

Eagle and Shields pose challenge

By Stephen G. Esrati

The 10¢ Eagle and Shield (E&S) stamps, officially issued Dec. 13, were known with five combinations of plate numbers even before their official day of issue.

Ken Lawrence prepared a cover as early as Dec. 6 with the numbers "A11112."

As of Jan. 13, the subcontractor doing the printing had reported 14 plate-number combinations to American Bank Note Co., the primary contractor.

Guilford Gravure, the subcontractor, told ABN's Kelly Keogh that up to that time a minimum of four million stamps had been printed from each combination.

Unfortunately, the compilation by Guilford Gravure was not quite complete. Collectors had found stamps with "A21113," but these were not reported by Guilford to ABN.

Keogh said the total order for 10¢ E&S stamps was 922 million, an order she termed "huge."

Publicity was late

The day of issue was two days after the Postal Service's big "unveiling" of all 1992 stamps at a Washington news conference. Two days before that unveiling, my wife and I attempted to visit the Office of Stamps and Philatelic Marketing to obtain the E&S news release. The guard at Postal Headquarters, which oc-

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Flood causes numbering change

A slight change has become necessary in the numbering system used in *The PNC Catalog*.

Because there is such a plethora of stamps with multiple plate numbers, some being printed by the private sector and thus getting an identifying letter in front of the numbers, the *PNC Catalog* numbers got too complex.

The correct descriptive for the 10¢ Eagle and Shield—an undenominated precancel—is 10UA11111P.

That identifies it as an undenominated stamp (the "U") with a face value of 10 cents (the "10"). The "A11111" is the complete plate number as seen on a stamp, including American Bank Note Co.'s "A." The trailing "P" identifies the stamp as a precancel.

To make it a bit easier, Rich Nazar and Steve Esrati decided to put a space between the first two elements and the plate number.

Thus, we will use 10U A11111P, setting off the denomination and the series on one side of the space and the plate number on the other.

That means that 29M S2222, the denominated 29¢ Flower with the numbers "S2222," will refer to the first, rouletted, version of the stamp; the perforated version is termed 29M S2222i.

Finally: A perforated 29¢ Flower

The perforated version of the rouletted 29¢ Flower was to be released March 3 in Rochester, N.Y., in rolls of 3,000.

However, as in most 1991 U.S. stamps, the stamps were available before the release date. Jerry and Barb Koepf of Stamps 'n' Stuff in West Des Moines, Iowa, obtained rolls with the plate numbers "S2222" about Jan. 10.

And Ron Maifeld, a Cincinnati magician, saw rolls with that number about the same time.

The stamp, according to a Postal Ser-



vice spokesman, was printed because some businesses do not want to use a flag stamp, finding it "too patriotic."

"We need to meet customer requirements," the spokesman added. "The Flower stamp is a high revenue generator for the Postal Service. We sell a lot of them."

On the Flower, gravure printing was successful, unlike the case of the unfortunate conversion to gravure from the intaglio-engraved 29¢ Flag Over Mt. Rushmore.

Rolls of 3,000 had to be perforated, rather than rouletted, because many major mailers use machines to put the

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ON EARLY RELEASES

Wayne Youngblood, a member of the PNC Study Group, has been taking pot shots at me in *Linn's* over an article I wrote in *Stamp Collector*.

My Sept. 14 article reported that Assistant Postmaster General Gordon C. Morrison had said:

[T]hat in reaction to stamp shortages experienced at many U.S. post offices after the rate change, postmasters were instructed that when a denomination of stamps is not available at postal counters, they are allowed to open those packages of yet-to-be-issued stamps marked "Do not open until..."

A week later, Morison denied having said this. He said he had told me at STaMpsHOW '91 in Philadelphia that the first day of issue for any stamp was to be determined not by when the last post offices received their shipments of a new stamp but by when the first post office got the stamps. Morison has stuck to that explanation since.

I believe he said what I attributed to him.

Here's the most recent comment from Youngblood, who noted in a Dec. 30 *Linn's* article that 23 stamps were released early in 1991. His article included the following:

To further complicate matters, a story widely circulated in another philatelic weekly wrongly quoted Gordon Morison as stating it was acceptable to release stamps before their intended date. Several postal clerks are known to have acted based on this misinformation.

I cannot say for sure that I was right or wrong in my original report. I believe my report was accurate. Further, after Morison's letter to the editor appeared in *Stamp Collector*, Dr. Robert Rabinowitz wrote a reply to Morison, which appeared in the issue of Nov. 2:

Steve Esrati has been maligned recently regarding his reporting of a conversation with ... Morison. Mr. Esrati reported that the Postal Service was sanctioning the release of new issues before the official First Day of Issue.

I was present and participated in this discussion, which took place alongside Stu Kusinitz's booth....

While Mr. Morison didn't make any dogmatic policy statements, it was clear from his comments that he knew about and supported the sale of denominations before the official first day of issue if the postmaster in charge could not function effectively without doing so.

I came away without any doubt that Morison condoned this for the past and for the future.

No notice has appeared in *The Postal Bulletin* to authorize early release of stamps. This would be the normal way for Morison to disseminate such a grave change in policy.

Of the 23 early releases listed by Youngblood, 20 were sold before my article was published. I rather doubt that my article could be blamed for the early release of the other three, including five 10¢ Eagle and Shield plate numbers. Meanwhile, the perforated 29¢ Flower coil was available more than six weeks before its first day. sge

Letters to the editor

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

The Plate Number

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WHAT MORISON SAID

When the 23¢ Flag was announced for release Sept. 27 in Philatelic Release 88, the following paragraphs dealt with the new procedure for first days:

As was the case with stamps issued during the rate change last winter, the first day of issue for this item is scheduled to coincide with receipt of the stamps in the first post offices in the distribution process instead of the last offices. Therefore, it will be about one month before the 23¢ Presorted First-Class stamps are available in all post offices.

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

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

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

WHAT YOUNGBLOOD SAID

Wayne Youngblood was asked to reply to the editorial.

I appreciate the opportunity to comment on your editorial regarding my pieces in *Linn's* about early releases of 1991 stamps. I seldom answer criticisms, but I feel this is an exception.

I also received a fairly nasty letter from David Schiller, who was then editor of *Stamp Collector*.

It was never my intention to take potshots. If that had been my intent, I would have named both you and *Stamp Collector*, rather than "a story widely circulated in another philatelic weekly."

The truth of the matter is that you misinterpreted casual comments made by Gordon Morison, and *Stamp Collector* compounded the problem by not checking the facts before publishing.

A major USPS policy change, announced during a casual conversation, is a serious charge. Such news spreads quick-

ly—whether it is true or unfounded. In this case it was unfounded. Responsible journalism dictates that such charges be confirmed. This was not done by you or your *Stamp Collector* editor.

You and Bob Rabinowitz are correct. I was not present at Stu Kusinitz's STaMpsHOW booth when you spoke with Gordon. However, I did have two conversations with Gordon during the four-day show. One of these talks was even in your presence, Steve.

During both conversations I specifically asked Gordon whether there had been a policy change regarding first-day releases. Gordon's responses, both times, was absolutely consistent. He knew about some of the early releases, primarily from my stories on the subject. Gordon understood why postal clerks were releasing stamps early, but in no way condoned the practice, and at no time did he authorize the early releases.

When an incorrect story regarding a major policy change that never took place is published, the news travels quickly. I have had to answer numerous letters on the subject—including at least two from postal clerks who had acted on *Stamp Collector's* misinformation. This is why I had to address the rumor in print.

As journalists of record, we must be accurate. We must constantly check our facts before publication. This is vital.

Letters: Who needs strips longer than a triplet?

