

PNC PLATE BLOCK—The top four rows of Harald Singer's "block of 49" made from a stamp stick of the 29¢ denominated Flower. Circles show the tufts where the rows are connected by an uncut area measuring 1.5mm in width.

29M1 plate blocks hard to make

Harald Singer of Hyde Park, Utah, decided to try to make plate blocks from the stamp sticks provided by USPS of the denominated 29¢ Flower.

Carefully removing the attached 10 rolls of stamps from the stamp stick, Singer immediately placed them between two pages of clear plastic into which he

had inserted a piece of cardboard as a stiffener.

Out of the stick's 10 rolls, Singer managed to save a "block" of 49 (7 rows of 7 stamps) and a block of 21 (3 rows).

When he was done, Singer trimmed his package and sealed it. (He did not specify his method of sealing.)

But when he tried to duplicate the feat, Singer said, "I couldn't do it. They fell apart." The largest unit he could salvage the second time was a 28-stamp block.

The explanation for the difficulty lies in the way the rows are held together. Starting at the left edge of Singer's block of 28, the top row has its first tuft (the 1.5mm-wide uncut paper between rows) just to the left of the plate number on the middle stamp in the strip. The right edge of the tuft is 2mm to the left of the leftmost plate number. A second tuft appears near the right end of that row, just 1mm from the edge.

On the next row, the tuft under the plate number has shifted to the right so it now starts 3mm to the right of the rightmost plate number and is the only link holding the top and second rows together.

By the third row, there is a tuft 7mm

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In 1991, 82.62% of subscribers renewed their subscriptions!

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A late-blooming alibi

If you were putting out bids to have stamps printed, would the lowest bid be the only consideration in your decision?

Would you, for example, give the contract to the lowest bidder if you knew he did not own a perforator and that none of the firms to which he subcontracted work had access to a perforator?

Well, you say, he'll deliver the stamps at a lower price, so I'll go with him no matter what. After all, the bottom line is the cost per stamp.

When your contractor doesn't deliver on time, you are left looking bad. Your *Philatelic Catalog* said the stamps would be available in mid-April, but your low bidder was still looking for a perforator.

You might have had a very easy solution. You could have canceled the contract for non-fulfillment and could have called up the trusty BEP to ask the much-maligned people there if they could produce the stamps. Oh yes, it would mean swallowing some pride and exposing some of the flagrant nonsense that you have spouted as the nonsense that it is, but you'd have had the stamps—on time.

In fact, for the 29¢ Flower, BEP could have done the job fast because it had the four colored plates it used for printing the "F" stamps and only needed to make a black plate for the change from "F" to "29."

But that was simply out of the question. You wouldn't want the public to know that the falsehood you were spreading—that BEP simply was overburdened and could print no more stamps—was untrue.

So you stick to your low bidder who doesn't have a perforator.

Then, you decide that it's the last of the ninth inning with the bases loaded and two outs. Your batter has a three-ball, no-strike count, and your team trails by two. You tell your batter to swing for the fences and not try to walk and force in a run.

In stamp terms, you tell your contractor to roulette the stamps because you want them out on the counter before the rate goes to 30 cents. But you've got to put a good face on rouletting, so you tell your public relations people to come up with some sort of explanation. Here, in full, is what they come up with:

"The new slit-perforated stamps will be tested in response to years of requests from the mailing public for coil stamps that tear off the rolls easier than current round-holed perforated stamps. The slits will allow customers to easily tear a stamp from the coil without damaging either of the stamps being separated."

When asked, your spokesman could cite no request for

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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easier tearing and when your low-bidder finally delivers the stamps, customers note right away that the stamps are not easier to separate. Dealers who have to strip out PNCs actually find it more difficult to separate the stamps.

Al Haake's experience is that one strip in 10 simply cannot be separated without tearing the stamps.

But you've got another advantage you can tout:

"The new slit-perforated Flower stamp coil will also be wrapped in a transparent sleeve instead of a piece of adhesive tape which sometimes adheres to, and damages, the stamps on the outside of the roll."

That's comparing apples and oranges. Rolls of 100 have not had adhesive tape on them; the rolls that did were the larger 500s, and 3,000s. The 100s have had paper wrappers and they came off with no trouble at all.

We won't say anything about the fact that the delays in getting the 29¢ Flower out to postal counters may have had something to do with putting the wrong ordering number on each roll. Remember, when the stamps first were announced in *The Philatelic Catalog*, they had two ordering numbers, one for rolls of 100, and one for larger rolls.

The reason the larger rolls had to be canceled was that your low bidder did not have a perforator, and rouletted stamps don't work in stamp-affixing machines or postal vending machines, which need holes by which to feed the stamps through the machine.

The explanation about rouletting being somehow better than perforations just doesn't hold water. It seems to be an alibi, an alibi that was thought up after the fact. ✱

Special notice

This issue is going to the printer a bit early because Steve Esrati will be away from his desk from mid-October until the end of the month to undergo surgery.

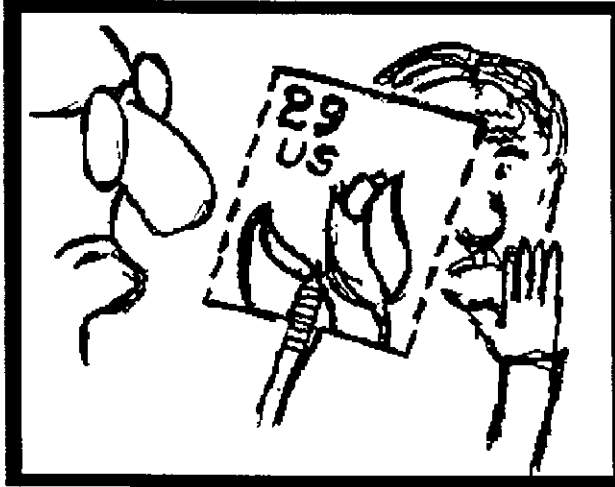
If the issue seems skimpier than usual, please excuse us and look forward to a return to normal in the January issue.

There's good stuff in the works. Most important is the definitive story of the Cottrell presses, a project that may explain everything from precancel gaps to se-tenant mats.

Happy hunting! ✱

Pedro's World of PNCs

by Pedro Ortegon, M.D.



Got any good ideas how we can sell these rouletted stamps?

Letters: Roll sizes needed on 'F' Flower

It's really a moot point now, but exactly where and in what size rolls did the "F" Flower 1211 turn up for sale?

In Lakeland, Fla., about 75 miles from here, I found 2211 in quantity (they're all gone now), but only bought a single roll, as at the time there was no indication this—or any other number—would be in short supply. No one I've ever corresponded with has ever come up with a source location of 1211, however. Hard to understand.

George E. Kuhn
Leesburg, Fla.

In reply: TPN reported roll sizes from 1211 of 500 and 3,000 in March 1991. Rolls of 500 were first reported in Iowa by Jerry Koepp of Stamps 'n' Stuff on Jan. 28. Koepp found rolls of 3,000 on Feb. 2. This was reported in "Update."

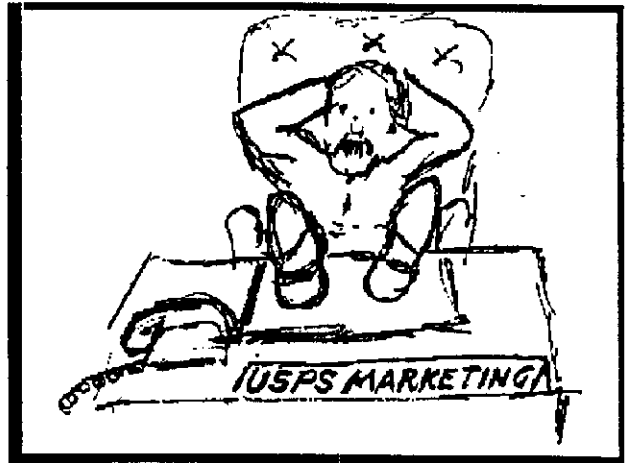
Stamps with 2211 are known (so far) only in rolls of 100 and were first reported as "size unknown" in California by Phil Rose (who lives on Long Island). Rolls of 100 were subsequently found by Craig Selig in Indiana.

