEP or other contractors that receive PREphosphored paper, while USPS receives PREsorted or PREbarcoded mail. Instead, we will concentrate on USPS. The fact is that the "pre" part of the three words objected to can claim a respectable lineage dating back to Latin: "pre," meaning "before," is only one of a group of words (mostly PREpositions), which, because they are placed before (pre) a word whose meaning they are supposed to modify, are called PREFIXES.

It is not only logically, but also semantically, correct that mail that has been sorted before it reaches USPS is called by it "presorted"; mail whose bar coding has been applied PREviously, once it gets into USPS must be PREcisely called prebarcoded; and any paper to which the phosphor is applied, not by the printer but by the manufacturer should be called PREphosphored, whether the phosphor was applied during the mixing of the pulp ("PREmixed?") or as a coat-

ing after the paper is manufactured ("PREcoated"?).

USPS is just following a vigorous tradition of the English language, of using, to quote *The Oxford Dictionary of English Etymology*, "Latin prepositions before verbs and their corresponding substantives," in this case "pre-" or "pre-" with the meaning of "before," or "previously."

We would not oppose USPS calling "PREcanceled" those stamps which had been canceled beforehand, and which, therefore, need no cancelation as they go through the mailstream. (Let us not get into the "Service Inscribed" can of worms, although, since these stamps do not require cancelation, either, the semantic concept of "not needing any further cancelation" could be extended to them without doing violence to the language. Clarity, however, makes it desirable to make the distinction between the two.)

Since the sorting, barcoding, and phosphoring may take place at different points in the process (Lawrence, *PNC Handbook*), and in the case of phosphoring it makes a difference where it takes place, let us not leave the words naked, taking away meaning from the concept; let us keep the words "presorted," "prebarcoded," "precanceled," "prephosphored."

Let me now bare my ignorance. As I understand it, a phosphor is any substance that carries or emits light under certain circumstances. To phosphor something is to add a substance with these properties. In other words, the phosphor (zinc orthosilicate, for one) is used to mark, or tag, something for identification. The object is then called tagged by the phosphor, or, in short, phosphored.

Will someone please straighten me out?

In reply: What is there to straighten out. You've got it right. When BEP tags a stamp, it has phosphored it. When the manufacturer puts tagging on paper he has phosphored it. By your terminology, BEP phosphors the stamps but buys prephosphored paper from a manufacturer. But we call the BEP process tagging and the product is described as "tagged." When the paper itself is tagged, at the paper mill, our usage has been to call it "phosphored." Strictly speaking, however, both types of stamps are "tagged" as well as "phosphored." Our usage has been to call the stamps on which the image is over the tagging "phosphored." The floor is open for discussion.

This would be the ideal moment to agree on a clear and logical nomenclature which will specify whether the phosphor is applied during the paper manufacture and into the substance of the paper, as a coating by the manufacturer, as part of the printing process, or by applying it as a coating once the printing process has taken place. Now that would be a real contribution to clarity of communications.

Semanticists, lexicographers, David Barrie-LaVergnes, Rich Nazars, Kim Cunibertis, Wayne Youngbloods of the world, unite!

Pedro R. Ortegon, M.D.

Bedford, Ind.

In reply (by Steve Esrati): Dr. Ortegon's plea for agreement is open for discussion. Methinks he left out the Ken Lawrences, Steve Esratis and Wolfgang Schöns of the world.

My own position is as follows: Since the Postal Service

does not accept unsorted bulk mail, calling sorted mail "presorted" is redundant; and since it does not grant discounts to mail on which it does the bar coding, calling customer-coded mail "prebarcoded" is also redundant.

As to the phosphoring, I'll await the judgments of the readers. My preference is that we need to distinguish only between paper tagged at the printery and paper tagged (in any manner) by the manufacturer. The reason we must do this is because the tagging is above or below the printed image. Philatelic convention has it that when the printer applies taggant on top of the image, the stamp is tagged. There is not yet a clear usage on what to call it when the paper manufacturer does the tagging.

And, incidentally, there are other methods of tagging, using fluorescence instead of phosphorescence. Most European stamps are fluorescent. But a fluorescent stamp is tagged, too.

The proof is not yet there

Two minor (but possibly not) points to $e=mc^2$ in the March issue:

- Though I hate to think so, I cannot absolutely rule out the possibility of four B mats having been used on Plates 5 and 6. One cannot exclude something if we cannot prove it did not happen.

- Gaps are listed on Page 39 in logical order (descending or ascending). While it would be nice if BEP really did do "4L, then 3L, then 2L, etc.," we have no real proof.

David E. Barrie-LaVergne
Boston, Mass.

In reply: The listing of gaps was an editorial nicety and was not intended to convey the idea that they appeared in chronological order. However, with the exception of the one gap at 5R on 17T5Pba and 17T6Pba, we do believe that every shift of the gap signifies a different run of the press, although not necessarily on a different date.

Kim Cuniberti specifically allowed for the existence of four B mats in the last bulleted item on Page 41 by saying "that a portion of the July 1, 1983, printing might have been from four B mats." But we haven't been able to prove that, yet.

Who censored my cartoon?

It seems like the censors got hold of the proofs (at least that is the way censored articles or photographs would appear in the papers in Colombia during a very bleak period of military dictatorship between 1948 and 1953) and X'd this issue's cartoon.

Pedro Ortegón, M.D.
Bedford, Ind.

What do I have here?

I have a 4¢ Steam Carriage coil with an untagged line 12 stamps to the right of the numbered stamp. What is it?

Bob Belk
Turlock, Calif.

In reply: The line is the tagging break caused by the edge of the tagging mat.

New PMC is reported

I have a 4T1 single with a purple machine cancel.
William LaSalle
Clayton, Kan.

How do we count these?

(By phone) I know there's been controversy about how we count tagging breaks, but what do you do when on the 4¢ Steam Carriage the tagging break sits exactly on the perfs?

Ron Maifeld
Cincinnati, Ohio

You probably already know it, but in case you don't the vertical tagging breaks on the new 4¢ Steam Carriage coil is at the perfs so that under UV light it looks just like line pair stamps.

Francis C. Pogue
Virginia Beach, Va.

In reply: Tagging breaks on the Steam Carriage appears to be the exception. This did not happen on any of the other overall-tagged stamps printed on the B Press (\$1T, 20TX, 15T2, 5T1Y, or 4T1Ri). And it certainly did not happen to tagging breaks produced on Cottrell press 803.

But not all Steam Carriage breaks are right on the perfs. Ken Lawrence has one where the break runs right through the plate number.

That means we will have to continue treating tagging breaks as we did constant plate varieties and number them by the stamp, not by the perfs. What this means is that if the break runs across the numbered stamp, it is on 1L.

Eugene Ernst has also noticed that on some Steam Carriages, the breaks tend to wander a hair.

The discussion is now open on how we will number the tagging breaks that fall on the perfs.

Voice of a mere mortal

As a mere mortal general collector—who doesn't spend his hobby hours looking at coils under a microscope or perhaps doesn't understand fully the significance research on stamps will bring to the Transportation Coil collector—I am honored to be given the opportunity to subscribe once again to *TPN*.

I'll have to leave the hard work to the venerable study group and hope that Dr. Rabinowitz is speaking to Ken Lawrence again.

Ah!, but I did note a request in the last *TPN* for help from us general stiffs as regards how many of a given plate number were found in various general mixtures. Maybe we have something to offer after all.

George L. Richards II
Duxbury, Mass.

TPN—the sole source

I continue to enjoy the articles and information found nowhere else. Keep up the great work.

Jeffrey M. Gordon
Chicago

Labels tell which Stagecoach you've got

The 4¢ Stagecoach with overall tagging has been found with three different wrapper labels.

Dr. Robert Rabinowitz found two different labels on rolls that exhibited "walking" tagging breaks and yet another label on rolls that had stationary tagging breaks.

The two labels from the "walking" break differed chiefly in that one had no copyright "©." In addition, the "1" in "\$120" was $\frac{5}{16}$ ths of an inch high and had no serif. The one with the "©" had a "1" that was $\frac{13}{32}$ nds of an inch high.

On the rolls with the stationary break, the "1" had a serif and was $\frac{11}{32}$ nds of an inch tall.

How USPS turned luck to gloom...

Sometimes you think you got lucky. Eugene Ernst was disturbed about the odd-man-out report by Scott Smith that his roll of the 4¢ Steam Carriage had only one tagging break between plate numbers.

So Ernst went out and bought another roll of 500 in Houston. Ernst got a complete roll that was untagged.

It also happened in Raleigh, N.C., where James Courter mailed himself some covers bearing the 21¢ Railroad Mail Car and two Steam Carriages. They arrived uncanceled! When Courter checked, his roll was untagged, too.

But, as you will have noticed on our front page, the untagged stamps are intentionally untagged. So the "luck" wasn't what it appeared to be. Sorry, no cigars!

...but luck stays at the philatelic cave

The cave in Kansas City has been sending out overall tagged copies of the 4¢ Stagecoach.

But orders are a poker game. The Postal Service said the Philatelic Sales Division in the cave will not try to identify tagged or untagged stamps because it is difficult to do. That means the lucky ones get the overall tagged stamps, and the rest of us will end up with block tagging.

The tagging break that simply wasn't

It was a bad-news/good-news situation. First, George Leduc called to say he had found a tagging break on a 1¢ Omnibus from Plate 6. That would have upset all the theories about tagging breaks, because BEP said Plates 5 and 6 were printed on Press 801, which did not produce breaks. Leduc sent off his find to Ernst for examination. Ernst's finding: Just messy tagging, with some taggant even showing in the untagged portions. So BEP was right, and we do not have to revise all our work.

