

Much promise, little fulfillment**1992 Scott flops**

By Stephen G. Esrati

TPN cannot predict the future, so I better confess about something that appeared in the September issue.

In an editorial, I more or less predicted that the 1992 *Scott Specialized Catalogue of United States Stamps* would differentiate between tagged and untagged PNCs of the same design.

I had actually wheedled that information out of Stuart J. Morrissey, the catalog's publisher, but Morrissey insisted that I fudge it. I had called him because Morrissey had issued a catalog-listing policy on July 2 (see *TPN*, September 1991, Page 103).

I now realize why he insisted that I not say flatly that Scott would or would not

do anything about the chaos in listing PNCs.

Scott chose to apply its new standards only to some PNCs and to leave other PNCs that we consider different stamps sharing the same Scott number.

The B Press version of the 1¢ Omnibus is given two numbers in the new catalog: 2225 is the tagged version; 2225a is the untagged. The same applies to the B Press version of the 4¢ Stagecoach, with the block-tagged version listed as 2228 and the overall tagged version as 2228a.

That's fine, but Scott did not go all the way to meet collector demands. The two overprint styles of the 7.1¢ Tractor are still catalogued as 2127a, even though the two overprints are listed and priced separately. The two precancel styles on the 10.1¢ Oil Wagon are also given the same number, 2130a.

There is just no way one can justify these two listings, but that is not the least important omission in the 1992 Scott. Much, much worse is the fact that the same catalog number is assigned to all 25¢ Yosemite stamps, with no distinction for phosphored or block-tagged versions. This is simply startling, since Scott does list all of the Yosemite and prices them differently.

Wouldn't it have made sense to use the same reasoning for the Yosemite that was applied to, for example, the 20¢ Cable Car, where different Scott numbers indicate differences in tagging?

Since Scott decided in its 1991 edition to differentiate between strips of three and strips of five, the editors have had a year to solve the problem of clarity. There is simply no way that anyone in Sidney can justify the order of listing of the 18¢ Flags: 5, 1, 2, 3, 4, 6, 7. Why is Plate 5 listed first?

This gets even worse on the 20¢ Flag, where the plates are served up as a

Are you up to date on new issues?

- 1T2R1—1¢ Omnibus, B Press, untagged, Plate 1.
 4T1R1—4¢ Stagecoach, B Press, overall tagging, Plate 1.
 4T1X—04 Steam Carriage, overall tagging, Plate 1; 4T1X1—same, untagged.
 5T1Y1—05 Circus Wagon, untagged, Plate 1.
 5T1ZP—05 Canoe, gray inscription on brown stamp, intaglio, Plate 1; 5T S11ZP—same, black inscription on red stamp; gravured. Plate numbers read "S11."
 10T1X—10¢ Tractor Trailer, gray service inscription on green stamp. Plate 1.
 10U A11112P—Undenominated 10¢ bulk rate stamp, plates "A11112"; 10U A22112P—same with "A22112." Unconfirmed: "A11111," and "A22114."
 11T2P—11¢ Caboose, Plate 2, untagged. Service inscribed in color of stamp.
 19M A1111—19¢ Fishing Boat with "A1111" plate number; 19M A1112—same with "A1112"; 19M A1212—same with "A1212"; 19M A2424—same with "A2424."
 23F A111P—23¢ Flag, service inscribed and untagged with "A111" plate number;
 23F A212P—same with "A212"; 23F A222P—same with "A222" plate number. (Stamp may have two major varieties. See Page 13.)
 29F6—29¢ Flag, Plate 6, on phosphored paper without mottling in tagging.
 29F A11111—29¢ Flag, gravured, with plate number "A11111."
 29M S1111—29¢ Flower, rouletted, with "S1111" plate number; 29M S2222—same with "S2222" plate number.

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What are stamps for?

It has long been known that all post offices are not alike. In most of them, you have never been able to buy such commonplace coils as the 15¢ Tugboat and clerks give you a puzzled look if you have the temerity to ask.

It has also been known that all "Philatelic centers" are not alike. Not only do most of them carry fewer items than are advertised in the current *Philatelic Catalog*, but some of them are only open for two hours a week—and you may be sure they are not times convenient to collectors.

But USPS issues stamps and tells collectors they are available in all "Philatelic centers" when they simply are not.

Question: Why then print the stamps?

Oh yes, we forgot; stamps are printed for big mailers who need such things as the 23¢ Flag or the 5¢ Circus Wagon.

That now turns out to be a lie as well. The Postal Service apparently prints stamps to torment collectors and dealers, not to supply them.

Here are two case histories:

The story of the 5¢ Circus Wagon

The untagged version of this stamp turned up in August at a meeting of the Plate Number Coil Collectors Club in Philadelphia. Dealers immediately began scouring the country to find supplies. After several false leads, October drew to a close without any major supplies being found.

Dr. Robert Rabinowitz was informed by USPS that the stamps had been shipped to Cincinnati and Topeka. The Cincinnati supply could not be obtained by dealers. Dealers were told that the entire shipment had gone to the Disabled American Veterans, and the DAV does not want to hear from dealers. So the focus turned on Topeka, which turns out to have a mailer who prepares mailings for the DAV.

Dealer Al Haake spoke by long distance to Topeka's accountable paper clerk, who confirmed that he had the stamps, but said he did not know if he was allowed to sell them.

Question: What are stamps for if not for sale to the public?

The clerk said he would check with a postal inspector, but never bothered returning Haake's call. When Haake called again, the clerk remained hesitant.

So Haake offered to send someone to the Topeka post office with a cashier's check to pick up the stamps.

The clerk said he would check with his inspector.

Finally, all was arranged. A group of dealers pooled their money, sent an agent in Topeka to the post office with a whopping big check. But the clerk was now on vacation. Another week passed.

And then, after a month-long hassle, three dealers obtained the stamps.

Letters to the editor

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

The Plate Number

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The story of the gravured Rushmores

These ugliest of all U.S. stamps were actually given a first-day ceremony with President George Bush in attendance. And, we are told, they were printed to meet a need for rolls of 10,000 of the stamp meeting the current first-class rate.

But when dealer Joseph Coveney asked Washington where the stamps could be obtained, he was told they had been shipped only to Denver and St. Paul and to the philatelic cave in Kansas City. The cave had them but wouldn't sell them.

Question: What is the Philatelic Sales Division for if not to sell stamps?

To make mincemeat of the "need" for these stamps, a very small printing order was placed with American Bank Note Co.

By the time dealers were finally able to find the stamps on sale, mysterious shipments of 240 rolls of the stamps were supposed to have gone automatically to each regional accountable paper depository. But even that did not seem to have happened.

An accountable paper clerk in Utah said she did not want the rolls because in her entire service area there were no machines that could handle rolls of 10,000.

USPS is printing stamps; but we can't find them, buy them, order them, or get them.

Question: What is going on?

Gordon C. Morison of USPS responds to this editorial

You and I have been in this business for a long time, albeit from different sides of the stamp program. While I understand the occasional difficulties dealers and collectors encounter, nevertheless, I am extremely disappointed in the editorial you are planning for your January newsletter.

Having been a long-time collector, you should appreciate the many factors involved in the manufacture and distribution of stamps. Let me assure you, the Postal Service's stamp program is not designed "...to torment collectors and dealers." On the contrary, while our regular stamps are

produced to meet mailers' needs, the majority of all of our stamps are designed and produced with the collector in mind. On two points, you are quite correct. We do, in fact, produce certain stamps because of their utility and convenience to major mailers. You are also correct in your observation that all Philatelic Centers are not alike. The quantity (and, to some extent, the variety) of stamps and products they carry reflect local customers' buying habits.

Having said that, let me address the two cases you cite. Those incidents, while unfortunate, are not unlike problems of product availability one might encounter with any large manufacturer. However, they do not reflect our overall performance in the manufacture and sale of stamps. Most dealers would have to agree that we have historically made every effort to accommodate them and address their concerns.

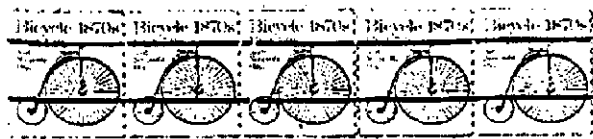
The untagged 5¢ Circus Wagon is an example of a manufacturing change which created a variety, just as plate numbers change as new press plates replace those worn out in the course of printing stamps. By means of a press release, we identify production changes that result in a variety of a stamp. We also identify that difference on each master carton. The difficulty for us is when we are asked to locate where the new version has been shipped. In a few instances, this may be relatively easy. In most cases, however, this involves time-consuming research by our distribution staff which is usually very busy with other important distribution activities.

The 29¢ Flag Over Mt. Rushmore coil of 10,000 was produced to meet mailer requirements. These stamps were available for sale at the Philatelic Sales Division on July 1. And, as is normal with this kind of product, we shipped only to our Regional Accountable Paper Depositories for postmasters to order them or, as the accountable paper clerk in Utah, not order them. There is nothing mysterious about that. Fortunately, we do not make production decisions based solely on what sells in Utah.

I have communicated with you previously that stamps during the past rate change were placed on sale when first available. We did not wait for completion of distribution before having a first-day sale and before making them available to mailers. Needless to say, DAV and others received the stamp first. Subsequently, as quantities become available they received broader distribution to other destinations.

Gordon C. Morison
Assistant Postmaster General

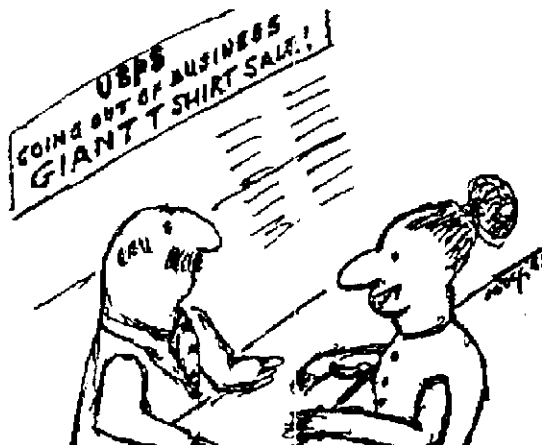
New PS/5 gap strip found



I recently placed an order for stamps missing from my collection, especially the precancel gaps. I bought strips of five of Plates 3 and 4 of the 5.9¢ Bicycle and the A-B pre-

Pedro's World of PNCs

by Pedro Ortegon, M.D.



Could I get a 10.9T3, please?

cancels of Plates 5 and 7 of the 17¢ Electric Auto.

As I was about to mount them in my album, I checked the gaps. All were the normal, common gaps except Plate 3 of the 5.9¢. I enclose a photocopy to prove the existence of a gap at 1L—previously found only as a used single, according to the 1991 *PNC Catalog*.

The strip from Plate 4 was a No Gap strip.

George P. Leduc
Woodstock, Conn.

Short run on 15T2i with 'Anchor Line'?

I have a correction to the November TPN.

In my reference to the tagging break at 11R on the 15¢ Tugboat with the "Anchor Line" variety I meant that the Tugboat had been reported with a string of tagging breaks. Reading from left to right, these ranged from 12L to 3R.

And then there is the tagging break at 11R. It's all by itself and is a constant position. Is it a short printing?

The next nearest break is at 12L, four stamps away (12R, 13R, and 13L are between 11R and 12L).

Since the example I've seen of the "Anchor Line" came off a roll with the tagging break at 11R, I offer the theory that the plate cracked during this printing—possibly a short printing because of the damaged plate since the tagging break associated with the variety is the one that is all by itself.

Eugene Ernst
Houston

Thanks for get-well messages

Many, many thanks to all the readers who sent good wishes to me after my recent surgery. I now have a new Teflon aorta and have resumed normal activities, including some running. If everything works out well, I should be able to run in a 10-kilometer race by May. (But I'll finish dead last!)

Steve Esrati

Data Bank of Official Information

All information is from USPS or stamp printers unless contained in brackets.

**23¢ Flag precancel**

[Following data are from American Bank Note Co.]

Printer: American Bank Note Co.
(Printing, coiling, and perforating by Guilford Gravure)

Press: Andreotti

Plate size: 19x24

Plate numbers: A111, A222, A212, on every 24th stamp

Colors: Special blue (A and first digit), Special

red (second digit), black (third digit) (ABN does not use Pantone colors)

[Scott Catalogue number: 2607]

[PNC Catalog numbers: F23A111P, F23A212P, F23A222P]

[Following data are from *Postal Bulletin*, Oct. 3, 1991]

This stamp denomination meets the First-Class presort letter rate for presorted carrier route mail.

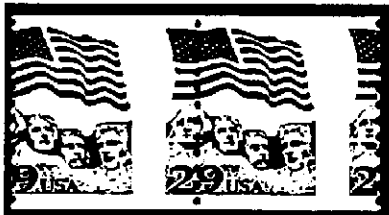
[Note from *TPN*: This is the USPS way of announcing that quantity first-class mailings need no longer use the 10¢ Tractor Trailer, which required an endorsement as to the rate claimed. However, many other presorted first-class mailings should, in theory, be mailable as well with the 23¢ Flag if additional postage is paid at time of mailing since the service inscription on this stamp covers all sorted first-class mail, not just mail sorted down to the carrier route.]

Precanceled Stamps

The cutoff date for precanceled stamp permit holders to use 5.3-, 7.1-, 7.6-, 10.1-, 13.0-, 13.2-, 16.7-, 20.5-, 21.0, and 24.1-cent precanceled stamps in payment of postage for the mailing of pieces at the bulk and presort rates has been extended from Sept. 9, 1991, to March 1, 1992. These stamps may be accepted until March 1, 1992, providing that the mailer pays the difference in postage between these stamps and the current rates before the mailing is accepted, and that the stamps are used for the comparable rate category. For example, the 5.3-cent stamp may be used for pieces that are part of a special (nonprofit) bulk third-class carrier route presort mailing, and the 24.1-cent stamp may be used for pieces mailed at the nonpresorted ZIP+4 rate.