I still prefer to collect strips of three, as in my judgment there is absolutely no logical reason to have one additional and totally unnecessary stamp at each end of the strip. The middle stamp contains the plate number, and in the early days contained the joint line. When people became aware of the joint line, line pairs became a novel collecting theme; again, all that was needed was a pair—not four or six, etc. Now, all that's really required is a strip of three—not five or seven *ad nauseam*.

With respect to the defunct precancels, I certainly could see the reasoning behind collecting longer strips, what with the variations in precancel gaps, so I made the decision to collect my precancels in the longer strip. I have no regrets, but there is obviously a great deal of peer pressure nowadays to collect everything in strips of at least five. I guess the reasoning for this is to "standardize" the collection, but it certainly doesn't make sense logically, as precancels and unprecanceled issues are two distinctly different things.

One more thing: I note in the 1991 *PNC Catalog* that there are no prices listed for Plate 5 of the 5.2¢ Sleigh with a line gap. I happen to have one, and now begin to wonder whether the reason for the omission is that they had not been reported previously.

George Kuhn
Fruitland Park, Fla.

In reply: These strips were priced in the 1990 catalog at \$65 for a strip of three and \$70 for a strip of five. But in the 18 months between catalogs, the supply dried up. The stamps are no longer available from dealers. That means the catalog had no way to report on the market price of

Pedro's World of PNCs

by Pedro Ortegon, M.D.



'I can tell gravure from intaglio!'

'Oh, yeah?'

'Yeah. Gravure is when the men who make the stamps forget to wipe their hands after they eat chocolate.'

such strips. It is safe to guess that the price today, when they are offered, would exceed 1990 catalog estimates.

Hey, it isn't untagged after all

It is possible that David Zajac has a very light tag of 25F9. Many collectors send me stamps which—they seem to think—are untagged when, in fact, they are very lightly tagged. Nevertheless, they are a very collectible variety and definitely require a space in a specialized collection.

Please have Zajac get in touch with me.

I also feel that these "barely" tagged stamps deserve catalog recognition. They will not trip automatic canceling machines.

H. Harry Mueggenburg
Carmichael, CA

In reply: I would use the Scott policy on whether to catalog. If even a part of a stamp has a color that is otherwise missing, the stamp cannot be classified as a color-missing variety. This happened with the 25¢ Honeybee with the offset black missing but with two tiny black dots (see 1991 *PNC Catalog*, Page 55). Those tiny dots disqualify the stamp as a color-missing variety under Scott's policy. The same would seem to apply to tagging, which, basically, is just another color. Anyway, Zajac has found that his stamp is tagged, after all.

Extra hair on Jefferson?

Upon examining some recently purchased 29¢ gravure Mt. Rushmore coils, I noticed what looks to me like extra hair on Jefferson and a shadow on his nose. Washington

also has some doubling. Your opinion?

Tone Kasnekaw

North Olmsted, Ohio

In reply: The pair submitted to *TPN* had no plate numbers, so it is not possible to say which of the three brown plates was out of alignment. (The shift in the plate number is the easiest way to determine that.) But one brown is definitely out of whack. This does not cause a doubling, just an unclear, fuzzy image—another reason why these stamps should have been printed by intaglio at BEP not by crude gravure by Guilford.

Some shared 'oddities'

Over the past month or so, I have accumulated four oddities I would like to share with you:

- 25¢ Honeybee, Plate 2, strip of four on piece with line at left side of the numbered stamp.

In reply: It could have come from anywhere because what you have found is a seam line. Seam lines are relatively common and are caused by wear at the edges of the offset plates. (For a complete discussion of the 25¢ Honeybee, see *TPN*, January 1990.)

- 23¢ Lunch Wagon, strip of three, used, Plate 2. The entire strip is 1mm narrower than other coils. It seems too straight an edge to have been trimmed.

In reply (by Ken Lawrence): The stamps are shorter because they are miscut. Miscutting occurs when the slitting wheels are improperly aligned.

- 29¢ "F" stamp with plate number "2222" in a strip of three, used. The left stamp has an uneven top. Is this done on the slicer when the stamps are cut?

In reply (by Steve Esrati): I put these stamps under 10-power magnification to look at the "uneven cut." The dark area at the top of the left stamp is not a notch out of the stamp at all. It is part of the cancellation! This strip is perfectly normal but presents a great optical illusion.

- 29¢ "F" stamp single, with indecipherable plate number, used on piece. The entire stamp is a triple impression.

Max D. Hickox

Denver

In reply: This last item is a splendid stamp. I wish I could illustrate it, but in black and white, the effect would not show up. The stamp looks like one of those 3-dimensional pictures in which the green and red inks are purposely misaligned. When one puts on special spectacles with one green and one red lens, the picture assumes a three-dimensional look.

The explanation here is a bit technical. The four plates used for these stamps had to be in perfect alignment for the stamps to print properly. When this happens, all four plate numbers are perfectly lined up horizontally and vertically and all elements of the design are in their proper colors and shapes. Here the tulip and the leaf appear as triple impressions and the black "For U.S. addresses only" is on the tulip. The plate numbers are just one blob on which one can read two "2"s. However, even though the stamp is odd looking, it is not a triple impression, just a misalignment of plates. But, wow, it really is dramatic!

More on half gaps

TPN's definition of a half gap is "exactly at the horizontal center of the stamp," which I assumed meant the center of the design.

Ken Lawrence appears to accept my assumption.

Kim Cuniberti assumed that it meant the center between perfs. I believe this assumption could easily create more problems than it would solve.

Dr. Robert Rabinowitz believes that "If it looks like a half gap, it is a half gap," and seems to infer that "45%–55%" is a reasonable range for identifying half gaps. I feel that my $1/2^-$ and $1/2^+$ suggestion is the best solution to the problem.

I look forward to a resolution of the half-gap definition.

Howard A. Moser

Highland, Ill.

When does my subscription end?

I received your postal card regarding extending my subscription. Checking my records, I believe my subscription goes through the March issue.

Maybe a subscription year could be established going through the last issue of each year by paying for a proportion of a year.

Lloyd J. Kopisch

Longmont, Colo.

In reply: Mailing labels used for *TPN* show the expiration date of a subscription in the upper line. It is expressed on this issue as "2-92." That indicates that the subscription is paid through Issue 2 (March) of 1992. (The other text on the top line is the sortation level for bulk mail.)

Proportional subscriptions would be too much of a burden for *TPN's* one-man subscription department. It would mean reducing time available for the one-man editorial and one-man production departments.

Thanks, but no thanks!

Please cancel my subscription. I have not had a chance to read any of the three issues that have been sent to me and what I did glance through I do not understand.

Please refund the remainder of my subscription.

Frank Blum

Indianapolis

Thanks, keep it up!

Yes!! Please continue my subscription to the wonderful *The Plate Number*. This is a great publication filled with information for the PNC specialist as well as the general collector.

Kenneth E. Allen

New Haven, Conn.

Collecting U.S.A. is fun again

The catalog is quite impressive. I haven't had a U.S. specialty (other than Colorado postmarks) since I gave up and sold my postal stationery 25 years ago. These PNCs are dragging me back into a U.S. specialty.

Ray L. Newburn, Jr.

Glendale, Calif.

Finally: A perforated 29¢ Flower

Continued from Page 23

stamps on letters. The machines feed stamps by using the perforations.

The early printing history of the denominated Flower was fraught with delays, procrastination, and false announcements of availability.

The delay in getting the rolls of 100 to market was probably caused by the fact that the contractor, Stamp Venturers, did not have access to a perforator. That's why the stamps came out rouletted.

TPN asked Sennett Enterprises when it obtained access to a perforator and where the perforator is.

Robert Lane, Sennett's manager for engineering, said the information is proprietary and could not be divulged. He did say, however, that the same punch-system machinery that produced the rouletting was also used for the perforating.

"In the case of the round-hole perforations, we punched pins through the paper. We did the same thing with the slit perforations, except that we used blades."

