

## Catalog prices leap for Dirty Dozen

Prices for some of the "Dirty Dozen," the most expensive PNCs soared in the 1991 *PNC Catalog*, the seventh annual edition of the catalog.

The Dirty Dozen (actually a baker's dozen) include:

Catalog	1990	1991
18F1	\$500.00	\$500.00
18F3	1,000.00	1,100.00
18F6	2,200.00	2,700.00
20F4	500.00	925.00
5.2T3	140.00	180.00
5.2T5	130.00	150.00
9.3T5	225.00	285.00
9.3T6	230.00	290.00
10.9T3P-LN	435.00	435.00
10.9T4P-LN	440.00	440.00

20T2	1,000.00	1,100.00
20M1	185.00	225.00
20M2	185.00	230.00

Aside from these, prices were up for several other strips the relative scarcity of which is just now being noticed in the market. These include the precanceled 20¢ Flag (from \$16.75 to \$57.50) and the block tagged Plates 5 and 9 of the 25¢ Flag.

Most of the more common PNC strips declined.

The 1991 catalog, the last under the editorship of Stephen G. Esrati, also intro-

duces several new features.

• Some earlier commercial covers are priced, some even for purple machine cancels or as earliest known usages. *Please turn to Page 98*

## Overall tagging on Stagecoach was a short run

The "Maximum PNCs" total on the overall-tagged version of the re-engraved 4¢ Stagecoach listed in the 1991 *Plate Number Coil Catalog* is 693,000, one of the lowest such totals.

The information comes through the fortunate timing of a visit to BEP by Wayne L. Youngblood, the Plate Number Coil Study Group's expert on tagging, who was at BEP on May 29 as the stamps were being printed.

Youngblood was told that the press run would make 77,000 impressions.

The 693,000 total is the fifth-lowest confirmed "Maximum PNCs" figure to date.

Cal.	Max PNCs	Total PNCs*
22F6	504,324	Unknown
5.5T1	506,610	325,000
7.1T1	521,262	359,615
5.5T1P	585,000	Unknown
4T1R	693,000	Unknown
4.9T1P	901,350	Unknown
4.9T2P	901,350	Unknown

\* Number actually shipped to USPS.

The lowest number of strips is probably the unprecanceled 21.1¢ Letters from Plate 2, of which the PNC Study Group estimates a maximum figure of 430,000.

There are, in addition, two plates of the 29¢ "F" that had even lower impression totals. Unfortunately, we lack enough information to link those cylinders to the numbers that appear on the stamps.

The two cylinders are Black 1 and Yellow 1 in the size that printed rolls of 500 and 3,000. That could include 1111, 1211 and 2211. "Maximum PNCs" from these two cylinders total 167,400. The most likely suspect is 1211, which is already becoming quite difficult to find. Ed Denison says practically no used copies of 1211 have turned up. □

## 20F7 A PNC that does not exist tells tales about 20¢ Flag

By Ken Lawrence

One PNC that cannot be collected, except as a forgery, is a 20¢ Flag coil stamp printed from Sleeve 7. Understanding why that PNC cannot be collected may finally permit us to correct some misinformation we have been circulating for a long time.

The first suggestion that Sleeve 7 might provide important lessons came in a conversation I had with Kim D. Johnson at AMERIPEX, the international stamp show held at Rosemont, Ill., in 1986. At that time, Johnson was publishing frequent updates of the Bureau Issues Association's plate number checklist in *The United States Specialist*. He noted that we had received conflicting information on "Plate" 7, and postulated that it might have had something to do with the start-

up of the Goebel C Press and the Goebel coiling equipment.

(I put "plate" in quotation marks because that is literally how it was first reported to us—as an actual 432-subject Cottrell Press plate, in the specific meaning of the term, not as a printing sleeve, which we often call a plate in our generic, vernacular use of the term.

(Contrary to an impression given in the last issue of *TPN*, the Goebel coilers are not "on" the Goebel C and D presses. BEP ordered—as a package—the C Press, the coilers, and the booklet-making machines from Goebel. The finishing equipment is built to handle printed paper webs in the format of the C Press, and later of the D Press, but they are not at-

*Please turn to Page 100*

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## More work for mailers

The "one size fits all" presort stamps that USPS has issued are a good concept that was poorly thought out and sloppily applied.

There is scant quarrel with the nonprofit 5¢ Canoe. It says "nonprofit" and that's third-class mail. The 10¢ Tractor Trailer stamp, however, is a disaster for the small bulk mailer.

Because the stamp can be used for both first- and third-class mailings, all letters must be endorsed with the class of mail being used. Extra work, extra cost. Small bulk mailers simply cannot afford to have endorsed envelopes printed.

Then, to make matters worse, small bulk mailers must continue (as they have with the 16.7¢ false frankings) to fill out the required forms to accompany payment of the difference between the stamp's face value and the rate. More work.

TPN said in July that the system makes sense. It doesn't as it's now constructed, but it would if a basic bulk-rate (19.8¢) stamp were issued. That way, many of the small mailers could get out from under the added labor. A basic nonprofit rate (11.1¢) stamp would also make sense, thereby leaving the two generic stamps to be used only for cumulative discount rates.

## Scott makes the right move to list all PNCs

It's only September and the new Scott *Specialized Catalogue of United States Stamps* will be out in a couple of months. Good things are about to happen.

Based on a new policy for listing all stamps (see Page 95), it appears likely that Scott will distinguish between tagged and untagged versions of the same stamps (1¢ Omnibus, 4¢ Steam Carriage, 5¢ Circus Wagon); between block-tagged and overall tagged reissues (4¢ Stagecoach, 15¢ Tugboat, and 20¢ Cable Car), and between stamps that we collect as separate issues but Scott has largely ignored (14¢ Iceboat off two presses, and the 7.1¢ Tow Truck and the 10.1¢ Oil Wagon with different overprints).

Scott took one step toward a complete listing of all PNCs in its 1990 *Specialized*, when it provided separate listings but not separate catalog numbers for the block-tagged and phosphored 25¢ Flag Over Yosemite.

Under the new listing policy, we can expect either major or minor numbers for all of the above.

This would be a huge step forward in the slow-but-sure process of dragging Scott ever so reluctantly into a recogni-

## The Plate Number

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Published six times a year by Stephen G. Esrati, P.O. Box 20130, Shaker Heights, Ohio 44120-0130. Subscription price is \$16 a year (\$14 to members of PNC<sup>®</sup>). Please add \$4.50 for first-class mail or for addresses outside North America. Entire contents Copyright © 1990 by Stephen G. Esrati.

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A July 1 article in *Linn's* indicated that mass mailers are also unhappy with these stamps, but for other reasons, and perhaps some changes are in the offing. The question is, will they be the right ones?

Not only does USPS foist this thoughtless innovation on small bulk mailers, but it also has the audacity to tell them in a *Postal Bulletin* that the system will make bulk mailing easier for the customer. Nonsense. Without some alterations, only USPS benefits from these two generic stamps. The customer does more work so USPS can cut its costs. Pretty slick! ✱

Alan Thomson

tion in the catalog of the way PNCs are actually collected.

In the beginning, Scott ignored PNCs. Then it started listing them by plate number, but only as strips of three.

Last year, it finally began to price both strips of three and strips of five—and even mint precancels.

But until now, there have always been some orphans that did not receive full recognition in Scott. Only last year did Scott recognize the B Press version of the 12¢ Stanley Steamer precancel as No. 2132b and the B Press version of the Iceboat as 2134b. But both overprints on the 10.1¢ Oil Wagon continued as the same number: 2130a. So did both overprints on the 7.1¢ Tow Truck as 2127a. Two different stamps should never have the same catalog number.

If things work out in the 1991 *Specialized* the way we hope they will, the two Oil Wagons will have different suffixes, as will the two Tow Trucks.

We have no idea yet what course Scott will take with the tagging types, but any recognition of their existence will be an improvement.

Welcome to PNC collecting, Scott. It only took you 10 years to get here. But because of the huge rôle you play in the U.S. stamp market—from the way PNCs are listed in ads to the way dealers set up their stock books—every improvement is a move in the right direction. ✱ sge

### 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.

## Letters: *Why not print more on imperforates?*

One aspect of PNC collecting has not been covered in *TPN*: imperforate pairs, strips, etc.

I note a number of dealers advertising in *Linn's* to buy, and every catalog I receive for auctions or mail bids have some for sale.

I do collect imperf, but what are quantities of imperf? Which are rare? What are current market values?

Any information would help, since I'm sure there is interest.

FB

Morristown, N.J.

*In reply:* Imperfs have been the toughest nut to crack in putting out the *PNC Catalog*. Dr. John Greenwood, who works hard on listing and pricing imperf for the catalog, says it is extremely difficult to gauge prices, but the hardest task is the work on the imperf scarcity table in the appendices, because quantities are just not known for all imperf strips. The catalog does note such things as "only one imperfect strip known" or "known only as a strip of four with the number on the third stamp."

The 1991 catalog will list prices for almost all imperforates except the most recent issues, but quantities are an enigma.

### *TPN's test is not surefire*

I take exception to your reply to my note about tagging on the 23¢ Lunch Wagon. Although this stamp does use a phosphor-coated paper, the absence of a tagging break is not a surefire way to distinguish between coated paper and overall tagging.

Two BEP presses (601 and 702) currently use seamless cylinders to apply taggant. Generally, a successful test is to scrape off some ink to determine if the taggant is on top and comes off with the ink.

On the Lunch Wagon, I was unable to remove ink without also removing the taggant, and that's what led me astray.

Absence of a tagging break is not a sure bet, and, obviously, neither is scraping.

BEP may like the one-seam flexographic plates now used for tagging on the C and D presses, but that could change tomorrow.

The trend is certainly toward phosphored paper, but if it's not available at press time, on-press tagging will continue.

Alan Thomson

Northwood, N.H.

*In reply:* Another stamp that has mystified us is a strip of 26 of the 5¢ Circus Wagon on Type IIIIn paper. It was sent to Kim Cuniberti by Eugene Liu and had no tagging breaks in the overall tagging. Later, Liu found a strip of 100, showing it had one moving break every 52 stamps.

### *Cover prices in catalog, please*

I am still surprised that the *PNC Catalog* does not list

## Pedro's World of PNCs

by Pedro Ortegon, M.D.



*"Wow! Canoe 1880s?"*

*"Yeah, I decided to trade my 1700SX for one with better miles per gallon."*

on-cover prices. Curious?

Skip Medlock

Red Raider Stamps

Lubbock, Tex.

*In reply:* After Jerry and Barb Koepf's huge auction of commercial covers, we did, indeed, decide to add on-cover prices. As a result, the 1991 edition includes price estimates for most 18¢ Flags and 18¢ Surreys on cover as well as for some EKU covers and purple machine cancels on cover. The problem, as in many other areas of interest, is that prices were simply unknown.

### *I like TPN*

I've been getting a lot out of *TPN*. I like the combination of technical info along with all the down-to-earth details about new stamps (or newly discovered stamps) which are showing up.

John Bensko

Decatur, Ala.

### *...but I won't renew my subscription*

After receiving your second expiration notice, I thought I would write you as to why I did not renew my subscription.

No! I am still a fervent collector of both PNCs and U.S.A. I have had the good fortune to have purchased mint strips of 18F3 and 20F4, as well as many others at my local post

office. I not only have a complete collection of mint strips, but also used (in singles, pairs, and strips), I also make my own albums to achieve what I think is an artful arrangement.

The reason I did not renew is that I felt too much space was devoted to minutiae in recent issues. Although I can understand that a few collectors might be interested in such information, I think most of us are interested in topics such as why certain numbers are rare, market conditions, the geographical distribution of various numbers, and other topics of broader interest, which you do print.

Please send me your July issue. Perhaps I should reconsider.

Robert L. Moskowitz, M.D.  
Upper Montclair, N.J.

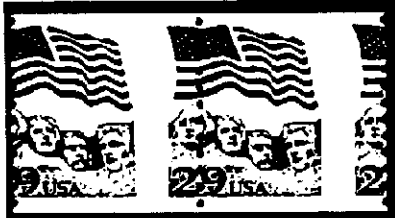
*In reply:* We did not tailor the July issue just to win back your subscription, but by coincidence, Dr. Robert Rabinowitz sent in his "Why are some PNCs scarce?" on the very day you canceled your subscription.

Actually, *TPN* tries to cover all aspects of our hobby. It just happens that we had many research reports in earlier issues this year. We regret that they are not to your taste, but some other readers, found the "e=mc<sup>2</sup>" material fascinating.

This issue may not appeal to those who think the Postal Service never lies.

### How to keep cancel off numbers

I use tiny pieces of Post-it™ Notes to keep USPS from



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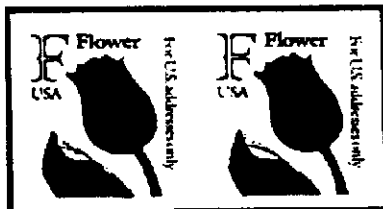
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**PROTECTION**—*TPN* has drawn in the tiny piece of a Post-it™ Notes that F. Joseph Coveney placed over the plate number of this 29¢ Mt. Rushmore first-day cover. On the actual FDC, the cancel is over the protective piece. When peeled off, part of the cancel is missing.

putting the first-day cancel right on the plate number. I use an X-acto knife to cut a sliver from the Post-it and put it over the plate number.

I've found it to be a good preventive medicine—a lot less grief than going back for a replacement on a PNC that had a "direct hit" scored on it when being canceled.

If you do this, the smaller the Post-it "cover" over the number the better. The small missing piece of the cancel is a small price to pay.

F. Joseph Coveney  
Orchard Park, N.Y.

*In reply:* A great idea! On an "F" stamp FDC seen by *TPN*, all four digits were spared the cancel on a cover containing five different "F" stamp PNCs.

### A great find reported

Last year I purchased from a dealer in New Jersey 75,000 post cards which were Pioneer Electronics warranty registrations from people all over the United States. The dealer had taken out all the commemoratives.

I am going through them slowly. So far I have found 300 plate number singles, including 1 18F6, 1 18F3, 1 20T14 and lots of 20¢ Consumer and 20¢ Flag stamps.

Additionally, there are some 15,000 purple machine cancels on the cards.

Fred Schieferstein  
Clark, N.J.

*In reply:* It is to be hoped that Mr. Schieferstein also checks his cards for EKUs when he gets done with the task of sorting them all out. The 18F6 card he photocopied, alas, had a June 24, 1982 date.

The dealer did not do as well on the commemoratives.

# USPS lying about 'slits'

By Stephen G. Esrati

The perforations on the gravured Rushmores are round holes because the coils had to be usable in USPS vending machines, said Kelly Keogh, an assistant to Tom Harris, spokesman for American Bank Note Co.

"Slit perforations wouldn't work in the vending machines," she said.

But what are "slit perforations?"

A spokesman for USPS asked Don McDowell, manager of the Office of Stamp and Philatelic Marketing, and McDowell told him that "slit perforations" and rouletting are synonymous, because neither process removes any paper.

Pressed further, McDowell was asked if "slit perforations" are like the portion of a credit-card statement that can be torn off on slits. McDowell agreed that this was a good layman's description of the term.

USPS has announced that the 29¢ Flower coil will be rouletted. It said this was a test, but that's a belated excuse for a very much belated stamp that was originally supposed to appear in April in rolls of 100 and in rolls of 500 and 3,000.