Advertising non-existent plate numbers

Hank Karen of Michael M. Karen advertised "F" stamps with the numbers 1212 and 2122 in *Linn's*. All kinds of calls came in to *TPN* to ask about those previously unheard of numbers.

So we asked Karen. "They're wrong. I was promised supplies of these by reputable dealers. I asked them to make sure of the numbers. They were wrong."

The labels gave the same result

David E. Barrie LaVergne, the spirit behind the Coil Label Study Group, has joined the concerted drive to bring the 17¢ pre-cancels into focus. Building on the "e=mc²" material in the last two issues of *TPN*, he studied the labels. Out came a 19-page report, complete with illustrations. The report is free (\$1.04 for

postage, please) from B-LaVergne at 27 Braddock Park, Boston, Mass. 02116-5816.

In point of fact, B-LaVergne was way ahead of everybody else in trying to figure out the printing history of these 17¢ Electric Auto stamps. While he also used information from BEP, *The Plate Number Coil Catalog*, and *TPN*, he concentrated on the labels.

Said he: "I was thoroughly excited to see how my label-related theories matched 'e=mc².' Frankly, I've been out here in left field for some time, and doubted whether anyone else was interested in such picayune questions as 'Which Gap Came First?'"

All the PNC news that fits we print

Rare Americanas emerge in rate change

When the rate change hit Salt Lake City, they did not have any 23¢ Mary Cassatt stamps for the second ounce. But they did manage to find 20¢ Flag sheet stamps from Plate 4 and 3¢ Parkman coils.

But what really fascinated Gerald H. Clark was that they also put out 28¢ Fort Nisqually and 29¢ Sandy Hook Lighthouse sheet stamps, both with what the *Scout Catalogue* calls "dull finish gum."

Scott prices the normal 28¢ at 55¢ mint and the dry gum ver-



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

sion at \$1.50; on the 29¢ the prices are 55¢ and \$3.00.

So far, there are no reports of any 20¢ coils going back on sale, although USPS reported 40.4 million Fire Pumpers in its vaults in January 1989.

The lonely road to the gold medal

Some people like to go it alone. Take Darrell Erzberger. He does not subscribe to *TPN*, doesn't buy the *PNC Catalog*, and does not belong to PNC³. But he is a consistent winner at stamp shows with his exhibit of Cottrell printings. At Sarapex in Sarasota, Fla., in February, Erzberger won a vermeil and an APS medal of excellence.

Tim Lindemuth doesn't subscribe either. But his exhibit of the 20¢ Flag, "Makings of a 1980s Classic," won a gold medal at the Garfield-Perry March Party, where the Bureau Issues Association (BIA) held its annual meeting. He also won a BIA grand award and an APS medal of excellence.

Agris cleans up with his coil exhibit

Dr. Joseph Agris has been winning so many gold medals at so many stamp shows with his exhibit of classic U.S. coils, that the weeklies ought to save the type for their list of show winners. In just one issue of *Linn's*, Dr. Agris was listed as a gold-medal winner at four different shows for the same exhibit.

Godin finds double-paper on plate number

George V.H. Godin, a member of the PNC Study Group, attended Garfield-Perry in his role as executive secretary of the BIA. He brought along some goodies to show the PNCers.

One item was a strip of five of the tagged 18¢ Washington Monument with a mill splice going just past the numbered stamp in both directions, making the PNC a double-paper variety.

Non-BEP printers win contracts to print coils

The Postal Service has contracted for coil stamps to be printed outside the Bureau of Engraving and Printing. It is not known whether these stamps will carry plate numbers.

U.S. Banknote Co. was awarded a contract to print unphosphored offset/intaglio coils. What this probably means is that these stamps will have surface tagging if they are denominated higher than eight cents.

The only offset/intaglio coils so far have been the 25¢ Honeybee. An attempt to print them on phosphored paper failed because the tagging did not activate postal machinery through the heavy offset ink. All of that press run at BEP had to be destroyed.

Pressmen at BEP have objected to surface tagging on safety grounds, and the shift to U.S. Banknote could be an attempt to get around that objection.

Stamp Venturers will print gravure, intaglio, and offset coils. No offset-only coils have been printed previously as PNCs.

Coil contracts for the firms have not been announced. □

The other item was even more dramatic: a strip of black stamps with a red stripe across the center.

Under closer examination through the smeared ink, one could detect that it was a strip of 22¢ Flags, and if one really strained one could see the "1" at the bottom of the middle stamp. Godin said the original strip had 18 stamps in it.

Lawrence finds break on plate number

And how about this? At Garfield-Perry, Ken Lawrence pulled out a strip of tagged 4¢ Steam Carriages in which the tagging break was exactly in the center of the numbered stamp.

All Rushmore stamps off C/D Press

As this is written, the 29¢ Mt. Rushmore stamps have come out with six plate numbers, five of which were known even before the first day (Plate 3 was found later).

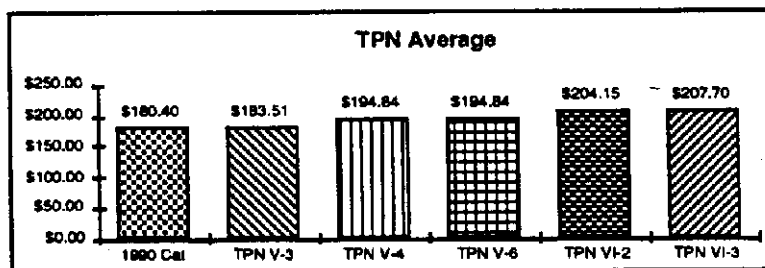
Based only on the sizes of the rolls, one would have guessed that Plate 6, known only in rolls of 500 and 3,000, was off the B Press. All the other plates (1, 2, 3, 4, and 7), were known in rolls of 100. Plate 7 was also known in large rolls.

But when collectors opened rolls from Plate 6, the interval between plate numbers turned out to be 48, just like every other plate number. That indicates that all Rushmore stamps, so far, are off the C or D Press. So is the 23¢ Lunch Wagon, Michael O'Hara of USPS said.

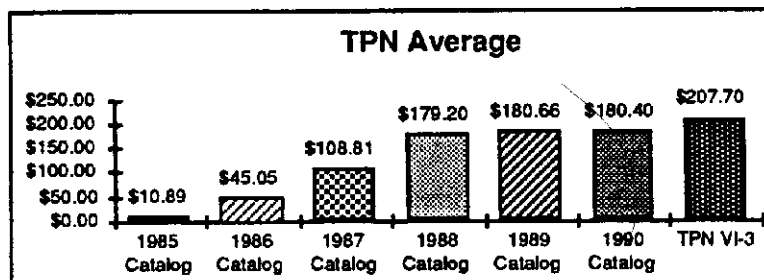
The tagging on the Rushmores is again from the paper mill, not from BEP. But we already have an indication that the paper is of two types.

Harold Potkewitz noticed that stamps from Plate 2 have whitish tagging under UV while stamps from Plate 4 have greenish-yellow tagging. He also noticed that on rolls of 500, Plate 2 exhibited a creeping tagging break. □

TPN Average climbs to record



RECENT CHANGES—Prices of PNCs in the TPN Average have moved gradually upward to a new record this month.



YEARLY PROGRESS—Chart shows progression of prices since the first *PNC Catalog* was published in 1985. The average's divisor has been adjusted for stamps issued after 1985.

Tagging breaks on Cottrell Press PNCs (updated through April 15, 1991)

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

PS/5 → 3L 2L 1L 1R 2R

Notes to above chart

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

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

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

Overall tagging

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

4T1Ri (W)	9R (?)
4T1X	12L/R, 11L, 8L, 6L, 2L, 1L, 2R, 3R, 6R, 7R, 9R, 10R, 11R
5T1Y	10L, 7L, 6L, 5L, 4L (?), 5R
15T2i (W)	11L, 9L, 8L, 7L, 6L (?), 5L, 4L, 2L, 1L, 1R, 2R, 3R, 11R
20T2Xi	12L/R
5T1	12L, 11L

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

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

Untagged stripe across top or bottom

4T1Ri	Top
5T1Y	Top, bottom
15T2i	Top, bottom
5T1	Top, bottom

Ernst welcomes new reports.

Mueggenburg finds a break—sort of—on 29U1111

H. Harry Mueggenburg has found a sort of tagging break constant at 3L on 29U1111.

These stamps were printed on phosphored paper, and, therefore, should have no tagging breaks.

What he found was a 3mm vertical line in which the tagging was much darker under short-wave UV than the tagging on the rest of the strip. The stripe is still tagged.

He said he found the same thing on every numbered strip in a roll of 100.

TPN was unable to find anything similar on other strips of 1111 (or even on scrap).

Said Mueggenburg: "It's not a tagging break, but what is it?"

It may be that we are looking is papers from different suppliers. Since we have been unable to learn what method is used by paper manufacturers to put phosphors on the paper, we cannot speculate on what may have caused Mueggenburg's vertical stripes.

But TPN's re-examination of 29U in UV to confirm Mueggenburg's find did reveal that some of the stamps show up as almost white in UV while others appear yellow.

While it is too early to tell, the difference may help in determining whether a strip was from a roll of 100 or from a large roll of 500 or 3,000.