Marketing and Customer Service Group, 8-22-91

Postal Bulletin, Aug. 22, 1991.

**BUYING ERRORS**

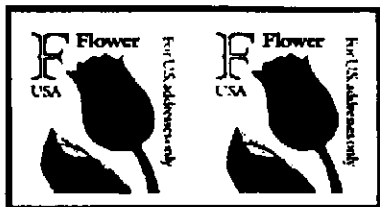
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[Note from *TPN*: The significance of this announcement is that it does not include the 8.4¢ Wheel Chair, which was withdrawn from sale on the same day as the other stamps named.]

Precanceled Stamps—Endorsements

[*TPN* note: The following is the first official permission for mailers to overprint generic precancels with a service indicator to make certain that first-class mail is not treated as third-class mail. Such stamps would be considered provisional varieties of coil stamps. The need to do this for first-class letters ended with the introduction of the 23¢ Flag precancels. The need to endorse third-class mail with "Bulk Rate" ended with the reintroduction of the 11¢ Caboose coils, which include the words "Bulk Rate."]

The Postal Service is working with mailers in various ways to help resolve the current problem with unendorsed 10¢ Tractor Trailer stamps used for Presorted First-Class Mail and regular rate bulk third-class mail. Pieces mailed at presorted and bulk rates must bear the appropriate endorsements required by *Domestic Mail Manual* 362 and 629.6.

The lack of an appropriate endorsement may cause confusion concerning the handling of undeliverable pieces. One temporary solution to this problem is for the mailer to print a First-Class endorsement on the stamp itself.

Personnel ... should check for endorsements on stamps if they are not shown on the mailpieces to ensure that undeliverable First-Class mailpieces are properly handled. If an undeliverable piece with a 10¢ Tractor Trailer stamp affixed does not bear a First-Class endorsement, it should be treated as third-class mail.

Marketing and Customer Service Group, 8-22-91

Postal Bulletin, Aug. 22, 1991.

Gravured Canoe stamp

[Following data are from USPS]

A gravure version of the 5¢ Canoe stamp, in coils of 10,000, will be issued Oct. 22 in Secaucus N.J. There will be no first-day of issue ceremony. The intaglio version of the Canoe stamp, in coils of 500 and 3,000, was issued May 25, also in Secaucus.

Issue: 5¢ Canoe Stamp

Format: Coils of 10,000

Issue date: Oct. 22, 1991

Issue city: Secaucus, N.J.

Manufacturing process: Gravure

(Stamp Venturers, contractor; J.W. Fergusson & Sons, printer)

Color: Red ("S" and first digit), black (second digit)

Size:

Image 0.72x0.81 inches or 18.29x20.57mm

Overall 0.87x0.96 inches or 22.1x24.5mm

Plate Numbers: Two preceded by letter "S" on every 33rd stamp

[PNC Catalog Number: 5TS11ZP]

Philatelic Release 96

[Following data are from Stamp Venturers]

Press: Champlain

Plate size: 12x33

Printer: J.W. Fergusson & Sons

Coiler: KCS

Perforator: J.W. Fergusson & Sons

Color: Red ("We don't use Pantone Matching System")

1991 Definitive Stamp Packets**offer convenience to collectors**

Three 1991 Definitive Stamp Packets slated for release this fall will provide a convenient way for collectors to obtain the 60 stamp and stationery issues necessary for implementation of the 1991 rate changes. The packets will be sold by mail order and across the counter at more than 470 philatelic centers nationally.

Definitive Stamp Packet A will contain 30 single stamps and 18 pieces of stationery. ... Packet A will appeal to collectors by providing such precedent-setting items as the 29¢ Flower coil stamp with slit perforations. ... It will also contain the intaglio and gravure versions of the 29¢ Mt. Rushmore and 5¢ Canoe stamps, which are the first single coil issues to be printed using two different processes.

Philatelic Release 97

Eagle and Shield Nondenominated**Bulk Rate Stamp Coil**

The Eagle and Shield nondenominated bulk rate coils of 500, 3,000, and 10,000 stamps will go on sale Dec. 13 in Kansas City, Mo....

The stamp's value is 10 cents. Permit mailers will use this stamp on presorted bulk mail pieces. The mailers will pay additional postage at the time of mailing, depending on the level of sortation used to prepare the mailpieces....

Supply. Post offices with authorized philatelic centers will receive automatic distributions of the coils of 500, based on the Bureau of Engraving and Print-

ing's four-position schedule for a 50-subject commemorative stamp.

Supply of 500 Coils, Item 7976A. All stamp distribution offices (SDOs) receive two automatic distributions. The first distribution is 1,200 coils shipped prior to the first-day of issue. The second distribution is 800 coils for completion no later than Dec. 31, 1991.

Supply of 3,000 Coils, Item 7977A. All SDOs receive two automatic distributions. The first distribution is 640 coils shipped prior to the first-day of issue. The second distribution is 320 coils for completion no later than Dec. 31, 1991.

Supply of 10,000 Coils, Item 7978A. All regional accountable paper depositories (RAPDs) receive two automatic distributions of 208 coils. 208 coils are shipped prior to the first-day of issue. The second distribution is shipped no later than Dec. 31, 1991. SDOs requiring these coils should requisition them immediately from their RAPDs....

Since a private company, American Bank Note Co., is the contractor for these coils, BEP will not honor supplemental requisitions.

Philatelic and Retail Services Dept. 11-14-91
Postal Bulletin, Nov. 14, 1991

Changes in Nonprofit Third-Class Rates

Effective 12:01 a.m., Sunday, Nov. 17, 1991, postage rates for nonprofit, nonletter-size, bulk third-class rate mail will increase. ...

Rates and Classification Dept. 11-14-91
Postal Bulletin, Nov. 14, 1991

[Note from TPN: See Ken Lawrence's article on this subject on Page 16 of this TPN.]

**Eagle and Shield
Nondenominated Bulk
Rate Stamp to Be Issued
in Kansas City, Mo.**



The Postal Service will issue its new Eagle and Shield nondenominated coil stamp Dec. 13 in Kansas City, Mo. The stamp's value is 10 cents.

There will be no first-day-of-issue ceremony. ...

This stamp will be used by (permit mailers on presorted bulk mail pieces. Additional postage will be paid by the mailers at the time of mailing depending on the level of sortation used to prepare the mail pieces.

The Philatelic Sales Division and all Philatelic Centers will sell the Eagle and Shield undenominated coil stamps.

Format: Coils of 500, 3,000, and 10,000.

Issue date: Dec. 13, 1991.

First-day city: Kansas City, Mo.

Manufacturing process: Gravure (American Bank Note Co., contractor; Guilford Gravure, Inc., printer)

Colors: Orange, black, red, blue, and green.

Size:

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

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

Plate numbers: Five preceded by the letter "A"

[PNC Catalog No.: 10UA11112P, 10UA22112P]

Philatelic Release 101

1992 Flag Stamp

In March, the White House is celebrated as part of the Flag series of

stamps. It was in 1792 that the cornerstone was laid for the presidential residence on the 18-acre site selected by George Washington

General Release 93 handed out when Postmaster General Anthony M. Frank unveiled 1992 stamp designs, Dec. 11, 1991



New coil series

The subject matter for a new series of coil stamps to replace the Transportation Series has not yet been chosen.

Remarks of Gordon C. Morison, at unveiling

"I hope it's musicians," Frank admitted.

Later, in answer to a newsman's question, he reiterated his previously stated hope that an Elvis Presley stamp would be issued, but indicated that he envisages two "sets" to include musicians in 1993: Rock and roll and Broadway shows, quickly adding that one of these should be "Oklahoma." That would seem to rule out coils.

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How scarce are half gaps?

By Howard A. Moser

The 11¢ Caboose and 20¢ Flag stamps are the only National Bureau Precancel (NBP) coil stamps that have continuous parallel black precanceling lines. These two issues were printed in 1984 on the Bureau of Engraving and Printing's (BEP) recently acquired Giori three-color intaglio B Press.

This press had never been used for precancels, and mats were not available. So the BEP used a B Press roller that had previously been used to apply phosphor tagging. The roller was routed out to leave only the two parallel lines on each row of stamps. This roller was a sleeve-type cylinder that printed continuous lines without any gaps.

Later, BEP acquired B Press precanceling mats with 18 rows of 26 subjects each. Two mats were mounted on a cylinder that precanceled 18 rows of 52 subjects per revolution. These mats left a gap in the precanceling lines every 26 subjects, where the two mats were joined.

All other NBP coils with black parallel precanceling lines were printed on a BEP Cottrell press, which used precanceling mats with 9 rows of 12 subjects. Four mats were mounted on a cylinder that precanceled 18 rows of 24 subjects per revolution with a gap every 12 subjects.

Gaps are identified by their relation to the perforations along the right side of the plate numbered stamp. If the gap is at or near the perforations on the right of the numbered stamp, the gap is said to be a Line Gap and is designated LG. Gaps at or near the perforations one or more stamps to the left or right of the LG are said to be 1L, 1R, 2L, 2R, etc.

Misalignment of the mat roller can cause the gaps to appear at or near the center of the stamps. These are known as "half gaps" and are identified as $\frac{1}{2}L$, $\frac{1}{2}R$, $1\frac{1}{2}L$, $1\frac{1}{2}R$, etc.

Steve Esrati's *Plate Number Coil Catalog* appears to be the only philatelic publication containing any data on precancel gaps. This catalog states that half gaps are "exactly at the horizontal center of the stamp" and indicates that almost all of the mint strips with known half gaps are either "hard to find," "scarce," or "rare."

"Exactly at the horizontal center" requires a precise position for the gap with no plus or minus tolerance. With such an exacting criterion, it appears that half gaps will be rare or at least extremely scarce.

To test this theory, a stock of more than 25,000 NBP used PNC singles was examined. A tabulation of the findings is shown in Exhibit 1.

A total of 1,904 NBP used

National Bureau Precancels
National Bureau Precancels are those precancels printed by the Bureau of Engraving and Printing that lack city-and-state inscriptions and could be used at any post office in the United States.

Howard A. Moser

PNC singles was found. There were 1,543 with a gap at or near the perforations to the right of the numbered stamp that were listed as LG copies. Another 342 had the gap at or near the perforations on the left of the numbered stamp and were classified as 1L copies. The remaining 22 copies, with the gap at or near the center of the stamp were considered to be candidates

for $\frac{1}{2}L$ status and are illustrated as Exhibits 2A through 2V.

Assuming that the plate numbers are in the exact center of the stamp design, only one of these 22 stamps (Exhibit 2G) meets the *PNC Catalog* criterion of a half gap. It appears that the $\frac{1}{2}L$ must be scarce since only one copy was found among the 1,904 singles that were examined.

An imaginary center line through the plate number falls within the gap on all but three of the other 21 copies shown in Exhibit 1. These three (K, M, and Q) were classified as LG copies. The remaining 18 PNC singles with the gap near the center are so unusual, and apparently so scarce, that they needed to be identified as something other than LG or 1L copies. They were classified as $\frac{1}{2}L$ if most of the gap was on the right side of the center line, and $\frac{1}{2}L+L$ if most of the gap was to the left of the center line.

It was noted that many of the stamps that show a full gap have different-width gaps at the upper and lower lines. Generally, this is due to a deterioration of one or more of the line ends on the precanceling mats.

The upper left line end of Exhibit 2U is missing. There is a notch out of the lower left end and both the right ends show signs of deterioration. When there is a difference in the width of the upper and lower gaps, the most narrow gap was used to identify the location of the gap. This gap was identified as $\frac{1}{2}L$.

NBP used coil singles without a plate number, but showing part or all of a precanceling gap are common. The vast majority of these cannot be identified by their position in the coil. However, those that were printed on a Cottrell press sometimes show a joint line at or near the perforations on the left side of the stamp. When such stamps also show all or part of a gap, the position can be identified as LG, $\frac{1}{2}R$, $\frac{1}{2}R+R$, or 1R.

[Moser illustrated these five examples with Exhibits W1 through W5, but they could not be reproduced for *TPN*, Ed.]

LG copies and 1R copies are relatively "hard to find." The other three positions appear to be either "scarce" or "rare."