Readers are encouraged to play close attention to the "Update" column since it not only lists every new stamp, but also provides roll size and locations when reported to TPN. Needless to say, all contributions to "Update" are always welcome.

Untagged 2¢ Locomotives

This is just a short note about my erroneous report of 2¢ Locomotive untagged.

Long before I was contacted by anyone in the PNC Study Group, I knew it was tagged. Shortly after I wrote to



Yeah, let's try this one: "USPS state-of-the-art separation technique does not remove any paper so the consumer gets more stamps for his money!"

Harold Brown of *Coil Line*, a fellow collector with a better UV light visited and the facts were clear. The issue was very lightly tagged.

I wrote to Harold and explained the situation, but the retraction did not arrive in time.

I'm sorry for any problems this may have caused.

Steven Crown
League City, Tex.

In reply: No need to apologize. It is always better to report finds than to be silent. Erroneous reports can always be corrected. Unreported finds are no help to anyone. But this "find" did manage to make its way erroneously into the 1991 catalog.

More on coilers and perforators

I goofed. My TPN article on plate and roll sizes (Page 104) contains some errors.

The A Press did not possess any coiling ability. It had only a perforating ability that was never used on coil stamps.

The article uses phrases that lead the reader to believe that the printing and processing into coil rolls is continuous. Not so. The webs are rewound and processed separately.

Finally, for the record, the width capacity of the C and D presses is 22 subjects, not 20.

I regret any confusion these errors may have caused.

Alan Thomson
Northwood, N.H.

Problems of album production

The peculiarity of the *PNC Catalog*—with which I agree—is that within the groups for Flags, Transportation coils, and miscellaneous series the catalog is arranged strictly by the stamps' denominations, irrespective of their years of issue.

For example, the 5¢ Motorcycle is followed by the 5¢ Milk Wagon, 05 Circus Wagon and 05 Canoe.

If Lighthouse Publications were to follow suit we would be forced—with every new supplement—to re-arrange the layout of practically the entire Transportation Series. This would render the price of every supplement unaffordable.

There was no 1989 Transportation Coil issue. After that hiatus, Scott Publishing Co. resumes listings in its catalogs with its 2450-69. Lighthouse, too, will start a new sequence of pages, provided that the designs are entirely new and different from former ones.

Wolfgang Schön
Lighthouse Publications
Geesthacht, Germany

Blue dot on Honeybees, and more

I am writing in regard to a few items of interest to me that have not yet surfaced in *TPN*.

I purchased a roll of 100 Honeybees on vacation in Freeport, Maine, a couple of years ago. These were Plate 2 from the C Press and the plate number was partly into the stamp frame and 2mm left of center.

Once I removed the two PNCs from the roll, I noticed a small blue dot next to the plate number on one of the strips of five. When I checked the other strip of five, the blue dot had moved to 2R.

On checking the rest of the roll, I discovered two more blue dots. All the blue dots were 24 stamps apart, so I ended up with four strips of five: two with plate numbers and two with the blue dot.

All the blue dots were perfectly centered under the frame,

where the plate numbers should normally be.

In reply: Something is wrong here. If the stamps were printed on the C Press, using offset product from the Optiforma Press, the plate number interval (from the C Press) would be 48 and the Optiforma interval would be 25. That means the blue dot should move two stamps to the right for each plate number, as indeed it did. But the interval between the blue dots would be 25, not 24.

Numbers on 'F' Tulip

Another interesting find is on Plate 2222 of the "F" Tulip.

Most of the multicolored number groups that have been issued are approximately 2mm in width. But on the 2222 "F" stamp I have found widths ranging from 1.75mm to 2.50mm.

In reply: The width of the group of plate numbers reflects the registration of all the plates. If all the plates are perfectly lined up, the numbers should be evenly spaced and aligned vertically. Any small shift in register, will not only knock one number out of synch with the other numbers, but will also show up in the way the colors of the stamp appear. If you check the numbers and find one number too far left, the corresponding color in the stamp itself will also be shifted a like amount. An XF stamp is one in which the numbers are evenly spaced and are all on the same line vertically.

Have BEP reports been cut back?

Finally, the last plate-activity report that I received from BEP was May 1990. Are they eliminating us from the list?

Edmond Charboneau
Forestville, Conn.

In reply: BEP does not distribute the plate-activity reports; USPS does. And, as was indicated in the last issue of *TPN*, USPS holds up the reports which BEP submits monthly.

You received the last report that USPS sent out to its special mailing list for such reports. The June-July 1990 reports got lost at USPS.

The reports from August through February 1991 were never distributed generally. *TPN* was fortunate to have one sent specially to help complete the 1991 *PNC Catalog*.

BEP was kind enough to send a duplicate of the lost June-July 1990 reports after a request from *TPN* and after checking with USPS to verify *TPN's* statement that these reports had been lost at USPS. BEP also needed permission from USPS to send us those reports.

It is now November 1991, and no reports have been released to reflect plate activity since March 1991. In that period, we have had several new PNCs. And we are still awaiting details on many old stamps that can no longer be printed because of the retirement of the B Press.

USPS, however, does appear to be interested in continuing to publish the reports. At STaMpsHOW, Assistant Postmaster General Gordon Morison solicited PNC collectors' views on the material they wanted included in the reports. Among the improvements that may be added are data on paper type, returns to press, tagging, and roll size. ✽



BUYING ERRORS

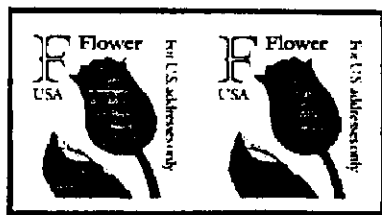
Imperforates Missing Colors Perf Shifts
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McMurray's PNCs win a vermeil

Bill McMurray won a vermeil award at STAMPSHOW 91 in Philadelphia. It was the last step in his "March to Philly," in which he showed his PNC exhibit at show after show along the Atlantic coast.

His exhibit, "Tomorrow's Classics (U.S. Flag and Transportation Issues of 1981)," also won the President's Award of the Plate Number Coil Collectors Club (PNC³).

McMurray's exhibit included the original art work for the 20¢ Fire Pumper and the 9.3¢ Mail Wagon, signed by the designer, J. Schleyer, and the photograph of the 17¢ Electric Car that was the basis for the design by C. Jaquays.

Knowing that the McMurray exhibit was being shown constantly this year explains McMurray's comment that he worked on his exhibit almost every night. McMurray had to do this because his exhibit reflected all the latest information available and indicates that the exhibit shown in Philadelphia had been much changed since it first hit the show circuit a year ago.

Where the updating was heaviest was apparently in the section on the 17¢ Electric Auto, where McMurray even included the shaving of the precancel mats.

None of this was known until Kim Cuniberti called Larry Haynes in France late in 1990. Cuniberti's research also helped McMurray over some other hurdles, such as the pairing of precancel mats.

Cuniberti was awarded a plaque at a dinner of the Plate Number Coil Study Group for his research on the 17¢ Auto. The plaque was officially termed the 1990-1991 Research Award.

At the dinner, Richard Nazar was formally invested as the editor of the *Plate Number Coil Catalog* and as coordinator of the study group.

The PNC highlights of the show included some finds.

Dr. Robert Rabinowitz mentioned that a bourse dealer had bought a PNC collection from an estate. Nazar immediately went to that dealer's table with two portable UV lamps and a 30-power magnifier.

Nazar's first find was several strips of Plates 1 and 2 of the 5.2¢ Sleigh with a horizontal tagging break from rows 9 or 10. That was quickly eclipsed by a find of Plates 9 and 10 of the 18¢ Surrey on experimental paper Type Ia. It was actually the first find of Paper Ia on Plate 10, although it was known to exist since Plate 9 had been found.

Joann Lenz handed out strips (without plate numbers) of her latest find at a USPS vending machine in Michigan.