The yellow tagging found by TPN all came from strips taken from rolls of 100; the white

TAGGING

tagging from rolls that were printed both ways. Different sized rolls were used for the to print rolls of 100 and larger rolls of the F stamp.

The tagging on both the block-tagged and the phosphored version of the 25e Flag also showed a yellow and a

white UV reaction.

No one has yet done a study of these phenomena on the Yosemite, and it is not known whether roll size.

In examining strips for the color of the tagging, it is best to place several strips under the light at the same time, to make the difference in the color of the taggant more clearly discernible. □

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(3 strips with plate crack)			
4T1RV	PS5	VF	\$12.50
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4.9T5PV1	PS5	VF	\$25
("Rain crack," cut number)			
4.9T5PV1c	PS5	VF	\$25
("Rain crack continuation")			
5.2T4P-2L	PS10	S	\$110
(Hash mark)			
7.4T2V1	PS5	XF	\$75
("Blown tire")			
9.3T5/6P-3L	PS10	XF	\$75
(Hash mark. Price is for both strips. VF @ \$60)			
10.9T2P-3R	PS10	VF	\$100
(low entry at 2L)			
11T1V2	PS5	F	\$25
("Brake shoe")			
11T1PV2	PS5	F	\$10
("Brake shoe" precanceled)			
15T2V1	PS5	VF	\$10
15T2V1c	PS5	VF	\$10
(NEW "Anchor line" and continuation, no #. The pair: \$17.50)			
18T10V1	PS5	F	\$16
("Lightning bolt" precursor)			
18F1	PS5	XF	\$475
18F2	PS5	XF	\$35
18F3	PS5	VF	\$850
20F4	PS3	XF	\$50
22F6V1	PS5	XF	\$20
("Flying saucer")			
22F3	PS5	F-VF	\$35
22F3	PS5	XF	\$55

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BEP: 'Missing-yellow' Bee has traces of yellow



traces of yellow ink. These traces of yellow ink are more easily seen at the top of the second and third stamp [in a strip of three, ed.] in the area occupied by "USA," and the blank space above the green leaf at the right corner of the two stamps.

The presence of the green leaves and the yellow body of the bee is indicative that the stamps have not been exposed to solvents. Solvent will leach the color from the leaves, turning them blue, and will render the body of the bee pastel yellow or colorless. Additionally, exposure to excessive artificial or natural radiation would have faded the red flowers.

... Since traces of ink are detectable in the background of the stamps, we believe that there was a brief moment during their production when the ink fountain for the background color experienced ink starvation.

BEP enclosed a color photocopy of a used Honeybee labeled "After exposure to solvents." On this stamp, which was supplied by BEP, the leaves are, indeed, blue, having removed both the Pantone yellow and the process yellow.

At the time I submitted the Honeybee strip, I also sent in a strip from Plate 4 of the 22¢ Flag in which the Capitol was blue. Unlike copies of the "Erie blue," which is known to have had the black contaminated by blue, this strip was much bluer, leading me to suspect that there was no black at all.

I asked whether it was printed solely with blue ink.

The answer was:

The submitted 22¢ Flag stamps were examined visually, microscopically, and spectrophotometrically to determine if the blue



Capitol is entirely blue or a mixture of blue and black ink. As you observed, it is difficult to determine visually if the blue image of the Capitol contains black ink. However, under microscopic examination, traces of black ink are evident. The same observation holds true for the images of "USA" and "22" since these images are printed using the same fountain that supplies ink for the Capitol. The spectrophotometric analysis also indicates that the Capitol was not printed entirely with blue ink.

Based on our examination, it is believed that the images were printed with contaminated ink. The concentration of contamination in the black fountain will change or weaken over a period of time as more of the intended ink is delivered to the fountain. Therefore, if a black ink, which was used for printing these Flag stamps, had become contaminated during a "shut down," a bluish ink would become blacker during press operation.

The submitted stamps do not meet BEP standards and should have been detected during the examination process. □

By Gerald H. Clark

We now know where the yellow went on Howard Moser's find of eight 25¢ Honeybees without the Pantone yellow background color.

After an eight-month wait for a reply, the Bureau of Engraving and Printing determined that the stamps do have traces of yellow ink. That means the stamps cannot be classified as a color-missing variety.

Pertinent sections of the BEP's reply, written by Johnnie A. Moore, a supervisory public affair specialist, follow:

The 25¢ Honeybee stamps were examined visually and microscopically, using ambient and ultraviolet illumination. There are no signs of tampering and the phosphor taggant is intact.

Under stereo binocular and compound microscopic examination, it was found that the background of the Honeybee stamp contains

USPS keeps us guessing on new stamps

Continued from Page 51

11.1T1—New stamp. The 11.1¢ Unicycle, intended to meet the basic nonprofit rate. Ken Lawrence mentioned this unannounced stamp in his *Linn's* column.

19T1—New stamp. 19¢ Fishing Boat. Listed for mid-April release in the March-April *Philatelic Catalog*. The stamp would meet the rate for post cards. Michael O'Hara, a USPS spokesman, said the stamp will be issued, but the date is undetermined.

23T2—New stamp. The 23¢ Lunch Wagon, released April 12 at Columbus, Ohio. The stamp meets the second-ounce rate on first-class letters. (Plate 3 also reported.)

29F1—New stamp. The 29¢ Flag Over Mount Rushmore. Released March 29 at Mt. Rushmore, S.D. (a branch of the Keystone post office). This stamp was known with six plate numbers (1, 2, 4, 6, and 7) even before the release date (Plate 3 was found later). The reports came from philatelic clerks and accountable-paper clerks who examined sealed rolls for visible plate numbers. The Buffalo, N.Y., post office said before the release date that Rushmore stamps were being found in the mailstream, presumably because of shortages of 29¢ F stamps. *Linn's* reported a host of commercial covers dated as early as March 8.

29M—New stamp. The denominated 29¢ Flower. These stamps were reported in the March-April *Philatelic Catalog* as being available in mid-April in large rolls and in rolls of 100. The rationale behind the stamps was that they could be quickly printed by BEP, using the magenta, cyan, and yellow gravure plates that were used on the F stamp, substituting a new black plate with the denomination.

But when *Philatelic Release 18* was issued for publication on March 18, these stamps were described only as sheet and booklet stamps. The issue date for those stamps was given as April 5. There was no mention of coil stamps.

Curiously, *Linn's*, in its April 8 edition, showed a color photograph of the new stamps, depicting a coil stamp. Michael Lawrence, editor of *Linn's*, said the picture was a color transparency that had been supplied by the Postal Service.

O'Hara said a coil version of the "F" stamp will be printed this summer. He did not know who had been awarded the contract to print these stamps. If any printer other than BEP won the contract, any benefit from recycling the BEP plates used to print the F stamps would be lost.

The possibility exists that these 29¢ coils could have been delayed because the contract for printing these gravure stamps was

awarded to Stamp Venturers of Fairfax, Va.

Philatelic Release 17 said Stamp Venturers had been awarded contracts to print gravure, intaglio, and offset/intaglio sheet and coil stamps. The F stamps were gravure coil stamps.

[*The New York Times* reported on March 29 that the 35¢ Dennis Chavez sheet stamp in the Great Americans Series is being printed by Canadian Bank Note Co., of Ottawa, Ont., and would be perforated by Stamp Venturers. *Philatelic Release 16* had said the Chavez stamp would be printed by BEP. But Ira Polikoff, the spokesman for BEP, told the *Times* the Chavez stamp "was never on our schedule." The *Times* said one other unidentified stamp was also being printed in Canada.

[Stamp Venturers is a partnership formed by Richard C. Sennett. While still working at BEP as assistant director of research and engineering, Sennett had inappropriate dealings with American Bank Note Co. of Blauvelt, N.Y., for which he went to work in 1977. He was indicted in 1979 on federal conflict-of-interest charges. Sennett pleaded no contest and was sentenced to a year's probation and fined \$500.

[Sennett, has modeled dozens of U.S. stamps since he was sentenced.

[Ken Lawrence, a contributing editor to *TPN*—in an open letter to the postmaster general which appeared in *The Philatelic Communicator*—charged that USPS was throwing a lot of work to Sennett by tailoring specifications for stamps in such a way that the private-sector companies would be given an advantage.]

30T?—New stamp. The 30¢ Cardinal, announced for release

June 22 in Aurora, Colo., as a definitive stamp. But this may end up being the successor to the 25¢ Honeybee and may even be the second stamp the *Times* said was being printed in Canada. It remains to be seen whether this is a coil stamp.

Not even a rumor has surfaced about the possible release of a 19.8¢ stamp to meet the basic commercial bulk rate.

One rumor that did spring up was that USPS was reticent to announce its stamp program because it was hoping that the rates approved by the Postal Rate Commission would be set aside and USPS would get its requested 30¢ first-class rate.

O'Hara shot down that rumor: "We are going on the assumption that the current rates will be in effect for at least a year."

It should be evident from the above list that the usual flood of fractional stamps needed for commercial and nonprofit bulk mail may not be forthcoming with this rate change. By issuing a catch-all 5¢ and 10¢ service-inscribed stamp, one for each class of bulk mail, USPS would avert the need for stamps for every such rate. A mailer would use either the 5¢ or the 10¢ stamp and pay the remainder of the postage with his mailing certificate.

This actually makes good sense in view of the staggering number of discounts available for level of sorting and for automation, not to mention the added discount for delivering bulk mail to delivering bulk-mail centers.

O'Hara also assured *TPN* that information of the type formerly available in BEP plate-activity reports would be made available for coil stamps produced by private printers. □

Tagging stops on all stamps with face value less than 8¢

Continued from Page 51

tionwide, much too many to be an untagged error.