[Such perforators are usually called stroke perforators. The Goebel presses come with a stroke perforator, although most coils are now perforated off press.]

Lane apologized for not being more forthright about the perforator, "but it's a competitive world out there."

The perforator is situated at J. W. Fergusson & Sons, printer of the coils.

Lane said two sets of gravure cylinders were prepared for the 29¢ Flower because Stamp Venturers expected a large press run. Two sets of numbers, "S1111" and "S2222" were used to print rolls of 100 of the rouletted Flower. Lane expected both sets of numbers to be used for the perforated stamps. He did not seem to entertain the idea of using combinations of cylinders to produce hybrid numbers such as, for example "S2121."

The 29¢ Flower was originally listed in the March-April 1991 *Philatelic Catalog* as being available in mid-April in large rolls and in rolls of 100. When additions to the 1991 stamp program were released on March 18, the 29¢ Flower was announced only as a booklet and sheet stamp. The coil had vanished.

Philatelic Release 23, the first without a date (none have been dated since) in late March, illustrated a perforated 29¢ Flower coil but did not say it would be released soon. That illustration is shown on the front page of this issue of TPN.

The rouletted version of the stamp was finally issued, in rolls of 100, only on Aug. 16 in Rochester, N.Y., the same site as for the perforated stamps.

Although the Philatelic Sales Division said it would give refunds to collectors who ordered the stamp in large rolls, some collectors were sent rouletted rolls of 100 instead.

The entire episode, from the announcement in the *Philatelic Catalog* to the issuance of the stamp, played like a comic opera. And the rouletted stamp was also released before the first day, with Ken Lawrence obtaining a numbered strip on Aug. 7.

TPN concluded that Stamp Venturers was unable to deliver the perforated coils because it lacked a perforator.

Disclosure by Lane that the perforator used lacked a trade name but was a piece of machinery assembled at Fergusson, using a "punching" technology for both the rouletting and the perforating, could add credence to that conclusion.

Lacking any other details on the "punching" machine, it is hard to say when its perforation capability was finally brought to a point where it could be used to produce coil stamps.

The Postal Service explained that the rouletting, which it called "slit perforations," had been done because of a groundswell of requests for easier separation of stamps.

The slits were termed a test, but USPS has not indicated whether the test results were considered satisfactory.

The following is the official information released by the Postal Service [all corrections or additions by TPN are indicated by brackets]:

Flower stamp to be issued in coils of 3,000

The Postal Service will issue a 3,000-stamp coil version of its denominated 29¢ Flower stamp in Rochester, N.Y., on March 3. First day of issue postmarks will be available at the Rochester Main Post Office, 1335 Jefferson Rd., and by mail. There will be no first-day-of-issue ceremony.

This 3,000-stamp coil features round-hole perforations. Four plate numbers appear on every 33rd stamp. The stamp's design is identical to the 100-[stamp] slit-perforation version of the Flower stamp issued Aug. 16.

Issue: 29¢ Flower coil stamp

Format: Coils of 3,000

Issue date: March 3, 1992

First-day city: Rochester, N.Y.

Manufacturing process: Gravure (Stamp Venturers, contractor; J.W. Fergusson & Sons, printer) [Perforated by a stroke perforator at Fergusson]

Colors: Yellow, red, blue, and black

Size:

Image: 0.72×0.81 inches or 18.3×20.6mm

Overall: 0.87×0.965 inches or 22.1×24.5mm

Plate numbers: Four preceded by the letter "S"
[PNC Catalog number: 29M S2222i]

Philatelic Release 92-003

Received at TPN Jan. 17, 1992

Checklist for recent new issues

Nobody can tell whether any of the recently issued PNCs are going to be hard to find. Not yet.

But it's handy to know what is out there. This list includes all stamps reported by collectors and is an update of the one on the front page of the January issue.

1T2Ri—1¢ Omnibus, B Press, untagged, Plate 2.

4T1Ri—4¢ Stagecoach, B Press, overall tagging, Plate 1.

4T1X—04 Steam Carriage, overall tagging, Plate 1; 4T1Xi—same, untagged.

5T1Yi—05 Circus Wagon, untagged, Plate 1.

5T1ZP—05 Canoe, intaglio, Plate 1; 5T S11ZP, same, gravured. Plate number reads "S11."

10T1XP—10¢ Tractor Trailer, Plate 1.

10U A11111P—Eagle and Shield undenominated 10¢ stamp, untagged (service-inscribed precancel), found with the following plate-number combinations:

A11111, A11112, A22112, A21112, A22113, A21113, A12213, A33333, A32333, A33335, A43334, A43335, A53335, A43324, A43325, A43326, A43426, A54444, A54445.

11T2P—11¢ Caboose, Plate 2, untagged (service-inscribed precancel).

19M A1111—19¢ Fishing Boat, found with the following plate-number combinations:

A1111, A1112, A1212, A2424.

23F A111P—23¢ Flag, untagged (service-inscribed precancel) found with the following plate-number combinations:

A111, A122, A112, A212, A222.

29F5—29¢ Flag over Mt. Rushmore, intaglio, Plate 5; 29F8—same, Plate 8; 29F9, same Plate 9; 29F A11111, same, gravured.

29M S1111—29¢ Flower, rouletted, with "S1111" plate number; 29M S2222, same with "S2222" plate number; 29M S2222i, same, perforated. □

Time to be sorry for the dealers

The 10¢ Eagle and Shield is a burden to dealers. Put yourself in a dealer's place.

By Jan. 5, or less than three weeks after the stamps were issued, 10 plate numbers were known, several only in rolls of 10,000 at that time. By mid-February, the total was 20.

Let's assume that a dealer needs 25 strips of each number for his initial stock. In this case, that would require 500 strips of five stamps each, or 2,500 stamps in all.

No dealer can get all known numbers at his local post office at face; and even if he did, no dealer would want rolls of 10,000 if he could possibly avoid them. A dealer would have to buy a few rolls of 3,000, and a handful of 500s to get 25 strips of each known number at face.

Meanwhile, some dealers were burning up the telephone lines, looking for numbers. And on this stamp, Dr. Robert Rabinowitz found most of the known numbers.

While Dr. Rabinowitz is not primarily a wholesaler, he does resell strips of five to other dealers at a price lower than retail.

Now put yourself in Dr. Rabinowitz's shoes. What do you do with all that scrap?

Remember that these stamps were produced as 3,000s and 10,000s in the first place because bulk mailers have machines that can affix stamps from large rolls. Such mailers do not want scrap made up of strips of 19 stamps.

Charities, once a good place to sell some precanceled scrap, cannot use the Eagle and Shield for letter mail because the stamps are inscribed for commercial bulk rates.

That leaves businesses that have a free precancel-use permit and are willing to use up the short strips of scrap for their post-

age needs. Such businesses need a sweetener, in most cases, because they also have to endorse their mail for the proper class (the stamps say "Bulk Rate"), raising their labor costs.

That means businesses would not be willing to pay the previous 95% for scrap. More likely, they would want to buy at 90% or less, leaving the hapless dealer with yet another problem: How can he price his strips to stay competitive with other dealers while also absorbing the loss on the scrap?

And all this still does not cover the dealer's costs in long-distance phone bills, stripping out rolls, and the postage needed to send out the scrap.

This may be the explanation for a recent increase in the wholesale price of PNCs. While one could buy PNCs wholesale from double face (100% markup) to 125% well into last year, prices began creeping upward when five plates of the 29¢ Mt. Rushmore came out soon after five plates of the "F" stamp and four plates of 19¢ Fishing Boats.

The "F" stamps also provide a clue to dealer needs.

Jerry Koepp, who found the rare "1211" combination on the "F" stamps, estimates that 2,000 strips (or 16 rolls of 3,000) were found. That total of 2,000 strips was not quite enough to fill dealer needs, since the price has been soaring of late.