The stamps were from Plate 6 of the 29¢ Flag Over Mt. Rushmore and are on an entirely new paper which has bright, overall prephosphored tagging that resembles the tagging found on the 22¢ Flag Test Coil, not the mottled overall prephosphored tagging found on the phosphored 25¢ Flag or previous versions of the 29¢ Rushmore.

At a meeting of the Plate Number Coil Collectors Club, a cover was passed around showing a reused strip of five 5¢ Circus Wagons and one 4¢ Steam Carriage, all untagged.

Gordon L. Morison, the assistant postmaster general, shot the breeze with several PNC collectors at Stu Kusnitz's table. One thing he did was to gather input from PNC collectors on the type of information they would like to see in plate-activity reports.

Morison said the form being designed would be sent to all printers and would bring reports from the private printers into line with those from BEP.

But there was some misunderstanding of something else said by Morison. Steve Esrati believes that he heard Morison say

that in view of the severe stamp shortages experienced during the months after the most recent rate change that postmasters had been told to open new stamps even before the first-day instructions on the stamps.

Morison read Esrati's report in *Stamp Collector* and denied it. He said what he had said was that a new system had been set up under which the first day of issue was to be set to fall on the day the first post office receives a new stamp. In the past, he explained, the date had been set to fall on the day the last post office received it.

Morison also spoke on the subject at a seminar.

Among those who were present, others also thought they believed Morison to have said that if a denomination is unavailable at the counters, postmasters could break open stamps of the same denomination even before the date printed on the package.

They were apparently wrong because Morison said in a letter to *Stamp Collector* that no such authority had been given to postmasters. □

Impatient APS rejects PNC circuits

From a letter written Sept. 12, 1991, by APS Sales Director Gordon P. Wrenn to Ron Maifeld:

You are one of only 14 members who responded to our urgent request published in the August 1991 issue of *The American Philatelist* for a continuing supply of PNC material. The total number of books promised per month would not meet the demand of members requesting circuits of this category. Thus, this quite disappointing response means that it will not be possible for us to establish U.S. Plate Number Coils multiple sales circuits. We welcome your offer to send this material to us and hope you will still do so. We will do our best to give it wide distribution in the various U.S. sales circuits in which the material would be circulated.

Comment from *TPN*: APS is more confident of the Postal Service's ability to deliver its August issue by Sept. 12 than we are.

A few potential sellers indicated that they would have a problem without special mounts for this material. We have been circulating these items quite successfully from members who are using cut-down glassine envelopes which just fit the strips of five, in our C3½ stamp mounts for strips of three and in the black-backed strip mounts which are sold by many stamp dealers. The subject of pricing has also been mentioned for these specialized items. As always, we recommend that dealers' ads in the current weekly and monthly philatelic press are the best guide for pricing in

our sales books. At least three dealers' ads appeared in *Linn's Stamp News* during August.

P.S. I appreciate your suggestion that we list PNCs in the "We Need" paragraph. The material listed there refers to the actual circuit categories we circulate which appear on our list of circuits. We would not list a category which is not available.

So APS rejected the idea of a PNC circuit on the basis of one plea for material, a very short wait for replies, and a clear lack of understanding of the immense popularity of PNCs.

The cliché that Rome wasn't built in a day comes to mind. It behooves PNC collectors interested in an APS circuit to let Wrenn know that the material is out there, is wanted, and just takes a little more patience to get going. □

UV Mounts add sizes

H. Harry Mueggeburg has added eight sizes to his line of Ultra View Mounts, which permit the viewing of mounted stamps under UV. The sizes range from small (for PNCs) to a full-page sleeve for mounting in a three-ring binder.

Write Mueggeburg for a descriptive folder and an order blank at 3525 Bluff Ct., Carmichael CA 95608.

Untagged Circus Wagon is 7th special printing

1. The Look Coil

In April 1967, a mixture picker discovered something never before seen: a tagged copy of the 3¢ Liberty coil (Scott 1057b). Previous 3¢ Liberty coil stamps had been untagged.

We know now that the stamps were printed on the Cottrell presses using Plates 27236 and 27237, both of which had been used previously for the untagged coils.

According to Alfred G. Boerger¹, printing of the tagged stamps took place on Oct. 7, 1966, and the entire printing run, in rolls of 3,000, was sent to Des Moines, Iowa, for use by *Look* magazine.

As soon as collectors found out about the tagged coil, they howled for an opportunity to purchase this new stamp (after all, putting tagging on a stamp is the addition of a second color of ink, even if invisible in daylight). The Philatelic Sales Unit recalled 32 rolls from Des Moines and put the 96,000 stamps on sale to collectors.

All of the original *Look* coils were badly off center. Boerger explained that this was so because the stamps were not intended for philatelic purchase and, therefore, did not go through the usual BEP inspections.

That supply was quickly exhausted, so the PSU reordered the tagged coil from the BEP.

Many of the 32 original rolls were sold intact, probably to dealers, who picked out the most off-center stamps and sold them for use as postage.

When BEP reprinted the *Look* coil, there was a noticeable difference in the tagging. Where tagging on the *Look* coil was sharp and clear, the reprint's was coarse and considerably darker in UV. Also, the purple ink used was of a more intense shade. The same plates were used, but this printing was in rolls of 500. The total printing of the reprint was 1,125,000 stamps.²

No attempt was made at PSU to keep the original *Look* coils and the reprints separate. Collectors who ordered quantities other than 500 were shipped the originals, those asking for 500 stamps got the reprints.

And so collectors of U.S. stamps entered the era of stamps printed specially for one user and not originally made available through the normal channels.

Commenting on the situation in 1975, Boerger said:

The Division of Philately has not been receptive to the tagging program from the very

beginning, believing that anything not visible to the naked eye cannot be of much importance. They have stumbled for over 10 years now and still fail to come up with philatelic information necessary to clarify listings.³

2. Tagged Jefferson coil

It happened again in 1968 when tagged coils of 3,000 were printed on the Cottrell presses of the 2¢ Jefferson coil (Scott 1055a).

Most of the first printing was sent to Cincinnati for use by the Disabled American Veterans. A few were retained in Washington for sale to collectors.

The original printing of these stamps was again followed by a philatelic reprinting in rolls of 500. And, again, it was possible to tell the reprints from the originals because paper and ink differed slightly.

A third printing took place in 1974. Boerger said this printing was done for the increase in first-class postal rates from 8 cents to 10 cents.⁴

3. Stagecoach Plates 5 and 6

In the spring of 1986, PNC collectors ran into the printed-to-order phenomenon for the first time when Plates 5 and 6 of the 4¢ Stagecoach popped up without precancels. The stamps were traced to the DAV, which is headquartered across the river from Cincinnati in Covington, Ky.

D. John Shultz, then a dealer, offered them in *Linn's* as XF strips. But when other dealers managed to get some of these stamps in Cincinnati and elsewhere, the condition was horrible, with fewer than 10% of the strips even meeting VF standards.

Shultz theorized that his stamps came from a different printing than the stamps found later. When BEP plate-activity reports caught up with the stamps, Shultz was proven correct. There had, indeed, been two printings.

4. Pushcart, Plate 2

It happened again when Dr. William Griffiths of California found an unprecanceled 12.5¢ Pushcart from Plate 2 on a letter in April 1989. The stamp had been taken from a sweepstakes entry sent out by the *Reader's Digest*.⁵ Until Dr. Griffiths found the stamp on a letter mailed by a patient, the stamps had been known only with precancels.

When collectors learned of the existence of the unprecanceled Pushcart, the stamp was to go off sale at the Philatelic Sales Division on April 30.

PNC dealers immediately began badgering the Postal Service for information. They struck out.⁶

Dr. Robert Rabinowitz, however, learned from a social contact that the unprecanceled Pushcart had been shipped to Hartford, Conn., for use by the company that does mass mailings for the *Digest*. Dr. Rabinowitz obtained some before April 30, but other dealers were left empty handed. They complained to the Postal Service and the deadline for withdrawal was canceled. They eventually were withdrawn Oct. 31, 1990.