But some dealers quickly placed ads, offering the untagged "errors" for as much as \$20.

It now appears that the overall-tagged Steam Carriage may be the rarer stamp because USPS decided to stop tagging stamps with a face value less than 8¢.

The decision became effective Jan. 1. The tagged stamps were apparently printed before that.

Both stamps will be listed separately in the 1991 *Plate Number Coil Catalog*.

Conrad Keydel of Detroit spotted a way to tell them apart as whole coils because the label of the untagged version has slightly larger type than the untagged on rolls of 500. But you will need a comparison label to distinguish one from the other because the sizes differ very little.

Keydel also noted that all rolls of 3,000 he has seen are tagged.

Don McDowell, director of the Office of Stamp Marketing, told Youngblood that all new stamps with face value under 8¢ and all such existing stamps sent back to press would be untagged for revenue-protection purposes.

But Contributing Editor Ken Lawrence said McDowell was not revealing the real reason for dropping tagging. "If it were

possible, BEP would stop all tagging because the unions at BEP have filed an OSHA (Occupational Safety and Health Administration) action over tagging as a health risk. That's also why BEP switched over to phosphored paper."

BEP has had difficulty obtaining enough phosphored paper to meet stamp needs.

Lawrence also cited a second reason for dropping tagging: McDowell, long a proponent of printing U.S. stamps by offset lithography, sought to make it easier to do so by leaving stamps untagged.

As we saw with the 25¢ Honeybee's tagging problems, offset did not work with phosphored paper. In the end, the Honeybee was given a surface coating of taggant. That's the taggant the pressmen don't want to work with.

Therefore, by dropping the tagging, offset is possible.

Lawrence charges that McDowell's interest in having stamps printed by the inferior offset method is also linked to USPS efforts to farm out more and more stamp production to private firms, away from BEP.

But McDowell's explanation to Youngblood is also true.

The Postal Service is aware that as automation increases, the chances grow of people simply putting a tagged 1¢ stamp on a letter and letting it run merrily through the facer-canceler and into the mailstream.

Automated equipment cannot cull out such underfranked mail. That leaves the enforcement of postal rates to the delivering carrier, who is supposed to catch underfrankings while sorting mail for his or her route.

By leaving new, low-value stamps untagged, they will be readily distinguished from those that meet current rates when a mailpiece hits the facer-canceler. That equipment then rejects the mailpiece, bringing it to the attention of clerks whose main business is revenue protection.

McDowell said the 8¢ cutoff was chosen in consultation with the Postal Inspection Service. He told *Lin*'s that the cutoff could change from the 8¢ level.

In the meantime, the 1¢ Omnibus, re-engraved for the B Press, has popped up without tagging. It was first spotted in vending machines in rolls of 3,000 and was from Plate 2. The earliest known usage is March 6.

We may still get to see the following untagged stamps:

- 2¢ Locomotive (Plate 1 or higher on the B Press)
- 3¢ Conestoga Wagon (a new plate is needed because Plate 1 has been canceled)
- 5¢ Circus Wagon (Plate 1 or higher)
- 5¢ Canoe (but this may have a service inscription) □

Postal Service announces new stamps, FDC totals, printing contracts, tagging change

FDC totals

The Postal Service released the following first day of issue postmark totals for the 1990 stamp and postal stationery program:

51 Seaplane 244,775
05-Cent Circus Wagon 71,806

Philatelic Release 9

Flag Over Mount Rushmore

The Postal Service will commemorate the 50th anniversary of Mt. Rushmore National Memorial with a 29-cent Flag Over Mount Rushmore stamp to be issued at the memorial on March 29. This is the first flag stamp with the new First-Class rate.



The stamp... features the traditional frontal view of Mt. Rushmore

with the American flag waving above.

Conceived in 1923 by South Dakota officials, the memorial took shape after sculptor Gutzon Borglum selected Mt. Rushmore because of its smooth-grained granite, its prominent location, and its southern exposure.

The sculpture consists of 60-foot heads of four American presidents who represent the greatest accomplishments of America's first 150 years—George Washington, Thomas Jefferson, Theodore Roosevelt, and Abraham Lincoln. Work began on the memorial in 1927, and continued until 1941, when Gutzon Borglum's death, the impending world war, and the depletion of funds caused the project to be halted. Additional work on the sculpture, although planned, was never resumed.

Format: Coils of 100, 500, and 3,000.

Issue date: March 29, 1991. [EKU is March 8, but no plate numbered copies have been reported.]

First-day city: Mt. Rushmore, SD.

Printer: Bureau of Engraving and Printing.

Printing process: Intaglio.

Quantity printed:

8.1 billion coils of 100
1.287 billion coils of 500
561 million coils of 3,000

Colors: Red, blue, maroon [PMS not stated]

Size:

Image 0.71 x 0.82 inches or 18.0 x 20.8mm
Overall 0.87 x 0.96 inches or 22.1 x 24.4mm
Plate number: One intaglio

Press: [Not stated, but C or D]

Scott Catalogue Number: 2523

[PNC Catalog Number: 29F1, 2, 3, 4, 6, and 7]

Philatelic Release 15

New Printing Contracts

The U.S. Postal Service has entered into agreements for nine new stamp production contracts for 1991, to include production in seven different stamp configurations. These contracts were the result of solicitations received from a printers' conference hosted by the Postal Service in 1991.

The contracts were awarded to:

- U.S. Banknote Co. of New York, N.Y. (offset non-phosphored and offset/intaglio sheet stamps, coil stamps, stamp booklets)

- Stamp Ventures of Fairfax, Va. (gravure, intaglio, and offset/intaglio sheet stamps, coil stamps)

- KCS Industries Inc. of Milwaukee, Wis. (stamp booklets)

Philatelic Release 17

Additions to stamp program

The U.S. Postal Service announced first-day cities and dates for additional stamps... to be released later this year:

April 5 Flower (denominated) Rochester, N.Y.

29¢ sheet and booklet stamp

April 12 Lunch Wagon Columbus, Ohio

23¢ stamp

Data bank
of official information

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

May 25 Tractor-Trailer	Secaucus, N.J.
10¢ definitive stamp	
May 25 Canoe	Secaucus, N.J.
5¢ definitive stamp	
June 22 Cardinal	Aurora, Colo.
30¢ definitive stamp	

Philatelic Release 18

Tagging to be omitted

As of Jan. 1, all stamps with values between 1¢ and 8¢ will be printed (note future tense on news released for publication March 18, 1991, ed.) without phosphorescent tagging. This includes reprintings of stamps presently available such as the 4¢ Father Flanagan stamp, the 4¢ Steam Carriage coil stamp, and the 1¢ Omnibus coil stamp, as well as future new issues in this value range.

Stamps are tagged so that mail-processing equipment can "find" them. Leaving the tagging off low-value stamps will preclude passage through the machines of letters bearing just a low-value stamp. When used properly in conjunction with higher values, the stamps will not impede mail processing because tagging on the higher-value stamps will be recognized by the machines. This change will assist in the collection of postal revenue by insuring that letters with insufficient postage do not pass undetected through automatic canceling equipment.

The Postal Service will not offer first-day cancellation of varieties resulting from this change. The Philatelic Sales Division will not honor orders for new varieties of "old" stamps because of difficulty in identifying them.

Philatelic Release 18

23¢ Lunch Wagon

The 23-cent Lunch Wagon coil stamp, which carries the new second ounce First-Class rate, will be issued April 12, in Columbus, Ohio, at the Colopex '91 stamp show. The stamp's design is a composite of the 19th and 20th century wagons that were used to deliver meals to the public in various American cities. Lunch wagons later evolved into an American institution—the diner.



Format: Coils of 100, 500, and 3,000.

Issue date: April 12, 1991.

First-day city: Columbus, Ohio.

[Paper: Phosphored]

Printer: Bureau of Engraving and Printing.

Printing process: Intaglio (BEP).

Color: Blue PMS 295U

Size:

Image 0.71 x 0.82 inches or 18.0 x 20.8mm

Overall 0.87 x 0.96 inches or 22.1 x 24.4mm

Plate number: One every 48 stamps

Press: [C Press, USPS told TPN]

Scott Catalogue Number: 2464

[PNC Catalog Number: 23T2 and 23T3]

Philatelic Release 23

UPDATE and CORRECTIONS

New stamps

1T2R1—1¢ Omnibus, B Press, Plate 2, untagged. (Cibulskas)

4T1X1—4¢ Steam Carriage. Untagged intentionally (Counter, Ernst, Cuniberti, Dr. Rabinowitz, Keydel, and many others.)

23T2—Plate 2 of the 23¢ Lunch Wagon. (Coveney)

23T3—Plate 3 of the 23¢ Lunch Wagon. (Haake)

29F1—Plate 1 of the 29¢ Flag Over Mt. Rushmore. Rolls of 100. (Cibulskas)

29F2—Same, Plate 2. Rolls of 100, 500, 3,000. (Cibulskas, Coveney) Stamps are on white phosphored paper. (Poltkewitz)

29F3—Same, Plate 3. Rolls of 100. (Thomson, Cuniberti)

29F4—Same, Plate 4. Rolls of 100. (Coveney) Stamps are on phosphored paper that appear yellowish-green in UV. (Poltkewitz)

29F6—Same, Plate 6. Rolls of 500, 3,000. (Lucia)

29F7—Same, Plate 7. Rolls of 100. (Cibulskas)

29U2211—29¢ undenominated flower stamp. Plates 2, 2, 1, 1. Found in rolls of 100 (Selig) and 500 (Rev. Means via Thomson).