Conclusions

The primary result of this study was that only one half gap was found in the entire lot



EXHIBIT 2A

GAP $\frac{1}{2}+L$

Exhibit 1
National Bureau Precancels
Plate Number Coil gap singles

		1L	1/2+L	1/2L	1/2-L	LG
Cottrell	Plate					
3.4¢	1					1
	2					0
4¢	3	12				19
	4	17				17
	5	18				78
	6	20				79
4.9¢	1					
	2					
	3	32				10
	4	32				9
	5					1
	6					8
5.2¢	1	0		0		1
	2	1		0		0
	3	41	1			79
	4					
	5	46	0			69
	6					
5.9¢	3	6	1	0	4	162
	4	11	1	1	7	173
	5					93
	6					97
8.3¢	1	14				22
	2	17				23
	3					
	4					
9.3¢	1					1
	2					0
	3					40
	4					31
	5	0				1
	6					1
	8		1			
10.9¢	1		1		2	156
	2		1		0	155
	3					63
	4					48
12¢	1	3				6
	2	1				3
17¢ A	3	13				4
	4	13				7
	5	12				1
	6	9				0
B	5	10				13
	6	13				8
C	1					7
	2					3
	3					3
	4					4
	5					
	7					
B Press						
6¢	1					
	2					
7.4¢	2					
8.3¢	1					
	2					
10.1¢	1					
	2	0				47
12¢	1					
12.5¢	1					
	2					
Total		342	5	1	13	1,543

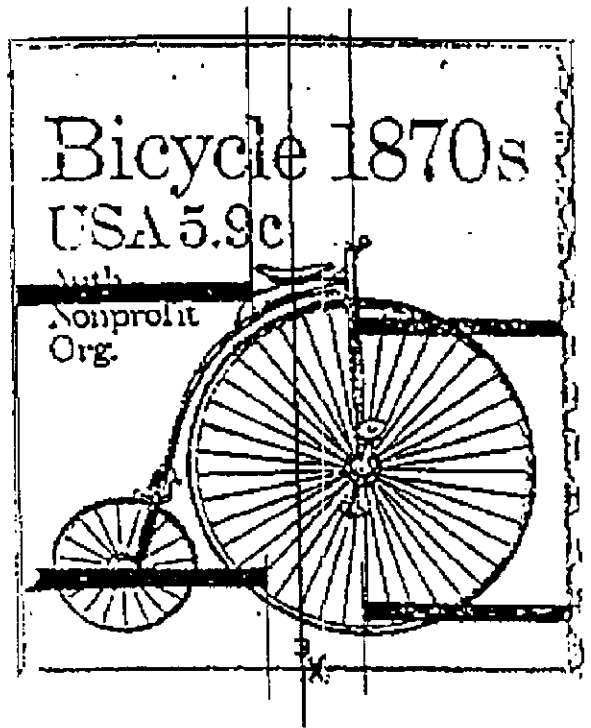


EXHIBIT 2B

GAP 1/2-L

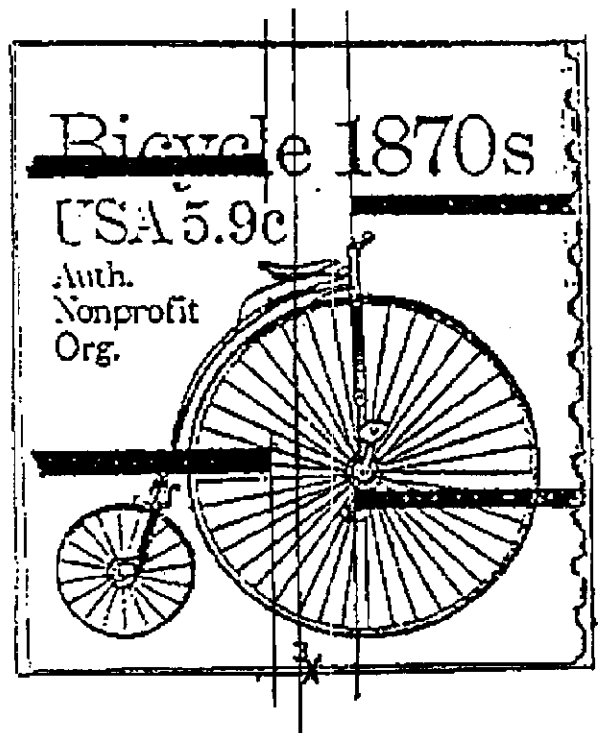


EXHIBIT 2C

GAP 1/2-L

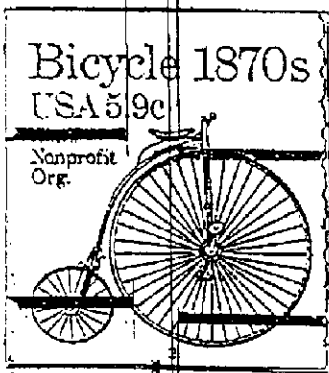


EXHIBIT 2D GAP 1/2+L

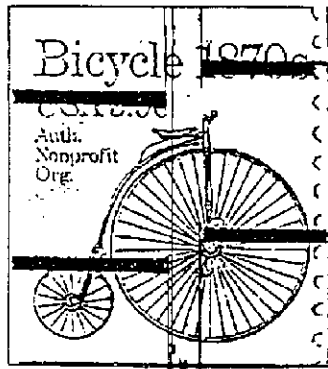


EXHIBIT 2E GAP 1/2-L

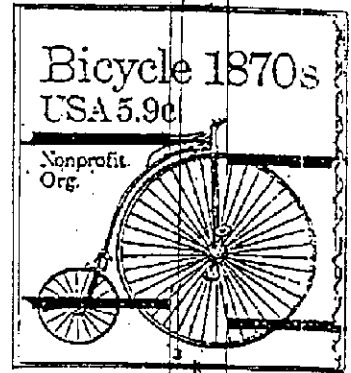


EXHIBIT 2F GAP 1/2-L

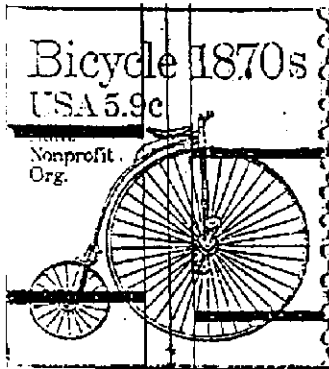


EXHIBIT 2G GAP 1/2L

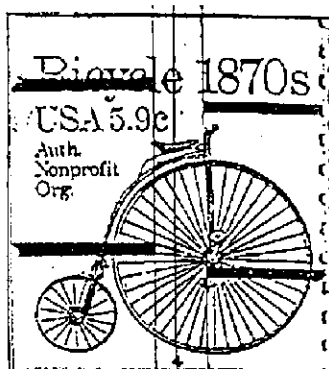


EXHIBIT 2H GAP 1/2-L

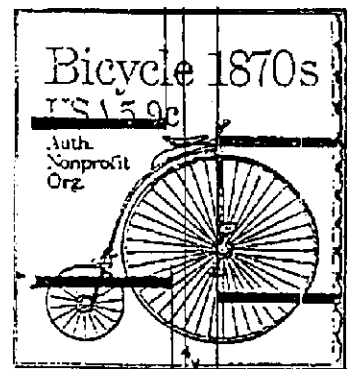


EXHIBIT 2I GAP 1/2-L

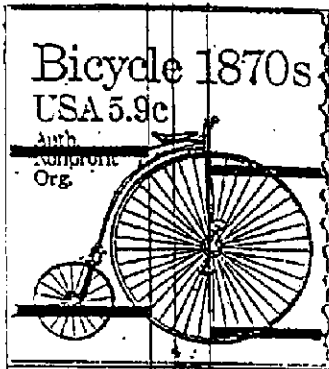


EXHIBIT 2J GAP 1/2-L

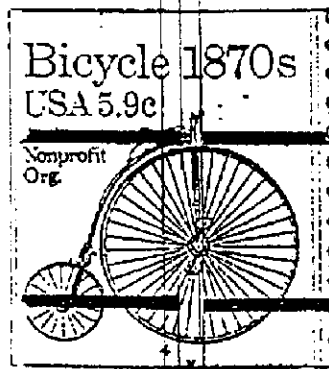


EXHIBIT 2K GAP LG

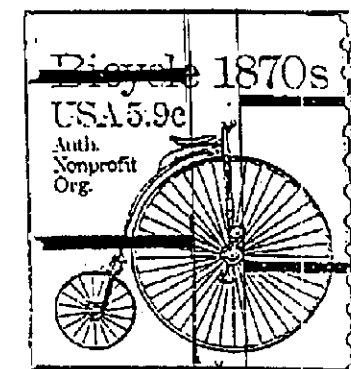


EXHIBIT 2L GAP 1/2-L

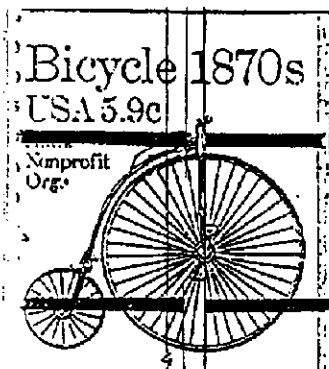


EXHIBIT 2M GAP LG

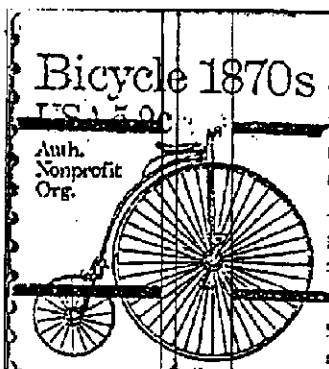


EXHIBIT 2N GAP 1/2-L

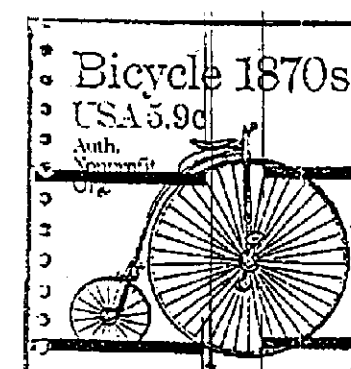


EXHIBIT 2O GAP 1/2-L

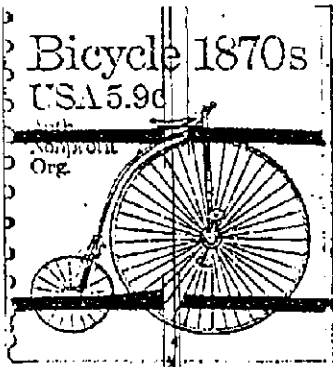


EXHIBIT 2P GAP 1/2+L



EXHIBIT 2Q GAP LG

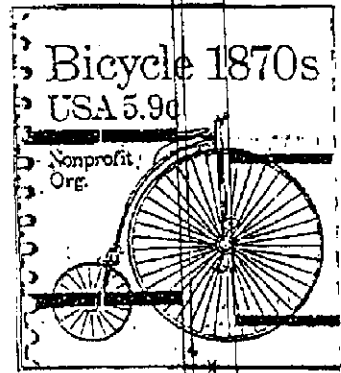


EXHIBIT 2R GAP 1/2-L

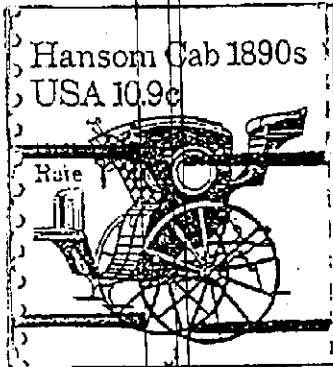


EXHIBIT 2S GAP 1/2+L

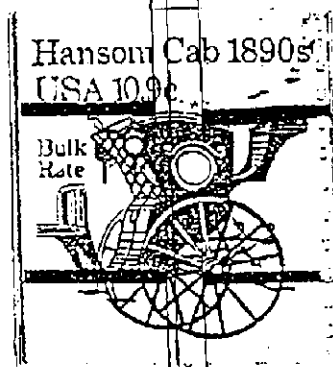


EXHIBIT 2T GAP 1/2-L

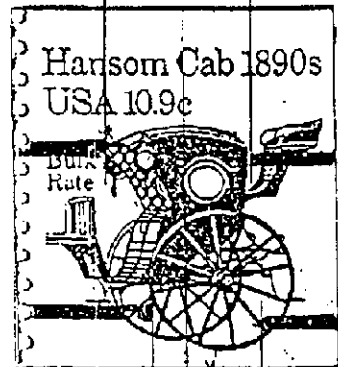


EXHIBIT 2U GAP 1/2-L

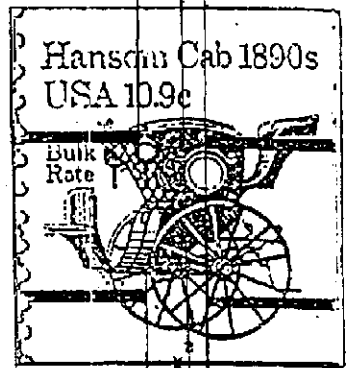


EXHIBIT 2V GAP 1/2+L

of 1,904 PNC gaps examined and only 18 others were even close to being half gaps.

This seems to indicate that PNC half gaps are rare and that PNC 1/2-L and 1/2+L gaps are either scarce or hard to find.

A secondary result of the study was the revelation that large quantities of the elusive, higher-priced used PNCs were available as gap singles. For example, there were 93 copies of 5.9T5P and 97 of 5.9T6P, which are priced at \$50 each in the 1991 *PNC Catalog*, and 63 each of the 10.9T3P and 48 of 10.9T4P, which carry a price of \$67.50 each.

However, up to 90% of these used PNC gap singles have faults that disqualify them as fine copies. Even the gap itself may disqualify the PNC as Fine to the average collector. Therefore, the catalog prices appear to be reasonably accurate for Fine copies without gaps.

Establishing prices or even a "scarcity" rating for specific used PNC singles will require much more study and the examination of many more stocks. □

Comments by Ken Lawrence

I began the discussion of half gaps (in theory) in the PNC Study Group's Round Robin No. 12 (July 16, 1985), and then, amid controversy, proved their existence in Round Robin No. 22 (Dec. 4, 1985) with illustrations of 9.3¢ Mail Wagon,

Plate 3 and 4, Gap 1/2R strips. We have come a long way since then, as Howard Moser's article shows.

As long as I collected precancel gap positions, I included half-gap examples in my collection. Nevertheless, I was opposed to listing them in catalogs or albums, because I regarded them as freak gap shifts, comparable to perforation shifts. Now, based on Moser's findings, I have changed my mind. They should be listed.