When rolls of 3,000 were finally made available to collectors they were found to have been identical to the ones obtained in Hartford.

5. Stagecoach, overall tagged

Another printed-to-order stamp was the 4¢ Stagecoach from the B Press which was printed for the DAV with overall tagging late in 1990.

One dealer was able to obtain some of these directly from the DAV, but other dealers had to wait until the stamps became available elsewhere. Some eventually were sold out of the philatelic cave under Kansas City.

6. 2¢ Loco, Rolls of 10,000

In 1989, *Reader's Digest* ordered rolls of 10,000 of the re-engraved 2¢ Locomotive for use in another sweepstakes. Such stamps have never been found by collectors.⁷ This printing took place before USPS announced printing of rolls in this size.

7. Circus Wagon, overall tag

In May 1991, USPS stated that the 5¢ Circus Wagon was being reprinted in rolls of 3,000 without tagging. The announcement⁸ said the BEP would begin distribution of the reprints in late May or early June. Dealers began looking for the untagged Circus Wagons immediately. Until an envelope bearing five of them was shown Aug. 24 at a meeting in Philadelphia of PNC³ no untagged Circus Wagons turned up.

They were later found on sale at the philatelic counter at the BALPEX stamp show in Baltimore.

Footnotes

1. Boerger, Alfred G., *Handbook on U.S. Luminous Stamps*, 1975 edition, Page 28.

2. *Ibid.*, Page 30.

3. *Ibid.*, Page 31.

4. *Ibid.*, Page 27.

5. For an illustration of the way these were mailed out by the *Digest*, see, Ken Lawrence, *Linn's Plate Number Coil Handbook*, Page 146.

6. The entire story appeared in *The Plate Number* in July 1989.

7. Lawrence, op. cit., Page 210.

8. *Philatelic Release 40* (undated, but in 1991).

29M1 plate blocks hard to make

Continued from Page 107

from the left edge of the strip of seven and the middle tuft has moved to 8.5mm right of the rightmost plate number.

But don't get the impression that Stamp Venturers, which had the printing and perforating done at J.W. Fergusson & Sons, was able to stay consistent on the spacing of the tufts. On the fourth row, the leftmost tuft shifts more than 20mm to the right as does the "middle" tuft. Suddenly, the "middle" tuft is under the stamp that is two stamps right of the numbered stamp (2R).

On the fifth row, the left tuft shifts to the left by some 12mm and Singer could not save the "middle" tuft. That means that Row 6 in his "block" hangs by only one tuft.

On the sixth row the tufts move leftward again with the "middle" tuft now under the slit perforation between the numbered stamp and 1R.

The bottom of the seventh row, where Singer's block fell apart, shows the remains of one tuft under the leftmost stamp, exactly below the tuft holding Rows 6 and 7 together, but there is no sign of a tuft under the "middle" tuft.

In other words, the separation between rows of the stamps is almost totally random. The ability to save a large block

from falling apart depends on how many connectors are in the numbered block one is trying to remove. Ideally, having a tuft nicely spaced near the ends of two rows of seven would make a block of 14 the most likely to stay together. It is unlikely that one could find two connectors in strips of only five stamps.

But if the connectors are near both ends of the strip of seven in two rows, the way they move around as one moves down the web means that other rows are likely to have fewer connectors, and may fall apart.

Which brings up the main question: Should one try to collect blocks of PNCs from stamp sticks?

TPN never tells collectors what to collect or how to collect. In this instance, however, it is safe to say that the answer should be definitely "YES!"

The reason is simple. We all know that stamps increase in value in proportion to rarity and demand. Because of the difficulties inherent in obtaining any large block of the 29¢ denominated Flower, few large blocks will ever exist. Even Singer's block of 49 hangs between Rows 5 and 6 by a single tuft and may not survive if it is ever removed from its package.

Judging demand for these blocks a few years hence is impossible, but the chances are that any large block will be a desir-

able item for exhibit, just to illustrate a peculiar and unusual method of packaging U.S. stamps.

Stamp sticks containing 10 rolls of 100 were first introduced in late August, USPS told Gary Griffith of *Linn's* that it was a test of new packaging techniques.

Donald McDowell, director of the Office of Stamp and Philatelic Marketing told Griffith that, in theory, one could make a unit of 1,000 or blocks of any smaller size.

"You'd have to do it gingerly," he was quoted as saying, "but it could be done."

Based on Singer's experience and close examination of the tufts holding the rows of stamps together, TPN is not so sure it can be done unless the rouletting between rows is extremely poor.

Another factor in the difficulty of saving large blocks is in the way the stamps were printed from a plate that produced 13 rows of 33 stamps. The stamp sticks are made from only 10 of those rows as 3 rows are removed. Given the random spacing of the tufts, the "block" of 10 rows the connectors may not fall in a manner where the rows of stamps can be held together easily.

In Singer's case, his top row has only one connector, making it a weak link in the block. □

UPDATE

New stamps, corrections, withdrawals from sale

New stamps

11T2P—Plate 2, untagged, service inscribed, of the 11¢ Caboose. Issued Sept. 25 in Washington D.C. (although USPS announced a release date of Sept. 24). No first-day ceremony. C Press, interval between plate numbers of 48. (Color changed from Plate 1: redder, less yellow.)

19MS2424—Plate numbers 2, 4, 2, 4 on the 19¢ Fishing Boat, rolls of 500 and 3,000. (Coveney, Haake)

23FA111—23¢ Flag service inscribed "Presorted First-Class." Issued Sept. 27 in Washington, D.C. (Coveney, Yeager)

23FA212—23¢ Flag service inscribed "Presorted First-Class." Issued Sept. 27 in Washington, D.C. (Coveney, Yeager)

Corrections to 1991 catalog

Page 7—The dagger after the issue date of the phosphored 25¢ Flag Over Yosemite refers to the fact that the stamp went on sale in Connecticut on Feb. 12, 1989, two days before the first day of issue.

Page 13—2TRI, the untagged 2¢ Locomotive, has not been reported by collectors.

Page 20—The \$70.00 price on a "Buggy Whip" on Plate 6 of the 4.9¢ Buckboard at 2L should have been \$17.00.

Page 38—The "Anchor line" plate scratch and its continuation on 15T2i is at 19L, not 18L.

(Mueggenburg, Ernst)

Page 49—The ☐ (symbol that an FDC exists) is missing from the \$1 Seaplane. (Ernst)

Page 51—The BEP chart at the bottom of the page should not have referred to "tagged and precanceled stamps" in the in the text block and in the footnote. The correct terminology should have been "unprecanceled and precanceled," especially in view of the fact that some of these precancels are tagged.

Page 62—In Appendix D, the checklist for the 18¢ Flag got shifted one place to the right. Plate 8 does not exist; Plate 1 does (with a PMC). (Ernst)

Page 68—In Appendix I, the \$1 Seaplane should be listed as existing on a first-day program. (Ernst)

Withdrawals

25F—25¢ Flag Over Yosemite, block tagged. C Press rolls of 100, Oct. 31, 1991. (B Press block tagged rolls remain on sale as do phosphored rolls of 100)

8.4TP—8.4¢ Wheel Chair, Oct. 31, 1991.

Corrections to TPN

Page 92—The statement that Steven Crown had found untagged 2¢ Locomotives should have been updated by the later information on Page 99. No untagged Locomotives have been found.

Page 98—Because of a computer error, a line saying: "The following stamps are included in the

TPN Average" was left out in the article headlined "Catalog prices hit all-time high." The line should have appeared after the fourth paragraph.

Updates to 1991 catalog

Page 21—5T1Yi, the untagged 5¢ Circus Waggon, exists.

Page 28—8.4T2P, Plate 2 of the 8.4¢ Wheelchair exists on Paper 111n. This indicates a return to press of Plate 2 after January 1991, but the printing date of Plate 3 is still under a cloud because of an inconsistent report from BEP. (Cuniberti)

Page 65—The Postal Service has extended the period allowing false franking with outdated precancels from Sept. 9, 1991, to March 1, 1992.