Corrections to TPN

Page 18—When this article on the red 10.9¢ Hanson Cab was edited, we still had not seen Richard Nazar's time lines. If we had, we would have known that the ink contamination could only have come from a 5.2¢ Sleigh printing because the only red stamps printed before a 10.9¢ were the 5.2T3P and 5.2T5P on July 6, 1983.

Page 25—In the "F" coils article, the word "sleeves" should not have been used. Gravure is printed from cylinders.

Page 30—The NB rate for ZIP+4, bar coded, unsorted letters is not a rate for quantity letters. When instituted, the postponed 27¢ rate will apply to even one letter.

Page 30—The FP rate said "1-ounce limit." It should have said "1.1-ounce limit."

Page 31—In the continuation of the "F" coils article, the printing process should have been called process color, not self color. It was given correctly in Data Bank.

Page 32—Tagging on the B Press is done with two 26x18 mats, not 52x18.

Page 49—The top line in the center column should have read: "... slightly less than half the width of one stamp." The last two lines of the third full paragraph in the third column should have said: "... next to the 3mm break is 2mm away."

Page 50—In the discussion of the number of plates used to print the F stamp, the total should have been 16: 2 numbers (1 and 2) x 4 colors x 2 sizes of plates = 16.

Lunch Wagon scores several PNC firsts

When the 23¢ Lunch Wagon was unveiled April 12 at Colopex, USPS distributed small, blue generic programs without a trace of data about the stamps being given a sendoff. That was a first.

Joann (Lucky) Lenz was handed a generic with a numbered Lunch Wagon pair.

The stamps were immediately reported with plate numbers 2 and 3.

Another first was its paper, the first phosphored paper found on a Transportation coil. It felt thicker than any previous coil paper and had a very smooth, dull gum. Said Kim Cuniberti, "This could be the first use of LP-40 paper on a Transportation coil." □

18¢ Flags Found in Mixtures

Plate	Expected %	Expected #	Actual #	Actual %	Max PNCs
1	8.65%	17	21	10.45%	15,381,000
2	29.72%	60	68	33.83%	52,839,000
3	14.45%	29	14	6.97%	25,895,000
4	16.01%	32	57	28.36%	28,458,000
5	14.06%	28	35	17.41%	25,002,000
6	4.98%	10	6	2.98%	8,847,000
7	12.13%	24	0	0.00%	21,573,000
Totals:	100.00%	201	201	100.00%	177,795,000

18¢ Surreys Found in Mixtures

Plate	Expected %	Expected #	Actual #	Actual %	Max PNCs
1	2.99%	10	14	3.72%	3,824,594
2	12.22%	42	38	10.84%	16,020,450
3	1.78%	6	8	2.46%	2,328,182
4	1.77%	6	10	3.10%	2,325,870
5	11.83%	41	52	15.79%	15,514,128
6	11.83%	41	54	15.48%	15,514,110
7	3.24%	11	20	5.26%	4,252,374
8	12.47%	43	31	8.98%	16,346,088
9	7.30%	25	34	9.91%	9,571,212
10	7.30%	25	29	8.05%	8,571,230
11	4.02%	14	11	3.10%	5,276,682
12	4.02%	14	14	4.33%	5,276,662
13	5.38%	19	12	3.10%	7,054,132
14	5.38%	19	12	3.41%	7,054,146
15	2.69%	9	4	1.24%	3,527,730
16	2.69%	9	4	1.24%	3,527,748
17	1.54%	5	0	0.00%	2,020,140
18	1.54%	5	0	0.00%	2,020,140
Totals:	100.00%	347	347	100.00%	131,125,848

20¢ Flags Found in Mixtures

Plate	Expected %	Expected #	Actual #	Actual %	Max PNCs
1	3.04%	58	95	5.01%	24,349,500
2	7.84%	149	204	10.76%	62,772,750
3	7.81%	144	164	8.70%	60,879,500
4	7.81%	148	74	3.90%	62,546,320
5	12.70%	241	188	9.82%	101,717,100
6	2.48%	47	48	2.53%	19,845,930
8	19.40%	368	456	24.05%	155,399,810
9	16.05%	304	388	20.46%	128,545,400
10	4.46%	85	110	5.80%	35,726,490
11	1.72%	33	22	1.16%	13,770,000
12	8.64%	164	46	2.43%	68,190,120
13	4.86%	92	51	2.69%	38,950,470
14	3.39%	64	30	1.58%	27,152,558
Totals:	100.00%	1,896	1,896	100.00%	800,944,749

20¢ Fire Pumpers Found in Mixtures

Plate	Expected %	Expected #	Actual #	Actual %	Max PNCs
1	8.62%	36	45	10.86%	11,213,154
2	3.34%	14	18	4.27%	4,342,230
3	8.78%	37	45	10.86%	11,419,542
4	8.78%	37	43	10.19%	11,419,586
5	12.96%	55	76	18.01%	16,846,382
6	5.91%	25	15	3.55%	7,877,144
7	7.76%	33	35	8.29%	10,085,742
8	7.83%	33	25	5.92%	10,185,724
9	7.28%	31	23	5.45%	9,460,908
10	7.28%	31	18	4.27%	9,460,908
11	5.36%	23	20	4.74%	6,970,464
12	0.82%	3	2	0.47%	1,065,186
13	7.13%	30	27	5.40%	9,268,758
14	0.82%	3	1	0.24%	1,065,186
15	3.66%	15	12	2.84%	4,764,654
16	3.66%	15	17	4.03%	4,764,636
Totals:	100.00%	422	422	100.00%	130,010,194

22¢ Flags Found in Mixtures

Plate	Expected %	Expected #	Actual #	Actual %	Max PNCs
1	7.50%	147	150	7.65%	53,206,250
2	14.00%	274	179	9.13%	98,273,123
3	2.51%	49	126	6.43%	17,818,980
4	4.16%	82	57	2.91%	29,478,186
5	9.61%	188	212	10.81%	68,178,960
6	0.07%	1	0	0.00%	504,324
7	2.80%	51	122	6.22%	18,411,140
8	12.93%	254	388	20.30%	91,730,032
10	4.52%	89	97	4.95%	32,061,654
11	4.43%	87	77	3.93%	31,449,320
12	11.58%	227	47	2.40%	82,157,910
13	0.29%	6	10	0.51%	2,081,852
14	0.35%	7	2	0.10%	2,453,816
15	1.17%	23	37	1.89%	8,298,972
16	1.40%	27	22	1.12%	9,825,272
17	3.04%	60	71	3.62%	21,555,000
18	4.31%	84	89	4.54%	30,545,000
19	5.12%	100	149	7.60%	36,295,000
20	1.55%	30	83	4.74%	11,028,080
21	1.90%	37	14	0.71%	13,463,288
22	6.88%	131	6	0.31%	47,214,000
T	0.30%	6	3	0.15%	2,142,000
Totals:	100.00%	1,961	1,961	100.00%	709,281,969

25¢ Flags Found in Mixtures

Plate	Actual #	Actual %	# Block Tagged	% Block Tagged	# Phos Tagged	% Phos Tagged
1	40	0.82%	40	1.89%		
11	10	0.16%			10	0.23%
2	345	5.37%	345	16.34%		
21	65	1.01%			65	1.50%
3	318	4.95%	318	15.06%		
31	37	0.56%			37	0.86%
4	386	6.00%	386	18.29%		
5	490	7.82%	490	23.21%		
51	147	2.29%			147	3.40%
61	124	1.93%			124	2.87%
7	292	4.54%	292	13.83%		
71	77	1.20%			77	1.78%
8	136	2.12%	136	6.44%		
81	183	2.85%			183	4.24%
9	104	1.62%	104	4.93%		
91	1299	20.20%			1299	30.08%
101	789	12.27%			789	18.27%
111	614	9.55%			614	14.22%
131	479	7.45%			479	11.09%
141	495	7.70%			495	11.46%
151	0	0%			0	0%
Totals:	8,430		2,111		4,319	100.00%

Mixture yields a few rarities

Ron Maifeld went through a 25-pound mixture of definitives he bought from Swan in November. The following is his report:

The mixture held a good range of first-class rate definitives starting with the 15¢ rate and continuing through the 25¢ period.

Although the number of PNCs per pound was quite low, the items recovered and the total retail value were quite good. A total of 218 collectible used singles and 77 strips were found, yielding over \$900 in value based on the 1990 *Plate Number Coll Catalog*.

Several other collectible items were found: Two copies of the scarce 13¢ L-perforated Eagle and Shield of the Americana Series, as was a single copy of the narrow-spaced precancel of the 13¢ Liberty Bell of the same series. A misperfed and miscut 18¢ Surrey with a purple machine cancel was also found.

The grand prize was a VF copy of Plate 6 of the 18¢ Flag.

Maifeld's finds have been incorporated into the accompanying charts, which point out once again that no Plate 7 18¢ Flags nor Plates 17 and 18 of the Surrey have ever shown up in mixtures.

The charts are based on reports that have dribbled in to *TPN* over the years from Gerald H. Clark, Dr. James P. Griffin, Carl R. Ditsch, Howard R. Foster, Maifeld, Dennis G. Stay, Scott F. Smith, and Thom E. Wheeler.