The Philatelic Sales Division of USPS got caught this spring when it gave two ordering numbers for the 29¢ Flower, one for a coil of 100 (7707) and one for an otherwise unidentified coil (7708).

On orders sent to the philatelic cave in March, USPS applied this label (Item 7718 is the 19¢ Fishing Boat):

Due to a delay from our supplier, Items 7718, 7707 & 7708 will not be available until approximately mid-August. These items will be shipped separately.

Gerald H. Clark talked to the Philatelic Sales Division in the cave at Kansas City to find out more about the 29¢ Flower.

He was told that Item 7708—for rolls of 500 and 3,000—had been deleted.

"It will not be produced," Clark was told, "and customers who ordered it will get refunds rather than replacements by rouletted coils."

## USPS defines 'slits'

In a news release, USPS revealed that all coils of 100 of the 29¢ Flower, which were to have been issued Aug. 16, were to be slit perforated as a test "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."

Aside from the split infinitives, use of adjectives when adverbs are called for, and a lack of clarity, the statement is probably a lie.

For a complete text of the USPS statement, please turn to "Data Bank" in this issue.

The attempt by USPS to give rouletting a new name is the same type of euphemistic transmutation as the change from "hospital" to "health center." The former has the meaning of a place for sick people; the latter is supposed to convey the idea of health. But they're the same place. People die in them.

The bad sense of the word "rouletting" is that modern societies just don't roulette postage stamps any more. Rouletting hasn't been used for stamps for most of this century except in such emergencies as the high inflation in Europe in the 1920s, the first stamps of new nations such as Israel, and for cheaply made labels such as the U.S. airmail etiquettes.

Even the Postal Service did not use the term "slit perforations" the last time it rouletted stamps, on the 20¢ Flag booklets, when it said the panes were scored. But in that instance, the scoring was over the perforations as an aid in making separation easier.

The Scott catalog called this "scored perforations."

## Why the big lie?

To understand the story being bruted about, we must, alas, go into a subject we have studiously avoided: the struggle between USPS and BEP.

USPS has been telling tales in this battle such as that BEP cannot print all the stamps needed. That's false.

USPS has been telling tales that the cost per stamp from the private printers is lower than from BEP. That's probably false, too, but we will have to await the audit by the General Accounting Office. Of course, rouletting is cheaper than perforating. And it looks cheap, too.

Finally, USPS has been calling this a test. It didn't do that back in March when the stamps first were advertised in *The Philatelic Catalog*. It did it when the stamps finally showed up five months late, just before a rate change that will make them obsolete.

And the reason for the "test" is that ex-convict Richard Sennett, who contracted for the stamps, doesn't have a perforator.

USPS has also been bad-mouthing BEP quality; but check the quality on the only privately printed coil stamp seen so far, the gravured Mt. Rushmore, a stamp fit for Dogpatch or Lower Slobbovia, not for the United States of America.

USPS even lied to Congress about the actual number of its private contractors. It turned out that they're pretty much two outfits, one of which is interconnected by cross-ownership.

The 29¢ Flower stamp was supposed to be ready in March. It was announced for April release in *The Philatelic Catalog*. But Stamp Venturers, ex-convict Sennett's firm that won the contract to produce it, had to farm out the work. Sennett, it turns out, is just a jobber, even though the USPS news release specifically states: "The 29¢ Flower slit-perforation coil stamps will be manufactured by Stamp Venturers, with J.W. Fergusson & Sons printing and perforating the stamps and KCS Industries, Inc., coiling and finishing the stamps." (emphasis added)

Just what does Sennett's firm do to "manufacture" the stamps?

KCS is a subsidiary of Banta Corp. Stamp Venturers is a partner in Banta.

Fergusson is also a partner in Banta.

Apparently none of the contractors has a coiler or a perforator. American Bank Note Co., which printed the gravured Rushmore and the 19¢ Fishing Boat, sent the stamps to Guilford Gravure for coiling and perforating.

## And another lie.

KCS will wrap the Flowers in a paper sleeve. This is called an improvement by the USPS news release over the "piece of adhesive tape which sometimes adheres to, and damages, the stamps on the outside of the roll."

That's another USPS lie. Since the introduction of the bubble pack, all coils of 100 have been held together by a piece of paper that easily comes off. The adhesive tape has been used only on large coils.

Sennett's complex apparently couldn't find an unrelated contractor for coiling and perforating and that's how we got rouletting.

That could explain the early stories of "hyphen perforations" and the long delays on the Fishing Boat and the 29¢ Flower.

Originally, USPS expected Sennett to supply large rolls. He couldn't do it, so the larger rolls had to be canceled.

All this, however, is a reflection of an

anomaly at the recent congressional hearings on stamp production.

The Treasury, of which BEP is a part, sided with the Postal Service in favor of private stamp production. In other words, it tried to torpedo its own kith and kin, the BEP. The secretary of the Treasury, of course, shares political affiliations with the occupant of the White House.

So, although some people say politics and stamps don't mix, what we see in this is a Republican drive toward privatization. Said the *Wall Street Journal*:

One surprise is that it's the Bureau, dragging its feet against privatization, that has drawn the most sympathy.

It gets that sympathy in *TPN*, too.

But there's one more point. Contributing Editor Ken Lawrence was right when

he blew the whistle on USPS for throwing work at Sennett, tailoring specifications to Sennett's abilities, and generally making U.S. stamps pawns in a scheme to give away the taxpayers' printing plant.

Just imagine the outcry if BEP had tried to foist rouletted stamps on us as the "new, better, improved" brand of snake poison. □

## PNCs on FDCs — Net price sale

Cat	Cachet	Cond.	Price	Cat	Cachet	Cond.	Price	Cat	Cachet	Cond.	Price
1T1R, PS/5	Shue	VF	12.00	9.3T1, pr, Fleetwood	FW	VF	20.00	21T1P, PS/3	HF	VF	6.00
2T3, PS/3 # left	KMC	V	7.50	same, XF	FW	XF	22.50	same, XF	HF	XF	7.50
2T1R, PS/5 w/ 5 2T2	AM	VF	12.00	same, poor	FW	Poor	12.50	same, Artmaster	AM	VF	5.00
2T1R, PS/5 w/ 5 2T3	AM	VF	14.00	9.3T2, pr, Fleetwood	FW	XF	22.50	same, ArtCraft	AC	VF	5.00
2T1R, PS/5 w/ 5 2T4	AM	VF	14.00	same, ArtCraft, # hit	AC	F	17.50	22U2, pair, # rt	AC	VF	12.50
2T1R, PS/5 w/ 5 2T6	AM	VF	14.00	same, PS/4, # clear	AC	Poor	12.50	22FT1, Test, PS3	KMC	F	5.00
2T1R, PS/5 w/ 5 2T8	AM	VF	14.00	10T1, Boat, PS/3	HF	VF	6.00	same, Artmaster	AM	VF	7.50
2T1R, PS/5 w/ 5 2T10	AM	VF	12.00	same, XF	HF	XF	7.50	24.1T1P, PS/3	HF	VF	6.00
3T1R, Conestoga, PS/3	HF	F	5.00	same, ArtCraft	AC	XF	6.00	same, XF	HF	XF	7.50
same, VF	HF	VF	6.00	same, Artmaster	AM	XF	6.00	same, Artmaster	AM	VF	5.00
same, XF	HF	XF	7.50	10.1T2P1, PS3	HF	VF	6.00	same, ArtCraft	AC	VF	5.00
same, ArtCraft	AC	VF	5.00	same, XF	HF	XF	7.50	25T1, PS/3	KMC	XF	12.50
same, XF	AC	XF	6.00	same, Artmaster	AM	XF	6.00	same, ArtCraft	AC	VF	10.00
same, Artmaster	AM	F	5.00	same, ArtCraft	AC	VF	5.00	same, Artmaster	AM	VF	10.00
4T3, PS/5 # left	AC	VF	5.00	10.9T1, PS/4, # left	AM	VF	12.50	25U1222, PS/3	HF	VF	8.00
4T1X, Steam PS/3	HF	VF	6.00	10.9T2, ArtCraft, pair	AC	F	12.50	same, XF	HF	XF	10.00
same, Artmaster	AM	VF	4.00	11T1, Caboose, pr # rt, Ben-				same, ArtCraft	AC	VF	7.00
same, ArtCraft	AC	VF	4.00	ham	Bh	VF	20.00	same, Artmaster, PS/5	AM	VF	8.00
5T1, PS/4	AC	VF	15.00	11T1, PS/3	KMC	VF	20.00	25M11, Bee, PS/3	HF	VF	10.00
5T2, PS/4	AC	XF-S	17.50	same, Artmaster	AM	VF	15.00	same, XF	HF	XF	12.50
5T1X, Milk, PS/3	HF	VF	6.00	same, GillCraft	GC	XF	20.00	same, ArtCraft	AC	VF	9.00
same, ArtCraft, # hit	AC	F	2.00	13T1P, PS/3	HF	VF	6.00	same, Artmaster	AM	VF	9.00
same, Artmaster, # hit	AM	F	2.00	same, XF	HF	XF	7.50	same, Rose handpainted	Ro	VF	20.00
same, AM, # clear	AM	VF	5.00	same, ArtCraft	AC	VF	5.00	same, miniature, pair only	Ro	XF	17.50
5T1Y, Circus, PS/5	HF	VF	6.00	same, XF	AC	XF	6.00	25F1, block, PS/3	AM	VF	7.50
same, XF	HF	XF-S	7.50	same, Artmaster	AM	VF	5.00	same, XF	AM	XF	10.00
same, Artmaster	AM	VF	5.00	13.2T1P, PS/3	HF	VF	6.00	25F51, phosphor, PS/3	AM	VF	15.00
same, ArtCraft	AC	VF	5.00	same, XF	HF	XF	7.50	same, XF	AM	XF	17.50
5.2T1, PS/3	HF	XF	25.00	same, ArtCraft	AC	XF	6.00	combi, Farnam, w/ 3 25F5	HF	VF	50.00
5.2T1, PS/3	AM	VF	22.50	same, ArtCraft, # hit	AC	F	4.00	combi, Artmaster, w/ 3 25F5	AM	VF	40.00
5.3T1P, PS/5	HF	VF	6.00	same, Artmaster	AM	VF	5.00	25F6, phos, PS/3	HF	VF	55.00
same, XF	HF	XF	7.50	same, # hit	AM	F	2.50	same, Artmaster	AM	VF	50.00
same, ArtCraft	AC	VF	5.00	14T, Chamberlain w/ mint				same, XF	AM	XF	55.00
same, Artmaster	AM	VF	5.00	PS/5 14T1 in window	DC	VF	5.00	25F7, phos PS/3	HF	F	15.00
same, XF	AM	XF	6.00	15T1, PS/3	HF	VF	6.00	same, VF	HF	VF	20.00
5.5T1V1, PS/5, # cul,				same, XF	HF	XF	7.50	same, Artmaster	AM	VF	25.00
"Burned rubber"	AM	F	10.00	same, ArtCraft	AC	VF	5.00	combi, Farnam, w/ 3 25F7	HF	VF	50.00
5.5T1 PS/4, w/ PS/3 5.5T1P	KMC	VF	40.00	same, Artmaster	AM	VF	5.00	combi, Artmaster, w/ 3 25F7	AM	VF	40.00
5.5T1, PS/4	KMC	VF	10.00	16.7T1P, PS/3	HF	VF	6.00	25F8, phos PS/3	HF	F	15.00
5.5T1P, PS/4	KMC	VF	35.00	same, # hit	HF	F	5.00	combi, Farnam, w/ 3 25F8	HF	VF	50.00
9.9T3, pr, # hit	Americana	Poor	10.00	same, ArtCraft	AC	XF	6.00	combi, Artmaster, w/ 3 25F8	AM	VF	40.00
9.9T4, pr, #hit	Americana	XF	17.50	same, Artmaster	AM	F	4.00	29U1111, PS/3	HF	VF	7.50
7.1T1, PS/3	AM	VF	12.50	17T1, pair	Americana	F	15.00	same, XF	HF	XF	10.00
7.1T1P, PS/3	KMC	VF	20.00	17T2, pair, # cut	Americana	Poor	10.00	29U2222, PS/3	AM	XF	10.00
same, GillCraft, PS/5	GC	VF	22.50	17T2, PS/4	AC	F	12.50	same, ArtCraft	AC	XF	10.00
same, AM, PS/3	AM	VF	20.00	17T2X, Sled, PS/3	AM	XF	10.00	29F2, PS/3	HF	VF	6.00
same, XF	AM	XF	25.00	17.5T1, PS/3	HF	VF	10.00	same, XF	HF	XF	7.50
7.1T1P1, PS/5	HF	VF	6.00	same, XF	HF	XF	12.00	29F3, ArtCraft, PS/3	AC	XF	6.00
same, XF	HF	XF	7.50	same, Artmaster	AM	VF	10.00	same, Artmaster	AM	VF	5.00
same, ArtCraft	AC	VF	5.00	same, ArtCraft	AC	VF	10.00	31T1, PS3	HF	VF	10.00
same, Artmaster	AM	VF	5.00	18T1, single, Collins handpainted, w/ additional Springfield,				same, XF	HF	XF	12.50
7.4T2, PS/3, # left	KMC	F	10.00	MO, CDS	XF	50.00	same, # cut	HF	HF	Poor	5.00
7.6T1P, PS/5	HF	VF	6.00	18T1, pair, Fleetwood	FW	F	35.00	same, ArtCraft	AC	VF	9.00
same, XF	HF	XF	7.50	20M1, Consumer, PS/3	HF	XF-S	35.00	same, Artmaster	AM	VF	9.00
same, ArtCraft	AC	VF	5.00	same, Artmaster, PS/4	AM	XF-S	35.00				
same, Artmaster	AM	XF	6.00	20M4, Consumer, pair	AC	S	37.50				
8.4T1P, PS/3	HF	VF	6.00	20o1, Official, pair, Colorado	Co	XF	50.00				
same, XF	HF	XF	7.50	same, single	Americana	VF	37.50				
same, ArtCraft	AC	VF	5.00	same, PS/3	AM	VF	40.00				
same, XF	AC	XF	6.00	20T1X, Cable, PS/3	HF	XF	50.00				
same, Artmaster	AM	XF	6.00	same, XF	HF	VF	6.00				
8.5T1, PS/3	AC	VF	5.00	same, Artmaster	AM	VF	7.50				
same, Artmaster	AM	VF	5.00	same, ArtCraft	AM	VF	5.00				
same, w/ PS/3 8.5T1P	KMC	VF	20.00	20.5T1P, PS/3	AC	XF	6.00				
same, H&H, both PS/5	H&H	VF	22.50	same, XF	HF	VF	6.00				
8.5T1P, PS/3, GillCraft	GC	VF	17.00	same, Artmaster	AM	VF	5.00				
same, Artmaster, # hit	AM	VF	10.00	same, ArtCraft	AC	VF	5.00				

AM = Artmaster, AC = ArtCraft, HF = House of Farnam  
GC = GillCraft, FW = Fleetwood