Did you get it?
You mean the 1991
PNC Catalog?
Yeah?
No.
Why not?

11¢ Caboose returns



CABOOSE — The plate number "2" has been photographically added to this picture of a 1984 Caboose.



Blk. Rt.

REASON — "Blk. Rt." had to be added on bulk-mailed envelopes using the 10¢ Tractor Trailer.

In August, Ken Lawrence heard that USPS was going to reissue the 11¢ Caboose. He called USPS to verify the report. "Absolutely not," was what he was told. Nevertheless, Lawrence stuck his neck out and said in his Aug. 19 *Linn's* column that USPS had asked BEP whether it still had the plate.

Lawrence also tried an end run. He asked *TPN* to check with BEP whether the old 11¢ Caboose plate was still around and whether USPS had inquired about it. *TPN* struck out. The question went unanswered.

In fact, the old plate is probably still in the vault because it was never retired. (Although the *PNC Catalog* gives "Maximum PNC" figures, these are derived from shipping records, not the cancellation of the plate).

But the stamp that was issued in September was not printed from it. It was printed on Plate 2.

"Sure," said Lawrence. "They had to because the B Press has been torn down."

Leah Akbar, a spokesperson for BEP, could not confirm that the B Press is now inoperable.

The stamp is a bit of an oddball. Under the current guidelines, it counts as a precancel because it carries the "Bulk Rate" service inscription. The old stamp required overprinting by two black lines to become a precancel. The unprecanceled version of Plate 1 was printed principally for collectors.

And because the new stamp is a precancel, it is not tagged.

The reason USPS had to reissue the 11¢ stamp is because of the problems outlined in Alan Thomson's editorial in our September issue. The 10¢ Tractor Trailer stamp lacked a service inscription. That meant that mailers had to place an endorsement on their mail saying either "First Class" or "Bulk Mail." The Caboose, of course, has "Bulk Mail" inscribed on the stamp.

An example of why the stamp was needed is seen in the accompanying illustration from an envelope containing a bill from the Shell Oil Co. The inscription "Blk. Rt." was needed to make the bill mailable.

The color of the red on the new stamp

is somewhat different. The stamp as issued in 1984 appeared close to U198 in the Pantone Matching System when Phil Rose analyzed colors of all available PNCs in the March 1990 issue of *TPN*. The new stamp used Pantone's 186U, according to Leah Akbar of BEP.

The study group's Wayne Youngblood said the paper was whiter in daylight and deader in UV.

Lawrence said the difference in the color is probably because the old stamp was ordered with one of the BEP's secret blends of color while the new stamp's color was determined by the Pantone Color System.

"Someone probably pulled out a Pantone fan" he speculated, "and said, 'Use this color.'"

Youngblood, in *Linn's*, said the new Caboose was printed on the C Press with a 48-stamp interval between plate numbers. Ms. Akbar confirmed use of the C Press (but this does not preclude future printings on the D Press.)

The new stamp will be catalogued as 11T2P. The old 11¢ Stutz Bearcat from Plate 2 remains 11T2.

Although USPS had announced that the new Caboose would go on sale on Sept. 24, it actually went on sale Sept. 25 in Washington (see article in this issue about STAmPSHOW).

According to Youngblood, reporting in *Linn's*, servicers were able to obtain 800 to 900 first-day covers of the new stamp, which was issued without an official first day.

However, Youngblood wrote, because the 19¢ Bill of Rights postal card was issued Sept. 25, Caboose stamps could be affixed to the cards and receive an FDOI (first day of issue) postmark. □

Moser offers free checklist of used precancel singles

Howard A. Moser has made a photocopy of his used Cottrell precancel gap singles and has also compiled a checklist of all known PNC precancel singles.

The list is free for the asking from Moser at 1409 Thirteenth St., Highland, IL 62249. □

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.

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

PNC SUBSCRIPTIONS: Two plans available. Plan 1 gets all PNCs issued, including major varieties (change in tagging, for example) in any length you wish; Plan 2 gets only new numbers after original issue, plus any changes in tagging. Esrati, PO Box 20130, Shaker Heights OH 44120-0130. (6-91)

WANTED PS 18s: Regular Perf'd XF-s., imperf., misperf., micut. John Tison (PNC3 473, APS, ASDA) B&J Sales, 3012 S. Croddy Way, Santa Ana, CA 92704. 1-800-854-4487 (6-92)

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

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

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

TAGGING BREAKS! I have put together a buying-selling list of tagging breaks on the Cottrell, B, and C press. For a copy, please send a SASE to Contemporary Coils (Kim Cuniberti), PO Box 3654, Danbury, CT (6-91)

JOIN THE CLUB, join PNC3. Monthly newsletter, auctions, regional meetings. For details, write Gene C. Trinks, 3603 Bellows Ct., Troy, MI 48083. (6-91)

OLD CATALOGS: All previous editions of the PNC Catalog are available at only \$5 each. Box 21030, Shaker Heights, OH 41020. (6-91)

SUBSCRIBE, DON'T MISS OUT—FDCs by subscriptions: You may subscribe for mint PS/5s or for Art-Craft, 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. (6-91)

COLLECT GERMANY? My new issue service provides all new stamps at 15% over face. First-day sheetlets, annual collections, coil strips, singles, souvenir sheets. Steve Esrati, P.O. Box 20130, Shaker Heights, OH, 44120. (6-91)

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

No Catalog?

Honest, you can't collect PNCs only by using the Scott catalog. No varieties, no gaps, no paper types, no tagging.

You need the 1991 *PNC Catalog*. \$17.50 postpaid.