As can be seen, reports on the 25¢ Flag Over Yosemite are still very low. Any reader who breaks down a mixture is invited to share his or her results for incorporation into the charts. □

UV Mounts perform as promised

When H. Harry Mueggenburg advertised his Ultra View Mounts in the last issue of *TPN*, it was really news, but the ad came in just before the edition went to press, and there was no time to review the product.

Basically, what he has done is to develop a way for a collector to be able to examine stamps on the album page for UV characteristics. Previously, this was not possible with any of the usual mounts: Hawid, Showguard, or Scott. You had to take the stamps out of the mount to examine them.

Now, that's no longer a problem. With Mueggenburg's mounts, once you have mounted the stamps, they can stay in the mounts, safe and secure, and you can put them under the light any time to check for UV characteristics.

We tried the mounts with the 5¢ City Mail Delivery Stamp, the first U.S. stamp issued nationwide with tagging. Under short-wave UV, the normal stamp showed up just fine. So did the untagged error. Under long-wave, we could see the difference between the tagged stamp on dead paper and on high-bright paper.

UV Mounts (Mueggenburg says this "is a play on words, i.e., Ultra Violet or Ultra View.") are one inch high, allowing their use for coil stamps. They are long enough to mount a strip of 10. And they come with a die-cut, acid-free, gray paper back-

ing (blue gray or light gray).

The clear plastic has a white tape across the back. When this is pulled off, the mount is self-adhesive. Mueggenburg also supplies small self-stick hinges that allow even better adhesion to the page.

Stamps are inserted into the mount from one of the two open ends on top of the gray backing. And here comes the second technical advance. The gray backing keeps the stamps from slipping sideways inside the mount. So we tried holding the album page in such a way that the mounts went straight up and down, as they would be if a long strip of coils were mounted vertically. They stayed in place. We shook the page. The stamps stayed in place until the shaking got violent.

Mueggenburg did have a complaint from one early user that the backing slipped, but has since corrected the problem with his subcontractor.

He has also received several letters from collectors praising his product. Said one: "They are fantastic!" Another said: "Viewing on them is great."

The mounts (\$5 postage for a package that will hold 50 PS/5 strips) come with complete instructions on use and on how to exhibit and store UV material.

Mueggenburg said they will be available this month in other sizes, to accommodate commemoratives. □

4¢ Stagecoach adds third tagging type

By Alan Thomson

And now there are three!

As reported in the March *TPN*, the reissue of the 4¢ Stagecoach with overall tagging has constant, or "standing," tagging breaks as well as "walking" tagging breaks. Now, Dr. Robert Rabinowitz has found a third type of break. It creeps.

When Dr. Rabinowitz called to report his find in a roll of 3,000, I said, "You've just described the creeping break on the overall-tagged 15¢ Tugboat." The creeping breaks on these two stamps aren't just similar; they're identical.

The 4¢ and 15¢ "creepers" share the following characteristics. The large bar break is 3¼mm wide and the narrow one is 1½mm. The rate of creep is 1¼mm per revolution of the printing sleeve, which will traverse one full stamp position in approximately 925 stamps. As many as four positions can exist in a roll of 3,000 if the first break in the roll is very close to the right side perforations. The new break type does not have the un-

tagged "cracks" that appear to the left of the breaks on the "walking" type.

At this point, the walking 4¢ is unique. I'll crawl way out on a limb here and say that the mat system that produced the "walker" was deemed unsatisfactory and was quickly replaced by the creeping-break mats and that the 4¢ sleeve was still on the press when the change was made. The Tugboat was probably a subsequent run.

We may never see another example of the walking break. When, and if, we see the plate-activity reports, we'll know.

... and gets a new label, too

Kim Cuniberti has found labels from rolls of 3,000 of the 4¢ Stagecoach.

The block tagged and walking-break labels have a "4¢" inscription in which the vertical bar through the "c" does not cross its center. It extends only from the top and bottom. But on the creeping break, the "¢" has a vertical bar that completely bisects the "c." □

Four years is a long, long time to wait for TPN

It only took the Postal Service four years to get the last page of the January 1987 issue of *TPN* back to Shaker Heights.

And it had the gall to charge \$1.42 in postage due.

The issue had been sent to Doug Kelsey in Columbus, Ohio. It was franked with a precanceled 7.4¢ Baby Buggy and a 5.2¢ Sleigh during the 12.5¢ rate period for mailing basic bulk-rate letters.

It was correctly marked "Forwarding and Address Correction Requested." What this means is that the Columbus post office should have forwarded the entire magazine to Kelsey and sent *TPN* a photocopy with (at that time) 30 cents' postage due.

Instead, a clerk wrote "(Invalid endorsement)/Check with local post office" underneath.

The Columbus post office also stamped the issue with "Authorized time for forwarding expired at Columbus, Ohio, 43218." But that may have been applied in 1991.

Why the postage due charged was \$1.42 is unknown. □

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.

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

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

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

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

HONEYBEE SEAM LINE STRIPS. D Press, 7R, truncated (all serif. XF, PS30 (line to line plus 3 each end). \$35. Thomson, P.O. Box 91, Northwood, N.H. 03261.

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.

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

TRANSPORTATION COILS

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

	LP	PS3	PS5
1897 1e Bus 1, 2, 5, 6	.20	.30	.65
3, 4	1.20	1.30	1.40
2225 1e B Press 1, 2	.40	.50	.90
1897A Loco 3, 4, 8, 10	.35	.40	.70
2, 6	.60	.65	1.00
2226 Loco B Press 1	.85	.90	1.00
1898 Handcar 1, 2, 3, 4	.55	.80	1.00
2252 Conestoga Wagon 1	.80	.90	1.00
2123 3.4e School Bus 1, 2	.70	1.00	1.25
2123a 3.4e PC 1, 2	3.00	3.55	3.70
1898A 4e Coach 1, 2, 3, 4, 5, 6	1.25	1.70	1.80
1898Ab 4e PC 3, 4	2.25	2.80	3.00
5, 6	2.25	4.00	4.25
2228 4e B Press 1	1.00	1.20	1.25
2451 4e Carriage 1	2.00	2.25	2.50
NEW same, untagged	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	1.40	1.50	1.80
1899 5e Micycle 1, 2, 3, 4	.55	1.45	1.55
2253 5e Milk Wagon 1	1.00	1.10	1.25
2542 5e Circus Wagon 1	1.00	1.10	1.25
1900 5.2e Sleigh 1; 2	3.85	7.00	16.00
3, 5	135.00	165.00	170.00
1900a PC 1, 2, 3, 4, 5, 6	11.00	13.00	14.00
2254 5.3e Elevator 1	1.30	1.20	1.30
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	18.00	18.50
PC 5, 6	59.50	88.00	90.00
2126 6e Tricycle 1	1.20	1.50	1.60
2126a PC 1	2.30	2.40	2.50
PC 2	6.55	7.85	7.75
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	11.00
1902a PC 2	3.25	3.50	3.70
2255 7.6e Carreta 1, 2, 3	1.75	2.50	2.65
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	3.35	3.50	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	3.50	3.80	3.70
2	6.00	6.50	7.00
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	1.30	1.40	1.50
2130 10.1e Oil Wagon 1	1.80	2.10	3.25
2130a 10.1e PC 1, 2	2.50	2.65	3.50
2130 10.1e Red PC 2, 3	2.55	2.65	2.75
1904 10.9e Hansom 1, 2	9.10	16.00	36.00
1904a 10.9e PC 1, 2	13.00	33.00	33.50
3, 4	45.50	262.50	400.00
1905 11e Caboose 1	3.15	3.35	5.00
1905a 11e Caboose PC 1	3.80	4.00	4.25
2131 11e Stutz 1, 2, 3, 4	.55	1.40	1.90
2132 12e Steamer 1, 2	1.90	2.00	2.25
2132a 12e PC 1, 2	2.50	2.75	3.00
12e B Press PC 1	11.00	12.25	13.00
2133 12.5e Pushcart 1, 2	2.65	2.80	3.25
2133a 12.5e PC 1, 2	2.90	3.00	3.50
2258 13e Patrol Wagon 1	2.75	3.00	3.25
2259 13.2e Coal Car 1, 2	2.75	3.00	3.25

Full-serif Honeybee

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

	LP	PS3	PS5
2134 14e Iceboat 1, 2, 3, 4	1.40	2.40	2.50
B Press 2	2.80	3.80	4.50
2260 15e Tugboat 1, 2	2.50	2.80	3.00
2 Overall tagged	2.50	2.80	3.00
2261 16.7e Popcorn 1, 2	4.00	4.40	4.75
1906 17e Auto 1, 2, 3, 4, 5	1.80	3.10	3.40
6	17.00	17.50	18.00
7	4.80	5.00	5.50
1906a 17e PC Type A 3,4,5	4.80	5.00	5.50
Type A 6, 7	10.00	12.50	13.00
Type AB 5, 7 PS10 only	—	—	14.00
Type B 3, 4	18.20	18.90	22.00
Type B 5, 6	10.00	13.50	14.00
Type BA 5, 6	—	—	59.00
Type C 1, 2	7.50	7.85	8.25
Type C 3, 4	10.00	10.75	11.00
Type C 5, 7	21.00	22.00	23.00
2135 17e Dogsled 2	2.75	3.00	3.50
2262 17.5e Racer 1	3.00	3.50	4.00
2262a 17.5e PC 1	3.00	3.50	4.00
1907 18e Surray 1	56.00	85.00	90.00
2, 5, 6, 8, 9, 10	2.85	4.00	4.50
3, 4	28.00	59.00	60.00
7	21.00	38.00	45.00
11, 12, 15, 16	6.30	13.00	13.50
13, 14, 17, 18	6.30	7.00	11.00
1891 18e Flag 1	120.00	140.00	440.00
2	19.60	29.40	45.00
3	360.00	362.50	1,000.00
4	6.30	6.65	10.00
5	3.50	4.70	5.50
6 XF	WANT	1,500.00	2,200.00
7	38.00	38.55	39.00
2149 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	39.50	170.00
2	35.00	220.00	975.00
3, 4, 13, 15, 16	3.35	3.50	5.50
5, 9, 10	1.75	2.05	3.40
7, 8	63.00	74.20	130.00
12, 14 XF	14.00	15.40	23.00
6, 12, 14	5.60	5.60	9.00
11	45.50	47.60	80.00
2005 Consumer 1, 2	4.55	37.50	200.00
3, 4	4.55	37.50	120.00