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# TRANSPORTATION COILS

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

	LP	PS3	PS5
1897 1# Bus 1, 2, 5, 6, 3, 4	20	30	65
2225 1# B Press 1, 2	1.20	1.30	1.40
NEW untagged 2	.40	.50	.90
1897A Loco 3, 4, 8, 10, 2, 6	.35	.40	.70
2226 Loco B Press 1	.85	.90	1.00
1898 Handcar 1, 2, 3, 4	.55	.80	1.00
2252 Conesloga Wagon 1	.80	.90	1.00
2123 3.4# School Bus 1, 2	.70	1.00	1.25
2123a 3.4# PC 1, 2	3.00	3.55	3.70
1898A 4# Coach 1, 2, 3, 4, 5, 6	1.25	1.70	1.80
1898Ab 4# PC 3, 4	2.25	2.80	3.00
5, 6	2.25	4.00	4.25
2228 4# B Press 1	1.00	1.20	1.25
NEW overall tagged 1	2.50	2.75	3.00
2451 4# Carriage 1	1.00	1.20	1.25
same, untagged	2.00	2.25	2.50
2124 4.9# Buckboard 3, 4	1.00	1.05	1.80
2124a PC 1, 2, 3, 4, 5, 6	1.40	1.50	1.80
1899 5# Micycle 1, 2, 3, 4	.55	1.45	1.55
2253 5# Milk Wagon 1	1.00	1.10	1.25
2542 5# Circus Wagon 1	1.00	1.10	1.25
2543 5# Canoe 1	1.00	1.10	1.25
1900 5.2# Sleigh 1, 2, 3, 5	3.85	7.00	16.00
1900a PC 1, 2, 3, 4, 5, 6	135.00	165.00	170.00
2254 5.3# Elevator 1	1.30	1.20	1.30
2125 5.5# Star Truck 1	1.55	1.65	1.75
2125a 5.5# PC 1	2.05	2.15	2.45
PC 2	2.60	2.80	3.00
1901 5.9# Bicycle 3, 4	4.20	9.10	18.00
1901a 5.9# PC 3, 4	10.00	18.00	18.50
PC 5, 6	59.50	88.00	90.00
2126 6# 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 7.1# Tractor 1	2.55	2.60	2.70
2127a 7.1# PC 1	2.55	2.60	2.70
NEW PC 1	2.55	2.60	2.70
1902 7.4# Baby Buggy 2	5.60	6.30	11.00
1902a PC 2	3.25	3.50	3.70
2255 7.6# Carreta 1, 2	1.75	2.50	2.65
3	5.00	5.50	6.00
2128 8.3# Ambulance 1, 2	1.25	1.40	2.25
2128a 8.3# PC 1, 2	1.25	1.40	2.25
PC 3, 4	3.35	3.50	3.75
2231 Amb. B Press 1, 2	3.50	3.75	4.00
2256 8.4# Wheelchair 1, 2, 3	2.50	2.75	3.00
18	18.00	18.50	19.00
2129 8.5# Tow Truck 1	2.50	2.60	3.00
2129a 8.5# PC 1	3.50	3.60	3.70
2	6.00	6.50	7.00
1903 9.3# Mail Wagon 1, 2, 3, 4	6.30	7.00	15.00
5, 6	23.80	25.20	38.00
1903a 9.3# PC 1, 2	154.00	270.00	280.00
PC 3, 4	16.00	17.00	18.00
PC 5, 6	26.00	27.00	28.00
PC 8	3.00	3.20	3.40
2257 10# Canal Boat 1	1.30	1.40	1.50
2457 10# Tractor Trailer 1	1.30	1.40	1.50
2130 10.1# Oil Wagon 1	1.60	2.10	3.25
2130a 10.1# PC 1, 2	2.50	2.65	3.50
2130 10.1# Red PC 2, 3	2.55	2.65	2.75
1904 10.9# Hansom 1, 2	9.10	16.00	36.00
1904a 10.9# PC 1, 2	13.00	33.00	33.50
3, 4	45.50	262.50	400.00
1905 11# Caboose 1	3.15	3.35	5.00
1905a 11# Caboose PC 1	3.80	4.00	4.25
2131 11# Slutz 1, 2, 3, 4	.55	1.40	1.90
2132 12# Steamer 1, 2	1.90	2.00	2.25
2132a 12# PC 1, 2	2.50	2.75	3.00
12# B Press PC 1	11.00	12.25	13.00
2133 12.5# Pushcart 1, 2	2.65	2.80	3.25

## Full-serif Honeybee

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

	LP	PS3	PS5	LP	PS3	PS5		
2133a 12.5# PC 1, 2	2.90	3.00	3.50	1895 20# Flag 1	5.60	6.30	75.00	
2258 13# Patrol Wagon 1	2.75	3.00	3.25	2, 11	7.55	10.00	12.00	
2259 13.2# Coal Car 1, 2	2.75	3.00	3.25	3, 12	3.35	3.50	7.50	
2134 14# Iceboat 1, 2, 3, 4	1.40	2.40	2.50	4	37.80	80.50	800.00	
B Press 2	2.80	3.90	4.50	5	80.00	85.00	140.00	
2260 15# Tugboat 1, 2	2.50	2.80	3.00	6	2.75	4.00	6.00	
2 Overall tagged	2.50	2.80	3.00	8	5.45	5.60	16.00	
2261 16.7# Popcorn 1, 2	4.00	4.40	4.75	5, 9, 10, 13, 14	2.75	4.00	6.00	
1906 17# Auto 1, 2, 3, 4, 5	1.80	3.10	3.40	1895a 20# PC 14	40.00	40.00	40.00	
6	17.00	17.50	18.00	0135 20# Official 1	10.50	15.40	50.00	
7	4.90	5.00	5.50	2263 20# Cable Car 1, 2	3.25	3.75	4.50	
1906a 17# PC Type A 3, 4, 5	4.90	5.00	5.50	2 Overall tagged	3.25	3.75	4.50	
Type A 6, 7	10.00	12.50	13.00	2264 20.5# Fire Engine 1	3.25	3.75	4.50	
Type AB 5, 7 PS10 only	—	—	14.00	2265 21# Rail Car 1, 2	3.25	3.75	4.50	
Type B 3, 4	18.20	18.90	22.00	2150 21.1# 1111111	3.00	3.15	4.75	
Type B 5, 6	10.00	13.50	14.00	111121	4.05	4.40	6.75	
Type BA 5, 6	—	—	59.00	2150a 21.1# PC 1111111	4.00	3.85	5.75	
Type C 1, 2	7.50	7.85	8.25	PC 111121	10.50	11.20	40.00	
Type C 3, 4	10.00	10.75	11.00	2115 22# Flag 1, 7, 14	5.45	14.50	15.00	
Type C 5, 7	21.00	22.00	23.00	3	10.50	11.20	40.00	
2135 17# Dogsted 2	2.75	3.00	3.50	6	6.85	7.00	7.50	
2262 17.5# Racer 1	3.00	3.50	4.00	2, 4, 5, 8, 10, 12, 15, 16, 19, 21, 22, 71	4.00	4.10	4.50	
2262a 17.5# PC 1	3.00	3.50	4.00	11, 13, 17, 18, 20	5.95	8.30	9.50	
1907 18# Surrey 1	56.00	85.00	90.00	2112 22# "D" Eagle 1, 2	4.75	5.10	7.75	
2, 5, 6, 8, 9, 10	2.65	4.00	4.50	0139 22# "D" Official 1	35.00	50.00	80.00	
3, 4	35.00	75.00	78.00	2464 23# Lunch Wag 2, 3	3.25	3.75	4.50	
7	21.00	38.00	45.00	2266 24.1# Tandem 1	3.90	4.20	4.50	
11, 12, 15, 16	6.30	13.00	13.50	2136 25# Bread Wagon	2.65	2.80	4.25	
13, 14, 17, 19	6.30	7.00	11.00	5	3.35	3.50	5.50	
1891 18# Flag 1	120.00	140.00	440.00	2280 25# Yosemite	7.00	8.00	9.00	
2	19.60	29.40	45.00	Block 1, 7	3.80	4.20	4.50	
3	360.00	362.50	1,000.00	Block 2, 3, 4, 5, 8	10.00	11.00	12.00	
4	6.30	6.65	10.00	Block 9	9.00	9.50	10.00	
5	3.50	4.70	5.50	Phos 1, 15	4.00	4.25	4.75	
6 XF	WANT	1,500.00	2,200.00	Phos 2-3, 7-9, 11, 13-14	6.00	7.00	8.00	
7	38.00	38.55	39.00	Phos 5	14.00	15.00	16.00	
2149 18# Wash. 1112, 3333	2.75	3.00	3.50	Phos 6	4.75	4.90	7.25	
2149A 18# PC 33333 & dull	4.00	4.50	5.00	2279 "E" Earth 1211	3.50	3.85	6.00	
PC 11121, 43444	5.75	6.15	6.50	2222	2.10	2.30	3.75	
NEW 18# Fishing Boat	3.25	3.75	4.50	1111, 1222	2.10	2.45	4.50	
1908 20# Pumper 1	6.30	39.50	170.00	2281 25# Honeybee 1, 2	2.10	2.45	4.50	
2	35.00	220.00	975.00	1 Orig. full serif	15.00	16.50	17.00	
3, 4, 13, 15, 16	3.35	3.50	5.50	2518 "F" (29#) Tulip	3.50	4.00	4.50	
5, 9, 10	1.75	2.05	3.40	1111, 1222, 2222	19.00	19.50	20.00	
7, 8	63.00	74.20	130.00	1211	8.00	8.50	9.00	
12, 14 XF	14.00	15.40	23.00	2211	3.50	4.00	4.50	
6, 12, 14	5.60	5.60	9.00	NEW 29# Flower	2523 29# ML Rushmore	3.50	4.00	4.50
11	45.50	47.60	80.00	1, 2, 3, 4, 6, 7	3.50	4.00	4.50	
2005 20# Consumer Ed. 1, 2	4.55	37.50	200.00	same, gravure A11111	3.50	4.00	4.50	
3, 4	4.55	37.50	120.00	2468 \$1 Seaplane	5.00	6.00	8.00	

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# USPS holds up reports intentionally

By Stephen G. Esrati

The Bureau of Engraving and Printing sends plate-activity reports to the Postal Service every month. But collectors don't get the information, sometimes for as much as a year late.

Even BEP was puzzled by this, and so BEP asked USPS how come.

The answer was that USPS holds up distribution of the BEP reports when they include stamps that have not yet been issued.

That does explain the delay. In the past, a USPS employee, Linda Foster, "edited" the reports, in fact censoring out details of stamps not yet available. But, at least, the reports went out on a regular basis. Apparently, that is no longer being done, causing delays.

Another source of delay is that USPS simply lost the reports for June and July, 1990. They are included in the table shown on this page because *TPN* was able to get them directly from BEP.

In those two months, BEP assigned three

plates for "F" stamp coils and—most surprisingly—assigned a second Plate 1 with which to print the 5¢ Circus Wagon. A previous plate had been assigned in March 1990, and both plates were for the B Press and had 468 subjects.

The only explanation for making a second Plate 1 is that the original Plate 1 was flawed, even though we still lack a report of its being canceled.

## A myth is exploded—twice

When the 4¢ Steam Carriage coil and other low-denomination stamps were found by collectors without tagging, it was believed that these stamps were untagged errors. USPS did not announce its change of policy until after the stamps had been found.

In its statement issued for release on March 18—saying that all tagging on low values will stop (future tense) as of Jan. 1—the USPS said that stamps had been left untagged from Jan. 1, 1991.

This was not quite true. The first Steam

Carriage stamps went to press, according to the BEP reports, on Jan. 9, and all early Steam Carriage stamps were tagged.

Frank Thomas of the Office of Stamp and Philatelic Marketing explained this seeming contradiction.

At a meeting on Jan. 9 with BEP, USPS first told BEP about the decision not to tag stamps with a face value of 9¢ or less. Because printing had already begun on the Steam Carriage that day, BEP could not end tagging on all of them.

But that explanation does not hold water, either. When Steven Crown found the 2¢ redesigned Locomotive untagged, BEP checked for *TPN* when the stamp was printed. "It was definitely printed before January 1990," said a spokesman for BEP. So was the untagged 1¢ redesigned Omnibus.

Asked about the Jan. 9 date, BEP said the Postal Service had asked that stamps up to 3 cents in face value be left untagged even before the Jan. 9 meeting.

## Where's Plate 1?

According to the plate-activity reports for June 1990 through February 1991, BEP made Plates 1 and 2 of the 23¢ Lunch Wagon, but Plate 1 was never sent to press.

## Inadequate information

The reports forwarded by the Postal Service also give sketchy information on the gravure plates used to print the 29¢ undenominated "F" Flower sheet stamps at U.S. Banknote Co.

The black plate was canceled in February, because it had been used to print the "F" and the "For U.S. Addresses Only" slogan. The other plates were saved to print the 29¢ denominated Flower sheet stamps.

[That very same idea could have been used on the 29¢ denominated Flower coil stamp if BEP had been allowed to print it. BEP had the plates for the four colors and needed only to make a new plate for the black "29¢."]

[After all, BEP owns a perforating machine or two.

[Instead, the job was given to an convict's firm and was almost six months late—and emerged with rouletting.]

The plate-activity information provided to USPS by the private printers is totally unusable because it does not identify each plate. Instead, it gives the series of identifying digits that appear in the selva of sheet stamps.

Thomas explained that the private contractors have no way to identify individu-

## Plate-activity report through February 1991

CAT	ASSIGNED PLATE	TO PRESS	SUBJ.	PRESS	CANCELED	IMPRESS.	Max.	NOTES
1T2R1	02/22/88	179668-2	1990§	468	B			Phoned BEP report
2T1R1	10/09/88	177319-1	1990§	468	B			Phoned BEP report
4T1R1	07/21/86	177004-1	05/29/91†	468	B	77,000	683,000	Not in BEP report
4T1X	10/01/90	187,462-1	01/09/91	468	B			
5T1Y	07/05/90	187,031-1		468	B			2d plate assigned
5.3T1P	07/27/88	180,652-1	DEC 90	468				
7.1T1P1	04/14/89	182,560-1	OCT 90	468				
7.5T3P	04/03/89	182,478-3	OCT 90	468				
7.5T3P	04/03/89	182,478-3	JAN 91	468				
10.1T3P1	10/19/88	181,104-3	08/24/90	468				
10.1T3P1	10/19/88	181,104-3	OCT 90	468				
10.1T3P1	10/19/88	181,104-3	DEC 90	468				
10.1T3P1	10/19/88	181,104-3	JAN 91	468				
13.2T1P	06/15/88	180,403-1	OCT 90	468				
13.2T2P	08/25/89	184,139-2	08/17/90	468				
16.7T2P	08/09/89	183,876-2	OCT 90	468				
20.5T1P	08/10/88	180,748-1	OCT 90	468				
21T1P	06/30/88	180,499-1	07/02/90	468	B			
21T2P	08/31/88	180,844-2	09/29/90	468	C			
21T2P	08/31/88	180,844-2	OCT 90	468	C			
21T2P	08/31/88	180,844-2	JAN 91	468	C			
23T1	01/24/91	187,981-1	NEVER	432	C	01/30/91	NONE	NONE
23T2	01/24/91	187,985-2	02/04/91	432	C			
23T3	02/14/91	188,104-3	02/25/91	432	C			
24.1T1	08/25/88	180,817-1	DEC 90	468				
25F1	04/04/88	179,934-1	04/18/88	468	B	10/22/90	1,144,000	10,296,000
25F13	10/17/89	184,547-13	01/02/90	480	D	01/24/91	5,347,425	53,474,250
25F15	09/05/90	187,288-15	09/15/90	480	C	01/30/91	1,016,000	10,160,000
25F16	10/11/90	187,501-16		468	B			
25T4	03/04/88	179,802-4	03/21/88	480	C	01/30/91	5,559,500	55,595,000
29F1	01/18/91	187,916-1	01/22/91	480	C			
29F2	01/22/91	187,970-2	01/24/91	432	C			
29F3	02/01/91	188,045-3	02/20/91	480	C			
29F4	02/04/91	188,046-4	02/06/91	480	C			
29F5	02/05/91	188,047-5		432	C			
29F6	02/05/91	188,048-6	02/12/91	432	C			
29F7	02/13/91	188,095-7	02/21/91	480	C			
29U1	06/18/90	186,916-1		432	Andreotti			F stamps red
29U1	06/18/91	186,917-1		432	Andreotti			F stamps blue
29U1	06/18/91	186,918-1		432	Andreotti			F stamps black
29U1	08/27/90	187,264-2		432	Andreotti			F stamps red
29U1	08/27/90	187,265-2		432	Andreotti			F stamps blue
29U1	08/27/90	187,266-2		432	Andreotti			F stamps black
29U1	08/29/90	187,273-3		432	Andreotti			F stamps blue

New stamps in bold type § Reports of a BEP foreman † Data from Wayne L. Youngblood, based on a visit to BEP.



al plates because they lack plate numbers. He was asked if it would not be possible to give impression totals for, say, a "blue 1" or a "blue 3" plate, and offered to look into the matter.