So how many strips are needed to satisfy collector demand?

But let's get back to a typical dealer, faced with the need to stock 25 strips of each number. As we have seen, he cannot get them at face, even if he can buy one or more numbers at his local post office, because the loss on the scrap must be figured in.

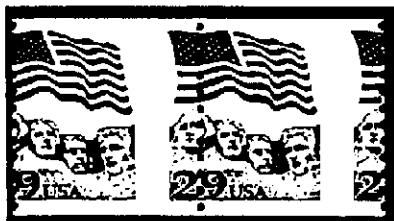
What happens next is that he must buy most of them from wholesalers, and the price generally runs at face plus 200%, or \$1.50 wholesale for a 50¢ strip.

Al Haake, a wholesaler, says he may have to go to four times face (300% markup). That would bring the price per strip to \$2.

So, for the sake of brevity, let's have our typical dealer pay an average of \$1.50 a strip. He must lay out \$750.00 for his 25 strips of 20 numbers, always with the knowledge that one of the strips may turn out to be another "1211," which cannot be reordered. Does he now take a chance and double his order, tying up \$1,500 in stock? Or does he hope for the best and stick to his 25 strips?

Meanwhile, what of dealers like Dr. Rabinowitz, Haake, and Koepp, who must buy enough stamps to allow stripping out about 1,000 strips. For Haake, that means putting \$2,000 to \$3,000 into each plate number, a very high investment in inventory during a recession.

The only good thing about this drain on dealers is that if they have to borrow the money, interest rates have been falling. □



BUYING ERRORS

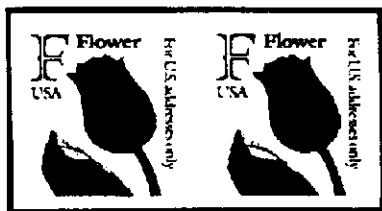
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Put number on box, Haake begs

Al Haake says the Postal Service could make things easier for PNC hunters by putting the plate number on the outside of the box they are shipped in.

Many accountable paper clerks he calls in trying to locate plate numbers will not open rolls to check for the numbers. This is especially true of rolls of 10,000 which are not supposed to be opened at post offices.

"So they just tell me they don't know what numbers they have, and I've wasted a long-distance call," said Haake.

Since the plate numbers are of no importance to the Postal Service, the only other beneficiary would be the printer, who would be able to find all rolls with a certain number if inspection proves that a plate was flawed.

Eagle and Shields pose challenge

Continued from Page 23

copies one of four buildings of the L'Enfant Plaza complex, directed us to another building.

There, we found several USPS offices with their doors locked and with a numeric keypad outside the door to provide access. We knocked on several doors that appeared to be the right place. Most stayed locked in our faces. Finally, at one door, a woman answered, cautiously keeping the door almost closed so we could not look in.

"Everybody's at a conference," she said.

We went back to Postal Headquarters and asked to see Gordon Morison, the assistant postmaster general in charge of stamps. Morison was out, too. A temporary secretary told us he was also at the conference, along with his regular secretary.

But she offered to help. I asked for the publicity release for the E&S stamps, now only four days away, and sought a plate-activity report because we had not had one since the one for February 1991. She promised to pass word to Morison.

When I arrived at the news conference, Morison fished the E&S flyer out of his pocket, just in time for me to reprint it in the January issue of *TPN*. He said no plate-activity information had been supplied to USPS since the last one I had seen. (BEP told *TPN* that it sends a report to USPS every month. A spokesperson reiterated that statement for this issue of *TPN*.)

Ghost of an 'F' stamp that almost got away

As can be seen on Page 5 in January, *TPN* knew of E&S plate numbers A11112 (from Lawrence) and A22112 (from Scott Smith).

In less than a month, a total of 11 sets of plate numbers were known, mostly because of the astonishing work of Dr. Robert Rabinowitz, who tracked down six of them. (Dr. Rabinowitz said he was not necessarily the finder of all these numbers, but he was the person who reported them to the PNC community.)

Driving Dr. Rabinowitz and others—including collector F. Joseph Coveney and dealers Jerry Koepp and Al Haake—was the specter of the stamp that almost got away: 29U 1211, the "F" stamp with the numbers reading "1211."

29U 1211 was originally found by Koepp. Not thinking that it would be any harder to get than other numbers, Koepp laid in a supply for himself and a handful of other dealers.

When dealers who had not benefited from this initial distribution found that they could not find 29U 1211, they tried the wholesalers. (Koepp is not a wholesaler, but is part of an informal network including Dr. Rabinowitz, Haake, Koepp, Dale Enterprises, and Frank Marrelli. They cooperate in buying PNCs for each other. See the article on Page 26.)

By now, the supply of 1211 had run down. Koepp was asked for more, but when he returned to his source, all 1211s were gone.

One other dealer did find a few, but basically, Koepp remains almost the only finder of 1211. By finding it, he tipped off other dealers. If he had not stumbled onto it, no mint copies of 1211 would ever have been found.

That thought, of course, immediately hit several PNCers, who wondered if unfound precancel gap positions on the old Cottrell

issues could have met the same fate, especially in view of Howard Moser's recent report of several previously unknown gaps that turned up only on used singles.

Haake alluded to this in his January price list:

Collector/dealer cooperation will help prevent some numbers from going undetected. I honestly feel, however, that future rarities equal to 10.9T3P and 10.9T4P are more likely than not because we are not informed as to what numbers are being printed, and distribution is so random. The [first] five numbers of the 10¢ Eagle and Shield came to me from five different states. It also took many phone calls to locate all numbers.

Prices for the 1211s started going up shortly after the 1991 *PNC Catalog* was published. Haake's January list priced them at \$32 VF. Dr. Rabinowitz pegged them at \$34 in List 17A. Koepp's price in this issue of *TPN* is \$35.

The sequence theory

Dr. Rabinowitz, writing in *Stamp Collector*, noted an orderly sequence of plate changes in the earliest 10¢ Eagle and Shields:

- A11111
- A11112 (replacing the black plate)
- A21112 (replacing the blue plate)
- A22112 (replacing the red plate)
- A22113 (replacing the black plate again)

According to Dr. Rabinowitz, all these plates had been reported by Dec. 11, two days before the day of issue.

But this orderly "progression" was shattered just after Dr. Rabinowitz's article appeared. Coveney finally got his hands on rolls with the numbers A21113, of which he had heard several weeks earlier. (Oddly, A21113 was the combination Guilford Gravure left out of its original compilation for ABN. It later explained that this was a typographical error.)

Coveney had not done badly in his quest. He said he called seven post

offices and turned up six different plates. Haake, on the other hand, called 40 offices and only found five plates. Through mid-January, Coveney was the only finder of stamps with "A21113." But dealers did eventually find them also in rolls of 3,000, while Coveney's were rolls of 500.

Coveney's rolls showed that pressmen at Guilford Gravure are no more careful than those at BEP to line up plates chronologically; they grab a plate suiting their need, irrespective of numerical sequence.

Guilford's report to ABN gave the plate combinations in chronological sequence. This report proved conclusively that the plate numbers were not taken into consideration when presses were being replated. ABN reported the order of printing for 14 of the 15 plates as (prefix "A" omitted; numbers not yet reported by collectors in *italics*):

11111, 11112, 22112, 22113, *22113*, 12213, *33334*, 33333, 32333, 33335, 43334, 43335, 53335.

The probability is that 21113 was printed after 22113, putting red plate 1 back on press.

There is a noticeable discontinuity after 12213. This would be accounted for by the need to print other stamps, such as the 19¢ Fishing Boat or the 23¢ Flag. On resuming printing of the E&S stamps, the pressmen started anew with plates that made up the combination 33334. Another discontinuity took place after the printing of 32333.