	LP	PS3	PS5
1895 20e Flag 1	5.80	6.30	75.00
2, 11	7.55	10.00	12.00
3, 12	3.35	3.50	7.50
4	37.80	80.50	800.00
6	37.80	38.50	140.00
5, 9, 10, 13, 14	2.75	4.00	6.00
8	5.45	5.60	16.00
1895a 20e PC 14	40.00	40.00	40.00
O135 20e Official 1	10.50	15.40	50.00
2263 20e Cable Car 1, 2	3.25	3.75	4.50
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, PC 111121	4.00	3.85	5.75
215 22e Flag 1, 7, 14	5.45	12.60	15.00
3	10.50	11.20	40.00
6	6.85	7.00	7.50
2, 4, 5, 8, 10, 12, 15, 16, 19, 21, 22, T1	4.00	4.10	4.50
11, 13, 17, 18, 20	5.95	6.30	9.50
2112 22e "D" Eagle 1, 2	4.75	5.10	7.75
O139 22e "D" Official 1	35.00	50.00	80.00
2464 23e Lunch Wag 2, 3	3.25	3.75	4.50
2268 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
2280 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	14.00	15.00	16.00
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
1 Orig. full serif	15.00	16.50	17.00
2518 "F" (29e) Tulip			
1111, 1222, 2211, 2222	3.50	4.00	4.50
1211	4.50	5.00	5.50
2523 29e Mt. Rushmore			
1, 2, 3, 4, 6, 7	3.50	4.00	4.50
2468 \$1 Seaplane	5.00	6.00	8.00

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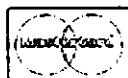
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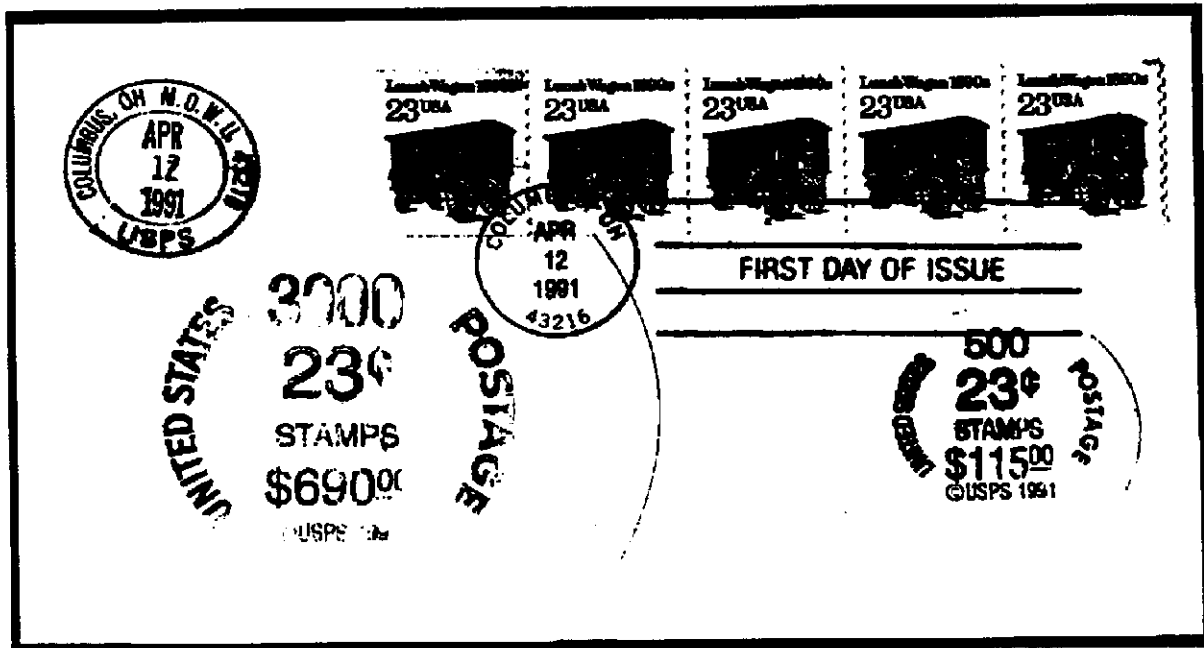
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PERSONALIZED COVER—Conrad Keydel prepared this 23T2 FDC, using labels from two rolls and adding a red two-ring cancel to show that it was not post dated, at Colopex in Columbus, Ohio, where PNC3 held a regional meeting. There

was no official first-day ceremony. USPS handed out a generic ceremony program also containing booklet stamps issued at the same time. There was no reference to the stamps in the folder.

Constant plate and mat varieties—XXXII

By. A.S. Cibulskas

1¢ Omnibus

a. B Press, Plate 2, block tagged. Horizontal crack beneath and parallel to the horizontal line under "Wall St. Ferry." The crack begins at the left perfs and extends through the body of the bus, covering about 75% of the stamp. Constant at 3L. (Tillet)

2¢ Locomotive

a. Plate 10. Excess ink results in area between the first two ties to be filled in. Constant at 3R. (Preuss)

4¢ Stagecoach

a. B Press, Plate 1, block tagged. Dot under the first "a" of "Stagecoach." Constant at 15L. (Tillet)

5¢ Motorcycle

a. Plate 4. Chipped plate at joint line. Starting about half way up. First it is offset to the right for about 4mm, then offset slightly to the left for about 8mm to top of stamp. (Preuss)

10.1¢ Oil Wagon

a. Service inscribed, Plate 3. Dot near perfs to right of the top of the cab. Constant at 6R.

b. Service inscribed, Plate 3. Red dot

between the "l" and the "k" of "Bulk." Constant at 6R.

c. Service inscribed, Plate 3. "Chewed 'c' of 'Carrier.'" Ragged area at bottom left of the "C" of "Carrier." Constant at 6R. (Tillet, all of the above)

15¢ Tugboat

a. Plate 2, overall tagged. "Anchor Line." Vertical crack at bow of boat, extending about 3mm upwards and to bottom of the stamp downwards. Constant at 18L.

b. Plate 2, overall tagged. "Anchor Line Extension." Continuation of the above crack downward from the top of the stamp, diagonally and left through the left side of the "s" in the date and to the left side of the mast-like structure. Constant at 18L. (Haake, both of the above)

Catalog work begins

Work has begun on the 1991 edition of *The Plate Number Coil Catalog*. Lack of a definitive stamp-issuing schedule from the Postal Service will probably delay publication into late summer or early fall.

This edition of the catalog will be the last edited by Stephen G. Esrati. The 1992 catalog will be edited by Richard J. Nazar. □

25¢ Flag

a. Plate 1, phosphored. Dot to left of the first bottom perf. Constant at 16L. (Tillet)

29¢ F

a. Plate 2211. Doubling of the "F" and the word "Flower." Resembles a Cottrell Press chill-roller effect on most parts of the black lettering on all stamps in a strip of five, but is most pronounced on 1L. (Tillet)

b. Plate 2222. Diagonal black line from the fifth perf from the bottom, past the "o" of "only" to the base of the tulip, at the intersection of the flower with the stem. Constant at 3L. (Tillet)

c. Various. Numerous reports have been received of various design elements doubling as a result of misregistration of the printing plates. □

Reader stamps TPN

A reader in Brooklyn sent in a card listing four possibly new EKUs. But he did not sign the card, so the information cannot be verified. □

SCF and BMC discounts aren't easy to qualify for

The discounts for taking mail to an SCF (sectional center facility) or a BMC (bulk mail center) do not apply to all bulk mail.

Such discounts are only available for mail that is going to be delivered by the receiving post office.

To do this, mailers must not only deliver the mail to the delivering office, but must also have all the necessary permits at that office. The \$75 permits are separate for use of precanceled stamps and for bulk mail.

[The last issue of *TPN* was mailed under its precancel permit (14903) in error. It should have been mailed under its bulk-mail permit (1216).]

Mail may also be given a delivery discount if the mailer's plant qualifies as a DMU (detached mail unit). This requires a separate facility that can be locked, has a telephone, and is separate from the mailer's operation. It must also provide a safe environment for postal personnel who work there.

The gimmick here is that the mail must be put on vehicles bound for the delivery destination. It cannot be transported elsewhere on postal vehicles, or it loses the discount.

The rules get complex about which delivery discount applies. But if the greatest discount is available, all lower discounts are added to this discount.