The private contractors' current system of reporting is useless. If we were talking about PNCs (using the "F" stamps as an example), the reports would give only one total for 1111, 1121, 1211, 1122, and 2222. That's not good enough. We need data on each plate separately.

To be useful, we need to know when magenta (or cyan or yellow) Plate 1 went to press, how many impressions were made from it, and when it was canceled. We need the same information on each of the other cylinders, one for each color.

In that way, it becomes possible to determine how many stamps were printed with the 1111 combination of identifying digits, for example. With the information now provided by the private printers, no such determination can be made.

Unless the private contractors can be brought up to the standards of BEP's reporting procedure, listing all pertinent data for each plate or cylinder, collectors will never have the underlying data with which to calculate the relative size of any press run.

[Tom Harris of American Bank Note Co. has promised TPN to make such data available, contradicting the Postal Service by saying that "Of course we have all that data on each plate. We're security printers."]

### Precancels reprinted

One other fact emerged from the latest BEP reports. Starting in September, BEP sent almost every precancel back to press, except the 8.4¢ Wheel Chair.

Dealers have been raising prices recently on Wheel Chair Plate 3 and 7.6¢ Carreta Plate 3 because stocks could not be found. Would these prices have gone up if collectors had been able to learn from timely BEP reports of big reprintings of at least one (7.6T3P) of the scarce items? □

### Dealer doings

Longtime PNC<sup>3</sup> member Joseph (Mac) Johnson has opened a stamp store in Eugene, Ore., which goes under the name of Tanstaaf! (The exclamation point is in the name.)

The no-smoking store is in the Smith Family Building across the street from the downtown post office and carries PNC strips, used singles, and commercial covers.

Kim Cuniberti will send a price list of tagging breaks to anyone sending him a SASE. □

## A chronology of misinformation

### On private printing contractors

[Rep. Gerri] Sikorski [D-Minn.]... was particularly interested in interrelationships of the contractors.

"I grew up in northwest Minnesota where there's an extreme dislike for monopoly," Sikorski said.

A. Keith Strange, director of the Postal Service's Office of Procurement, responded by stating that "five different contractors" have provided stamps to the Postal Service in the last year.

He named them as 1, KCS Industries; 2, Stamp Venturers; 3, Jeffries Bank Note; 4, U.S. Banknote, which has acquired American Bank Note; and 5, Avery/Fasson, which is printing self-adhesive stamps for use in automatic teller machines.

Under Sikorski's questioning, however, Strange confirmed that Jeffries Bank Note was now a wholly owned subsidiary of U.S. Banknote, and that [Banta Corp.] the parent firm of KCS is a partner in Stamp Venturers.

Gary Griffith, in Linn's, June 24, 1991  
reporting on a congressional hearing

### On the 29¢ denominated Flower stamp

#### Coiled Stamps

(Coils of 500 except where noted—see par. 16)

7708 29¢ Flower

(Denominated; available Mid-April) \*\*

7707 Same as above

(coils of 100)

\*\* Printed by Stamp Venturers

USPS Philatelic Catalog, March-April 1991

Coil stamp to be issued with slit perforations

A 100-stamp coil version of the 29¢ Flower stamp with slit perforations will be issued Aug. 16.

Philatelic Release 68

### On leaving low values untagged

As of Jan. 1, all stamps with values between one cent and eight cents will be printed without phosphorescent tagging. This includes reprintings of stamps presently available such as the 4¢ Father Flanagan stamp, the 4¢ Steam Carriage, and the 1¢ Omnibus coil stamp.

Philatelic Release 18 for release March 18, 1991

#### MONTHLY POSTAGE STAMP PLATE ACTIVITY REPORT

#### NEW PLATES TO PRESS — JANUARY, 1991

Plate #	Denom.	Description	Prints	Process	Est.	Stamps Per Rev.	Series	In Press
1974G2-1	4¢	Steam Carriage coil	701	Intaglio	432	964	1281	1/8/91

Bureau of Engraving and Printing, Plate Activity Report

"We ran off untagged 1¢ Omnibuses and 2¢ [sic.] Steam Carriages before January 1991."

Bureau of Engraving and Printing foreman, Aug. 2, 1991

# Why are some PNCs scarce?

By Dr. Robert Rabinowitz

Ken Lawrence's *Linn's* column of July 15, 1991, presented a piece of evidence in the form of a cover franked with a 10.9¢ Hansom Cab from Plate 4 bearing a flyer dated March 9, 1983.

Lawrence viewed this as support for his deduction that the scarcity of this plate number—and the paired Plate 3—was a result of early usage during the 1982–85 validity period, a posture that Lawrence had presented in his book.

Apparently a school of thought exists that believes that these two plates were used late in the rate period. I am not acquainted with these proponents.

In his *Linn's Plate Number Coil Handbook*, Lawrence pointed out that Plates 3 and 4 went to press only twice—on March 15 and July 23, 1982—while Plates 1 and 2 were printed from 1982 through almost to the end of 1983. Lawrence concluded that the scarcity of Plates 3 and 4 in mint strips of three and five, the favored forms in the PNC market "stems from the fact that PNC collecting had not yet caught on during the time these particular numbers were in general use."

## Once priced at \$2

However, a study of Dennis Chamberlain's early price lists contradicts this conclusion. As early as mid-1983 Chamberlain offered Plates 3 and 4 as strips of four [the longest strips Chamberlain then sold, *ed.*] at \$2.00 each. He apparently sold out because his October 1983 list offered only Plate 3. Three months later he had restocked, but raised his price to \$3.50 for Plate 3 and \$5.00 for Plate 4, averaging about double the price for Plates 1 and 2.

It is my opinion that if an experienced post office searcher had made an effort to find Plates 3 and 4 in 1983–4, they could have been found in quantity. I further believe that most of the looking that was going on involved rolls of 500, not rolls of 3,000.

Based on my discussions with those active in PNC philately at that time, there were several reasons for this.

- There was some lack of understanding of how these stamps were produced and that it was possible to find material in rolls of 3,000 that might have been difficult or impossible to find in rolls of 500 (for example, to my knowledge, there have been no reports of rolls of 500 of Plates 2 and 8 of the 9.3¢ Mail Wagon).

*The real key is what quantity of rolls were found since 1985, after it became apparent that a particular PNC was available in only very limited quantities*

- Most PNC dealers in the early days were undercapitalized; laying out money for rolls of 3,000 was difficult.

- Many of the early searchers frequented philatelic boutiques and post offices where the initial shipments of rolls of 500 lasted throughout the "on-sale" period, and all of these were from Plates 1 and 2.

Lawrence's book reports that Plates 3 and 4 first went to press about three weeks after Plates 1 and 2 did. Both sets went to press again later. It is reasonable to assume that the requirement for mint strips and rolls of 500 were met during the early part of the run and employed only Plates 1 and 2. That's why no unpre-canceled Plates 3 and 4 were ever printed. When most additional printings of the Hansom Cab were ordered, a very large proportion was for major bulk mailers and, therefore, were in rolls of 3,000.

So collectors and dealers examining the rolls of 500 were finding almost exclusively Plates 1 and 2.

Plates 3 and 4 did appear in rolls of 500; but my guess is that they represented small quantities relative to the massive quantities in rolls of 3,000. Thus, over the years, Gaps 3L, Line, and 1R were found in rolls of 500, but in each case these were one- or two-roll finds, not massive findings that could have affected the market.

## The lesson of the Bicycles

Before reaching any conclusions, it is useful to examine the 5.9¢ Bicycle from Plates 5 and 6. These plate numbers were printed and in use during approximately the same period as Plates 3 and 4 of the 10.9¢ Hansom Cab. And if you believe the printing figures, only 30% as many of these Bicycle plates were theoretically available as compared to Plates 3 and 4 of the Hansom Cab.

In mid-1984, Chamberlain was offering these Bicycle strips at almost three times the price of the 10.9s.

If you follow Lawrence's logic "that PNC collecting had not yet caught on during the time these particular numbers (meaning Plates 3 and 4 of the 10.9s) were in general use," one would expect Plates 5 and 6 of the 5.9s to be retailing today at multiples of the price of Plates 3 and 4 of the 10.9s. In fact, you can buy Plates 5 and 6 of the 5.9¢ Bicycle in strips of five in the \$100 range, about one-sixth of the cost of the 10.9s.

The reason why the 10.9s are scarcer today than the 5.9s has nothing to do with the status of PNC collecting in 1982–84. Their relative scarcities today reflect finds of these rolls after they were in general use.

Thus, John Goudie found about 50 rolls of 500 of Plates 5 and 6 of the 5.9s that he sold both as stripped-out plate strips of five and as full rolls. And in 1986, close to 20 rolls of 3,000 were found in Smithtown, N.Y., by Harold Potkewitz, who, unfortunately, let most of them slip through his hands and into the hands of Miller's Mint.

Finds of Plates 3 and 4 of the 10.9 during this period were much smaller (Potkewitz had a small one before he found the Bicycles), accounting for their relative prices today.

## Layaways don't matter

It is an established fact that the scarcity of certain plate numbers today is not related to the quantities that were put away when the issues were current, but rather the quantities that were found since 1985 when the market grew tremendously and the need for quantities that dwarf those that were set aside in 1981–84 became apparent.

Anyone could have assembled huge quantities of 20¢ Consumer Education strips of five when that stamp was current. Their high cost today (as well as Plate 4 of the 20¢ Flag) reflects the failure of searchers to find any significant number of rolls since 1985.

Some of you may have paid \$50.00 each for Plates 17 and 18 of the 18¢ Surrey; today they sell for as little as \$3.00 each because large quantities were turned up by searchers since 1985.

Printing totals and distribution figures are not the keys to define the scarcity or rarity of early PNCs, particularly in strips of five. The real key is what quantity of rolls were found since 1985, after it became apparent that a particular PNC was available in only very limited quantities.

□

**New stamps, corrections,  
withdrawals from sale**

**New Stamps**

5T1Y—Plate 1 of the 5¢ Circus Wagon, on Type III paper and with only one tagging break in a strip of 100. (Liu)

132T2P—Imperforate strips of Plate 2 of the 13.2¢ Coal Car. 4 strips found. (Marrelli)

19MA1111, 19MA1212 or 19MA1 and 19MA2 for short — 19¢ Fishing Boat. Plate numbers are A1111 and A1212 (but ABNC said the press run was incomplete). Issued Aug. 8, 1991. Washington, D.C. Plate numbers 36 stamps apart. Rolls of 3,000, A1111. (Rabinowitz) A1212 reported by ABN, not seen by collectors.

21T2P—Plate 2 of the 21¢ Railroad Mail Car, on Type III paper. (Liu)

29FA11111 or 29FA1 for short — Rolls of 10,000 of the gravured version of the 29¢ Flag over Mt. Rushmore. Plate Numbers are A11111. Issued July 4, 1991, Mt. Rushmore, S.D.

29MS1111 or 29MS1 for short — 29¢ denominated Flower. Rouletted, gauge 9.8. Phosphor coated paper. Plate numbers 33 stamps apart. Issued Aug. 16, Washington, D.C. (Plate numbers seen by PNC Study Group on Aug. 7. Other numbers possible.)

**Withdrawals (all on Aug. 31)**

- 4T1R and 4T1R1—The 4¢ Stagecoach, B Press.
- 5.3T1P—The 5.3¢ Elevator.
- 7.1T1Pi—"ZIP+4" overprint on the 7.1¢ Tractor.
- 7.6TP—The 7.6¢ Carreta.
- 8.4TP—The 8.4¢ Wheel Chair.
- 10.1TPI—Red overprint on the 410.1¢ Oil Wagon.

- 13T1P—The 13¢ Patrol Wagon.
- 13.2TP—The 13.2¢ Coal Car.
- 16.7TP—The 16.7¢ Popcorn Wagon.
- 17.5T1P—The precanceled of the 17.5¢ Racing Car. (The uncanceled remains on sale.)
- 20TX—The 20¢ Cable Car.
- 20.5T1P—The 20.5¢ Fire Engine.
- 21TP—The 21¢ Railroad Mail Car.
- 24.1T1P—The 24.1¢ Tandem Bicycle.

**Corrections to TPN**

Page 62—USPS reported the printing order for the intaglio-printed 29¢ Mt. Rushmore stamps in a confusing manner. Corrected figures are:  
81 million coils of 100  
25,740 million coils of 500  
187,000 coils of 3,000

Page 74—"Just for the record, that asterisk belongs to Roger Maris, not Mickey Mantle. We baseball players remember."—Alan Thomson.

Page 77—Assistant Postmaster General Gordon Morrison was misquoted as to the printing method he prefers. What he said was that he prefers a combination of offset and intaglio, not gravure and intaglio. He also said he likes gravure alone.

Page 77—"How to tell them apart" managed to reverse the colors once again. 12.5¢ Pushcart stamps with light olive ink fluoresces dark brown; dark olive ink fluoresces copper red.

20F4 in strips of 3  
XF \$50; VF \$45  
18F3 in PS/5  
VF \$850  
Steve Esrati  
c/o TPN (216) 561-9393  
Sorry, no discounts on these

**September Closeout Sale!  
Prices Slashed!**

**NET PRICE LIST — PNCs on commercial covers**

Covers on this price list are clean, fault-free covers used during the rate period intended for the particular stamps. Stamps are fault-free and Fine to Very Fine or better. Cancels are clear, and do not obscure the plate numbers. Prices are for black machine cancels on No.10 envelopes. In many cases, the same plate numbers are available on No. 6¾ envelopes (add 50%) or with purple machine cancels (double), but quantities are limited.