The Eagle and Shields that were printed:

11111, 11112, 22112,
21112, 22113, 21113,
12113*, 12213, 33334*,
33333, 32333, 33335,
43334, 43335, 43324,
43325, 43326, 53335,
54444, 54445.

* Report by printer. Not yet reported by collectors.

The first report from ABN came in early January. Since then, collectors have found five combinations of numbers that were not on the ABN list: 54445, 54444, 43326, 43325, 43324, and 43426.

A second ABN report came just before this issue went to press. That list (not chronological, Keogh said) showed the same six combinations in the order given above. All had been found by Dr. Rabinowitz.

Distribution incomplete despite rules

Distribution of the E&S stamps around the country has been spotty. Coveney said half the places he called early in his quest had no rolls of 3,000. Coveney was able to find his numbers in rolls of 500, but "a ton of places are still without rolls of 500," he added in mid-February.

Dr. Rabinowitz, on the other hand, noted in January that huge post offices such as Newark, N.J., had received no rolls of 500 or 3,000 while St. Louis had received no E&S stamps at all. Des Moines, Iowa, had received only rolls of 10,000, he said.

The philatelic counter at Bridgeport, Conn., right next door to Guilford Gravure, had received no E&S stamps by Jan. 10. If normal distribution had been in force, Dr. Rabinowitz said, it should have received 50 rolls.

The distribution schedule for E&S stamps appeared in the Nov. 14 *Postal Bulletin*. It said distribution would be complete "no later than Dec. 31, 1991."

All regional accountable paper offices were to receive rolls of 10,000 automatically. Lower-ranking offices were to requisition them.

"Most places except regional distribution centers avoid rolls of 10,000 like the plague," Coveney said.

According to Keogh, USPS sends the printers computer disks that spell out the distribution formula.

If distribution can be completed before the day of issue, only one distribution is scheduled; but if multiple distributions are needed (as in the case of the E&S stamps), several disks are sent out.

The actual physical transfer of stamps from Guilford Gravure takes place at the print shop when USPS trucks come to pick up the stamps.

But that's not how it's done at BEP. According to Leah Akbar, a spokeswoman for the Bureau, stamps are delivered to a central post office in Washington for distribution through the Postal Service. BEP, of course, is also in Washington. [Jerry Clark has learned that the mailed boxes lack a dated cancel.]

A question of quantities

Of the 922 million E&S stamps being printed, no combination of plate numbers has been printed in an edition of less than 4 million, according to information given to Keogh by Guilford Gravure.

That would tend to indicate that there will be no shortage of any of the 15 plate-number combinations—provided all are

found by collectors before they are used up by some large mailer.

While it is highly unlikely that a large mailer would use stamps rather than imprinted indicia, large mailings planned between Dec. 2 and Jan. 27 (as listed in the *Postal Bulletin* for Nov. 28) included seven nationwide mailings with more than 5 million mailpieces. In other words, it would be possible for one mailer—should it decide to use stamps to give the appearance of a letter as opposed to junk mail—to use up all of an edition of 4 million stamps.

Carol Wright was to do a mailing of 14 million pieces from Jan. 11 to Jan. 14 in 6-inch by 9-inch envelopes; L. L. Bean was to mail out 6 million address-correction requests from Jan. 28. to Jan. 30.

On the other hand, Keogh stated that Guilford Gravure works under guidelines that would destroy any plate-number combination in which fewer than one million were printed. (The largest shredded edition of which we were previously aware was the 319,322 impressions reported by BEP on Plates 4 and 6 of the 3.4¢ School Bus precancels. Linda Foster of the Stamps Division said at that time that this figure was incorrect and estimated that no more than 20,000 impressions had been printed. At 432 stamps per plate, that would have totaled 8.64 million stamps of each plate.)

Cost to dealers

Dr. Rabinowitz estimated that the cost of a strip of five of the E&S stamps to dealers was 70 cents. The estimate is based on the theory that the dealer buys the rolls at face and sells the scrap at 90% of face.

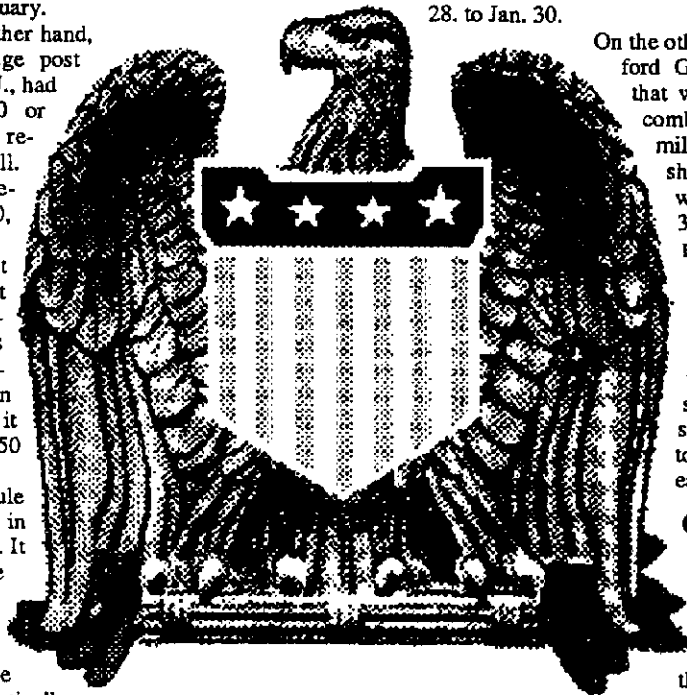
Sale of scrap at lower prices raises the cost of the 50¢ strip. Haake recently sold \$6,000 worth of scrap for 86% or 87%, he said. Other dealers have sold scrap for as little as 84%.

Ads offering E&S stamps to collectors have varied from \$1.50 a strip (if 10 strips are ordered) to \$3.50. At first, there was uniformity of price for all numbers. The first crack in that facade took place when Michael W. Karen raised his \$2.50 price for A43334 to \$3.00. Now some tough numbers are offered at \$5.



Haake and Dr. Rabinowitz believe that some E&S stamps will be high fliers within a year or so. It is, however, way too early to attempt to guess which combinations of numbers will meet that description.

The need to lay in supplies from the known 20 combinations and the possibility that more combinations will be printed has started to drive up retail prices. Several dealers did raise their advertised prices in the first weeks of the E&S stamps' existence. [One dealer lowered his prices, either as a loss leader or to remain competitive.]

The problem of what to do with the scrap makes the E&S stamps even more of a burden to dealers than usual. And the scrap has been plentiful, forcing some dealers who once stripped out their own rolls to "economize" by turning to wholesalers. That means that the price of a strip is from \$1.50 to \$1.75 (triple Dr. Rabinowitz's cost estimate). □