Moser attributes these to "misalignment of the mat roller," but his evidence suggests the opposite. If you check his chart, you'll see that he reports half gaps and near-half gaps on all lines-only Cottrell coil overprints, and on none that are lines plus service inscriptions.

This suggests that when BEP printers were using service-inscription mats, they aligned them in register with the engraved designs, but when they were printing lines-only mats, registration did not matter. (At best alignment was crude, because the hard rubber mats were fastened to the steel cylinder by double-face tape, hardly a technique designed for precision.)

As this discussion continues, let us also note that Moser has provided new information of a more basic kind. He has reported several previously unknown gap

positions:

5.2¢	Plate 2	Gap 1L
9.3¢	Plate 1	Line Gap
9.3¢	Plates 5/6	Line Gap
17¢	Plate 5A	Line Gap

He also confirms other positions previously seen on used singles but still unknown on mint strips.

Moser's ratio on the 10.9s matches what I concluded in my book ("The Hansom Cab Mystery" in *Linn's Plate Number Coil Handbook*):

"Plates 3 and 4 of the 10.9¢ Hansom Cab coil stamp are not truly scarce. Large quantities were printed, distributed, sold, and used on mail. The apparent scarcity 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."

However, Moser's source has made an unprecedented find of Plates 5 and 6 of the 5.9s; this large accumulation includes far more of those than have ever turned up in used mixtures. Perhaps the source had supplies that came from post office returns, not just from charity clippings.

Comments by TPN

The catalog definition of half gaps may seem arbitrary, but was based on discussions that went as follows.

Dr. Robert Rabinowitz wanted half gaps mentioned in the catalog. The PNC Study Group's views were solicited and several members objected strongly, saying that in almost all instances the gap was on one side or the other of an imaginary center line. That would mean that if the gap were right of center on, for example, a numbered stamp, it would be called a line gap; if it were left of the center, it would be 1L.

But that left unanswered the question of how to classify a stamp that did have the gap exactly at the midpoint. The definition finally arrived at in the 1990 catalog sought to meet that need.

Moser said nothing about the 5.2s. The 1991 catalog (on Page 59) assigned an "A" scarcity to these half gaps on Plates 4 and 6. This brought the expectation that Moser would have found many used, no-number half-gap singles from the 5.2s, but without plate numbers (since they were at 3½L).

A call to Moser found that he had 68 no-number 5.2s that were near half gaps. That would tend to confirm that some half-gap 5.2s found their way into the mailstream but did not survive as mint strips.

Comments by Kim Cuniberti

I'm not sure I agree with Moser's strict interpretation of the definition of a half gap, particularly in light of the fact that it yields only Exhibit 2G as an example of ½L.

Perhaps a basic part of the definition needs to be addressed first. I agree that a half gap must fall on the center of a stamp, but I believe that "center" is relative to the perforations, not the design of the stamp.

Gaps by definition are counted by their location to rows of perforations; hence the same is true of half gaps. A good example would be a radically misperfed coil, say of Plate 5 of the 5.9e Bicycle with a Line Gap (if such a strip existed). If the perfs were shifted 50% into the the middle of the design, but the gap remained at the perfs, has this suddenly become a ½L or ½R? I don't think so.

I had roll pieces of that issue that had

poorly centered average strips with the design cut by 1–2mm, but the gap was dead on the perfs. I would not have interpreted any of those as having tended toward half gaps.

This basic definition puts me at odds with Moser since his study chose the center of the design as a framework.

I found none of his examples to be misperfed enough to create a problem. I found all of his Exhibit 2 examples to be half gaps except 2K and 2M. These were difficult to assess because one row of perforations had been cut off, and because of the extremely narrow gap on each single. It appeared that both gaps fell just to the right of the true stamp center which I would, therefore, call LG. Exhibit 2Q, however, appears to just qualify as a ½L by my definition, which is that if any part of the narrower opening of the two bars comprising the gap falls over the center line between the perfs, then that is a half gap.

Comments by Dr. Rabinowitz

The biggest question I had after reading this article was: Where did Moser get 25,000 used PNC singles?

Besides natural curiosity, the source has to have a direct bearing on the statistical validity of any conclusions drawn from the data presented.

A careful review of Moser's findings indicates a number of new precancel gaps, including line gaps on Plates 1 (and presumably 2), 5, and 6 of the 9.3e Mail Wagon, 1L gaps on Plate 1 (and presumably Plate 2) of the 5.2e Sleigh, and line gaps on Plate 5 in Typeface A on the 17e Auto.

These findings are important and unarguable.

On the other hand, if one examines the data without any statistical background, a great many erroneous conclusions could be drawn. For example, it could be concluded that Plates 5 and 6 in Typeface B of the 17e Auto are more commonly available than Plates 1 and 2 in Typeface C or that Plates 3 and 5 of the 5.2e Sleigh with either a line gap or a gap at 1L are about as commonly available as Plates 5 and 6 of the 5.9e Bicycle.

If you believe these conclusions, you can also easily believe that Plates 3 and 4 of the 10.9e Hansom Cab with a line gap are more commonly available than Plates 1 and 2 of the 8.3e Ambulance with a line gap or a gap at 1L or than Plates 3, 4, 5, and 6 of the 4.9e Buckboard with a line gap!

Clearly the distribution findings from this lot pertain only to this lot. Any attempt to extrapolate conclusions regarding PNC values or scarcity from these data have to be erroneous, based on what the

real world knows.

Regarding half gaps, the best working definition is collector-based. If it looks like a half gap, it is a half gap. If a collector's eye does not differentiate between 45%-to-55% (as opposed to 50%, or right down the middle) then that's a reasonable range for a half gap.

To my eye, at least half of the 5.9s illustrated appear to be half gaps.

Comments by TPN

Here we go again. Howard Moser wrote a brilliant article with brand new concepts and unprecedented insights.

The practice for most stamp journals would have been to print it and await letters to the editor. Perhaps that would have been fairest to Moser.

But TPN has never operated that way. From our roots as a study group round robin, we have always sought to present all views on a subject at once, sending the article and the comments out to anyone whose opinion might help in reaching better understanding.

It is to be hoped that readers understand that disagreement in no way undercuts the value TPN places on an article, especially this one by Moser. It's just our way of trying to cover all aspects of a subject. □

Report XXXVII on varieties

By A.S. Cibulskas

1e Omnibus

a. Reissue, Plate 2. Horizontal plate scratch, about 5–6mm long, above the rear of the bus and below the "880s" of the date. Constant at 2L. (Tillet)

4e Stagecoach

a. Reissue, Plate 1. Untagged error across some 40 stamps in roll of 3,000. (Cibulskas)

4e Steam Carriage

a. Plate 1 untagged. Plate variety on the "C" of "Carriage," which has the appearance of a bullet hole through the upper left loop of the "C." Constant at 1R. (Bensko)

4.9e Buckboard

a. Plate 1, Gap 2L. Dropped transfer at 1R. Constant. (Bensko)

9.3e Mail Wagon

a. Plate 2, unprecanceled. Chipped joint line. About 40% of the way from the top on the right side. Constant. (JAdams)

10.1e Oil Wagon

a. Plate 1, unprecanceled. Dot in front of the wagon about midway. Constant at 3L. (JAdams)

20e Flag

a. Plate 12. Plate scratch: starts on 7L stamp on the left side of the flagpole at the intersection of the roof of the building. Continues diagonally upward through the perfs into the 8L stamp and ends about 2–3mm to the right side of the top right corner of the flag on 8L. Total length is about 8–9mm. Constant on 7L and 8L. (Tillet)

25e Flag

a. Plate 3, phosphored. Red dot between the second and third (from the top) red stripes of the flag. Constant at 1R. (Bensko)

ADLETS

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

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

ULTRA VIEW MOUNTS: The only stamp mounts on the market that allow transmission of UV light, plus having acid-free paper inserts for facilitating stamp insertion and stamp retention. Coil strip package \$6.00. H. Harry Mueggelburg, 3525 Bluff Ct., Carmichael, CA 95608. (6-92)

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)

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 Mueggelburg, 3525 Bluff Ct., Carmichael, CA 95608. (3-92)

PNC SUBSCRIPTIONS: Two plans available. Plan 1 gets all PNCs issued, including major varieties (change in tagging, for example) in any length you wish; Plan 2 gets only new numbers after original issue. Esrati, PO Box 20130, Shaker Heights OH 44120-0130. (1-92)

BUY AND TRADE. Tagging varieties, misperf, imperf, EFOs. H. Harry Mueggelburg, 3525 Bluff Ct., Carmichael, CA 95608. (3-92)

UNSURPASSED OPPORTUNITIES: Wide selection on PNC5 price list. List 29¢ stamp. Robert Barker, PO Box 888063, Dunwoody, GA 30356. (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 (Klm Cuniberti), PO Box 3654, Danbury, CT (1-92)

SUBSCRIBE, DON'T MISS OUT—FDCs by subscriptions: You may subscribe for mint PS/58 or for Art-Craft, House of Farnam and Artmaster FDCs. \$25 deposit. Farnams \$5 each, others \$4. Send want list for quotes on older FDCs. Esrati, PO Box 20130, Shaker Heights OH 44120-0130. (1-92)

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UPDATE: New stamps, new precancel gaps, catalog corrections, TPN corrections

New stamps

4T1R1—One numbered strip of the over-all-tagged version of the 4¢ Stagecoach from the B Press has been found as an untagged error out of 40 untagged stamps. (Cibulskas)

5T1Y1—The untagged version of the 5¢ Circus Wagon, used on mail sent by Eugene Liu of Downey, Calif., since about Oct. 1. (Lawrence) Found in late October in rolls of 3,000 by dealers in Topeka, Kan., accountable paper. (Haake)

5T S11ZP—The gravured version of the 5¢ Canoe, in rolls of 10,000, with "S11" plate numbers 33 stamps apart. Sold Oct. 19 in New York state (before release date). (Dr. Rabinowitz)

5.2T1P-1L—A gap at 1L on a used single from Plate 2 of the 5.2¢ Sleigh. (Moser, see article Page 6)

7.6T1P—Plate 1 of the 7.6¢ Carreta on Type II paper. (Scott Smith)

9.3T1P-Ln—A Line gap on a used single from Plate 1 of the 9.3¢ Mail Wagon. (Moser, see article Page 6)

9.3T5P-Ln—A Line gap on a used single from Plate 5 of the 9.3¢ Mail Wagon. (Moser, see article Page 6)

9.3T6P-Ln—A Line gap on a used single from Plate 6 of the 9.3¢ Mail Wagon. (Moser, see article Page 6)

10T1XP—Imperforate Plate 1 of the 10¢ Tractor Trailer. (Singer)

10UA1111P—Plate numbers "A1111" on the undenominated 10¢ bulk-rate stamp. (Cibulskas)

10UA11112P—Plate numbers "A11112" on same, Dec. 6 (a week before issue date). (Lawrence)

10UA22112P—Plate numbers "A22112" on same, Dec. 7. (Scott Smith)

17T5Pa-Ln—A Line gap on a used single from Plate 5 in Typeface A of the 17¢ Electric Auto. (Moser, see article Page 6)

19MA1112—Plate numbers "A1112" on the 19¢ Fishing Boat. Rolls of 500. (Lipsch)

19MA2424—Plate numbers "A2424" on same. First offered for sale by Howard Grossman in *Linn's* of Oct. 14. Rolls of 500. (Thomson)

23FA222P—Plate numbers "A222" on the 23¢ Flag. Reported to *TPN* by American Bank Note Co. as part of original press run (too late for November issue). Found by Jim Adams in rolls of 500 about Oct. 22. (Dr. Rabinowitz) Found in Cleveland, Nov. 5, in rolls of 500 and 3,000. (Esrati)

29M S2222—The denominated 29¢ Flower with the plate numbers "S2222." Found in Alderpoint, Calif., about Nov 18. (Denson via Haake and Rabinowitz)

Corrections to TPN

Page 114—The catalog numbers for the 23¢ Flag stamps should have added a "P" since they are service-inscribed precancels.

Corrections to PNC Catalog

Page VII—The first complete sentence on the page is nonsensical. (Thomson) It should read: "The hard rubber precanceling mat was exchanged for a blank mat to apply tagging. This made tagged precancels impossible."

While this brief introduction to the catalog was intended to provide fundamentals, it was not intended to be a technical treatise on the presses. Readers desiring a complete and thorough review of the Cottrell presses are urged to read Ken Lawrence's detailed explanations starting on Page 280 of his *Linn's Plate Number Coil Handbook*.

Page 7—Starting on Page 7 and running throughout the catalog, an erroneous phrase is given in the "Impressions" footnotes.

As printed for 25F4, the footnote says: "Total of 2,085,100 impressions reported by BEP for 432 subjects at 864 stamps per 'sheet.'" The footnote should have said: "Total of 2,085,100 impressions reported by BEP for 432 subjects per 'sheet.'" "

The footnote is also wrong for 25F6i, 25F7i, 25F8i, 25F10i, 5.5T1, 5.5T1P, 5.5T2P, 7.1T1, 7.4T2, 7.6T1P, 8.3T1PR, 8.3T2PR, 8.4T1P, 8.5T1, 10.1T1, 12T1PR, 12.5T1, 13.2T1P, 16.7T1P, 20T1X, and 25T1. (Thomson)

Page 9—The 25F roll sizes for 1 and 1i are incorrect. Both should read 500, 3,000. (Thomson)

Page 9—In the 29F roll size, 5 is listed twice. (Thomson) The correct entry should read: 5* large

Page 16—Under 4T1Ri, the impression note should read "468 stamps per 'sheet.'" (Thomson)

Page 18—04 Steam Carnage is listed as a B Press product. It should be C4. (Thomson)

Page 28—The Aug. 31, 1991, withdrawal date for the 8.4¢ Wheel Chair is only for Plates 1 and 3, printed on the B Press. The withdrawal date for Plate 2 (C Press) was Oct. 31, 1991. (Thomson)

Page 31—Catalog number of 10¢ Tractor Trailer should be 10T1XP since the stamp is service-inscribed.