**FLAG COIL STAMPS**

1891	18¢ Flag No. 1	\$25.00
	18¢ Flag No. 2	10.00
	18¢ Flag No. 3	25.00
	18¢ Flag No. 4	10.00
	18¢ Flag No. 5	10.00
1895	20¢ Flag No. 1	\$2.50
	20¢ Flag No. 2	2.00
	20¢ Flag No. 3	2.50
	20¢ Flag No. 4	5.00
	20¢ Flag No. 5	3.00
	20¢ Flag No. 6	3.00
	20¢ Flag No. 8	2.00
	20¢ Flag No. 9	2.00

**TRANSPORTATION STAMPS**

1908	20¢ Pumper No. 1	\$5.00
	20¢ Pumper No. 2	15.00
	20¢ Pumper No. 3	5.00
	20¢ Pumper No. 4	5.00
	20¢ Pumper No. 5	4.00
	20¢ Pumper No. 6	5.00
	20¢ Pumper No. 7	5.00
	20¢ Pumper No. 8	5.00
	20¢ Pumper No. 9	4.00
	20¢ Pumper No. 10	4.00
	20¢ Pumper No. 11	4.00
	20¢ Pumper No. 13	4.00
	20¢ Pumper No. 15	9.00
	20¢ Pumper No. 16	9.00

**TRANSPORTATION COIL STAMPS**

1907	18¢ Surrey No. 1	\$12.50
	18¢ Surrey No. 2	7.50
	18¢ Surrey No. 3	60.00
	18¢ Surrey No. 4	60.00
	18¢ Surrey No. 5	7.50
	18¢ Surrey No. 6	7.50
	18¢ Surrey No. 7	8.00
	18¢ Surrey No. 8	7.50
	18¢ Surrey No. 9	8.00
	18¢ Surrey No. 10	8.00
	18¢ Surrey No. 11	12.50
	18¢ Surrey No. 12	12.50
	18¢ Surrey No. 13	17.50
	18¢ Surrey No. 14	17.50

**CONSUMER ED. COIL STAMPS**

2005	20¢ Consumer No. 1	\$9.00
	20¢ Consumer No. 2	9.00
	20¢ Consumer No. 3	9.00
	20¢ Consumer No. 4	9.00

For scarce commercial covers not on this list, see our Mail Bid Sale on the following pages.

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# Stamps 'n' Stuff Mail Bid Sale #2

of PNC commercial covers, rare Autopost, and other modern U.S. postal history  
 Rare PNC material, including earliest usages of reengraved coils, unusual rates and foreign destinations, Honeybee souvenir card

**CLOSING DATE: Thursday, Sept. 26, 1991**

**No bids will be accepted after 6 p.m. (Central time)**

ALL LOTS IN THIS AUCTION ARE RESERVED. BIDS BELOW THE MINIMUM INDICATED FOR EACH LOT WILL NOT BE ACCEPTED. There is NO 10% BUYER'S PREMIUM in this mail auction. All lots will be sold at one advance over the second-highest bid. In the event of tie bids, the earliest bid received by Stamps 'n' Stuff will prevail. Stamps 'n' Stuff will not be liable for errors or omissions in bidding, whether by the bidder or by Stamps 'n' Stuff. Any lot may be withdrawn before the closing date for any reason.

Bidding increments are as follows:

Bidding Level	Increment	Bidding Level	Increment
Up to \$20	\$1	\$20 to \$50	\$2
\$50 to \$100	\$5	\$100 to \$200	\$10
\$200 to \$500	\$25	\$500 to \$1,000	\$50
Above \$1,000	\$100		

Bids not conforming to these increments will be reduced to the next lower level, and will not receive preference over other bids at that level. All lots have reserves with the minimum bid indicated. Bids below those reserves will not be accepted.

Some lots are described as EKU (earliest known use), the date of the earliest cancellation known for a particular plate number coil on cover, or ENP (earliest non-philatelic use), the date of the earliest reported cancellation on commercial cover, but for which earlier dated cancels exist on first-day covers. Dates described as EKU or ENP are accurate to the best of Stamps 'n' Stuff's knowledge, verified by two experts—Robert Washburn and Ken Lawrence—at the time this offering was prepared. The possibility that earlier finds may be made always exists, so these factors cannot be guaranteed.

Except for the EKU and ENP designations explained in the previous paragraph, all lots are guaranteed genuine as described. If purchaser desires an expert opinion, he may notify Stamps 'n' Stuff no later than 28 days after purchase that the item is being submitted to the American Philatelic Expertizing Service, the Philatelic Foundation or the Expertizing Committee of the American First Day Cover Society for an opinion. In the event one of these authorities declines to issue an opinion that the lot is genuine, or finds that the lot is not genuine, the lot may be returned for a full refund of the purchase price plus expertizing costs up to 5% of the sale price to a maximum of \$50. Except for such notice, all sales are final.

Unless otherwise described, commercial covers are basically clean, and may have minor opening tears or other wear consistent with having passed through the mail. Stamps on covers are at least Fine to Very Fine, with perforations and margins clear of the design and the plate number, unless otherwise noted. Some perforations may be short, but pulled perforations and other faults are described individually. All cancellations are in black ink unless otherwise noted.

If the size of a cover is not stated, it is small enough in its long dimension to fit horizontally on a typical 8 1/2- by 11-inch album page, ranging from small invitation-size envelopes, to No 6 1/2, monarch, No 7 (utility bill), or greeting-card envelopes. Larger envelopes are specifically described as No. 9, No. 10, or No. 11.

Payment of the entire purchase price, including payment for any lots that may be submitted for expert certification, is due from successful bidders upon receipt of invoice. Successful bidders without established credit may be required to pay before shipment. Buyers must pay shipping and insurance.

The placing of a bid by mail, fax, or telephone shall constitute acceptance of these terms of sale.

**PHOTO COPIES AVAILABLE**

Photo copies of reasonable numbers of lots are available to prospective bidders who submit long self-addressed envelopes plus 29¢ postage for the first three copies and proportional additional postage for each three additional copies.

**PRICES REALIZED**

All successful bidders will receive a list of prices realized. Others may obtain this list by sending a long, self-addressed, stamped envelope.

**ABBREVIATIONS**

EKU	Earliest known usage cancellation date for the plate number
ENP	Earliest non-philatelic cancel known for the plate number
LP	Line pair
PMC	Purple machine cancel
PMSC	Purple machine slogan cancel
PS	Plate number strip
SC	Slogan machine cancel

Lot	Description	Minimum	Lot	Description	Minimum	Lot	Description	Minimum
<b>FLAG COIL STAMPS</b>								
1	1891 18¢ Flag, no plate No., 4/28/81, #10 env., very early commercial use.....	\$5.00	13	1891 18¢ Flag No. 4, 8/25/81, PMSC, #10 env.....	\$10.00	22	1907 18¢ Surrey No. 1, 6/9/81, "Lightning Bolt" plate crack.....	\$30.00
2	1891 Same as lot 1, but PMC.....	6.00	14	1891 18¢ Flag No. 4, 8/26/81, PMC.....	15.00	23	1907 18¢ Surrey No. 1, 6/16/81, "Lightning Bolt Continuation" plate crack, small coffee stains on #10 env.....	20.00
3	1891 18¢ Flag No. 1, 5/20/81, PMC.....	25.00	15	1891 18¢ Flag No. 4, 8/26/81, PMSC.....	15.00	24	1907 18¢ Surrey No. 3, 6/20/81, PMC, #10 env., cancel touches No.....	30.00
4	1891 18¢ Flag No. 1, 5/15/81, PMC, #10 env.....	20.00	16	1891 18¢ Flag No. 5, 6/9/81, ENP, SC, #10 env.....	40.00	25	1907 18¢ Surrey No. 3, 6/26/81, PMC, #10 env.....	35.00
5	1891 18¢ Flag No. 1, 8/28/81, PMSC.....	25.00	17	1895 20¢ Flag No. 9, 1/17/83, EKU, SC, #10 env.....	20.00	26	1907 18¢ Surrey No. 3, 9/18/81, PMC.....	40.00
6	1891 18¢ Flag No. 2, 8/26/81, PMSC.....	15.00	18	1895 20¢ Flag No. 9, 1/18/83, SC, #10 env.....	5.00	27	1907 18¢ Surrey No. 4, 6/17/81, PMC, #10 env.....	35.00
7	1891 18¢ Flag No. 2, 8/29/81, PMC, #10 env.....	10.00	19	2280 25¢ Flag over Yosemite, no plate No., 1/14/91, "Black Forest" ink variety, #10 env.....	5.00	28	1907 18¢ Surrey No. 4, 6/18/81, PMC.....	40.00
8	1891 18¢ Flag No. 2, 8/27/81, PMSC, #10 env.....	10.00	<b>TRANSPORTATION COIL STAMPS</b>			29	1907 18¢ Surrey No. 6, 6/6/81, ENP, SC, #10 env.....	20.00
9	1891 18¢ Flag No. 2, 9/13/81, PMC.....	15.00	20	1907 18¢ Surrey, no plate No., 6/30/81, freak "Missing spokes" variety (4mmx3mm uninked patch in front wheel).....	10.00	30	1907 18¢ Surrey No. 8, 6/27/81, ENP, SC, #10 env.....	20.00
10	1891 18¢ Flag No. 3, 6/20/81, PMSC, #10 env.....	20.00	21	1907 18¢ Surrey No. 1, no cancel, "Lightning Bolt" plate crack.....	5.00	31	1907 18¢ Surrey No. 9, no cancel, "Lightning Bolt" plate crack.....	5.00
11	1891 18¢ Flag No. 3, 6/29/81, PMC, #10 env.....	20.00						
12	1891 18¢ Flag No. 4, 6/25/81, PMC, #10 env.....	10.00						

Lot	Description	Minimum
32 1907	18¢ Surrey No. 9, 8/25/81, "Lightning Bolt" plate crack.....	\$30.00
33 1907	18¢ Surrey No. 9, 9/8/81, "Lightning Bolt" plate crack, #10 env.....	25.00
34 1907	18¢ Surrey No. 10, 7/5/81, ENP, #10 env.....	20.00
35 1907	18¢ Surrey No. 10, 9/17/81, "Lightning Bolt" plate crack, #10 env.....	25.00
36 1907	18¢ Surrey No. 12, 8/16/81, EKV, #10 env.....	25.00
37 1907	18¢ Surrey No. 15, 9/5/81, EKV, #10 env.....	150.00
38 1907	18¢ Surrey No. 15, 9/24/81, SC, #10 env.....	100.00
39 1908	20¢ Pumper No. 12, 8/16/82, PMC.....	100.00
40 1908	20¢ Pumper No. 14, 7/6/82, EKV, lightly wrinkled #10 env.....	120.00
41 1908	20¢ Pumper No. 15, 7/12/82, EKV, #10 env.....	40.00

**COLLECTOR AND DEALER PNC COVERS**

42 1897A	2¢ Locomotive No. 10 Line Pair and 1908 20¢ Fire Pumper No. 16 Line Pair, 10/27/87, magenta plug hand cancel, airmail (44¢ rate) to East Germany.....	25.00
43 1907	18¢ Surrey No 12 Line Pair, 3/1/88, SC, on aerogramme (36¢ rate, rarely paid with stamps), to England.....	25.00
44 1908	20¢ Pumper No. 5 plus 2136 25¢ Bread Wagon no No., 4/3/88 (second ounce, first day of rate).....	10.00
45 2115b	22¢ Flag over Capitol test coil No. T1, 2/28/88, APO 09080 (Bonn, Germany) to street address in Bonn, properly used entirely in Germany, #10 env.....	20.00
46 2132b	12¢ Stanley Steamer B Press precancel No. 1, with 2132 12¢ Stanley Steamer Cottrell Press No. 1 and no No.singles, 9/3/87, <b>RARE CHARLES YEAGER EARLIEST KNOWN USE</b> , SC grazes plate Nos., AFDCS certificate.....	500.00
47 2132b	12¢ Stanley Steamer B Press precancel with two 2132 12¢ Stanley Steamer Cottrell Press singles, no plate Nos., 9/3/87, <b>RARE CHARLES YEAGER EARLIEST KNOWN USE</b> , AFDCS certificate.....	100.00
48 2132b	12¢ Stanley Steamer B Press precancel, no No., on UX117 14¢ Flag postal card, 9/3/87, <b>RARE CHARLES YEAGER EARLIEST KNOWN USE</b> , AFDCS certificate.....	100.00
49 2136	25¢ Bread Wagon No. 1, 4/2/88, on picture postcard to England (last day 25¢ surface rate), cancel hits No.....	20.00
50 2149	18¢ George Washington Monument No 1112, 4/2/88, on aerogramme (last day of 36¢ rate, rarely paid with stamps), to England.....	25.00
51 2225	1¢ Omnibus reengraved No. 1 with C117 44¢ New Sweden, 4/3/88, airmail to England (first day of 45¢ airmail rate).....	25.00

Lot	Description	Minimum
52 2228	4¢ Stagecoach reengraved No. 1 with 1898A 4¢ Cottrell No. 1 and 2134 14¢ Iceboat no No., 8/15/86, <b>RARE CHARLES YEAGER EARLIEST KNOWN USE</b> , #10 env., SC hits Cottrell plate No. (reengr. No. clear), AFDCS certificate.....	%500.00 0
53 2257	10¢ Canal Boat No. 1 with 2136 25¢ Bread Wagon no No., 4/3/88, on 8 1/2" by 11" env. (first day of 25¢+10¢ nonstandard size surcharge, Canal Boat PNC pays surcharge).....	10.00

**AUTOPOST COVER**

54 6b	45¢ machine 83 Washington DC 11/27/89 with indistinct SC across top, airmail to Spain.....	50.00
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**SCARCE AMERICANA COVERS**

55 1596d	13¢ Eagle and Shield L-perf, two overlapped singles, top and top corner margin copies, 5/10/76, commercial cover, #10 env., <b>VERY SCARCE</b> .....	150.00
56 1596d	13¢ Eagle and Shield L-perf, 2/17/77, on Long Beach Stamp and Coin Expo env. w/ National Crime Prevention Month pictorial (police badge) cancel.....	30.00

**BULK LOTS**

57	12 all different PNC precancels, mostly post-1985, but includes 9.3¢ Mail Wagon No. 2 and No. 6, on commercial bulk mail covers, mostly #10 env.....	80.00
58	20 all different PNC precancels, all post-1985, on commercial bulk mail covers, mostly #10 env.....	60.00
59	15 collector/dealer PNC covers, mostly #10 env., includes 1¢ No. 1, 4.2¢ No. 3, 4; 3.4¢ No. 1; 5.9¢ No 4 (cut No.); 14¢ No. 2; 20¢ Pumper No. 6, 9, 16; 25¢ Flag No. 8, 13; "F" No. 2222; some duplication, some pairs and strips, <b>NO PRECANCELS</b> .....	40.00
60	9 collector/dealer PNC covers, mostly #10 env., <b>ALL STRIPS OF FIVE</b> ; includes 3.4¢ No. 1; 4¢ No. 4; 5¢ No. 2; 5¢ Milk Wagon No 1; 5.2¢ No. 1; 5.3¢ No 1; 6¢ No. 1; 10.9¢ No. 1 (insured); 17¢ No. 5 (insured), <b>NO PRECANCELS</b> .....	50.00
61	35 commercial PNC covers, mostly #10 env., duplication but good assortment of "E," "F" and Transportation (25¢ Bread Wagon, 20¢ Cable Car, 15¢ Tugboat) Nos.....	20.00

Lot	Description	Minimum
62	23 <b>OVERSIZE</b> collector/dealer covers, #11 and large manila up to Express Mail size, includes 1¢ No. 6, 1¢ reengraved No. 1; 2¢ No. 2, 10; 3.4¢ No. 2; 5¢ Mol. #1; 5¢ Circus Wagon No. 1 (Express); 11¢ No. 2; 14¢ No. 3; 18¢ No. 5, 8, 9; 20¢ Pumper No. 3, 9, 11 (registered); 22¢ No. 10, 12; 25¢ Bread Wagon No. 3 (to Japan); "E" No. 1222; 25¢ Flag No. 8, 9, 13, 14; minimal duplication, <b>NO PRECANCELS</b> .....	60.00
63	300+ assorted 18¢ Flag Nos. 1, 2, 3, 4, 5; 18¢ Surrey Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14; 20¢ Pumper No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13, 15, 16; and 20¢ Consumer No. 1, 2, 3, 4; commercial covers, mostly #10 env., some faulty, but lots of variety, purple cancels, etc.; fabulous retail value.....	600.00
64	500+ 20¢ Flag No. 1, 2, 3, 4, 5, 6, 8, 9, commercial covers, mostly #10 env., some faulty, but lots of variety, purple cancels, etc.; excellent retail value.....	100.00
65	<b>MYSTERY LOT</b> , a huge sealed box weighing about 75 pounds filled with 20¢ letter-rate 1983 commercial covers, completely unpicked. You might find a new EKV or scarce 20¢ Fire Pumper here!.....	75.00
66	98 pre-PNC covers with purple cancels, all from March 1981, including many last-day 15¢ and first-day 18¢ letter rate, mostly #10 env. good variety of stamps and cities.....	15.00
67	20 unusual covers with odd combinations of stamps, auxiliary markings, apology bags for damaged in handling, underfranked, etc.....	10.00

**SPECIAL LOT**

68 **HONEYBEE SOUVENIR CARD**, issued to Bureau of Engraving and Printing employees who worked on Honeybee stamp, with 25¢ Honeybee stamp canceled first day. **RARE, ONLY 75 EXIST!**..... 600.00

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# 1991 catalog shows upsurge in prices of Dirty Dozen

Continued from Page 85

- The treatment of tagging breaks has been expanded.
- The technical information on the 17¢ Electric Auto has been expanded to include material from "e=mc<sup>2</sup>" in our January and March issues. All the constant mat varieties found on the A and B mats have been illustrated.
- New paper types have been added to reflect the new Type IV paper and the subtypes of Type III paper.