CATALOGUED VARIETIES ADD SPICE TO YOUR PNC's

Cat	Description	Length	Price	Cat	Description	Length	Price	Cat	Description	Length	Price
FLAG SERIES											
20F2V2	Flying Footprints	5, No #	23.00	8.3T1PV1	Whole low plate number, Gap 1R	5	18.50	17T2	Tagging break 2L	5	7.50
20F14V1	Q Line, not PC	5	15.00	8.3T1PV1	same, number cut, Ln gap	5	7.50	17T3	Tagging break 3L, Type II paper, tagging appears as tiny flecks of phosphor	5	12.50
20F14PV1	Q line, PC	3	60.00	8.3T1PV1	same, number cut, Gap 1L	5	7.50	17T3Pba	Se-tenant precancel, Gap 4R, hole in D (Row 16) at 1R	10	35.00
	same	5	62.50	8.3T1PV2	No plate number, from top row, Line Gap	5	70.00	17T3Pba	Se-tenant precancel, Gap 4R, 3-dot (Row 13)	10	35.00
22F2V	Comet 6L, NEW	8	5.00	8.3T1PV3	Double number, whole at bottom, cut at top, Ln gap	5	5.00	17T4	Tagging break 3L, Type II paper, tagging appears as tiny flecks of phosphor	5	12.50
22F6	Flying Saucer	5	15.00	8.3T1PV3	Double number, whole at bottom, cut at top, Gap 2L	5	5.00	17T4Pa	Not a variety, Gap 6L	10	19.50
TRANSPORTATION SERIES											
1T4V1	Chipped plate, F	5	3.50	8.3T1PV3	Double number, whole at bottom, cut at top, Ln gap	5	5.00	17T4Pba	Se-tenant precancel, Gap 4R, hole in D (Row 16) at 1R	10	35.00
	same, VF	5	4.50	8.5T2PV1	Flying Flashlight	5	10.00	17T4Pba	Se-tenant precancel, Gap 4R, Dot over top bar (Row 10) at 1L	10	35.00
1T5	Paper II	5	3.25	9.3T1V1	Weeping W	5	28.75	17T4Pba	Se-tenant precancel, Gap 4R, 3-dot (Row 13)	10	35.00
1T6V1	Crack 1R, poor	5	1.50	9.3T2V1	U crack	5	22.00	17T5V1	Reclining Comma	5	10.00
	same, VF	5	7.50	9.3T3PV1	Smoking g, Ln gap, Superb	5	45.00	17T6V1	Dot over "E," F only	5	25.00
1T6	Paper II	5	3.25		same, line does not touch	5	12.00	17T7V1	Oil Drop	5	15.00
2T2	Tag break 4L, Screwhead	6	2.50		same, with continuation, VF	10	75.00	17T7PaV1	Dot over "E," line misses perfs, No Gap	5	17.50
2T3V2	Smoking T	3	12.00		same, with continuation, F	10	65.00	18T1V1	Lightning bolt, XF	5	145.00
	same	5	15.00	9.3T5P	Hash mark 3R, gap 3L	10	45.00	18T1V1c	same, VF	5	125.00
2T3V2c	Smoking T cont. (faint)	5	15.00	9.3T6P	Hash mark 3R, gap 3L	10	45.00	18T1V1c	Lightning bolt continuation, pair, poor	2	35.00
2T3V3	Tail on T, F	5	6.00		same, in long strips, showing both plate numbers and both hash marks	48+	100.00	18T9V1	Lightning bolt	5	25.00
	same, VF	5	11.00	10.1T1V1	Artillery Shell I, 3R	6	15.00	18T10V1	Lightning bolt	5	25.00
	same, F	3	7.50	10.1T1V2	Artillery Shell II	5, no #	15.00	20T2V2	Crack over "e," pair	2	100.00
	same, pair	2	6.00	10.1T1V3	Flying Hyphen 2R	5	15.00	20T15V1	Wounded P	5	15.00
2T6	Tag break 4L, Screwhead	6	2.50	10.1T1V4	Bursting shell	5, no #	7.00	21.1T1PV1c	RR tracks, continuation	5	27.50
2T8	Tag break 3L	6	2.50	10.1T1V5	Dot over "L" of "OIL" 4R	8	7.00	MISCELLANEOUS SERIES			
2T10	Tag break 3L	6	2.50	10.1T1	Sprouting 1 in "10.1" NEW	5, no #	5.00	21.1M2V1	Line, very faint	5	1000
2T1RV1	Spike	5, No #	10.00	10.1T1PV1	Artillery Shell I, 3R	6	8.50	21.1MP2V1	Line	5	15.00
3T1XV1	Flaming Wagon	5	20.00	10.1T1V3	Flying Hyphen 2R	5, no #	7.00	21.1MP2V1	Line, 1st extension down	5	15.00
3T1XV1ci	1st continuation	5	20.00	10.1T1V4	Dot over "L" of "OIL" 4R	8	7.00	25M1IV3	Phantom yellow image	5, no #	15.00
3T1XV1c1i	2nd continuation	5	20.00	10.1T1V5	Dot over "L" of "OIL" 4R	8	7.00		same, singles	1, no #	5.00
SPECIAL: Set of 3 wagons											
4T1V	Diag. slashes 1R, NEW	2	4.50	10.1T1V6	Artillery Shell III	5, no #	7.00	I also carry a complete stock of ordinary (no variety) PNC's, priced according to the 1991 PNC Catalog. With my discounts, the more you buy, the more you save!			
	same	3	5.50	10.1T1V7	Artillery Shell III	5, no #	7.00	Prices in this ad are good through May 1992.			
	same	5	6.50	10.1T1V8	Perched Parrot	5, no #	7.00	FREE: One strip of Hoseline I on the 11c Caboose with every order over \$25.			
4T2V1	Chill roller damage 3L	8	12.50	10.9T2V2	Low entry 2L	5	85.00	Most of these strips are varieties listed in the 1991 PNC Catalog. A few (marked "NEW") are recent additions to my stock.			
4T2V2	Quotes	5	7.00	10.9T2PV2	Low entry 2L, Gap 3L, XF	10	85.00	All stamps are guaranteed genuine and (unless otherwise noted) in VF condition. All stamps may be returned for a complete refund, no questions asked. Some strips may be in limited supply.			
	same, with chill roller damage at 2L, 3L	8	12.50	11T1V1	Low entry 2L, Gap 3L, VF	10	75.00	TERMS: Cash with order, please. On orders over \$100, deduct 25%; on orders over \$50, deduct 15%. Ohio purchasers, please add 7% Cuyahoga County sales tax.			
	Matching strips of 8 with severe chill roller damage and Quotes from Plate 1 and 2	8	22.50	11T1PV1	Brake shoe	5, no #	13.50	STEPHEN G. ESRATI			
4T2V3	Diag. slashes 2L	5	9.75	11T1PV1	Brake shoe	5, no #	11.00	P.O. Box 20130, Shaker Heights, Ohio 44120			
4T1RIV1	Bob	5, No #	7.50	11T1PV2	Brake shoe	5, no #	11.00	Telephone: (216) 561-9393			
4.9T4V1	Whip (long), Not PC	5	15.00	11T1PV2	Hoseline II, strip of 3 with variety on R stamp	3, no #	30.00	FAX: (216) 752-5900			
4.9T4PV1	Same, PC, Gap 2L	5	11.60	11T1PV3	Hoseline I	5, no #	10.00				
	Same, PC, Gap 1L	6	11.60	11T1PV4p	Sitting Duck precursor	5, no #	17.50				
	Same, PC, Lins Gap	5	13.00	11T3V1	Polishing cloth	5	16.00				
	Same, PC, No Gap	5	23.75	11T3V2	Fender crack and broken #	5	11.50				
4.9T5PV1	Rain crack, # cut	5	27.50	11T3	Severe chill roller doubling of "af" in "Bearcat" 1L	5	10.00				
4.9T5PV1c	Continuation	5	27.50	12T?P	No plate number but joint line	5	10.00				
	Matching set	5	50.00	15TIV2	Anchor Line	5, no #	10.00				
4.9T6PV1	Whip, Gap 2L	5	18.50	15TIV2c	Anchor Line continuation	5, no #	10.00				
4.9T6PV3	Buggy rein	5	50.00		Matched set	5, no #	22.50				
5T3	Long strip showing 2 tagging breaks	35	5.00	16.7T1PV1	Spilled Popcorn	5, no #	7.50				
5T3 and 4	Clip Tagging break 2L in folded long strip showing both plate numbers	49	10.00	17T1V1	Broken Axle, pair	2	30.00				
5T4	Long strip showing 2 tagging breaks	36	5.00	17T1V1	Broken Axle, PS/3	3	45.00				
5.2T1	Horizontal (J) tag break	5	20.00	17T1	Tagging break 2L	5	7.50				
5.2T2	Horizontal (J) tag break	5	20.00								
5.2T2PV3	Sleigh whip, No gap	5	85.00								
5.2T4PM1	Hash mark, gap 2L, XF	10	50.00								
5.2T4P	Gap 3 1/2 L XF	10	25.00								
	same, VF	10	16.00								
	same, F	10	13.00								
5.2T6P	Gap 3 1/2 L XF	10	25.00								
	same, VF	10	16.00								
	same, F	10	13.00								
5.5T1V1	Burned rubber	5	9.00								
6T1PV1	Blobs 1R	5	8.00								
6T1P	Dirty clod (2L) NEW	5	7.50								
7.1T1P	Dot under "1" of "1920s"	5	5.00								
7.4T2V1	Blown tire	5	75.00								
8.3T1V1	Whole low plate number	5	25.00								
8.3T1V3	Double number, whole at bottom, cut at top	5	18.50								

Generic precancels cause headaches

Underpaid, unmarked

The Postal Service is having an awful time with generic precancels.