Page 31—Service inscription of 10¢ Tractor Trailer should read "Additional Presort Postage Paid." (Thomson)

Page 32—The picture caption for 10.9T2V is incomplete. The last word is "comparison." (Thomson)

Page 55—The press used by J.W. Fergusson & Sons to print the 29¢ Flower should be spelled "Champlain," not as it was spelled for the catalog by Richard Sennett of Stamp Ventures.

Page 57—Delete 500 as a roll size for 1211 on 29U. Only rolls of 3,000 were found. (Thomson, Koeppe)

Page 61—The color of Plate 2 of the 12.5¢ Pushcart should be listed in Appendix C as light olive. (Hill)

Frank unveils a first: a commemorative PNC

Postmaster General Anthony Frank unveiled the first PNC commemorative at the Dec. 11 news conference, the first to show all of a year's proposed stamps.

In all, there are to be 126 new stamp this year.

The showing took place at the Decatur House Museum on Jackson Place, about a block from the White House. The house had once been the home of Stephen Decatur, a naval hero in the War of 1812.

The stamp will mark the bicentennial of the White House and includes the dates 1792-1992. An illustration appears on Page 5 of this issue of *TPN*. □

A Satire: What does 'gravured' mean?

The charge

Steve Esrati has used the word "gravured" in several stamp publications to describe the new U.S. coil stamps. To create this past participle, Esrati must first have verbified gravure, formerly a noun, more recently an adjective. The neologism's meaning seems to be gravure-printed. If so, shouldn't it be spelt gravur'd?

Ken Lawrence in *The Philatelic Communicator*, Fourth Quarter 1991

Steve Esrati's defense

I called upon my next-door neighbor, David Guralnik, editor emeritus of *Webster's New World Dictionary of the American Language*, to rescue me from the heinous charge of neologism.

"What's wrong with creating a new word?" he asked. "How do you suppose the language grew to be this big?"

"Anyway, there is no law against forming a participle from a verb. We say 'long-legged man' and 'leg' is a noun."

I'm not quite sure why Lawrence wants me to spell it "gravur'd," but I do know one thing for sure: Ken Lawrence has been turned by the insidious cultural imperialists of the Public Broadcasting Service, who force feed us the leavings of British culture on "Mystery" and "Masterpiece Theatre."

In the past, Lawrence has fumed about Scott Publishing Co.'s use of the spelling "catalogue," insisting that the preferred American spelling is "catalog."

So where does Lawrence come off with "spelt?" That's another Britishism. In *TPN* we use "spelled."

We also use "gravured." Let the dictionaries follow our example! You all know what

1992 Scott Specialized flunks on PNCs

Continued from Page 1

scramble of numbers, including an \$8.50 strip of three for a numbered strip showing no number at all. (Oh yes, we checked. Every known plate is accounted for as a strip of three. This strip is simply listed as "P# strip of 3, P#.")

That's clarity!

To make matters worse, the order for strips of five of the 20¢ Flag is totally different from the order for strips of three. Couldn't they have been listed in straight numerical order?

Since Scott hardly ever bothers with such niceties as varieties, one cannot help but be amazed at the muddle Scott made of the precancels of the 18¢ Washington. There are four Scott numbers, 2149 (uncanceled); 2149a (precanceled); 2149b (imperforates, and it doesn't say whether these are precanceled or unprecanceled), and 2149c, which are listed as "as 'a,' imperf, pair," which could be taken to mean that these are the imperforate precancels.

But after 2149c there are five additional lines of listings, none with a separate catalog number. Apparently these are the dull-gum varieties of 2149a, but I challenge anyone to show me a way to indicate these stamps on a want list.

The 1992 catalog carries skimpy information about the 29¢ denominated Flow-

er and the 19¢ Fishing Boat, saying the listings are based on advance announcements from the Postal Service. The 23¢ Flag is not listed at all. (It is not listed in the 1991 *PNC Catalog*, either.)

Scott did update some of its PNC prices. A strip of five of Plate 4 of the 20¢ Flag jumped from \$500 to an italicized \$775. The prices for Plates 3 and 5 of the unprecanceled 5.2¢ Sleigh are now given separately (\$145 and \$115, respectively).

All in all, one can only say that the 1992 Scott is a disappointment, not because it is worse than the 1991 version, but because our expectations for improvements had been elevated in July with the announcement that better things lay ahead. They definitely did not.

In non-PNC areas, Scott still does not differentiate between the scored and unscored booklets of the 20¢ Flags, although it does list those panes.

It also does a terrible job on the Great Americans. To help you stay abreast of those stamps, *TPN* publishes Alan Thomson's table (which we will update as new varieties are reported) on Page 15. Some of this apparently is unknown to Scott, especially the existence of phosphored Great Americans.

If this is Scott's specialized catalog, it still has a long way to go to earn that title. Too much information is simply missing. □

The rebuttal

Steve Esrati has defeated my satire by excerpting it.

The title ahead of his excerpt was "*Participled*," a non-word with a lineage parallel to his coinage.

Since my wit is evidently too deep, here's the point:

There's nothing wrong with creating a new word if it serves a purpose. But all Steve has done is to add a gratuitous, unnecessary "d" to a perfectly serviceable attributive noun—gravure.

In this context, gravure, meaning gravure-printed, is the correct usage. The expanded form is the appropriate participle if one must derive from a verb.

Steve's neighbor probably isn't as witless as his example implies, given an opportunity to reflect. His example works only as a compound; "legged" by itself fails to communicate whether or not it's a word.

Since Steve's gratuitous "d" seemed to be reaching for a Shakespearean ring, I naturally ended with the query why didn't he go all the way and adopt the Bard's spelling too? □

Haake, Marrelli find 2 types of 23F A222P

Al Haake's post office in St. Louis supplied him with rolls of 500 of the 23¢ Flag with the plate numbers "A222." Frank Marrelli's post office in Kenosha, Wis., supplied rolls of 3,000.

When the two dealers put their heads together, they found that their stamps looked different. Haake sent out two strips to each of his new-issue-service customers.

One major distinction is the red plate number "2." On strips from rolls of 3,000 it is thin and mis-shapen. Dr. Robert Rabinowitz, who noticed something similar, thought it to be row specific.

Another point of difference is in the black "2" as well as in the black "USA 23." On the stamps from the rolls of 3,000, the black "2" is squashed out, fatter. So are the letters in "USA."

Ken Lawrence examined these stamps under high magnification and found that the black is solid, not made up of the tiny dots used in gravure.

Lawrence concluded that one probable reason for the differences between the stamps is in a maladjustment of the pressure cylinder that pushes the paper against the printing plate. □

Topeka turns out to be second DAV site

Untagged Circus Wagon found

Remember when D. John Shultz first found Plates 5 and 6 of the 4¢ Stagecoach unprecanceled?

Shultz never told anyone where he had found them, and his stamps were in great shape.

A little later, some of us figured out that these stamps had been printed for the DAV and so we descended on Cincinnati, which is just across the Ohio River from the DAV's headquarters in Cold Spring, Ky., to try to obtain the stamps.

Others pestered Cincinnati dealers to try to urge them to go to the DAV and swap stamp rolls for the new stamps.

But when some of us succeeded in Cincinnati, we found the stamps to be in abysmal shape. Fewer than 10% of the strips could be rated VF or better.

Shultz figured it out right away. There had to have been two printings, he said. And when the BEP reports finally caught up with the stamps, Shultz was proven correct.

But what none of us guessed until Al Haake sought to find the untagged 5¢ Circus Wagon (also printed for the DAV) was that Shultz's Stagecoaches did not come from Cincinnati at all.

Shultz, who lives in Kansas, had obtained them from Topeka, which also happens to be the home of a mailing company that does work for the DAV.

That's where the untagged Circus Wagons were finally found, too. The stamps were shipped to Cincinnati, as well, so we can conclude that DAV stamps can go to either place, or both.

Sell and evangelize

A good way to get rid of duplicates may also be a good way to boost the collection of PNCs, according to Ed Gould.

Gould uses APS sales books to dispose of his extras. He prices them at 50% to 60% of "list," (presumably a dealer's price list.)

All of his books have sold out within six months.

Another early release

Dr. Robert Rabinowitz went to New York (not New York City) on Oct. 19 to obtain some 23¢ Flag stamps. While talking to the postal clerk, Dr. Rabinowitz mentioned the new gravured 5¢ Canoe.

"Oh," said the clerk. "They just came in."

Dr. Rabinowitz bought a roll of 10,000

and began wholesaling them, not realizing that he had bought them before the date the stamps were to go on sale, Oct. 22.

"There was no ['Do not open before'] date on the box," Dr. Rabinowitz said.

He had a surprise in his home town, Stamford, Conn., where a window clerk had a box of 50 rolls of 500 of the 23¢ Flag. The box contained all three plate numbers (A111, A212, and A222).

All three plate numbers, therefore, are now known in rolls of 500 as well as 3,000.

All the PNC news that fits we print

On Lighthouse pages

Superior Galleries, the auction arm of Superior Stamp & Coin, put on a spectacular auction in November in Beverly Hills, Calif.

The sale included a CIA invert, estimated at \$15,000-\$20,000, and a host of moon memorabilia that once belonged to Edwin E. (Buzz) Aldrin, Jr. A cover carried to the moon by Aldrin also bore a \$15,000-\$20,000 estimate.

The PNC material was distinguished by the fact that some of it was sold as shown on Lighthouse album pages.

Pricing PNC covers

In the November issue of *Coil Line*, Rob Washburn says that several commercial covers are overpriced right now. He lists 20¢ Pumper 12/14, "E" 2222, "F" 1211, and 25¢ Yosemite 6. Estimating that there are more than 500 of the last in collector hands, Washburn believes a fair price should be \$5-6, not the \$25 being asked.

In the December issue, Washburn said 18¢ Surrey 15/16 are as scarce as 18¢ Flag 6, which have sold for as much as \$2,000; but the Surreys have been selling for only \$150. He also said 22¢ Flag 6, 13, and 14 are scarce with fewer than 20 covers reported of 22F6.

Blocks from coils

Hank Karen of Michael M. Karen is advertising blocks from the stamp stick of denominated 29¢ Flowers. He is

charging \$11 for a block of six (two rows of strips of three with plate numbers on the middle stamp) and \$12 for a block of 10.

In view of the tiny bits of paper that hold such "blocks" together, the risk of ending up with plain strips is great. Anyone saving such "blocks" is cautioned to find a way to mount them so that the tufts between rows will remain intact.

Harald E. Singer did succeed in making a "plate block" of 70 from a stamp stick of the 29¢ Flower. It was actually

the first "block" he made. The top three rows were held together by just one connecting tuft. The lower seven rows had two tufts.

TPN had said he could not do it. What Singer said was that he couldn't do it again.

Singer, who lives about 90 miles from Salt Lake City, recently drove into town and bought a roll of 500 of the 10¢ Tractor Trailer. The roll started with 32 imperforate stamps, including one numbered strip, and about 250 stamps perfed through the stamp.

According to Singer, the philatelic clerk who sold it to him sent about nine other rolls for destruction.

Prices going up

Dr. Rabinowitz's November mail sale included a set of XF tagging break strips of Plates 3 and 5 of the 5.2¢ Sleigh. The strips of eight, with the break at 4L, carried an estimate of \$750. The same items, but F-VF, were listed at \$575. Those same strips were sold for \$75 a set less than a year ago.

Dr. Rabinowitz also revised a price from his Nov. 1 price list in an ad that ran in Linn's on Dec. 9. Plate 1 of the phosphored 25¢ Flag Over Yosemite went up from \$19 to \$29.

Back to PNCing

Scott F. Smith, the PNC Study Group's own "Scott of the Antarctic," came home from the cold (20-below on average) at the South Pole with his pockets bulging. "The pay is good and there's nothing you can spend your money on," he said.

So he left the familiar surroundings of Colorado Springs for the ASDA show in New York.

You can't keep a good man down, it seems, and here's what he found: Plates 1 and 2 of the 20¢ Consumer Education with experimental gum Type Ia (scarcity rating "D" in the 1991 catalog); Plates 13 and 14 of the 18¢ Surrey with the same "D" scarcity gum; Plate 2 of the 15¢ Tugboat with overall tagging and a tagging break at 4R and another with the break at 3L, and, finally, a scarce Cottrell precancel gap: gap 1L on a used single of Plate 5 of the 9.3¢ Mail Wagon. The 1L gap had been found previously, also as a used single. So Smith's copy is the second find.

Not bad for a weekend's outing!

'9¢ Tractor Trailers'

Subscribers to House of Farnam FDCs got a surprise when they saw the cachet for the 10¢ Tractor Trailer. The envelope doesn't say "10¢" but "9¢."

Asked about this, Bill Toutant of Artmaster, which makes House of Farnam covers, said when information was originally released about these stamps, USPS said it would be a nine-center.

"By the time we found out that it was a dime, we had already printed the covers. The 9¢ cachet is the only version that exists."

A look into the future

In his first round-robin newsletter to members of the Plate Number Coil Study Group, Richard Nazar enclosed a mockup of the design he hopes to use for the 1992 *Plate Number Coil Catalog*.