The catalog, which has appeared in May for the past six years, was delayed this year in an attempt to include some of the rate-change issues. The catalog includes details about the 19¢ Fishing Boat, 29¢ gravured Mt. Rushmore, and 29¢ denominated Flower.

Two stalwart co-workers on previous editions dropped out this year, George V.H. Godin and Thom E. Wheeler.

Tom Maeder took over the chairmanship of the precancel gap committee, filling in for Larry G. Haynes, who is out of the country on business. Once again, the committee asked for and received help from Dr. Robert Rabinowitz, who is not a member of the PNC Study Group.

Joining this year's team were Eugene R. Ernst and Alan Thomson. Both worked on tagging breaks and Thomson replaced Wheeler on the editing committee.

The price estimates in this year's catalog dropped the price lists of several dealers who appear to be inactive. Included in the estimates for the first time was Michigan dealer James Adams. In addition, Bill Langs' comprehensive list of imperforate

## Club adopts a code of ethics

The Plate Number Coil Collectors Club (PNC<sup>C</sup>), in a mail vote this summer, has adopted a code of ethics.

The need for such a code became obvious in 1990 when several members complained that they had bought counterfeits from dealer-members.

Those charges could not be resolved because no code of ethics was in place at the time.

In one of the cases brought to the attention of an ethics panel, appointed by President Rob Washburn last year, a member bought a batch of precancels on "commercial cover." All the stamps, however, had been removed from other covers.

The dealer feigned innocence, saying he had bought the covers in question from a jobber, but when the "commercial covers" were opened, the mail inside was addressed to the "innocent" dealer.

A second case involved forgeries of the 20¢ Flag precancel in which the black lines were applied to unprecanceled stamps with a felt-tip pen.

In future, such offenses will result in suspension or expulsion from the club.

The ethics panel will also act as a binding or non-binding arbitrator in disputes.

Charges under the code of ethics are to be sent to the committee chairman, Tom Maeder, 1604 Bardale Ave., San Pedro, Calif. 90731. □

strips was included with a note indicating that the price was a dealer's actual advertised price.

While there were fewer dealers whose lists were averaged into the prices, all prices used were no more than four months old when the averaging was done on July 1. Revisions of these prices were made later by several members of the study group to bring the estimates as close to current market prices as possible.

The suggested retail price for the enlarged and expanded catalog remains the same as in 1990, \$17.50. A pre-publication offer at \$16 was mailed out to about 1,750 collectors and printing was expected to begin on Aug. 20.

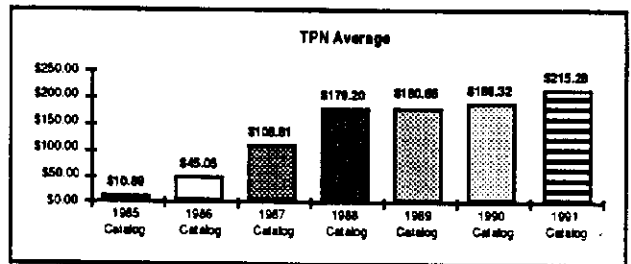
Future editions of the catalog will be edited and published by Richard J. Nazar, who has asked members of the study group to continue serving as in the past.

One aspect of the price averaging for this year's catalog reflected comments made here in the last issue by Ed Denson. The difference in price between strips of three and strips of five has decreased, indicating that dealers make strips of three by tearing off two stamps.

Prices for mint pairs and mint singles also moved closer together for the same reason.

In many instances, the averaging of dealers' prices for used singles (except for stamps used to meet first-class rates) was much higher than the price of a mint single. Ken Lawrence explained this as a risk premium, the chance of having a stamp damaged while attempting to obtain a machine cancel.

The catalog, in most cases, has ignored this risk premium and has priced used singles in such cases as equal to a mint stamp. This was done on the theory that collectors may wish to have their own mint singles canceled. □



## Catalog prices hit all-time high

The TPN Average (which stood at 207.70 in our May issue) climbed to 215.28 in the 1991 PNC Catalog.

The average added 29F1, Plate 1 of the 29¢ Mt. Rushmore, and 8.4T3P, Plate 3 of the 8.4¢ Wheel Chair. The added stamps changed the divisor to 28.80.

In 1989, the block-tagged and phosphored Plate 5 of the 25¢ Flag were added, lowering the divisor from the original 30 to 27.5. The figure for the divisor is not based on averaging the total number of stamps, but on an equal result before and after the new stamps are added.

18F1, 18F3, 20F4, 20F11, 22F1, 22F3, 25F5, 25F5i, 29F1, 5.2T3, 5.2T4P-2L, 5.9T3P-Ln, 5.9T6P-Ln, 7.4T2, 8.4T3, 9.3T1P-No, 9.3T6, 9.3T8P-2L, 10.9T1P-Ln, 10.9T4P-Ln, 17T6, 17T6Pba-1L, 18T1, 18T3, 18T17, 20T1, 20T2, 20T7, 20T11, 20T12, 20M1, 20M3, 20o1, and 22o1.

The 1989 average was distorted downward because of the steep plunge of Plates 12 and 14 of the 20¢ Fire Pumper.

Plate 6 of the 18¢ Flag was never included in the average because prices could not be obtained in the early years.

Declines since 1989 have occurred in 20F11, 17T6, 18T1, 20T1, 20T12, 20o1, and 22o1. □

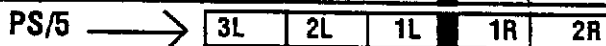
**5.2¢ Sleigh, Plates 1 and 2, Gap 5 1/2R**

Strips of 17 (two stamps past both gaps), VF, \$30

Box 5 1/2, c/o The Plate Number

Tagging breaks on Cottrell Press PNCs (updated through July 22, 1991)

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



Notes to above chart

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

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

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

Overall tagging

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

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

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

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

Untagged stripe across top or bottom

4T1Ri	Top
5T1Y	Top, bottom (?)
15T2i	Top, bottom
\$1T1	Top, bottom

Ernst welcomes new reports.

1st try to price tagging breaks

By Eugene R. Ernst

I've been putting together prices of numbered tagging-break strips. The prices come from price lists of the few dealers who list them and from the PNC and Denson auctions.

**TAGGING**

I thought I might be able to come up with something that could be included in the 1991 PNC Catalog, but the prices are all over the place: anywhere from "no premium" to four times the price of a normal strip.

2T2/6	4L (B, St, Sb) 2L (Cb)	\$6.25 6.25
2T8/10	5L (St) 5L (Sb) 3L (Cb, Cb) 2L (B) 2L (Cb) 2L (Cb) 2L (J)	12.00 22.00 3.00 3.50 6.25 5.50 13.00
5T1/2	4R (St) 5R (B, St, Sb) 6R (St)	6.00 12.00 13.00
5T3/4	4L (B, Sb) 4L (St) 3L (B) 3L (Cb, Cb) 1L (Cb)	4.00 4.50 3.00 10.00 11.00
5.2T3/5	4L (B) 4L (S)	375.00 325.00
17T1/2	3L (B) 2L (B) 2L (Cb) 2L (Cb)	6.00 7.00 15.50 10.00
17T3/4	6L (B) 3L (Cb) 3L (Cb)	42.00 22.50 10.00

Untagged 2¢, 3¢, and 5¢ values have still not been turned up

The August issue of *Coil Line* carried a tempting news item:

Steven Crown ... has found rolls of 500 of the 2¢ Locomotive reengraved and untagged at the downtown Houston post office.

*Coil Line* did not give a plate number, so, presumably, it was Plate 1. But there was still a nagging question:

Had Crown found an untagged error or was this the first of the untagged 2¢ coils

TPN called the Office of Stamp and Philatelic Marketing to ask a simple question:

"Have any 2¢ Locomotives been reprinted since the January 9 switch to untagged low values?"

The answer was downright weird: "We order stamps in view of our inventory needs. We have given no order to go back to press. But perhaps you should call Ira Polikoff at the Bureau to ask."

TPN could not understand the evasion and pursued the point. It appears that BEP can put stamps back on press to meet its own inventory needs because some USPS agencies order directly from BEP. USPS did not know whether BEP had taken such a step.

TPN next called BEP for an answer.

The usually helpful BEP had some trouble getting the information. After several days, the first, tentative answer was

that BEP had not reprinted the 2¢ Locomotive since the Jan. 9 switchover to untagged low values.

But then a printing foreman was asked. He said USPS had given an order in 1990 to leave stamps up to three cents untagged, adding: "We ran off untagged 1¢ Omnibuses and 2¢ Steam Carriages before January 1991."

[We know the foreman was wrong about the 4¢ Steam Carriage because we know that stamp first went to press on Jan. 9.]

At first, we believed this to be confirmation of Crown's find that untagged stamps had been intentionally printed. But when the PNC Study Group's Richard Nazar examined Crown's strip, he found it block tagged.

Sorry, no cigar!

That leaves us still looking for untagged values other than the 1¢ and 2¢ coils.

PNC dealers have been hunting futilely for untagged 5¢ Circus Wagons. USPS had said these would be available in May.

Also still pending is an untagged 3¢ Conestoga Wagon, which would need a new plate since Plate 1 has been canceled.

Keep your UV lamps handy on all incoming mail. You may find something new and exciting. □

## 20F7 PNC that does not exist tells tales about 20¢ Flag

Continued from Page 85

tached to the presses, or even in the same room with them.)

Plate 7 of the 20¢ Flag was listed as a Cottrell press plate in both printings of the first edition of the *Catalog of Plate Number Coils* (first printing, July 1985; corrected first printing, August 1985). By the time the second edition was published (in April 1986, for distribution at AMERIPEX), it was shown as a 960-subject C Press sleeve, based on a later plate-activity report prepared by BEP and issued by the Postal Service.

The monthly plate-activity reports were notorious for their inaccuracies. Even as we spoke, Johnson had made plans to examine the original BEP records in Washington, and he did so shortly after that. But then Johnson dropped out of philatelic activity for a long time, and only recently returned, so we never had a chance to resume the discussion.

However, the fruits of that research were published last year by the BIA in the *Bureau Issues Association Plate Number Checklist—Plates 20000-41303* (Revised 1990) compiled by John L. Larson and Kim D. Johnson. This should be the most accurate information available, and the new *PNC Catalog* should be corrected to reflect it.

According to the checklist, Sleeves 4, 6, 7, 8, and 9 of the 20¢ Flag coil, all manufactured in 1982, were the first printing bases prepared for the C Press. The next ones came late in 1983: 10-stamp booklet Sleeves 2 and 3, and coil Sleeve 10. (Earlier 6- and 10-stamp 20¢ Flag booklets, like the coils, were printed on the B Press; 20¢ Flag sheet stamps were printed on the A Press.)

So for all of 1982, BEP had just five C Press printing sleeves, all for 20¢ Flag coil stamps. So far that matches what the catalog says. But the BIA checklist shows the first three—Sleeves 4, 6, and 7, assigned in April, May and July, respectively—as 864-subject sleeves, not as 960 subject, as the *PNC Catalog* has listed them since 1986. Sleeves 8 and 9, assigned in November and December, respectively, are shown as 960-subject plates in both the checklist and the catalog.

Not all assignment dates are given, but they can be confidently stated because the five-digit plate numbers were assigned sequentially, and these are the months in which those sequence occur.

These data confirm Johnson's speculation. The first two sleeves assigned to the C Press had just 18 subjects across, because their product was still being processed on the old Huck coiling equipment that had been built to Cottrell Press layout specifications, 18 subjects across. (The B Press was built later by Giori to match that format.)

Those tests were run from April to November 1982 and the first stamps were probably shipped in May. This analysis can be confirmed if someone can find an intact Sleeve 4 or Sleeve 6 coil of 100. It should have a cellophane wrapper and paper seal, not a Goebel plastic bubble.

(Tom Maeder has reported a May 10, 1982, EKU cover for Sleeve 6. If genuine, it would be the earliest known C Press cover. But Sleeve 6 wasn't certified until May 19, and wasn't sent to press until June 16—dates that are verified by the chronology of the five-digit plate numbers—so Tom's cover must reflect an accidentally mis-set canceler. I would guess that the year slug is in error.)

By November, the new Goebel coiling equipment had been installed. It was now possible to process 20-row webs, so new 960-subject sleeves were assigned. At the same time, the remaining 18-row sleeve, Sleeve 7, was no longer needed, so it was canceled without ever having been printed.

## All about that belated Fishing Boat



Aug. 8.

Gordon Morison, the assistant postmaster general, advised the PNC Study Group to leave it out of this year's *PNC Catalog* because it might never be issued if postal rates go up again.

TPV called the listed printer, American Bank Note Co., to learn about the Fishing Boat. The stamps are printed by Multi-Color Corp. of Scottsburg, Ind., on 19½-inch-wide paper supplied by Paper Corp. of the United States. The phosphored paper was made by E.I. duPont de Nemours

and was gummed by BrownBridge. The Indiana firm uses a 19-row Schiavi press and a plate number appears on every 36th stamp. The format is new to PNCs.

The stamp was printed by process color with the yellow plate taking precedence. But because yellow is so hard to see, the "A" preceding the four digits is in red, followed by yellow, magenta, cyan, and black digits, according to Kelly Keogh, a spokesman for ABNC.