On Aug. 22, *The Postal Bulletin* carried an article on "Handling of Unmarked or Short-Paid Mail."

"Unmarked" in this context refers to mail that does not have an endorsement indicating the class of mail. "Short-Paid" means mail that appears to have insufficient postage.

Both of these concerns were supposed to be addressed by replacing the 10¢ Tractor Trailer—which does not carry an endorsement—with the 11¢ Caboose, which says "Bulk Rate" and was reissued in September, and the 23¢ Flag, which says "Presorted First-Class," and was issued Sept. 27.

The entire article was reprinted Nov. 28, indicating that the two new stamps had not solved the problem. Now we must wait to see how the 10¢ undenominated Eagle and Shield works.

The reprinted article was headed by the following introduction:

Although this article appeared in *Postal Bulletin* 21796 (8-22-91), customers continue to report mishandling of some mail bearing precanceled stamps (such as the 5- and 10-cent precanceled stamps). Even though full postage for these mailpieces is collected at the time of mailing, they are too often returned for additional postage or delivered postage due by employees unfamiliar with the correct procedures explained in this article.

To re-emphasize this information, the entire article is reprinted below. Postmasters, station/branch managers, and delivery and window service supervisors should call its content to the attention of their employees.

The article's highlights were:

The problem



- Various denominations of precanceled stamps exist for use on bulk and presort mail. Customers may precancel other denominations for that purpose. They may also use meter or precanceled stamps in an amount that may be less than that actually due for a particular mailpiece. These pieces appear to be shortpaid because the postage actually affixed is insufficient to cover the required amount.

- The difference between the amount affixed and the amount due is collected at the time of mailing, but no evidence of such payment appears on the mailpiece.

- Until further notice, postal personnel who find shortpaid mail must neither collect added postage nor return the mail to sender for postage due. Such pieces are to be considered to be fully prepaid First-Class Mail (if marked as First-Class

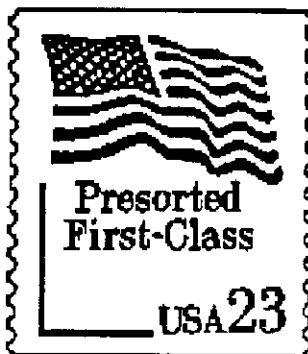
Mail) or fully prepaid third-class mail. [The Postal Service always capitalizes "First-Class Mail."]

- Postal personnel selling precanceled stamps must inform customers that the stamps lack endorsements and that the customer is responsible for applying the markings required.

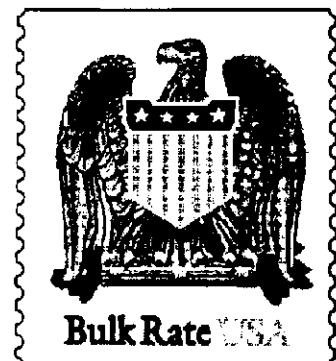
- Until further notice, unmarked bulk or presort mail found in the mailstream are to be treated as bulk third-class mail unless they bear postage in excess of the highest bulk rate applicable to a mailpiece of that weight.

- Mailers are also responsible for placing on each mailpiece a notice to indicate desired handling if the piece cannot be delivered as addressed. If it does not have such a notice, the Postal Service will not provide forwarding, return, or address-correction service. □

Solutions (that did not work)



Will this?



TRANSPORTATION COILS

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

We have all new numbers as soon as they come out.