Nazar is adding all the fundamentals, such as who designed the stamp, the name of the typographer, and the modeler. He will also illustrate each stamp and explain its postal history. And he has enlarged the type.

Said Nazar: "I want to make the catalog as easy to use for the beginners (from the age of 5 to 80) as for the experts in the field. The catalog is the reference book for PNCs and I would like to make it as comprehensive as possible."

They must be tough to find

A good indication of the difficulty in obtaining new PNCs came in Ed Denson's Mail Sale No. 4, which closed on

Oct. 27. Among the 10 lots getting the most bids out of the 398 lots offered were the gravured 29¢ Flag over Mt. Rushmore (16 bids), plate numbers 1211 of the 29¢ "F" stamp (16 bids), Plate 15 of the 25¢ Flag (13 bids), and Plate 3 of the 8.4¢ Wheel Chair (13 bids).

The top bid on the Wheel Chair was \$8.50; while the 1211 "F" stamp brought \$25.

Scarce and getting scarcer

In correcting the roll-size data for the "F" Flower coil, Alan Thomson contacted Jerry Koepp, one of the two finders of 1211 rolls.

Koepp told Thomson he found only rolls of 3,000 and what he did not buy went into vending machines in the Des Moines area.

Koepp estimates that fewer than 2,000 strips of 1211 exist.

Some recent dealers' F-VF prices on the elusive item: \$11 (Frank Marrelli); \$20 (Ed Denson, Al Haake, Dr. Robert Rabinowitz, Koepp).

Dr. Rabinowitz also sells 10 strips for \$112, or \$11.20 each.

Untagged error

A.S. Cibulskas wanted to use up some excess 25¢ Honeybees but needed 4¢ stamps to go with them, so he broke open a roll of the overall-tagged 4¢ Stagecoach from the B Press (4T1Ri).

He put them under a UV light to see if they had any tagging breaks near the plate number. In the process, he found a strip of 40 stamps left untagged in error.

Untagged for DAV, too?

The Disabled American Veterans sends out its envelopes with as many low-denomination stamps as it can.

The idea is to get contributors to return the envelope with a check inside.

But since low-denomination stamps are now untagged, that means all DAV-bound letters are going to be ejected by the facer-cancelers, which look for tagging.

In view of the large number of envelopes sent out by the DAV, the Postal Service would hardly relish the idea of having to hand-cancel them all.

And, apparently, USPS isn't going to stand by helplessly and let that happen, according to Dr. Robert Rabinowitz, who asked about just that after tagged 5¢ Circus Wagons were shipped to the Philatelic Sales Division and the philatelic center at Postal Headquarters.

He reported in *Coil Plate Number Exposé* 15 that he explained the DAV dilemma to Don McDowell, head of the Stamps Division. McDowell agreed.

At the Dec. 11 unveiling of all the 1992

stamps, Assistant Postmaster General Gordon Morison also agreed.

"If the stamps are on courtesy envelopes going back to the DAV," he said, "they should not be untagged."

On the one and only DAV-bound untagged Circus Wagon sent to H. N. Pettibone (placed on sale in an auction in this issue), the accompanying 4¢ Steam Carriage is tagged. But it could not be determined whether that was done intentionally by the DAV or was just a fluke.

What does all this mean for PNCs? It means that the untagged Circus Wagon just recently found in Topeka may well be the last untagged Circus Wagon.

More pre-releases

As may be seen in "Update" in this issue, two more stamps were available before the official first day of issue: the gravured 5¢ Canoe and three sets of plate numbers of the undesignated 10¢ Eagle and Shield.

Reuse is up on 23Fs

A postal clerk in Niagara Falls, N.Y., told Joseph Coveney that his post office is finding more and more letters on which 23¢ Flag stamps have been reused.

Since these stamps are precancels and, when properly used, do not get a cancel, they may appear to be stamps that were left uncancelled to the uninitiated.

That, in turn, would encourage the unknowing to try to reuse them. □

Coils of 30,000 sought by mailers, Morison tells TPN

Mailers are requesting even larger rolls than today's jumbo rolls of 10,000, Assistant Postmaster General Gordon Morison told TPN at the unveiling of the stamps to be issued this year.

If the Postal Service can meet this request from mailers, it will bring added hardship to PNC dealers who often must buy the jumbo rolls because the plate numbers differ from the numbers on smaller rolls.

Recent examples have included the B Press version of the 1¢ Omnibus, a bargain at only \$100, as well as the gravured Flag over Mt. Rushmore, an expensive \$2,900 outlay just to get the "A11111" plate numbers.

Since postal rates are firm into 1993, chances are that the first 30,000-stamp roll would be a 29¢ value costing a dealer \$8,700.

All jumbo rolls are now printed outside BEP. □

But not on letter-size items**Rates raised on some nonprofit bulk mail****By Ken Lawrence**

A number of third-class bulk nonprofit rates went up recently, effective at 12:01 a.m., Sunday, Nov. 17, 1991. These are rates of concern to PNC collectors because they can be prepaid (as false franking) with the 5¢ Canoe or any other coil stamps still authorized for use on nonprofit bulk mail.

The media paid scant attention to these new rates because all eyes were on the prime-rate battle between Postmaster General Anthony Frank, the Postal Rate Commission, and finally the Postal Service's Board of Governors. (An exception was *The Chronicle of Philanthropy*, whose readers are directly affected by the new rates.)

Most postal rates are required by law to break even or make a profit. The exceptions (in domestic mail) are nonprofit bulk rates and certain other categories, such as mail for the blind, for library and educational purposes, and so forth. These charity rates (which include political campaign mailings) are subsidized by a congressional appropriation called "revenue foregone."

Under this system, nonprofit rates changed almost twice as often as commercial bulk rates during the 1980s, moving both up and down depending on the

appropriation, which was itself the focus of repeated clashes between the Reagan administration and the Congress.

The Postal Service Appropriations Act for Fiscal Year 1992 provided only \$470 million; the Postal Service had said it would need \$649 million to keep nonprofit rates stable in Fiscal Year 1992. The \$470 million figure was a compromise between the House of Representatives, which had voted to authorize the full amount, and the Senate, which originally approved only \$383 million.

The bill stipulated that the rate increases required to meet the shortfall would not be across-the-board, but would apply only to "flats."

The new system that divided third-class bulk rates into two categories at the time of the Feb. 5, 1991, rate increases—letter-size mail and non-letter-size ("flat") mail, a division reflecting their respective "machinability" according to the present level of mail-sorting automation—provided a relatively painless way to make up the difference.

Nonprofit rates for letter-size mail remained unchanged, except that the per-piece weight for the minimum applicable

rate was increased from 0.2082 pound (3.3314 ounces) to 0.2085 pound (3.3367 ounces). The rate for flats, defined as pieces larger than 6 $\frac{1}{8}$ inches high by 11 $\frac{1}{2}$ inches long by $\frac{1}{4}$ inch thick, were increased.

The accompanying table shows the old and new 1991 rates for third-class bulk nonprofit "flat" mailings

Automation discounts for nine-digit ZIP code addresses and barcoding do not apply to non-letter mail because the equipment currently in use cannot process flats on optical character readers. The next generation of equipment will have that capability.

The Postal Service is already holding seminars to prepare bulk mailers for the requirements and to take advantage of the coming generation of bulk-mail incentive discounts.

Meanwhile, Congress is considering a proposal to create a new subclass of mail for nonprofit mailers and further limiting the groups eligible to use these nonprofit rates. If a subclass is created, these rates would be subject to the same process as other domestic rates. □

**Reader reports
untagged 25F9**

David Zajac of Ohio has found two strips of what appear to be untagged 25¢ Flags from Plate 9.

The strips have not been examined by TPN.

Zajac wonders if the apparently untagged strips were supposed to have block tagging or be on phosphored paper.

The answer there is that the lack of tagging could only have been on stamps intended to have block tagging, since the tagging is in the paper on phosphored stamps.

He also wonders if any other untagged strips have been found. The 1991 *Plate Number Coil Catalog* lists an untagged error from Plate 8 and estimates its price (for strips of five) at \$100.

Readers with questions about what may be new finds are urged to direct them to TPN and to enclose the stamps. The question will be sent on to an expert. All stamps will be returned. □

Old and new 1991 rates for nonprofit flats (in cents)

	<u>Feb. 3</u>	<u>Nov. 17</u>
Basic presort	12.5	14.6
3- and 5-digit sort	11.1	13.2
Carrier-route sort	8.0	10.1
Saturation walk sequence	7.3	9.4

Destination Bulk Mail Center (BMC)

Basic presort	11.3	13.4
3- and 5-digit sort	9.9	12.0
Carrier-route sort	6.8	8.9
Saturation walk sequence	6.1	8.2

Destination Sectional Center Facility (SCF)

Basic presort	10.8	12.9
3- and 5-digit sort	9.4	11.5
Carrier-route sort	6.3	8.4
Saturation walk sequence	5.6	7.7

Destination Delivery Unit (DDU)

Carrier-route sort	5.8	7.9
Saturation walk sequence	5.1	7.2

Tagging breaks on Cottrell Press PNCs (updated through Dec. 9, 1991)

Cat. No.	6L	5L	4L	3L	2L	1L	1R	2R	3R	4R	5R	6R	Symbols, abbreviations
2T2 2T6 2T8 2T10		B Sib B Sib Sib Sib	B Sib J B Sib J	B Cib Sib B Cib Sib B Cibc J B Cibc J	B Cib J B Cib J B Cibc J B Cibc J	B Cib J B Cib J B Cibc J B Cibc J	JOINT LINE						
5T1 5T2 5T3 5T4		Sb Sb	B Sib J B Sib J	B Cib J B Cib J	B Cib B Cib	B Cib J B Cib J					B Sib B Sib	B Sib J B Sib J	Sib Sib
5.2T3 5.2T5			B St % B St %										
17T1 17T2 17T3 17T4		B Cib J B Cib J		B Cib B Cib B Cibc J B Cibc J	B Cib J B Cib J B Cibc J B Cibc J	B Cib J B Cib J B Cibc J B Cibc J							St

PS/5 →

3L 2L 1L 1R 2R

TAGGING

Notes to above chart

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

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

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

Overall tagging

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

- 4T1Ri (W) 2L, 9R
- 4T1X (on stamps) 11L7, 2L7, 1L, 3R, 5R, 7R7, 9R7, 10R7
- 4T1X (on perfs) 12L, 8L, 7L, 6L, 4L, 3L, 1L, Line, 1R, 2R, 3R, 6R, 10R, 11R, 12R
- 5T1Y 10L, 7L, 6L, 5L, 4L7, 1R, 5R
- 15T2i (W) 12L, 11L, 10L, 9L, 8L, 7L, 6L7, 5L, 4L, 3L, 2L, 1L, Line, 1R, 2R, 3R, 4R, 5R, 6R, 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

Untagged stripe across top or bottom

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

Ernst welcomes new reports.

Tagging and perforation varieties on Great Americans Series

Editor's note: TPN is dedicated to Plate Number Coil philately. But in the study of PNCs, we have learned that many collectors are interested

in the tagging varieties of U.S. stamps.

Therefore, we have asked Alan Thomson to prepare the following table.

TPN will print free adlets from dealers who can supply varieties of the Great Americans. Please send copy to "Free Adlets" at TPN.

Scott	Stamp	L/block	Comb/block	Comb/overall	Comb/phosphored
1844	1c Dix	X	X		
2176	10c Red Cloud		X	X	X
2178	15c Cody		X	X	
1862	20c Truman	X	X	X	
1863	22c Audubon	X	X		
2182	23c Cassatt		X	X	X
1864	30c Laubach	X	X	X	
1867	39c Clark	X	X		
1868	40c Gilbreth	X	X		
2188	45c Cushing		X	X	
1869	50c Nimitz	X	X	X	
2194A	\$1 Hopkins		X	X	

By Stephen G. Esrati

The stamps Alan Thomson says are L perforated in his table measure 10.9x10.9 on an accurate perforation gauge.

Those that he calls comb perforations are listed in the Scott Specialized Catalogue of United States Stamps as being perforated 11.2x11.2.

These perforations are also termed bull's eye perforations and result from the use of a Eureka perforator, either on-line or as a separate operation.

On the 50¢ Nimitz, the block-tagged stamp can be differentiated from the overall tagged by the gum, which is dull on the overall tagging, but shiny on the block tagged.

Thomson notes that the phosphored stamps can be distinguished from the overall-tagged stamps only in marginal blocks, where the overall-tagged stamps will have an untagged area but the phosphored stamps will be completely tagged.

phored stamps will be completely tagged.

But Wayne Youngblood said, "There's a much easier way to do it. On the overall tagged, the printing is under the tagging; while on the phosphored paper, the printing is on top of the tagging."

"If you hold the stamps at an angle under the UV light, you can easily distinguish them because the green tagging will obscure the design."

Youngblood also noted two more varieties that are not in Thomson's table. The 4¢ Father Flanagan stamp and the 5¢ Luis Muñoz Marin exist with and without tagging.

It is the intention of TPN to update the above table as regularly as the tagging break table. Comment from readers is always welcome, but if you have additions to the table, please enclose a sample, which will be returned.

...and let's not forget

20¢ Flag sheet stamp

In addition to the Great Americans Series, the 20¢ Flag sheet stamp also exists in two perforations, the 10.9 L perforator with shiny gum and the 11.2 bull's eye perforation with dull gum.

FREE FREE FREE FREE

As a service to its readers TPN welcomes ads from dealers for singles and blocks of four the Great Americans and the 20¢ Flag sheet stamps.

Ads will run on this page in adlet format.

Swap ads from collectors are also welcome.

TPN wants to help you complete your collection.