P.O. Box 20130
Shaker Heights, OH 44120

CATALOGUED VARIETIES ADD SPICE TO YOUR PNCs

Cat	Description	Length	Price	Cat	Description	Length	Price	Cat	Description	Length	Price
FLAG SERIES											
20F2V2	Flying Footprints	5, No #	23.00	74T2V1	Blown tire	5	75.00	16.7T1PV1	Spilled Popcorn	5, no #	10.00
20F14V1	0 Line, not PC	3	10.00	8.3T1V1	Whole low plate number	5	25.00	17T1V1	Broken Axle, pair	2	30.00
	same	5	15.00	8.3T1V3	Double number, whole at bottom, cut at top	5	18.50	17T1V1	Broken Axle, PS/3	3	45.00
20F14PV1	0 line, PC	3	60.00		Whole low plate number, Gap 1R	5	18.50	17T1	Tagging break 2L	5	7.50
	same	5	62.50	8.3T1PV1	same, number cut, Ln gap	5	7.50	17T2	Tagging break 2L	5	7.50
22F2V	Comet 6L, NEW	8	7.00	8.3T1PV1	same, number cut, Gap 1L	5	7.50	17T3	Tagging break 3L, Type II paper, tagging appears as tiny flecks of phosphor	5	12.50
22F6	Flying Saucer	5	15.00	8.3T1PV2	No plate number, from top row, Line Gap	5	70.00	17T3Pba	Se-tenant precancel, Gap 4R, hole in D (Row 16) at 1R	10	35.00
TRANSPORTATION SERIES											
1T4V1	Chipped plate, F same, VF	5	3.50	8.3T1PV3	Double number, whole at bottom, cut at top, Ln gap	5	5.00	17T3Pba	Se-tenant precancel, Gap 4R, 3-dot (Row 13)	10	35.00
1T5	Paper II	5	3.25	8.3T1PV3	Double number, whole at bottom, cut at top, Gap 2L	5	5.00	17T4	Tagging break 3L, Type II paper, tagging appears as tiny flecks of phosphor	5	12.50
1T6V1	Crack 1R, poor	5	1.50	8.5T2PV1	Flying Flashlight	5	10.00	17T4Pa	Nol a variety, Gap 6L	10	19.50
	same, VF	5	7.50	9.3T1V1	Weeping W	5	28.75	17T4Pba	Se-tenant precancel, Gap 4R, hole in D (Row 16) at 1R	10	35.00
1T6	Paper II	5	3.25	9.3T2V1	U crack same, line does not touch	5	12.00	17T4Pba	Se-tenant precancel, Gap 4R, hole in D (Row 16) at 1R	10	35.00
2T2	Tag break 4L, Screwhead	6	2.50	9.3T3PV1	Smoking g, Ln gap, Superb same, with continuation, VF	5	55.00	17T4Pba	Se-tenant precancel, Gap 4R, Dot over top bar (Row 10) at 1L	10	35.00
2T3V2	Smoking T	3	12.00		same, with continuation, F	10	80.00	17T4Pba	Se-tenant precancel, Gap 4R, 3-dot (Row 13)	10	35.00
	same	5	15.00	9.3T5P	Hash mark 3R, gap 3L	10	70.00	17T5V1	Reclining Comma	5	10.00
2T3V2c	Smoking T cont. (faint)	5	15.00	9.3T6P	Hash mark 3R, gap 3L	10	50.00	17T6V1	Dot over "E," F only same, VF	5	25.00
2T3V3	Tail on T, F same, VF	5	6.00		same, in long strips, showing both plate numbers and both hash marks	48+	120.00	17T7V1	Oil Drop	5	15.00
	same, F	5	11.00	10.1T1V1	Artillery Shell I, 3R	6	15.00	17T7PV1	Dot over "E" line misses parts, No Gap	5	17.50
	same, pair	2	6.00	10.1T1V2	Artillery Shell II, 3R	5, no #	15.00	18T1V1	Lightning bolt, XF same, VF	5	145.00
2T6	Tag break 4L, Screwhead	6	2.50	10.1T1V3	Flying Hyphen 2R	5	15.00	18T1V1c	Lightning bolt continuation, pair, poor	2	40.00
2T8	Tag break 3L	6	2.50	10.1T1V4	Bursting shell	5, no #	7.00	18T5	Antenna on Surrey same, PS/3	3	10.00
2T10	Tag break 3L	6	2.50	10.1T1V5	Dot over "L" of "OIL" 4R	8	7.00	18T9V1	Lightning bolt same, F	5	15.00
2T1RV1	Suika	5, No #	10.00	10.1T1	Dot over "L" in "10.1" NEW	5, no #	5.00	18T10V1	Lightning bolt same, F	5	15.00
3T1XV1	Flaming Wagon	5	20.00	10.1T1PV1	Artillery Shell I, 3R	6	8.50	20T2V2	Crack over "e," pair	2	100.00
3T1XV1ci	1st continuation	5	20.00	10.1T1V3	Flying Hyphen 2R	5	8.50	20T15V1	Wounded P	5	15.00
3T1XV1cii	2nd continuation	5	20.00	10.1T1V7	Artillery Shell III	5, no #	7.00	21T1PV1	Railroad Tracks	5	27.50
SPECIAL: Set of 3 wagons				10.1T1V8	Perched Parrot	5, no #	7.00	21T1PV1c	same, continuation	5	27.50
4T1V	Diag. slashes 1R, NEW	2	4.50	10.9T2V2	Low entry 2L	5	85.00	MISCELLANEDUS SERIES			
	same	3	5.50	10.9T2PV2	Low entry 2L, Gap 3L, XF	10	85.00	21.1M2V1	Line	5	15.00
	same	5	6.50	10.9T2PV2	Low entry 2L, Gap 3L, VF	10	75.00	21.1MP2V1	Line	5	15.00
4T2V1	Chill roller damage 3L	8	12.50	11T1V1	Brake shoe	5, no #	13.50	21.1MP2V1Line	1st extension	5	15.00
4T2V2	Quotes	5	7.00	11T1PV1	Brake shoe	5, no #	11.00	25M1V3	Phantom yellow image same, singles	5, no # 1, no #	15.00 5.00
	same, with chill roller damage at 2L, 3L	8	12.50	11T1PV1	Brake shoe	5, no #	11.00	I also carry a complete stock of ordinary (no variety) PNCs, priced according to the 1991 PNC Catalog. With my discounts, the more you buy, the more you save!			
	Matching strips of 8 with severe chill roller damage and Quotes from Plate 1 and 2	8	22.50	11T1PV2	Hoseline II. strip of 3 with variety on R stamp	3, no #	30.00				
4T2V3	Diag. slashes 2L	5	9.75	11T1PV3	Hoseline I	5, no #	11.00				
4T1RV1	Blob	5, No #	10.00	11T1PV4p	Sitting Duck precursor	5, no #	17.50				
4.9T4V1	Whip (long), Not PC	5	15.00	11T3V1	Polishing cloth	5	16.00				
4.9T4PV1	Same, PC, Gap 2L	5	11.60	11T3V2	Fender crack and broken #	5	11.50				
	Same, PC, Gap 1L	6	11.60	11T3	Fender crack II and line around spare tire (see TPN Spoil 1990, Page 84)	5	15.00				
	Same, PC, Line Gap	5	13.00		same, PS/3	3	12.50				
	Same, PC, No Gap	5	23.75	11T3	Severe chill roller doubling of "a" in "Bearcat" 1L	5	10.00				
4.9T5PV1	Rain crack, # cut	5	27.50	12T2P	No plate number but joint line	5	10.00				
4.9T5PV1c	Continuation	5	27.50	15T1V2	Anchor Line	5, no #	10.00				
4.9T6PV1	Matching set	5	50.00	15T2V2c	Anchor Line continuation	5, no #	10.00				
4.9T6PV1	Whip, Gap 2L	5	18.50		Matched set	5, no #	22.50				
4.9T6PV3	Buggy rein	5	50.00								
5T1V1	Color variety, PS5 with normal color PS/3 for comparison	5	13.50								
5T2V1	same, Plate 2, F unnumbered strips of 5	5	10.00								
5T3	Long strip showing 2 tagging breaks	35	5.00								
5T3 and 4	Clip Tagging break 2L in folded long strip showing both plate numbers	49	10.00								
5T4	Long strip showing 2 tagging breaks	36	5.00								
5.2T1	Horizontal (J) lag break	5	20.00								
5.2T2	Horizontal (J) lag break	5	20.00								
5.2T2PV3	Sleigh whip, No gap	5	85.00								
5.2T4PM1	Hash mark, gap 2L, XF	10	50.00								
5.2T4P	Gap 3 1/2 L, XF	10	25.00								
	same, VF	10	16.00								
	same, F	10	13.00								
5.2T6P	Gap 3 1/2 L, XF	10	25.00								
	same, VF	10	16.00								
	same, F	10	13.00								
5.5T1V1	Burned rubber	5	9.00								
6T1PV1	Blobs 1R	5	8.00								
6T1P	Dirt cloud (3L) NEW	5	7.50								
7.1T1P	Dot under "1" of "1920s"	5	5.00								

Most of these strips are varieties listed in the 1991 PNC Catalog. A few (marked "NEW") are recent additions to my stock.

All stamps are guaranteed genuine and (unless otherwise noted) in VF condition. All stamps may be returned for a complete refund, no questions asked. Some strips may be in limited supply.

TERMS: Cash with order, please. On orders over \$100, deduct 25%; on orders over \$50, deduct 15%. Ohio purchasers, please add 7% Cuyahoga County sales tax.

STEPHEN G. ESRATI



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FAX: (216) 752-5900



Tagging breaks on Cottrell Press PNCs (updated through Sept. 26, 1991)

Cat. No.	6L	5L	4L	3L	2L	1L	1R	2R	3R	4R	5R	6R		
272		B Sib	B Sib J	B Cib Sib	B Cib J								Symbols, abbreviations B = only a bar break has been seen. Clips and screw heads also show bar breaks. Clip and screw locations: l=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.	
276		B Sib	B Sib J	B Cib Sib	B Cib J									
278		Sib		B Cibc J	B Cibc J									
2T10		Sib		B Cibc J	B Cibc J									
5T1							JOINT LINE			B Sib	B Sib J	Sib		
5T2										B Sib	B Sib J	Sib		
5T3		Sb	B Sib J	B Cib J	B Cib	B Cib J								
5T4		Sb	B Sib J	B Cib J	B Cib	B Cib J								
5.2T3			B Sib %											
5.2T5			B Sib %											
17T1				B Cib	B Cib J									
17T2				B Cib J	B Cib J									
17T3	B Cib J			B Cibc J	B Cibc J									
17T4	B Cib J			B Cibc J	B Cibc J					SI				

PS/5 →

3L 2L 1L 1R 2R

TAGGING

Notes to above chart

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

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

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

Overall tagging

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

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

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

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

Untagged stripe across top or bottom

- 4T1Ri Top
- 5T1Y Top, bottom (?)
- 15T2i Top, bottom
- S1T1 Top, bottom

Ernst welcomes new reports.