After printing, Multi-Color shipped the stamps to Guilford Gravure in Guilford, Conn., where the stamps were perforated and coiled. Guilford uses its own perforating machines and coilers.

The printing order for the stamp was surprisingly small, 167.5 million. □

Tests were successful, and the first production runs from Sleeve 8 were shipped in December, as the commercial covers demonstrate, and Sleeve 9 by January. (With reduced visual inspection on the Goebel coilers, and a crew just learning to operate them, the Sleeve 8 rolls with brick-red ink contamination of the black portions escaped detection and were packaged and shipped.)

Those two sleeves were the only ones used on the C Press for the next year, as BEP fine-tuned the system. At one point during that period, they redesigned the plastic blister package, for example.

Mixture sorters and cover collectors know how well the system worked. Used singles and commercial covers from Sleeves 8 and 9 are so common they are next to worthless, except for people who want to study other features, such as cancels or tagging.

The earlier two, Sleeves 4 and 6, are not scarce, but in relative terms they are much scarcer than 8 and 9. Now we can be confident we know the reasons why. Partly it's because of the waste associated with testing new equipment; partly it's because the 864-subject sleeves were in use for a relatively brief period—about seven months—before they were rendered obsolete. It may also be that once the Goebel coilers went on line, any remaining Sleeve 4 or 6 product was manufactured only into larger 500- and 3,000-stamp coils.

The clue to all this was the PNC that doesn't exist—20¢ Flag Plate 7. □

Data Bank on Fishing Boat, other new stamps on Page 94.



# All you wanted to know about Mt. Rushmore stamps\*

## Intaglio stamps

Plate 1 of the 29¢ Flag Over Mt. Rushmore was made on Jan. 18, 1991, before the Postal Service agreed to the 29¢ rate for first-class mail on Jan. 22.

According to the BEP plate-activity for August 1990 through February 1991, BEP started printing Rushmore stamps on Jan. 22. The stamps were issued March 29.

According to Charles Yeager, writing in the July issue of *The United States Specialist*, the plate could only be run very slowly. The same thing happened with Plate 2.

New transfer rolls were made in which the depth of the engraving was filed down manually. Plates 3 and 4 were made from the new transfer rolls. The new plates printed fine.

The following is a breakdown of the plates as reported by Yeager:

Plate	Press	Size
1	C	20x48
2	D†	18x48
3	C or D	20x48
4	C or D	20x48
5	D†	18x48
6	C† or D†	18x48
7	C or D	20x48
8	?	18x48

In view of the problems with Plates 1 and 2, they may not be used again.

## Gravure stamps

Meanwhile, gravure-printed rolls of 10,000 of the Rushmores were issued. They have five colors—red, blue, and three shades of brown—and so carry five numbers after an "A" for American Bank Note Co.

The "A" is in light brown as is the first digit. These are followed by medium brown, dark brown, red and blue.

But you don't need a numbered stamp to tell the gravured stamp from the engraved one. It's ugly, just plain ugly. The stars in the flag are misshapen and fuzzy. The crude portraits of the four presidents look more like black than brown, and they're not good likenesses. On copies seen by TPN, the red of the flag is much darker than the red in Old Glory, more like a Harvard crimson.

For more than two weeks after the stamps were issued at a Fourth of July ceremony at the monument, dealers and collectors could not find the stamps.

Joseph Coveney of Buffalo called USPS in Washington and was told they had been shipped only to St. Paul and Denver, as well as to the Philatelic Sales Division in Kansas City.

A call to Kansas City, however, re-

## \* but wouldn't even ask

vealed that although the gravured stamps were in stock, they were not available. Coveney was told to order them and told he would receive the stamps in six to eight weeks.

Coveney said he needed them to prepare FDCs and had to meet the servicing deadline.

"Oh, that's OK," he was told. "Just submit your covers along with a copy of the order for the stamps, and we'll use that date."

In his search for the stamps, Coveney also called the Morgan Station in New York City. It did not have any. Neither did Buffalo, where Coveney was told he would have to buy an entire roll of 10,000 to get any.

[There are problems with rolls of 10,000. When these first appeared, philatelic clerks were told they could not break them up and had to sell them intact. Thus, when the 16.7¢ Popcorn Wagon from Plate 2 first appeared, dealers had to shell out \$1,670.

[But the story is different on the Rushmores. We are no longer dealing with a stamp that already exists, but with a totally new and different stamp, with its own USPS ordering number (Item 7758) and its own Scott number (2523A). USPS recognized this by giving the stamp a separate first-day ceremony.

[Therefore, philatelic clerks should be able to break open rolls, since they are required to sell anything that is listed in the *Philatelic Catalog*, as the gravured Rushmores will be. It was left out of the July-August issue.]

Collectors who tried to buy them at the L'Enfant Plaza headquarters of the Postal Service—the primary philatelic outlet in the country—could not obtain them.

However, according to the Postal Bulletin of June 13, each Regional Accountable Paper Depository was to receive an automatic shipment of 240 rolls.

"I hope not," said one accountable paper supervisor, whose five-state area has no vending machines and no mailers who can use rolls of 10,000.

According to American Bank Note Co., which held the printing contract for the stamps, the stamps were printed on an Andreotti press by Guilford Gravure Inc. of Guilford, Conn. Only one set of plates was used, said Thomas Harris, a spokesman for ABNC. The digits are "A11111."

The stamps were printed on phosphored Ivex paper, using a paper base manufac-

tured by Westvaco. [This is a new name in our gallery of paper manufacturers, but until now, we have had no information at all on papers used in the Flag series.]

Guilford Gravure did the perforating and coiling with its own still-unnamed perforators and coilers.

Like the intaglio stamps, the gravured Rushmores measure 10 (9.8 to be exact) on a perforation gauge. □

## ... and the 29¢ Flower with a PNC interval every 33 stamps

Ken Lawrence of the Plate Number Coil Study Group was able to examine a roll of the rouletted 29¢ denominated Flower on Aug. 7, making it possible to publish this report in this issue of *TPN*.

The plate numbers seen by Lawrence were S1111, spaced 33 stamps apart. The "S" and the first digit are yellow.

Richard Sennett of Stamp Venturers told *TPN* on Aug. 8 that the stamps were still being printed, but up to then only "S1111" had appeared.

The stamps are on phosphored DuPont paper with BrownBridge gum, Sennett said. [The 19¢ Fishing Boat is also on such paper, supplied by Paper Corp. of the United States.]

J.W. Fergusson & Sons uses a Champlain press, said Art Shealy of the Postal Service, with 13 rows of 33 stamps per revolution. Shealy said he was told Champlain was spelled with a "g."

Under UV, the only phosphorescence is in the unprinted portions of the stamps and in the yellow. Lawrence said that phosphors may have been added to the yellow ink or—because Fergusson does not have to meet the strict EPA requirements against solvents that BEP must observe—that the ink has been diluted somehow to allow the tagging to show through.

The Flower stamps come in a new kind of bubble pack that lacks the security features of those manufactured by BEP. These can be opened and resealed.

The first two stamps in the roll, Lawrence said, have a fold, caused by some sort of gripper.

And, despite USPS claims that the rouletting is a test for easier separation of stamps from a coil, Lawrence said: "They do not separate more easily. You have to fold them back and forth to get a clean separation." □



**HASH MARKS**—Howard Moser photocopied these 14 5.2¢ Sleigh stamps on a stock sheet to show hash marks on used precanceled singles. TPN has drawn ovals around each of them

for easier recognition. The stamps are also examples of collectable used singles, showing cut edges from automated mailing equipment used by large mailers.

## Moser straightens out catalog on hash marks

Howard Moser has scored two successes in his collecting of used PNC singles.

He found a used single of the Line Gap on Plate 2 of the 5.2¢ Sleigh, a stamp not previously reported. A Plate 1 single had been reported previously.

Moser also helped our understanding of precancel hash marks by collecting a mass of singles from which he was able to observe that the vertical position of the mysterious black lines is constant in relation to the lower precancel line, not to perforations.

In all of Moser's examples, more than two dozen on the Sleigh alone, the top of the hash mark was constant at 2.0mm below the lower line.

Hash marks are always six stamps right or left of the precancel gap, but never on both

Inclusion here of Gap 6R/L results from a numbered single from Plate 5 found by Moser (not shown above). The hash mark is about a millimeter from the joint line on that stamp, and since it must be half way between the precancel gaps, that proves it to have the gaps at 6R and 6L.

It was thought that hash marks had also been found on Plates 1 and 2, but this cannot be confirmed. Reports are welcome.

In addition, Plates 1 and 2 of the Cottrell-printed 8.3¢ Ambulance exhibit a somewhat longer hash mark 2mm above the upper precancel line.

### Shortage of Omnibuses

In June, post offices in Utah were

with Ken Lawrence about the reason Plate 4 of the 20¢ Flag is so expensive in strips of five. Lawrence, in reply to Tim Lindemuth's question why such strips are rare in view of the high production figures, did not say 20F4s were rare. He noted that because it was the first stamp ever printed on the C Press, there were a lot of imperforates and that the production figures were misleading because they included printer's waste. (See his "20F7" starting on the front page of this issue.)

Not so, said Dr. Rabinowitz in an article in *Stamp Collector*. If Plate 4 stamps were rare, the used singles would not be selling for less than a dollar and strips of three would not be so abundant. (Dr. John Greenwood has also noted that imperforate strips of five are relatively common imperforates.)

Dr. Rabinowitz's conclusion is that when the stamp was available, most collectors were saving them as strips of three and there were no later finds when the fashion changed.

### Confirmations needed

Two of the co-workers on the 1991 catalog, Dr. Greenwood and Kim Cuniberti, were puzzled by some untagged entries in the draft they were working on.

Since the Third Edition (1987), the catalog has listed untagged errors of the (22¢) "D" stamp on both plates. Steve Esrati has a strip from Plate 1. Does anyone have one from Plate 2?

The same question is asked about the imperforate and untagged error from

All the PNC news that fits we print

sides of the gap. In other words, a strip of 48 stamps contains only two hash marks.

Larry G. Haynes of the PNC Study Group believes them to be some sort of registration mark, but this has yet to be confirmed.

Hash marks below the bottom precancel line are known on the 5.2¢ Sleigh from Plates 3 and 5, and 4 and 6 and on the 9.3¢ Mail Wagon on Plates 5 and 6.

The following gap positions have been reported so far:

Plates	Gap
3, 5	6R/L, 5L, 3L
4, 6	2L, 3L

shipped rolls of 3,000 of the 1¢ Americana because the Postal Service was out of 1¢ Omnibus coils. Jerry Clark found this unusual in view of recent printings of untagged Omnibuses. According to Clark, post office vending machines all over Utah are dispensing only the 1¢ Pen and inkwell, not the untagged B Press version of the 1¢ Omnibus.

### What makes 20F4 rare?

Dr. Robert Rabinowitz disagrees

Plate 2.

While working on his draft, Dr. Robert Rabinowitz added a comment that two imperforate strips of three of the undenominated "F" stamp with the plate numbers 2211 have been reported, priced at \$1,000 to \$1,500. Can anyone report an offer of a longer strip?

### B Press still printing

Ernest Hemingway, on reading his own obituary in a newspaper, said: "Reports of my death are greatly exaggerated."

*TPN* greatly exaggerated the death of the B Press. According to Leah Akbar of BEP, the B Press "will continue to be used for work that cannot be produced on the C, D, or F presses."

As to the new offset-intaglio F Press, testing and installation were expected to be completed this fall with full-scale production starting in late fall, Ms. Akbar said.

The untagged 5¢ Circus Wagon was printed on the B Press. Since that printing, the only other stamp printed on the B Press to the time of writing this was the 1¢ Omnibus, Ms. Akbar said. Note that this refers to all postage stamps, not just PNCs.

### Where's PNC3?

According to early announcements from World Columbian Stamp Expo, slated for Chicago from May 22 to May 31, 1992, PNC3 is not one of the participating societies.

At least one PNC collector, John Tison, has plans to exhibit at the show. Tison intends to show PNCs in strips of 18.

### A call on mixture pickers

Gary Wulfsberg and his son, Paul, have been having a lot of fun breaking down mixtures to find PNCs. Their data has been added to *TPN's* data base, but they have started two new charts: The 29¢ Flag over Mt. Rushmore and the (29¢) "F" stamp.

Their results, so far, are too scattered to draw any conclusions, but in view of the scarcity of two "F" stamp numbers, 2211 and 1211, *TPN* urges all mixture pickers to report any Rushmores or "F" stamps they find.

The senior Wulfsberg spent a year at a technical university in Berlin and had *TPN* delivered even while he was away.

### Trading for key 100 PNCs

Dealer Dennis Chamberlain has issued a price/trading list of the 100 key PNCs. He buys at 70% of his listed prices. For a copy, write P.O. Box 4323, Davis,

CA 95617.

### ABNC willing to oblige

Asked if it wouldn't be possible to provide information on each cylinder used to print stamps—as BEP always did—spokesman Tom Harris of American Bank Note Co. said, "No problem. We have all that information and we'll do all we can to help collectors. We're very sensitive to the needs of collectors."

Harris asked *TPN* to send him a few pages of the BEP report so ABNC can model its plate-activity reports after them.

### BEP lifts a veil

Kim Cuniberti got a surprise when he raised a number of technical questions about the defunct Cottrell presses with BEP. A historian/preservation specialist for BEP provided several tantalizing insights.

"At one time," she wrote, "it was found that the dry gum on Paper Corp. paper was building up on the Cottrell."

So far, we don't know what that means in terms of stamps, but one clue often leads to another.

But here are new facts we can understand:

- BEP did not use tagging mats on the Cottrell Press in the beginning. It used a

solid rubber roller. That explains the lack of tagging breaks on most Cottrell issues.

- When BEP went to block tagging in the mid to late 1970s, "areas of the roller which would correspond to the gutters (of the stamps) were pantographed out."

- Precanceling mats consisted of a metal shell with a rubber coating. Two half cylinders formed the complete cylinder. The joints of these mats did not always line up well, so efforts were made to fill in the gaps with Teflon and other materials, such as Plyo-Bond. None of these attempts was successful.

- BEP never got a tagging cylinder for Press 803 similar to the one on Press 801, so the makeshift efforts to improvise by shaving the precancel mats was necessary. This, however, leaves a huge question.

Since BEP reported using Press 803 to print tagged stamps after introduction of the shaved precancel mats as tagging mats, either it cannibalized another press for a tagging cylinder, or the reports of printing on Press 803 were wrong.

We may never know for sure, because another item in the letter informed us that the printing logs no longer exist.

Research into the history of the Cottrells continues as BEP has authorized Cottrell veterans to talk to Cuniberti. □

## Scott improvements possible

*The following are quotations from the catalog-listing policy of the Scott catalogs as announced on July 2 by Stuart Morrissey, vice president and publisher of Scott Publishing Co.:*

"It is the intent of Scott Publishing to list all postage stamps of the world in the *Scott Standard Postage Stamp Catalogue*. The only strict criteria for listing is [*sic*] that stamps be decreed legal for postage by the issuing country. Whether the primary intent of issuing a given stamp or set was for sale to postal patrons or to stamp collectors is not part of our listing criteria. Scott's role is to provide comprehensive stamp information. It is up to each collector to choose which items to include in a collection.

"It is Scott's objective to seek reasons why a stamp should be listed, rather than why it should not. ...

"[C]ertain items ... are subject to interpretation. ...