Hoard tells postal history of DAV

By Stephen G. Esrati

H. Nelson Pettibone, a 75-year-old Ohio collector, has been trying to get his collection in order. So he wrote Dr. Robert Rabinowitz about a shoe box full of envelopes sent out by the Disabled American Veterans. Pettibone wondered if they had any value.

Dr. Rabinowitz wrote back: "These have little or no philatelic value." He suggested that Pettibone send them to me for use in an article.

The envelopes illustrate the unusual postal history of a successful marketing device, going back to the era of a 5¢ first-class letter (1963-66). The DAV marketing plan worked something like this:

For many years, the organization sent out miniature automobile license plates attached to a key chain. The idea was that anyone finding the keys could drop them in a mailbox and mail them to the DAV, which would then return the lost keys to the owner. The idea was dropped some years ago because of high operating costs.

Concurrently, the DAV sent out little return-address labels.

With both types of shipment, the DAV solicited contributions and enclosed a stamped return envelope.

It was these envelopes that Pettibone collected. (He often contributed, but used his own envelopes. The treasure trove that arrived from the DAV—and a handful of other mailers who adopted the same idea—went into a shoe box to work into his collection some day.)

The DAV's unusual marketing ploy worked on the theory that most recipients would feel a sense of guilt in accepting the envelope with postage of a nickel or more attached, especially when the cost of the stamps had been borne by disabled veterans. This guilt worked to increase the rate of contributions.

To stimulate the guilt feelings, DAV never used a single stamp where multiples would do.

Pettibone's earliest DAV example, probably mailed in 1963, used five 1¢ Andrew Jackson sheet stamps that are cut at right and left ends as if they had been applied by a machine that affixes coil stamps. These stamps, however, were from untagged sheet stamps perfed 11×10½ (Scott 1209). The front of the envelopes bore a large, vertically printed red "ZIP" to announce the enclosure of the first return-address labels with a ZIP code.



Disabled American Veterans Cincinnati, Ohio 45214

BEFORE THERE WERE PNCs—Cut plate number shows up under the stamps on either side of the joint line on this 8¢ DAV cover.

On the back of the envelope—with a green zig-zag border—there was a reproduction of Mr. Zip and this message:

"These name stickers with the 'ZIP CODE' on the fourth line, have been approved by the U.S. Post Office Department."

Even earlier than this cover, Pettibone had one envelope sent out by *Look* magazine in Des Moines. It bore eight ½¢ Franklin stamps (Scott 1030) to meet the 4¢ first-class rate (1958-62). *Look's* marketing theory was the same: Send out envelopes with stamps and people will send them back with a subscription order.

There are seven different 8¢ DAV covers, all bearing strips of four 2¢ Jefferson coils (Scott 1055a). The earliest of these again has the ZIP code message on the back of the envelope and comes with the original tagging type, which is almost white in short-wave UV.

These coil stamps, in rolls of 3,000, were printed for the DAV in 1968.

The later 8¢ envelopes no longer included the ZIP code message and all bore a reprint of the 2¢ coil stamps. These stamps have tagging that appears bright yellow in UV.

During the course of this 8¢ usage, DAV

switched from green ink to blue ink on its envelopes. It is noteworthy that none of these envelopes shows the straight edge at one end of the strip of stamps that is caused by stamp-affixing machinery. Apparently, in those low-postage days, it was still economical to hire people to affix stamps.

One of these 8¢ envelopes, illustrated above, is especially interesting because it shows the tops of plate numbers on either side of the joint line. The numbers cannot be positively identified, but are from either 32120, 32129, or 32130. All these stamps were printed only in rolls of 500.

A third tagging type of the 2¢ Jefferson showed up when the rate went up to 10¢. (1973-75).

The nine earliest 10¢ envelopes have the same tagging on the five 2¢ Jeffersons as the later 8¢ envelope. But the three most recent 10¢ envelopes used a tagging that was called "Type III" by Alfred G. Boerger when he last published his *Handbook on U.S. Luminescent Stamps* in 1975.

Type III tagging is much less intense than the earlier "Type II" tagging and contains areas on the strips that result from the place where the two tagging

plates met. In the case of these DAV envelopes, this tagging joint line appears (under UV) as a brighter vertical line, about 1mm in width.

During the 13¢ rate period (1975-78), the DAV used either four 3¢ Parkman coil stamps (Scott 1297) and one 1¢ Jefferson (Scott 1299) or three Jeffersons and one 10¢ Jefferson Monument coil (Scott 1519).

For the 15¢ rate period (1978-81), the DAV used five 3¢ Parkman stamps. When the rate went up to 18¢ for a few months of 1981, the envelopes bore three 5¢ "shaved" George Washingtons (Scott 1304C) and one 3¢ Parkman. One of these covers shows two different partial (but not wholly decipherable) plate numbers.

It is noteworthy that in this period of less than a year, the DAV mailed four solicitations to Pettibone. Of these, two labels had a wrong address, meaning that DAV made two mailings in about six months to each person on its mailing list.

(Note: Esrati is a life member of DAV.)

The 20¢ rate period (1981-1985) was marked by envelopes using either:

- Four shaved Washingtons.
- Five 2¢ Jeffersons and one 10¢ Americana (Scott 1617). It is these covers that show, for the first time, the straight edges at the end of the coil strips caused by affixing machinery.

- Five 2¢ Locomotive stamps (PNC 2T) and one 10¢ Americana. Of the five envelopes with this combination, one bears a strip showing the plate number 4 on the second stamp from the left.

The same 2¢ Locomotive printed on the Cottrell presses appeared again on covers mailed during the 22¢ rate (1985-88). None of these covers showed the 2¢ Locomotive (2T1R) printed on the B Press after the retirement of the Cottrells in 1985.

The combination used to meet the rate this time was one Locomotive and five 4¢ Stagecoach stamps (4T). One of the Locomotives bore a plate number 8.

The most recent of these covers used the 4¢ Stagecoach (4T1R) printed on the B Press, easily spotted because it has block tagging while all the others had the messy overall tagging of the Cottrells.

One of the Cottrell Stagecoaches had a plate number 6, which had been reprinted especially for the DAV.

Another DAV reprint did pop up among the 25¢ rate covers (five 4¢ Stagecoaches and one 5¢ stamp—either a 5¢ Motorcycle (5T) or a numbered 5¢ Milk Wagon (5T1X)). The reprint showed no plate number, but was the B Press version of the 4¢ Stagecoach with overall tagging (4T1Ri). This stamp was first found by

collectors late in 1990.

The 25¢ covers are the first in the accumulation to show bar coding.

The earliest of three 29¢ covers in the accumulation has five tagged 5¢ Circus Wagons (5T1Y)—with a tagging break on the 1R stamp and with the leftmost stamp showing a plate number—and a B Press, overall tagged Stagecoach (4T1Ri).

The more recent of the 29¢ covers shows an untagged strip of five Circus Wagons (5T1Yi) or five Milk Wagons (5T1X) and a tagged 4¢ Steam Carriage (4T1X).

Here's your chance to own DAV postal history

This almost seems a conflict of interest. Mr. Pettibone, whom I have never met, sent in the shoe box to find out what it was worth and to allow me to write it up. I don't know what it's worth. I did have one firm offer of \$1 per cover for the lot of 80 DAV covers plus 6 miscellaneous covers. That's a minimum bid of \$85.

So I've broken down the accumulation into lots and will accept bids up to noon (EST) Jan. 31, 1992. Lot 1 is for the entire accumulation and will be sold to the highest bidder only if the bid for it is greater than the sum of all other sold lots. I will charge Mr. Pettibone a 20% fee in lieu of charging for this ad. That makes this almost a non-profit sale and means there is no conflict of interest. Winning bidders will be informed after Feb. 1, 1992. All lots are reserved. Bids below the minimum indicated for each lot will not be accepted. There is no buyer's premium. All lots will be sold at one advance over the second-highest bid. In the event of ties, the earliest bid received will prevail. No "buy" bids will be accepted.

Bidding increments are 50 cents to \$5, \$1 from \$5 to \$20, \$2 from \$20 to \$50, and \$5 from \$50 up. 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.

Payment of the entire purchase price (plus \$1.50 for postage and handling up to 5 lots, and \$1 more for each 5 additional lots) is due from successful bidders upon receipt of invoice.

Telephone inquiries about the second-highest bid may be made until 9 p.m. (EST) on Jan. 30.

CONDITION: All covers measure 3 3/4" x 8 inches unless otherwise indicated and bear unused stamps and are clean and undamaged. All DAV covers also include an address label. Some of the stamps are not well centered and may have damage on the perforations where they were separated. If a cover's destination is not given, it is to DAV. All DAV envelopes are blue unless otherwise noted.

Lot Description	Minimum
1. All 80 DAV covers plus 5 miscellaneous covers.	\$85
4¢ First-Class Rate	
2. To Look magazine. 8 1/2¢ Franklin.	2.00
5¢ First-Class Rate	
3. 3.5x6.5-inch ZIP code promotion. Red "ZIP" on front. 5 1¢ Jackson from sheet.	3.00
Three tagging types of 2¢ Jefferson:	
4. 8¢-rate ZIP code promotion on red-and green Yule envelope, 4x2¢ (Boerger Type I); 8¢-rate on blue address label envelope, 4x2¢ (Boerger Type II); 10¢ rate, on plain blue, 5x2¢ (Boerger Type III)	10.00
8¢ First-Class Rate	
5. 4x2¢ (Boerger Type II)	1.00
6. 4x2¢ (Boerger Type II) with partial plate numbers on either side of joint line, green env.	10.00
7. 4x2¢ (Boerger Type II) green env.	1.00
8. 4x2¢ (Boerger Type II) green env.	1.00
9. 4x2¢ (Boerger Type II)	1.00
10¢ First-Class Rate	
10. 5x2¢ (Boerger Type II), perfis hit design	1.00
11. 5x2¢ (Boerger Type II), name label missing	1.00
12. 5x2¢ (Boerger Type II)	1.00
13. 5x2¢ (Boerger Type II)	1.00

In addition to the DAV covers, Pettibone also had some other covers using the same method to produce guilt about keeping the uncanceled stamps. All met the 25¢ rate.

Two of these were addressed to Lola Tracey at Help Hospitalized Veterans in San Diego or in Washington, the others to the Contra Aid Desk of the College Republican National Committee in Washington, the Stop Dukakis Campaign in Washington, and a School for Special Children in Westville, N.J. □

14. 5x2¢ (Boerger Type II)	1.00
15. 5x2¢ (Boerger Type II)	1.00
16. 5x2¢ (Boerger Type II)	1.00
17. 5x2¢ (Boerger Type II)	1.00
18. 5x2¢ (Boerger Type II)	1.00
19. 5x2¢ (Boerger Type III)	2.00
20. 5x2¢ (Boerger Type III)	2.00
21. 5x2¢ (Boerger Type III)	2.00
13¢ First-Class Rate	
22. 4x3¢ Parkman + 1x1¢ Jackson, joint line center	2.00
23. 4x3¢ Parkman + 1x1¢ Jackson, joint line left	1.50
24. 4x3¢ Parkman, 1 stamp torn + 1x1¢ Jackson	.50
25. 4x3¢ Parkman + 1x1¢ Jackson	1.00
26. 4x3¢ Parkman + 1x1¢ Jackson	1.00
27. 4x3¢ Parkman + 1x1¢ Jackson	1.00
28. 4x3¢ Parkman + 1x1¢ Jackson	1.00
29. 4x3¢ Parkman + 1x1¢ Jackson	1.00
30. 4x3¢ Parkman + 1x1¢ Jackson	1.00
31. 4x3¢ Parkman + 1x1¢ Jackson	1.00
32. 4x3¢ Parkman + 1x1¢ Jackson	1.00
33. 4x3¢ Parkman + 1x1¢ Jackson	1.00
34. 3x1¢ Jackson + 1x10¢ Monument	1.00
35. 3x1¢ Jackson + 1x10¢ Monument	1.00
36. 3x1¢ Jackson + 1x10¢ Monument	1.00
15¢ First-Class Rate	
37. 5x3¢ Parkman, joint line right	2.00
38. 5x3¢ Parkman, joint line right	2.00
39. 5x3¢ Parkman	1.00
40. 5x3¢ Parkman	1.00
41. 5x3¢ Parkman	1.00
42. 5x3¢ Parkman	1.00
43. 5x3¢ Parkman	1.00
44. 5x3¢ Parkman	1.00
45. 5x3¢ Parkman	1.00
18¢ First-Class Rate	
46. 3x5¢ Washington (shaved), joint line right, partial plate numbers on either side + 3¢ Parkman	10.00
47. 3x5¢ Washington (shaved) + 3¢ Parkman	1.00
48. 3x5¢ Washington (shaved) + 3¢ Parkman	1.00
49. 3x5¢ Washington (shaved) + 3¢ Parkman	1.00
20¢ First-Class Rate	
50. Mixed lot, with one cover each of 4x5¢ Washington (shaved); 5x2¢ Jefferson + 1x10¢ Americana; 5x2¢ Locomotive + 1x10¢ Americana	6.00
51. 4x5¢ Washington (shaved)	2.00

Ad continues on next page

It's show time for ASDA

By Richard J. Nazar

The ASDA's National Postage Stamp Show in Madison Square Garden in early November was relatively large, with 125 dealers, foreign postal administrations, and a demonstration of American Bank Note Co.'s spider press.

The annual show of the American Stamp Dealers' Association took place from Nov. 7 to 10.

Of special interest to PNCers were the tables of Stewart Kusinitz and Dr. Robert Rabinowitz, the only dealers at the show with comprehensive PNC stocks.