The 29 offices that qualify for accepting delivery-discount mail are enumerated in the *Domestic Mail Manual* as follows:

Facility	3-Digit ZIP Code Areas Served
Albuquerque NM	865, 870-875, 877-884
Atlanta GA	298, 300-312, 317-319, 350-368, 373-374, 377-379, 399

Billings MT	590-599
Buffalo NY	130-136, 140-149
Chicago IL	463-464, 530-535, 537-538, 600-611, 613
Cincinnati OH	250-253, 255-259, 400-418, 421-422, 425-427, 430-433, 437-438, 448-462, 469-474
Dallas TX	706, 710-712, 718, 733, 747, 750-799, 885
Denver CO	690-693, 800-818, 820-831
Des Moines IA	500-516, 520-528, 612, 680-688
Detroit MI	434-436, 465-468, 480-497
Fargo ND	565, 567, 580-588
Greensboro NC	240-243, 245-249, 270-297, 376
Jacksonville FL	299, 313-316, 320-342, 348-347, 349
Kansas City MO	640-653, 656-679, 739
Los Angeles CA	889-892, 900-935
Memphis TN	365-372, 375, 380-397, 700-705, 707-709, 703-714, 716-717, 718-729
Minneapolis MN	498-499, 540-564, 568
New Jersey Int'l	004-005, 070-078, 088-119, 127
Oklahoma City OK	730-732, 734-738, 740-746, 748-749
Philadelphia PA	080-087, 137-139, 168-199
Phoenix AZ	850-860, 863-864
Pittsburgh PA	150-168, 260-266, 439-447
St. Louis MO	420, 423-424, 475-479, 614-620, 622-639, 654-655
Salt Lake City UT	832-834, 838-837, 840-847, 893, 898, 979
San Francisco CA	884-897, 836-866
Seattle WA	835, 838, 970-978, 980-994
Sioux Falls SD	570-577
Springfield MA	010-069, 120-126, 128-129
Washington DC	200-239, 244, 254, 267-268

A mailer who wants to send bulk mail sorted by carrier route in Boston (020-022) would have to present the mail at Springfield, which covers most of Massachusetts, the Albany, N.Y. area, and on to Glens Falls and Plattsburgh, N.Y.

The scheme does not follow state lines. Cincinnati serves parts of West Virginia, Kentucky, Ohio, and Indiana. But Indiana also falls within the regions of the offices

in St. Louis and Chicago.

Conversely, *TPN* could get no SCF discount by taking the last issue to the Cleveland sectional center, because it would have needed more than 200 subscribers in Cleveland (440-441) to qualify for the SCF discount.

But a member of the Shaker Heights Philatelic Society (to which Steve Esrati belongs) does bulk mailings for a local charity. He said he found the SCF discount a blessing, since all his mail was destined for Cleveland.

Now can you see why you need a calculator for the new rates? □

Discount Lighthouse supplements

Supplements except for PNC album will be available after May 1. Listed below are some hingeless prices postpaid.

Country	Stk	List	My price
USA	N535F	15.75	11.85
Great Britain	N015F	21.75	16.30
Ireland	N035F	12.50	9.35
Switzerland	N115F	16.25	12.15
Switz. se-tenant	N1125F	4.25	3.15
Vatican City	N135F	11.25	8.45
Belgium	N145F	22.75	17.05
France	N155F	24.50	18.35
Austria	N185F	11.00	8.25
min. sheets	N18K5F	7.50	5.65
Germany			
Fed Rep & Berlin	N235F	34.50	25.85
Fed Rep only	N23A5F	24.00	18.00
same, se-tenant	N23A25F	8.00	6.00
Berlin only	N23B5F	10.50	7.85
GDR to G/30/90	N24-8F	17.50	13.15
same, se-tenant	N24Z-15F	19.85	14.85
GDR in DM	N24Z-15F	7.25	5.45
same, se-tenant	N24Z-15F	4.00	3.00
GDR min sheets	N24K5F	8.00	6.00
Italy	N275F	35.50	26.65
Yugoslavia	N305F	21.00	15.75
Russia	N355F	52.50	39.40
Sweden (no bkts)	N425F	16.25	12.20
Bkts. only	N42H5F	20.00	15.00
Israel (no tabs)	N875F	13.50	10.15
same, tabs	N87Tab5F	15.50	11.65
min. sheets	N87K	4.50	3.35
Japan	N96	48.50	36.35
Australia	N985F	27.50	20.65

Many others available. Ask my price before spending more. Also, 25% off on Stanley Gibbons and Michel catalogs. PNC3 members get an additional 5% discount.

New Issues

I will fill your standing order for PNCs for all new numbers. I also furnish ArtCraft, Art-master, and House of Farnam FDCs. Tell me what you need. My prices are competitive.

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What makes 20F4 so scarce in PS/5?

"Why is the price of Plate 4 of the 20¢ Flag going up so fast when the 'Max. PNCs' figure in the catalogue is 62 million?" asked Tim Lindemuth, the prize-winning exhibitor of 20¢ Flags, at the 10th PNC Birthday seminar at the Garfield-Perry March Party in Cleveland.

The answer, Ken Lawrence, said was complex.

• The 'Max. PNCs' figure, computed on the basis of the impressions total reported by BEP, was found always to be much higher than the actual number of stamps shipped to USPS by BEP. We have shipping totals only on stamps that had only one plate number. Where more than one plate was used for a design, as there were on the 20¢ Flag coils, we have only a total shipped for all plates.

• Plate 4 was the first PNC printed on the Goebel C Press. That means that all the trial runs of the new press probably used Plate 4, and all the spoilage and waste from the breaking in of the press were all included in the impressions total by BEP.

But, Lawrence said, when we learn the ultimate EKU of Plate 4, we also will have a first-day cover for the C Press. "The trouble is they gave us wrong data on the date to press. [The date reported was Oct. 1, 1982.] We have many covers with much earlier dates."

The earliest usage known to date is July 12, 1982.

Steve Esrati threw in another reason: At the time this stamp was issued, most collectors still were saving pairs or strips of three. Strips of three are still fairly common; but strips of five are scarce. □

Bidders are scarce at Koepps' auction

Continued from Page 51

said.

"It's hard to figure out," she said, referring to PNCs on cover. "When you put a couple of covers on your counter, they get grabbed up pretty fast. But this was a disappointment."

Some of the prices realized included:

- 5. 18F1, earliest known use (EKU) of any PNC on 4/29/81, est. \$200, \$110.
- 31. 18F5, earliest non-philatelic use (ENP), est. \$100, \$42.
- 69. 18T1, purple cancel (PMC), "Lightning bolt," est. \$75, \$45.
- 94. 18T1, est. \$100, \$32.
- 100. 18T4, ENP, est. \$200, \$62.
- 110. 18T5, ENP, est. \$45, \$27.
- 208. 18R15, EKU, est. \$250, \$155.
- 214. 18T16, EKU, est. \$250, \$105.
- 218. 18T16, PMC, est. \$250, \$140.
- 317. 18F1 Aircraft FDC, PS/3, est. \$150, \$105.
- 322. 18F3 Aircraft FDC, PS/3, est. \$400, \$200.
- 323. 4.9T (no number) on Kribbs FDC, est. \$500, \$250.
- 326. 5.2T1P KMC FDC, PS/2, est. \$1,000, \$500.
- 330. 5.9T (no number) on Kribbs FDC, est. \$275, \$125.
- 335. 18T4, Armaster FDC, PS/2, est. \$500, \$200.
- 336. 18T4, Aircraft FDC, PS/5, est. \$1,400, \$800.
- 378. 25¢ Autopost Machine 11 from UPU Congres, est. \$1,000, \$510.
- 386. 20 precanceled commercial covers, est. \$100, \$115.
- 388. Sealed 75-pound box of 1981 covers, est. \$400, \$450. □

Blue leaves, pink background

Ernst finds weird 25¢ Bee

Eugene R. Ernst has sent in a corner of a business envelope bearing a 25¢ Honeybee with the strangest colors.

The leaves are blue instead of green.

The background, which should be Pantone (PMS) yellow, is pink.

The offset black is washed out, resembling gray.

The clover blossoms, however, are in the shade which is on normal stamps.

The stamp has little tagging left.

The item went through the mail with a machine cancel in Queens, N.Y., on March 21, 1991, with a 4¢ makeup stamp (which is high bright under UV).

The first conclusion would have to be that the stamp had been washed and reused, but under UV, the stamp shows no trace of a removed cancel.

That leads to the next assumption: the blue leaves result from a lack of the process yellow, which, when added to the cyan would have resulted in green. But the change in the Pantone yellow, as well as the missing process yellow, seems to indicate something else than the unexplainable absence of both yellow

inks.

But there's a rub to all this, based on the existence of Howard Moser's stamps in which most of the Pantone yellow is missing (see article on Page 60). When there is no Pantone yellow, the background is white.

The fact that on this stamp the Pantone yellow has turned pink, leads to the tentative conclusion that Ernst's stamp has been chemically altered.

It is hoped that Ernst will submit this curiosity to BEP for an explanation. □

TPN raises rates

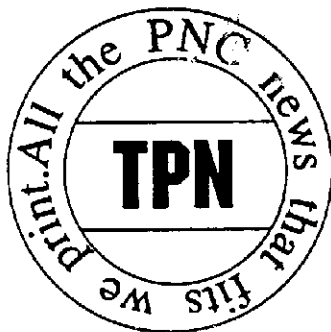
Higher postage costs have forced TPN to raise the extra charge for shipment by first-class mail or outside North America to \$4.50 from \$3.50 a year.

The bulk-mail subscription cost goes to \$16.00 a year (\$14.00 for members of PNC) for subscribers in the United States and Canada.

The increases reflect the 18½% rise in postage in the recent rate hike.

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