"A series of factors are considered in our approach to how a stamp is listed: ...

**Additional printings**—"Additional printings" of a previously issued stamp may range from something that is totally different to cases where it is virtually impossible to differentiate it from the original. We will assign at least a minor number (a small-letter suffix) if there is a distinct change in stamp color, the design is noticeably redrawn, or the perforation measurement is different. A major number (numeral or numeral and capital-letter combination) will be assigned if we believe the "additional printing" is sufficiently different from the original that it constitutes a whole new issue.

**Definitive sets**—Blocks of numbers are reserved for definitive sets, based on previous experience with that country. If more stamps are issued than expected, but it looks as only a few more stamps will be issued for that series, they will be inserted into the original set with a capital letter suffix, such as Scott 1059A. If it appears that many more stamps are yet to be issued in the set, a new block of numbers will be reserved, and the original grouping closed off, as in the case of the U.S. Transportation coil series..."

## Coilers, not presses, determine size of plate

By Alan Thomson

Somehow the idea has evolved that the BEP Press used to print any given coil stamp is a reliable indicator of the roll size(s) in which that stamp has appeared, or will appear.

In fact, the press itself has little to do with the size of the rolls produced.

It may help to understand that of the presses currently used by BEP to make coils, only the Andreotti has an integral perforator (but no coiler), and the perforator is not used because it slows production.

The B, C, and D presses have no perforating or coiling capability within the presses. They, and the Andreotti, depend on an add-on coiler for the final production process that perforates and slits the paper web, turns it into coil rolls, and packages the rolls.

It should be noted that the A Press, recently torn down, was an exception because it contained its own coiling equipment. It was used to print some of the undenominated "D" stamps.

Two factors determine whether rolls of 100, or rolls of 500 and larger, will be produced. The first is the web size used. The other is the coiler selected to operate in line with the press. Remember that the web width is not always the maximum width the press can accept. The B Press maximum is 18 rows, while the Andreotti, C, and D have a limit of 20 rows.

The two coilers commonly used are the 18-row Huck, which produces rolls of 500, 3,000, and 10,000, and the 20-row

### Roll sizes of 22¢ Flag

Plate	Size	Plate	Size	Key	
1	A	13	B,C	A =	100
2	A, B, C	14	B, C	B =	500
3	A	15	B, C	C =	3,000
4	B, C	16	B, C		
5	A	17	A		
6	B, C	18	A		
7	A	19	A		
8	A	20	A		
10	B, C	21	B, C		
11	A	22	A		
12	A	T1	A, C		

Goebel that can make bubble packs of 100.

The impediment to putting all this together is a natural tendency to want to match the web width with the capacity of the coiler. But that's not always the way it's done. Keep in mind that an 18-row web can be fed through the Goebel coiler even though its capacity is 20 rows. On the other hand, a 19- or 20-row web cannot go through the Huck coiler.

From this we can adopt two simple rules.

- If the web is 18 rows, any of the four roll sizes can be produced.

- If the web width is 19 or 20 rows, only rolls of 100 can be made.

It has occasionally been said that because a particular stamp was printed on the B Press it was (or would be) issued only in rolls larger than 100. Experience and these two rules tell us otherwise. All the following are B Press products that appeared in rolls of 100: 20F14, 22F2, 25F2, and 25F3. Some of these were also

issued as larger rolls, indicating that a switch in coiling equipment was made either during the press run or when the plate (sleeve) went back to press later.

The 23¢ Lunch Wagon provides an interesting application of our rules. The 48-stamp interval between plate numbers tells us it was printed on the C or D Press. Since Plate 2 was found in rolls of 100 as well as of 500, we know by simple deduction that the web was 18 rows wide, and not the maximum 20 rows of the C or D Press.

Understanding roll sizes can be handy.

The above is a breakdown of roll sizes for the 22¢ Flag stamp.

Most of the combinations are simply a compilation of material that appeared in *TPN*. A few are from personal experience. If you have any additions, please let me know at P.O. Box 91, Northwood, N.H., 03261.

I am still working on the roll sizes for 25U, 20F, and 18F, but it's going to be a long, tough haul. I have five entries for 20F and three for 25U. Again, I can use any help others can offer. □

## Lighthouse Publications

Lighthouse Publications regrets to announce that it will not issue supplements this year for the Plate Number Coil singles album or the Plate Number Coil strip album. Uncertainties about new stamps and a possible rate hike mean that it is in the interest of collectors to wait until early 1992 before issuing supplements. By waiting, costs will be kept down as much as possible.

Thank you for using Lighthouse for your PNCs and rest assured that we shall continue to provide you with the best PNC album possible.

**Lighthouse Publications, Inc.**

P.O. Box 705, Hackensack, N.J. 07602



The July issue of *TPN* indicated that no stamp in the Transportation Series showed a vehicle that is still being made by the same company, noting that the Stanley Steamer and Stutz Bearcat firms are out of business.

But we forgot the 3.4¢ School Bus. And that company is far from defunct.

The bus shown on the stamp is a 1920s bus made by Blue Bird Body Co., of Fort Valley, Ga.

Illustrated in Ken Lawrence's *Linn's Plate Number Coil Handbook* is an unofficial first-day cover mailed to *TPN* reader Richard L. Grant from the very-much-in-business firm.

## 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.

### Gravured Mt. Rushmore

The Postal Service will issue a new version of the 29-cent Flag Over Mount Rushmore stamp on July 4 in honor of the golden anniversary of the national memorial.

The new stamp is being printed by the gravure process and, although the design is identical, it will appear slightly different from the intaglio version issued March 29. The gravure version will only be available in coils of 10,000 stamps for use primarily by large business mailers.

Issue: 29¢ Flag Over Mt. Rushmore

Format: Coils of 10,000

Issue date: July 4, 1991

First-day city: Mount Rushmore, S.D. [actual first-day city was Keystone, S.D.]

Printer: American Bank Note [Co., which subcontracted printing, perforating and coiling to Guilford Gravure, Inc., Guilford, Conn.]

Printing Process: Gravure (self color on an Androtini press)

Colors: Red, blue, and three types of brown

Size:

Image: 0.71x0.82 inches or 18.0x20.8mm

Overall: 0.87x0.96 inches or 22.1x24.4mm

Plate Number: Five single digits (only 11111) preceded by the letter "A" (stamp interval is 24)

[Order of colors on plate number: Light brown "A" and first digit, followed by medium brown, dark brown, red, blue]

[Printing order: 150 million or 15,000 rolls of 10,000]

[Scott Catalogue No.: 2523A]

[PNC Catalog No.: 29FA1]

[Paper: Phosphored Ixev on Westvaco base]

*Philatelic Release 51*

Supply. An automatic distribution of 240 coils will be made to each regional accountable paper depository (RAPDs) [There are five regions]. Stamp distribution offices (SDOs) requiring these coils should requisition them immediately from their RAPDs. Since a private contractor (American Bank Note Co.) printed this coil, the Bureau of Engraving and Printing will not honor supplemental requisitions for item 7758.

Authorized philatelic centers and all other post offices requiring these coils should requisition them immediately from their SDOs.

Philatelic and Retail Services Dept.  
*Postal Bulletin, 5/30/91*

### 19¢ Fishing Boat

The Postal Service will issue a 19¢ Fishing Boat stamp on Aug. 8 in Washington, D.C. The denomination meets the First-Class rate for domestic postal cards.

There will be no formal dedication ceremony.

Issue: 19¢ Fishing Boat

Format: Coils of 500 and 3,000

Issue date: Aug. 8, 1991

First-day city: Washington, D.C.

Printer: American Bank Note [Co., which subcontracted printing, to Multi-Color Corp. of Scarsburg, Ind., and coiling and perforating to Guilford Gravure, Inc., Guilford, Conn.]

Printing Process: Gravure (process color on a Schiavi press using plates with 19 rows of stamps)

Colors: Yellow, magenta, cyan, and black

Size:

Image: 0.71x0.812 inches or 18.03x20.62mm

Overall: 0.87x0.965 inches or 22.1x24.51mm

Plate Number: Four single digits [1111 and 1212] preceded by the letter "A" [one on every 36th stamp]

[American Bank Note Co. said numbers printed were A1111 and A1212 but the press run was incomplete because Guilford was awaiting more paper. More numbers are possible]

[Order of colors: Magenta "A"; first digit yellow, followed by magenta, cyan, and black]

[Printing order: 350,000 rolls of 500; 50,000

rolls of 3,000]

[Scott Catalogue No.: 2529]

[PNC Catalog Nos.: 19MA1, 19MA2]

[Paper: phosphored 19½-inch-wide PCUS on DuPont base with BrownBridge gum]

*Philatelic Release 63*

Supply of 500 Coils, Item 7718. All stamp distribution offices (SDOs) will receive automatic distribution of 1,200 coils. Post offices with authorized philatelic centers will receive an automatic distribution of the coils of 500...

Supply of 3,000 Coil, Item 7719: All SDOs will receive automatic distribution of 256 coils.

Philatelic and Retail Services Dept.,  
*Postal Bulletin, 7/1/91*

### Slit perforations

A 100-stamp coil version of the 29¢ Flower stamp with slit perforations will be issued Aug. 16 as a national new-product test, the Postal Service has announced. 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-hole perforated stamps. The slits will allow customers to easily tear a stamp from the coil without damaging either of the stamps being separated.

Slit perforations differ in appearance from round-hole perforations in that they are elongated cuts that are barely noticeable. However, once the stamps are separated, the slit-perforated edges of the new stamps have a serrated appearance, just as the hole-perforated stamps do. The slit perforation process also is more economical than traditional round-hole perforation.

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

The slit perforations will be used only on coils of 100 stamps, most often purchased for household use. Coils containing larger numbers of stamps, such as 500, 3,000 and 10,000, typically are used by businesses with machinery that dispenses and applies the stamps directly onto cards and envelopes. These machines utilize the round-hole perforations to pull and dispense the stamps from coils. All other current coils of 100 stamps feature round-hole perforations.

The Postal Service said it will evaluate the public reaction to slit perforations before deciding to use them on future 100-stamp coils.

The 29¢ Flower stamp slit-perforation coil stamps will be manufactured by Stamp Ventures, with J. W. Ferguson & Sons printing and perforating the stamps and KCS Industries, Inc., coiling and finishing the stamps.

### 29¢ Flower

The Postal Service will issue a 100-stamp coil version of its 29¢ Flower stamp in Rochester, N.Y., on Aug. 16. This ... coil features slit perforations. Four plate numbers appear on every 33rd stamp.

Issue: 29¢ Flower coil stamp

[Format: Coils of 100]

Issue date: Aug. 16, 1991

First-day city: Rochester, N.Y.

Printer: Stamp Ventures (J.W. Ferguson & Sons, printer [and perforator; KCS Industries, coiling and finishing])

Printing process: gravure [on Champlain press printing 13 rows of 33 stamps]

Colors: Yellow, magenta, cyan, and black

Size:

Image: 0.72x0.81 inches or 18.3x20.6mm

Overall: 0.87x0.965 inches or 22.1x24.5mm

Plate numbers: Four [1111] preceded by "S"

[Scott Catalogue No.: Not stated]

[PNC Catalog No.: 29MS1]

[Paper: phosphor coated DuPont stock, Brown-Bridge gum]

## ADLETS

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

**SELLING:** PNC covers. One Fire Pumper and two different 20¢ Flags. My choice of numbers. \$5. Phelps, 7504 Canterbury Rd. #66, Urbandale, IA 50322. (5-91)

**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 Piskiewicz, 951 Rose Court, Santa Clara, CA 95051. (6-91)

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

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

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

**NEARLY 700 COVERS** with purple machine cancels. Note Mojave CA; Tupelo MS; Gadsden AL; Lawton OK. \$50 or trade for numbered commercial covers. George L. Richards II, P.O. Box 1661, Duxbury, MA 02331. (5-91)

**UNSRAPPED 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)

**WANTED:** Clear Xerox copies or actual examples of "Blade of Grass" perpendicular cyan markings on Honeybee coil. Also mis-shaped "25 USA" on Honeybee coil for study. Need info on position, tagging, and plate number if possible. If sending actual stamps, please insure and register so that I have to sign for them. Will gladly pay copying and postage costs. Also want to buy: C-Press line positions and unusual postage usage of the Honeybee coil. Margaret Stanchfield, 9320 S. 218th St., Kent, WA 98031. (5-91)

**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 48063. (5-91)

**MISSED THE DEADLINE?** The pre-publication offer on the 1991 PNC Catalog has expired. TPN readers may still get it for \$16, postpaid (\$17.12 in Ohio) by sending a check now to Box 21030, Shaker Heights, OH 44120. You must mark your envelope "TPN Special" to get this offer, which definitely expires Nov. 1. (5-91)

**SUBSCRIBE, DON'T MISS OUT—**FDCs and new strips by subscriptions: You may subscribe for mini PS/SS or for ArtCraft, House of Famam and Artmaster FDCs. \$25 deposit. Famams \$5 each, others \$4. Send want list for quotes on older FDCs. Esrati, PO Box 20130, Shaker Heights OH 44120-0130. (5-91)

**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. (5-91)

## Credit-card companies can straighten out USPS on billing

Joseph Coveney ordered 1,000 gravered Flag over Mt. Rushmore stamps in July from the Philatelic Sales Division in Kansas City.

He ordered the stamps by phone and paid for them with his Discover credit card.

On Aug. 8, Coveney got his Discover bill and found a debit for \$290, even though the stamps had still not been de-

livered as of that day.

He complained to Discover, knowing that credit-card companies are very touchy about mail-order and telephone business where goods are billed before delivery.

"That's not a very good way to do business," an employee at Discover told Coveney.

She said the debit would be taken off

the bill until Sept. 7 and if there were further problems a further adjustment would be made.

"I strongly urge collectors," Coveney said, "to do as I did because they shouldn't bill us before they deliver the goods. I've also noticed this practice on stamps paid for by check."

TPN will continue to monitor this practice. □

## Constant plate and mat varieties — XXXV

By A.S. Cibulskas

### 10.1¢ Oil Wagon

a. Plate 1, black precancel. Multiple plate scratches and gouges, mostly at 2L.

• Gouge left of and parallel to the "1" in the date.

• Gouge right of the bottom loop of the "8" of the date.

• Gouge starting at the top loop closure of the "9" of the date, extending diagonally upward to and through the left side of the "0" of the date and into the upper left white area of the "0."

• Gouge right of the "a" of "Wagon."

• Gouge right of the "l" of "Oil."

• Gouge on left side of the "U" of "USA."

Also, a vertical gouge parallel to the "1" of the date at 1L.

And, a gouge at the top right of the "1" of the date at 2R.

(All of above Cuniberti)

### (29¢) "F" Flower

a. Plate 2222. Bottom of the leaf cut slightly, apparently to accommodate the plate number. (Preuss)

### 29¢ Mt. Rushmore

a. Plate 6. "Mashed" plate number. The outline of the bottom loop of the "6" is very faint and much thinner, with a blob/splash of ink within the poorly outlined loop. Constant. (Maifield) □

### Scott FDC Catalog

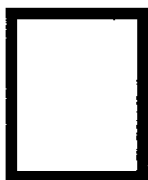
Scott Publishing has issued its 1992 FDC catalog. The phosphored Yosemite are still not listed.

Some items forgotten last year are now included, but not priced, which doesn't add to the usefulness of this slim work.

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

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