Kusinitz is at many shows, especially in the East. His booth is usually a hub of activity and his friendly voice and his animated gestures add a spark of energy to any shows he attends. Stu's stock is a good mix of material from across the country and offers good variety for searchers.

Dr. Rabinowitz made his "behind the table" debut as a PNC dealer at this show. His table was right at the show entrance and certainly was an attention grabber. The table had no boxes or stand-up displays. Instead, Bob had laid out a remark-

able variety of PNC strips under the table's glass top. Almost every PNC collecting specialty was represented—with items ranging from new issues to scarce imperforate strips. It was almost a PNC parade, complete with fire trucks and popcorn wagons!

Behind the table were several shoe boxes full of glassine envelopes, which were well organized and clearly labeled for quick identification. Most remarkably, they were usually filled with many duplicate PS/5s for each number. The quality and quantity were there to meet all needs, including longer strips to display precancel gap positions (one of his specialties), and coil wrapper labels, too.

While sitting at Bob's table, I met Michael Laurence, publisher and editor of *Linn's*, who is interested in PNCs. Mike and Bob soon got involved in a discussion of the importance of good PNC articles for *Linn's*.

It's always a lot of fun going to stamp shows, especially in New York. You never know whom you will meet, but you can always count on seeing people who share your interests in PNCs. □

Eagle and Shield: another late arrival

Don't look now, but the 10¢ undenominated Eagle and Shield stamps apparently were supposed to have been issued in November, not on their Dec. 13 issue date.

The stamps were supposed to have been included in Packet A of the 1991 definitive stamp packets, which were supposed to be put together as soon as the last 1991 stamp issue (the Eagle and Shield stamps) could be included.

The stamps were reported in rolls of 500 before the day of issue as bearing plate numbers "A11112" and "A22112."

A third possible combination mentioned to *TPN* was "A11111," but that combination had not been confirmed by a sighting.

The Eagle and Shield stamps appear to have been printed because mailers using the 5¢ Canoe and the 10¢ Tractor Trailer did not like accusations that they were getting bargain-basement postal rates.

The Eagle and Shield is the first undenominated stamp to be issued that was not issued to overcome the uncertainty about impending postal rate increases. □

52. 4x5c Washington (shaved), perfs damaged left	1.00	69. 5x4c Stagecoach (B Press, block tagged) + 2c Locomotive (Cottrell)	2.00	76. Mixed lot: 5x4c Stagecoach (B Press, block tagged) + 1x5c Motorcycle; 5x4c Stagecoach (B Press, overall tagged) + 1x5c Milk Wagon, all perfs damaged	5.00
53. 5x2c Jefferson (Type II tagging) joint line + 10c Americana, perfs damaged	2.00	70. 5x4c Stagecoach (B Press, block tagged) + 2c Locomotive (Cottrell)	2.00	77. 5x4c Stagecoach (B Press, block tagged) Plate 1, no. on 4th stamp + 1x5c Milk Wagon, all perfs damaged	5.00
54. 5x2c Jefferson (Type II tagging) + 10c Americana, perfs damaged	1.00	25c First-Class Rate		78. 5x4c Stagecoach (B Press, block tagged) + 1x5c Milk Wagon Plate 1	5.00
55. 5x2c Jefferson (Type II tagging) + 10c Americana, perfs damaged	1.00	71. 5c Motorcycle + 20c Pumper to Stop Dukakis Campaign, 4x8 1/4 inch	1.00	29c First-Class Rate	
56. 5x2c Jefferson (Type III tagging) + 10c Americana	2.00	72. 2x10c Canal Boat + 5c Milk Wagon to School for Special Children, 3 3/4 x 6 1/2 inch	1.00	79. 5x5c Circus Wagon (tagged), Plate 1 no. on left stamp, tagging break at 1R, perfs damaged + 1x4c Stagecoach (overall tagged)	5.00
57. 5x2c Locomotive, Plate 4, no. on 2d stamp + 10c Americana	5.00	73. 2x1c Omnibus (Cottrell) + 3c Handcar + 20c Pumper to Contra Aid Desk, 3 3/4 x 7 1/2 inch, perfs cut	1.00	80. 5x5c Circus Wagon (untagged), perfs damaged + 1x4c Steam Carriage (overall tagged)	2.00
58. 5x2c Locomotive, Plate 4, no. on 5th stamp + 10c Americana	5.00	74. 4x5c Motorcycle + 1x3c Conestoga + 2x1c Omnibus (Cottrell) to Help Hospitalized Veterans (in computer-generated "handwriting"), San Diego, 3 3/4 x 6 1/2 inch	1.00	81. 5x5c Milk Wagon, perfs damaged + 1x4c Steam Carriage (overall tagged)	2.00
59. 5x2c Locomotive + 10c Americana, perfs damaged	2.00	75. 4x5c Milk Wagon + 1x5c Circus Wagon (tagged) to Help Hospitalized Veterans, Washington 3 3/4 x 7 1/2 inch	1.00	END OF MAIL SALE. THANK YOU.	
60. 5x2c Locomotive + 10c Americana, perfs damaged	2.00			I WILL ACCEPT OTHER LOTS FOR SALE THROUGH ADS IN TPN ON SAME TERMS.	
22c First-Class Rate					
Following DAV envelopes are 8x4 inch					
61. Mixed lot (perfs damaged): 1 5x4c Stagecoach (Cottrell) + 2c Locomotive (Cottrell); 1 5x4c Stagecoach (B Press) + 2c Locomotive (Cottrell)	3.00				
62. 5x4c Stagecoach (Cottrell), Plate 6, no. on left stamp + 2c Locomotive (Cottrell)	5.00				
63. 5x4c Stagecoach (Cottrell), perfs damaged + 2c Locomotive (Cottrell), Plate 8	5.00				
64. 5x4c Stagecoach (Cottrell), perfs damaged + 2c Locomotive (Cottrell), perfs damaged	2.00				
65. 5x4c Stagecoach (Cottrell), perfs damaged + 2c Locomotive (Cottrell), perfs damaged	2.00				
66. 5x4c Stagecoach (B Press, block tagged) Plate 1, no. on 4th stamp, perfs damaged + 2c Locomotive (Cottrell)	5.00				
67. 5x4c Stagecoach (B Press, block tagged) + 2c Locomotive (Cottrell)	2.00				
68. 5x4c Stagecoach (B Press, block tagged) + 2c Locomotive (Cottrell)	2.00				

Ohio purchasers will be charged 7% Cuyahoga County sales tax.

STEPHEN G. ESRATI



P.O. Box 20130
Shaker Heights, Ohio 44120
Telephone: (216) 561-9393



Time lines show BEP explanation to be all wrong

Motorcycle color variety is re-examined

I believe we have a second color variety (not shown in the 1991 *PNC Catalog*) of the 5T1 and 5T2 Motorcycle.

I have a set acquired from Stu Kusinitz that appears to be black. Under magnification, the coloring appears to be primarily black with some traces of green.

On the other hand, the 5T1 and 5T2 I acquired from Steve Esrati shows under magnification an equal amount of green, dark green, and black.

The normal stamp appears all green.

When you put all three (normal, dark grayish green, and black) alongside each other, the difference is readily apparent.

Eugene Ernst
Houston

In reply (by Steve Esrati): Let's go all the way back to Frank Norulak's original article about the off-color Motorcycles (*TPN*, November 1987). Norulak sent the stamps he described as deep gray-black to BEP for examination. Here are excerpts from Paul R. Frey's Aug. 28, 1978, reply:

Microscopically, the stamp appears to have a higher percentage of black pigmentation in the green ink than Motorcycle stamps which were printed with the correct color.

This particular strip of stamps appears to have been printed with a green ink which has a darker color than sheets of the 5¢ Motorcycle stamps stored in BEP's archival collection. They are also darker than Motorcycle stamps obtained randomly from circulation. It is our opinion that the dark color of the submitted stamp is due to inconsistencies in the ink used for this printing.

This comment puzzled Norulak, who wrote: "While stating that the stamps were genuine, BEP said the stamps had been printed with a different colored ink than was used for the normal stamp. While admitting responsibility for using the wrong ink, BEP does not acknowledge the stamps to be a color variety or a color error suitable for catalog listing."

BEP's Frey also made two other statements we now know to be incorrect:

- 5¢ Motorcycle was the last stamp printed on the Cottrell presses. What Frey apparently meant to say was that

it was the last new stamp to be sent to the Cottrells for printing. Lots of stamps were printed on the Cottrells after the first 5¢ Motorcycle.

- The Motorcycles were never reprinted. The 1991 *PNC Catalog* lists three reprintings of Plates 1 and 2.

So, to try to make sense out of Ernst's findings, we must make some assumptions.

Frey's "inconsistencies in the ink" could have been contamination from poor cleaning of the ink fountains. Frey could not say this because he was unaware of the reprintings. Therefore he could not account for any black ink or other source of contamination.

But we now have a new weapon, Richard Nazar's time lines from the January 1991 issue of *TPN*.

The first two printings of 5T1 and 5T2 took place in August 1983 and were not preceded by any stamp that could have contaminated the ink fountain.

Then came an August 1984 printing that also lacked a predecessor that could have caused the contamination.

Finally there was a printing on June 7, 1985, on Press 801 that had last printed the 11¢ Stutz on May 24.

And the ink from the Stutz Bearcat could easily have caused the contamination we find on the Motorcycle.

Oddly, Frey wrote (almost as if he were trying to stop anyone from making the assumption we now make):

The stamps could not have been printed, by error, with Stutz Bearcat ink because the Stutz Bearcat was not printed and issued until 1985.

Well, thanks to the time lines, we now know that Frey was wrong. That means the Motorcycle ink could have been contaminated by Stutz ink. Which also means that the most contaminated ink would be more in the color of the Stutz than the least contaminated ink, which would be very close to the normal color.

In other words, the stamps found by Norulak and Kusinitz appear to be closest to the Stutz color, while the ones sold by me were printed at some midpoint of the contamination process.

I will gladly send a single, unnumbered 5¢ Motorcycle stamp in the off color to anyone who sends me a SASE and requests one. This offer is good until I am out of stamps. I no longer have numbered strips of the off-colored stamps. □

Sell books? Yes! Stamps? Heck no!

On a recent Saturday, the clerk at the Mac Ross Philatelic Center in Dayton was laying out strips of coils against a ruler marked off in various lengths to get a customer a strip of 19¢ Fishing Boats.

Asked if she had any 11¢ Caboose or gravured 5¢ Canoe stamps, she and the customer both answered, "No."

"She never gets anything," the customer, Bob Galloway of Dayton, complained. "And I've been as far as Roseville, Mich., and Lexington, Ky., looking for some stamps, and they haven't got them, either."

"No sense going to Cincinnati because that philatelic is closed on Saturdays, the only day I can go stamp hunting."

"This place," he continued, "did have a roll of 10,000 of the 29¢ Flag Over Mt. Rushmore, but they were so bad, she sent them back."

Asked who Ross was, the clerk said, "He was a Tuskegee Airman. We're selling some books over there about them."

Three different books about blacks in World War II were for sale, along with some copies of the *Postal Service Guide to United States Stamps*. There were also T-shirts, cups, and stamp pins.

It is so refreshing to know that philatelic centers have books about things having nothing to do with stamps, but don't have the stamps they're supposed to have.

Oh yes, Ross was the first black fighter ace of World War II. And Cincinnati is the regional headquarters of the Postal Service for all ZIP codes starting with a "4." It has a classy philatelic center downtown at the old main post office in Fountain Square. (But it often send customers to the new main post office near the freeway where the accountable paper office is.)

Galloway is lucky he doesn't live in Mansfield, Ohio, where the philatelic center is open only two hours a week. □

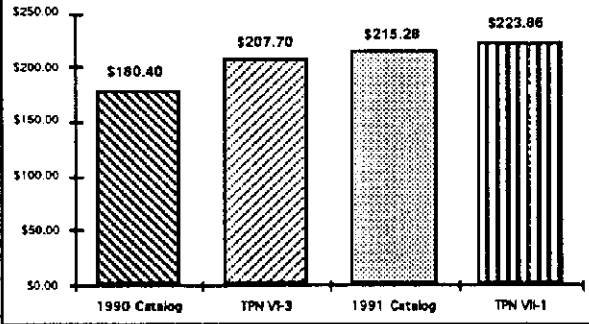
Incidence of F stamps

Plate	Actual #	Actual %
1111	127	20.45%
1222	108	17.39%
2222	368	59.26%
1211	7	1.13%
2211	11	1.77%
Totals:	621	100.00%

Incidence of 29¢ Flags

Plate	Actual #	Actual %
1	46	16.85%
2	6	2.20%
3	60	21.98%
4	42	15.38%
5	0	0.00%
6	7	2.56%
7	112	41.03%
8	0	0.00%
A11111	0	0.00%
Totals:	273	100.00%

TPN Average



TPN Average rises, but mixture data lag

The TPN Average, having just added Plate 1 of the 29¢ Flag and 1211 of the "F" stamp climbed since the last compilation at the time of publication of the 1991 catalog. The average's divisor was adjusted when the new components were added. The January 1992 level is a record.

Meanwhile, our data from mixture sorters have continued to dribble in, including a second report from Gary and Paul Wulfsberg. Paul is 10, but we are not getting enough data for meaningful results, as the charts at the left illustrate. We are in desperate need of data on the "F" stamps and the Rushmores. Of course, we still welcome data on other stamps used for first-class postage, going back to the 18¢ Surreys.

All mixture pickers' reports will be acknowledged. These reports are from Messrs. Ditsch, Malek, and the Wulfsbergs.

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