Plate and mat varieties —Report XXXVI

By A.S. Cibulskas

10.1¢ Oil Wagon

a. Plate 3, red precancel: "C" of "Carrier" underlined at the bottom left quadrant. Constant at 8R. (Lipson)

15¢ Tugboat

a. Plate 2, block tagged. "Artillery shell" type plate gouge about 2mm long upward and to the right of the boat. Constant at 14R. (S Adams)

20¢ Fire Pumper

a. Plate 2. In addition to the cracks shown as 20TV2 in the PNC Catalog, additional cracks found. The most dramatic starts about 2mm above the right side of the "e" in "Fire," extends downward through the "0" of the date, and continues downward for about another 3mm. Multiple, though fainter, parallel cracks are also evident. (Youngblood)

21¢ Mail Car

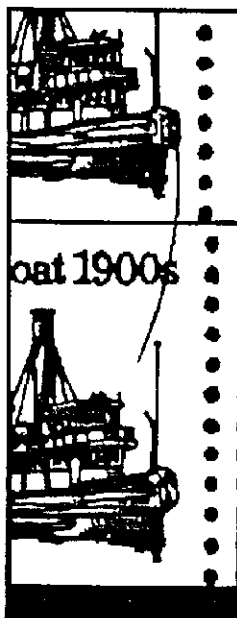
a. Plate 2. Dot or scratch just to the left of the intersection of the vertical

downward side and the horizontal baseline of the plate number. Numerous, but identical, used copies have been found. (S Adams)

23¢ Lunch Wagon

a. Plate 3. Plate scratch starting about 2mm above the mid-point of the right side of the roof and continuing diagonally upward to the right to the pers. About 4-5mm long. Constant at 11R. (S Adams)

Tagging break find leads to catalog correction



©NAZAR, '91 ANCHOR LINE—The 1991 catalog's illustration of the cracks discussed here.

From H. Harry Muegenburg:

I acquired a partial roll of 500 of the 15¢ Tugboat from Plate 2 with a tagging break at 16L and 11R. It also shows a plate crack at 19L, which I call the "Anchor Line."

Comment (from Steve Esra-ti):

The crack was first described by Al Haake and is listed on Page 38 of the 1991 PNC Catalog. Haake called it 18L.

From Harry:

I found this after I had stripped out four numbered strips of 18 showing only the break at 11R. Then I stripped out strips of five with the break in the middle of 16L. Only then did I find the crack at 19L.

From Eugene Ernst:

Recently Harry Muegenburg reported the "Anchor Line" on the overall-tagged 15¢ Tugboat at 19L.

From my prior dealings with him there was no doubt in my mind that he did, indeed, have 19L.

I asked for and received a strip of 36 from him. My findings:

- The "Anchor Line" is

definitely on the 19L stamp.

- The on-tag break is at 11R in the center of the stamp.
- The off-tag break is at 16L and has a shape like this:



The question is: Does this variety exist on two different positions?

Comment (from Steve):

No. We goofed. From Gene:

The tagging break position is of interest. When we listed the 11R break, there was no 16L break.

Could this mean that there was a short printing in which the plate cracked (the "Anchor Line" and its continuation) and the plate was sent in for repair?

In Harry's examples (presumably during the short printing run), the break did not walk.

Comment (from Steve):

On the 4¢ Stagecoach with overall tagging, we don't know which came first, the fixed or the walking break. We don't know here, either. But Gene's theor suggests that the fixed came first; the plate was rechromed; and then the walking began. □

Color, color, who's got the color?

Former Marine Lou Bauer is wondering about colors. Take the 22¢ undenominated "D" stamp, for example.

There is a darker and a lighter green. But we know little more than that.

We also know that some of the "D" stamps were printed on the gravure portion of the A Press while others came off the Andreotti. Here we do know a bit more. The rolls off the A Press were wound in the wrong direction, making them appear upside down on letters that were franked by affixing machines.

Bauer noticed that the dark green color also exists on the D stamp booklets, which were also printed on the Andreotti.

So here is one part of the problem. Can some of you collectors of commercial covers please check your upside-down Eagles and compare them to the colors of the stamps that were also affixed by machines but appear right side up? Which one is dark green?

And can some of you who know all about booklets, check your booklets for colors against PNCs.

The 1991 catalog does indicate some color variations for the 9.3¢ Mail Wagon by plate number, but reports are solicited from anyone who has any insights as to what colors go with what plate pairings.

Even more urgent is a need for reports on light violet and dark violet copies of the unprecanceled 10.9¢ Hansom Cab from Plates 1 and 2. Has anyone ever seen the light violet on Plates 3 and 4? Has anyone seen that color on the precanceleds of Plates 1 and 2?

The Plate Number Coil Study Group has no one working specifically on colors, so reports should be directed for now to Richard Nazar, 34 Nottingham Way, Somerset, NJ 08873-4911.

Dr. Haake in surgery

Surgical gloves have been added to the philatelic equipment used by dealer Al Haake, who noticed that on the new definitive coils, the gum easily shows fingerprints. He has tried having super clean hands and has tried using talcum powder on them. All to no avail. The gum was still disturbed.

When Richard Nazar first started reporting on paper types, he said that "Type II" gum was subject to gum disturbance by fingerprints. Since then, however, we have learned that this was really Type III gum, as on the 12.5¢ Pushcart.

But gloves don't help Haake with the



AWARD WINNER—Kim Cuniberti with his 1990-1991 Research Award of the PNC Study Group at the group's banquet at STAmPsHOW '91 in Philadelphia. **Photographs by Dominica Hill**

denominated 29¢ Flower.

In stripping out 200 rolls, Haake found that 9 strips in every 10 separate beautifully on the rouletting; but the 10th won't come apart without tearing stamps.

Haake has devised a neat way to tell ahead of time whether the stamps will tear on the slits or whether he must carefully cut them.

"You press down on the stamp you want to separate, and if you can see the serrated edge, it will tear smoothly," he said. "If you can't see the serrating, get the scissors."

DAV strikes again

At the meeting of the Plate Number Coil Collectors Club at STAmPsHOW, an unusual cover was passed around. It had five copies of the untagged 5¢ Circus Wagon and one of the 4¢ Steam Carriage. All six stamps showed that they had been cut off another envelope and glued to the one being shown.

PNC³ President Rob Washburn explained that the stamps had come off a return envelope mailed out by the Disabled American Veterans and had been recycled by someone who did not wish to send a donation to DAV.

Washburn said the DAV had gone over

to that combination of stamps since the rate change (it was six 4¢ Stagecoaches and a 1¢ Omnibus before).

It is known that BEP printed untagged Circus Wagons when USPS said they would be available in May. This was the first find.

After STAmPsHOW 91, the use of untagged Circus Wagons by the DAV was confirmed, but the accountable paper office in Cincinnati said the entire printing run had been sent to the DAV.

Under new management

The PNC Catalog was officially turned over to Richard Nazar at a PNC Study Group banquet at STAmPsHOW. The group also presented its 1990-1991 research award to Kim Cuniberti for his work on the 17¢ Electric Auto. In his first action as coordinator of the study group, Nazar invited Dr. Robert Rabinowitz to become a member. Dr. Rabinowitz accepted the invitation. Later, Nazar telephoned Gerald H. Clark, to ask him to rejoin the group, which Clark had left last year because of the press of business. Clark also accepted the invitation. After Dr. Rabinowitz joined the group, Ken Lawrence, tendered his resignation to Nazar.

Former Marine **Lou Bauer** is wondering about colors. Take the 22¢ undenominated "D" stamp, for example.

There is a darker and a lighter green. But we know little more than that.

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And can some of you who know all about booklets, check your booklets for colors against PNCs.



STUDY GROUP BANQUET—Ten of the 22 members of the PNC Study Group (in bold type) and their guests at a banquet in the Penn Plaza Hotel during STaMpsHOW '91. Front row, from left, Dr. Pedro Ortegon, **Myron G. Hill Jr.**, **Dr. Robert Rabinowitz**, Nina Esrati, **Steve Esrati**, Christian Maeder. Standing: **Alan Thomson**, **Eugene Ernst** (partly hidden), Robert Wash-

burn, president of the Plate Number Coil Collectors Club, **A.S. Cibulskas**, **Richard J. Nazar** (the new study group coordinator), **Tom Maeder**, **Kim Cuniberti**, and **David Barrie-LaVergne**. Study Group member Ken Lawrence and Wayne Youngblood were at the show but could not attend the dinner. Lawrence resigned from the group the following day.

Sorry, wrong number

Stamp Venturers was not only late with the 29¢ Flower, it also managed to get the wrong item number on each and

every roll. On the seal of the plastic container the coil is called "Item 5534." The correct Philatelic Sales Division item number is 7707.

Speaking of Stamp Venturers, it is worth noting that the words on the Desert Storm/Desert Shield medal cannot be read on the version printed by Stamp Venturers, even under magnification. On the American Bank Note Co. version of the same stamp, the words are easily

Cover cards become new PNC specialty



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Cover cards become new PNC specialty

Tom Maeder has been doing a land office business selling PNC advertising covers.

He began with a large accumulation mailed to the United Parcel Service in Merced, Calif. The covers came from businesses paying their bills and consisted of the businesses' own envelopes.

"Whereas many had hand-written or rubber stamped return addresses, many others had multicolored and elaborate corner cards. I realized that the 'advertising cover' as an art form is not dead," Maeder wrote in an offer to 40 of his cover customers.

"Corner cards" does not mean what the words imply. The definition used by Richard McP. Cabeen in his *Standard Handbook of Stamp Collecting* is:

Name and address of envelope user, usually placed in upper left corner. May include devices, illustrations, etc.

In other words, cover cards are the imprinted return addresses of businesses, often adding the companies' logos or an advertising slogan. The word "cards" in

this context is misleading.

Commercial covers that raised the most interest included many examples of rate-change usages in which low-denomination stamps were used to bring the postage up to the new rate. Maeder calls these "covers with character."

On many commercial covers, Maeder had more offers than covers. Prices ranged from a couple of dollars to \$125 for a Plate 14 of the 20¢ Fire Pumper (which sold).

A damaged 18¢ Flag with a purple machine cancel on Plate 3 on a No. 6 envelope from Chicago sold for \$8.50.

A "low-level crime" went for \$3. That was a reused 16.7¢ Popcorn Wagon with a 9¢ Americana obscuring the "Bulk Rate" inscription on a "nice, gold-embossed corner card."

The corner cards, mostly carrying recent first-class postage, sold for 50 cents a cover. All those covers sold out in two days. □

Rushmore FDCs

Artmaster, which services FDCs under its own name and as House of Farnam, reports few dealer orders for covers bearing the gravured 29¢ Flag Over Mt. Rushmore.

Artmaster requested special orders for this stamp and did not send out FDCs under standing orders.

In a letter to dealers, Bill Toutant wrote: "We anticipate that quite a few of you will be writing in later this year or next year wanting to know why you did not get it. The answer will be because you did not order it. If we have any left at that time, we'll send them, but don't count on it."

PNCs now in Gibbons

The third edition of the U.S. section of the Stanley Gibbons Catalogue, adds PNCs for the first time, pricing them as mint and used singles and as mint strips of three. The listing of PNCs is based, in part, on the 1990 *PNC Catalog*.

DATA BANK

Postal Service message holds up sale of denominated 29¢ Flower stamps

Official information from USPS except bracketed additions

U.S. POSTAL SERVICE
 AINV—Accountable Paper Inventory System
 Broadcast Message
 7/31 URGENT!! THE DENOMINATED FLOWER COILS OF 100'S ITEM 7707 WILL BE SHIPPED TO SDO'S AND AUTHORIZED PHILATELIC CENTERS, ABSOLUTELY!! DO NOT PLACE ON SALE UNTIL AUG 17. REF: (STAMPS SYS OR POSTAL BULLETIN). ITEM 5534 IS INCORRECTLY PRINTED ON THE DENOMINATED FLOWER COIL WRAPPER; IT SHOULD BE ITEM 7707. PLEASE GIVE THIS MESSAGE TO YOUR AOS. THANKS.

Presorted First-Class Stamp to Be Issued

A 23¢ Flag stamp, which will cover the First-Class presort rate, will be issued Sept. 27, in Washington, D.C. The new stamp will be available initially in coils of 3,000; 500-stamp coils will be available later.

The stamp's design features the same American flag that appears on the Flag over Mount Rushmore 29¢ stamp ... in red, white, and blue. Below the flag are the words "Presorted First-Class," in blue, and "USA 23," in black.

First day of issue cancellations will be available at the Washington, D.C. Main Post Office ... on Sept. 27, and by mail order through Dec. 26. There will be no first-day ceremony.

As was the case with stamps issued during the rate change last winter, the first day of issue for this item is scheduled to coincide with receipt of the stamps in the first post offices in the distribu-

tion process instead of the last offices. Therefore, it will be about one month before the 23¢ Presorted First-Class stamps are available in all post offices.

"We first adopted this method of setting first-day issue dates during the most recent rate change," says Assistant Postmaster General Gordon C. Morison. "In previous rate changes, we received complaints internally and externally about stamps in our vaults that could not be sold because the first day of issue had not arrived.

"Our traditional method of setting first-day-of-issue dates was based on the receipt of stamps at the last post office in the distribution chain. Meanwhile, the first offices in the chain had stamps that were vitally needed but could not be sold. With this method of establishing first-day-of-issue dates, we've solved that problem."

Morison recently explained the procedural change at STaMpsHOW '91 on Philadelphia.

Issue: 23¢ Presorted First-Class Flag Stamp

Format: Coils of 500 and 3,000

Issue date: Sept. 27, 1991

First-day city: Washington, D.C.

Process: Gravure, American Bank Note Co.

[Printing, coiling, and perforating by Guilford Gravure]

Colors: Red, black, blue

Size:

Image: .71 x .82 inches or 18.0 x 20.8mm

Overall: .87 x .96 inches or 22.1 x 24.2mm

Plate numbers: Three preceded by the letter "A"

[PNC Catalog number: 23FA111, 23FA212]

Philatelic Release 89

Additions to 1991 Schedule

Announced

[I]tems have been added to the 1991 stamp and stationery program. They are:

- A gravure version of the 5¢ Canoe stamp in coils of 10,000.
- A nondenominated Eagle and Shield (bulk rate) coil stamp.

The 11¢ bulk-rate Caboose coil stamp, first placed on sale Feb. 3, 1984, has been placed back into production at the Bureau of Engraving and Printing in response to major mailers' needs under the postage rate structure implemented earlier this year. Nationwide distribution will begin Sept. 24. The stamps initially will have the plate number "2," with subsequent plate numbers being assigned if required.

The Caboose stamp, Item No. 7912a, may be ordered by mail from the Philatelic Sales Division.

Philatelic Release 89

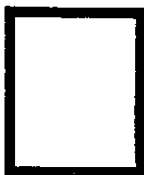
Note:

In the effort to get TPN to the printer before going to the hospital, "Data Bank" is incomplete in this issue. Missing are details of the printing color and press used by BEP for the 11¢ Caboose, the presses used by Stamp Venturers to print rolls of 10,000 of the 5¢ Canoe in gravure, and the description of the colors of the plate numbers on ABN's 23¢ Flag.

It is hoped that all this information will be available in the next issue.

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

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