	LP	PS3	PS5		LP	PS3	PS5		LP	PS3	PS5	
1897 14 Bus 1, 2, 5, 6	.20	.30	.65	2133 12.5¢ Pushcart 1, 2	2.65	2.80	3.25	1895 20¢ Flag 1	5.60	6.30	75.00	
3, 4	1.20	1.30	1.40	2133a 12.5¢ PC 1, 2	2.90	3.00	3.50	2, 11	7.55	10.00	12.00	
2225 14 B Press 1, 2	.40	.50	.90	2258 13¢ Patrol Wagon 1	2.75	3.00	3.25	3, 12	3.35	3.50	7.50	
2225a untagged 2	1.00	1.25	1.50	2259 13.2¢ Coal Car 1, 2	2.75	3.00	3.25	4	37.80	80.50	800.00	
1897A Loco 3, 4, 8, 10	.35	.40	.70	2134 14¢ Iceboat 1, 2, 3, 4	1.40	2.40	2.50	6	80.00	85.00	140.00	
2, 6	.60	.65	1.00	2134b B Press 2	2.80	3.90	4.50	5, 9, 10, 13, 14	2.75	4.00	6.00	
2226 Loco B Press 1	.85	.90	1.00	2260 15¢ Tugboat 1, 2	2.50	2.80	3.00	8	5.45	5.60	16.00	
1898 Handcar 1, 2, 3, 4	.55	.80	1.00	2260a Overall tagged 2	3.50	3.80	4.00	1895a 20¢ PC 14	50.00	50.00	50.00	
2252 Conestoga Wagon 1	.80	.90	1.00	2261 16.7¢ Popcorn 1, 2	4.00	4.40	4.75	0135 20¢ Official 1	10.50	25.00	50.00	
2123 3.4¢ School Bus 1, 2	.70	1.00	1.25	1906 17¢ Auto 1, 2, 3, 4, 5	1.80	3.10	3.40	2263 20¢ Cable Car 1, 2	3.25	3.75	4.50	
2123a 3.4¢ PC 1, 2	3.00	3.55	3.70	6	17.00	17.50	18.00	2263b Overall tagged 2	3.25	3.75	4.50	
1898A 4¢ Coach 1, 2, 3, 4, 5	1.25	1.70	1.80	7	4.90	5.00	5.50	2264 20.5¢ Fire Engine 1	3.25	3.75	4.50	
6	2.25	2.80	3.00	1906a 17¢ PC Type A 3, 4, 5	4.90	5.00	5.50	2265 21¢ Rail Car 1, 2	3.25	3.75	4.50	
5, 6	3.25	5.50	5.75	Type A 6, 7	10.00	12.50	13.00	2150 21.1¢ 111111	3.00	3.15	4.75	
2228 4¢ B Press 1	1.00	1.20	1.25	Type AB 5, 7 PS10 only	—	—	14.00	11121	4.05	4.40	6.75	
2228a overall tagged 1	6.50	6.75	7.00	Type B 3, 4	18.20	18.90	22.00	2150a 21.1¢ PC 111111	3.85	3.85	5.75	
2451 4¢ Carriage 1	1.00	1.20	1.25	Type B 5, 6	10.00	13.50	14.00	PC 111121	5.45	14.50	15.00	
2451a same, untagged	2.00	2.25	2.50	Type BA 5, 6	—	—	59.00	2115 22¢ Flag 1, 7	10.50	11.20	40.00	
2124 4.9¢ Buckboard 3, 4	1.00	1.05	1.80	Type C 1, 2	7.50	7.85	8.25	3	6.85	7.00	7.50	
2124a PC 1, 2, 3, 4, 5, 6	1.40	1.50	1.80	Type C 3, 4	10.00	10.75	11.00	6	20.50	21.00	22.00	
1899 5¢ Micycle 1, 2, 3, 4	.55	1.45	1.55	Type C 5, 7	21.00	22.00	23.00	2, 4, 5, 8, 10, 12, 15, 16	4.00	4.10	4.50	
2253 5¢ Milk Wagon 1	1.00	1.10	1.25	2135 17¢ Dogstg 2	2.75	3.00	3.50	19, 21, 22, 71	5.95	8.30	9.50	
2452 5¢ Circus Wagon 1	1.00	1.10	1.25	2262 17.5¢ Racer 1	3.00	3.50	4.00	11, 13, 17, 18, 20	4.75	5.10	7.75	
2452a untagged 1	1.60	1.65	1.75	2262a 17.5¢ PC 1	3.00	3.50	4.00	2112 22¢ "D" Eagle 1, 2	35.00	50.00	80.00	
2543 5¢ Canoe 1	1.00	1.10	1.25	1907 18¢ Surrey 1	56.00	85.00	90.00	2464 23¢ Lunch Wag 2, 3	3.25	3.75	4.50	
NEW gravured #11	1.50	1.65	1.75	2, 5, 6, 8, 9, 10	2.65	4.00	4.50	2607 23¢ Flag A111, 122, 212, 222	3.25	3.75	4.50	
1900 5.2¢ Sleigh 1, 2	3.85	7.00	16.00	3, 4	35.00	75.00	78.00	2266 24.1¢ Tandem 1	3.90	4.20	4.50	
3, 5	135.00	165.00	170.00	7	21.00	38.00	45.00	1, 2, 3, 4	2.65	2.80	4.25	
1900a PC 1, 2, 3, 4, 5, 6	11.00	13.00	14.00	11, 12, 15, 16	6.30	13.00	13.50	5	3.35	3.50	5.50	
2254 5.3¢ Elevator 1	1.15	1.20	1.30	13, 14, 17, 18	6.30	7.00	11.00	2280 25¢ Yosemite	7.00	8.00	9.00	
2125 5.5¢ Star Truck 1	1.55	1.65	1.75	1891 18¢ Flag 1	120.00	140.00	440.00	Block 1, 7	3.80	4.20	4.50	
2125a 5.5¢ PC 1	2.05	2.15	2.45	2	19.60	29.40	45.00	Block 2, 3, 4, 5, 8	10.00	11.00	12.00	
PC 2	2.60	2.80	3.00	3	360.00	362.50	1,000.00	Block 9	33.00	34.00	35.00	
1901 5.9¢ Bicycle 3, 4	4.20	9.10	18.00	4	6.30	6.65	10.00	Phos 2-3, 7-11, 13-14	4.00	4.25	4.75	
1901a 5.9¢ PC 3, 4	18.00	28.00	28.50	5	3.50	4.70	5.50	Phos 5, 15	6.00	7.00	8.00	
PC 5, 6	59.50	88.00	90.00	6	WANT	WANT	WANT	Phos 6	14.00	15.00	16.00	
2126 6¢ Tricycle 1	1.20	1.50	1.60	7	38.00	38.55	39.00	2279 "E" Earth 1211	4.75	4.90	7.25	
2126a PC 1	2.30	2.40	2.50	2149 18¢ Wash. 1112, 3333	2.75	3.00	3.50	2222	5.00	5.50	6.00	
PC 2	6.55	7.55	7.75	2149A 18¢ PC 33333 & dull	4.00	4.50	5.00	1111, 1222	2.10	2.30	3.75	
2127 7.1¢ Tractor 1	2.55	2.60	2.70	PC 11121, 43444	5.75	6.15	6.50	2281 25¢ Honeybee 1, 2	2.10	2.45	4.50	
2127a 7.1¢ PC 1	2.55	2.60	2.70	2529 19¢ Fishing Boat	8.00	8.25	8.50	1 Orig. full serif.	25.00	26.50	27.00	
2127a PC 1 "ZIP-4"	2.55	2.60	2.70	A1112	3.25	3.75	4.50	2518 "F" (29¢) Tulip	1111, 1222, 2222	3.50	4.00	4.50
1902 7.4¢ Baby Buggy 2	5.60	6.30	11.00	A1111, 1212, 2424	6.30	39.50	170.00	1211	34.00	34.50	35.00	
1902a PC 2	3.25	3.50	3.70	1908 20¢ Pumper 1	35.00	220.00	975.00	2211	8.00	8.50	9.00	
2257 7.6¢ Carrel 1, 2	1.75	2.50	2.65	2	3.00	3.35	3.50	2525 29¢ Flower S1111, 2222	3.50	4.00	4.50	
3	6.00	6.50	7.00	3, 4, 13, 15, 16	1.75	2.05	3.40	S111	5.00	5.50	5.95	
2128 8.3¢ Ambulance 1, 2	1.25	1.40	2.25	5, 9, 10	143.00	144.00	150.00	S2222 (Perl.)	2523 29¢ ML Rushmore	3.50	4.00	4.50
2128a 8.3¢ PC 1, 2	1.25	1.40	2.25	7, 8	14.00	15.40	23.00	1, 2, 3, 4, 5, 6, 7, 9	3.50	4.00	4.50	
PC 3, 4	3.35	3.50	3.75	12, 14 XF	5.60	5.60	9.00	2523A gravure A11111	3.50	4.00	4.50	
2231 Amb. B Press 1, 2	3.50	3.75	4.00	6, 12, 14	45.50	47.60	80.00	2468 \$1 Seaplane	5.00	6.00	8.00	
2256 8.4¢ Wheelchair 1, 2	2.50	2.75	3.00	11	4.55	37.50	200.00					
3	24.00	24.50	25.00	2005 20¢ Consumer Ed. 1, 2	4.55	37.50	120.00					
2129 8.5¢ Tow Truck 1	2.50	2.60	3.00	3, 4	4.55	37.50	120.00					
2129a 8.5¢ PC 1	3.50	3.60	3.70									
2	6.00	6.50	7.00									
1903 9.3¢ Mail Wagon 1, 2	6.30	7.00	15.00									
3, 4	23.80	25.20	38.00									
5, 6	154.00	270.00	280.00									
1903a 9.3¢ PC 1, 2	16.00	17.00	18.00									
PC 3, 4	26.00	27.00	28.00									
PC 5, 6	3.00	3.20	3.40									
PC 8	140.00	150.00	150.00									
2257 10¢ Canal Boat 1	1.30	1.40	1.50									
2457 10¢ Tractor Trailer 1	1.30	1.40	1.50									
NEW (10¢) Eagle, Shield												
A11111, 11112, 21112, 22112, 22113, 43334, 43335, 53335	3.30	3.40	3.50									
A12213, 33333, 54444, 54445, 43324, 43325, 43326, 43426	4.75	4.85	5.00									
2130 10.1¢ Oil Wagon 1	1.60	2.10	3.25									
2130a 10.1¢ PC 1, 2	2.50	2.65	3.50									
2130a 10.1¢ Red PC 2, 3	2.55	2.65	2.75									
1904 10.9¢ Hansom 1, 2	9.10	16.00	36.00									
1904a 10.9¢ PC 1, 2	13.00	33.00	33.50									
3, 4	45.50	262.50	400.00									
1905 11¢ Caboose 1	3.15	3.35	5.00									
1905a 11¢ Caboose PC 1	3.80	4.00	4.25									
NEW untagged PC 2	2.00	2.25	2.50									
2131 11¢ Stutz 1, 2, 3, 4	.55	1.40	1.90									
2132 12¢ Steamer 1, 2	1.90	2.00	2.25									
2132a 12¢ PC 1, 2	2.50	2.75	3.00									
2132b 12¢ B Press PC 1	18.00	19.00	20.00									

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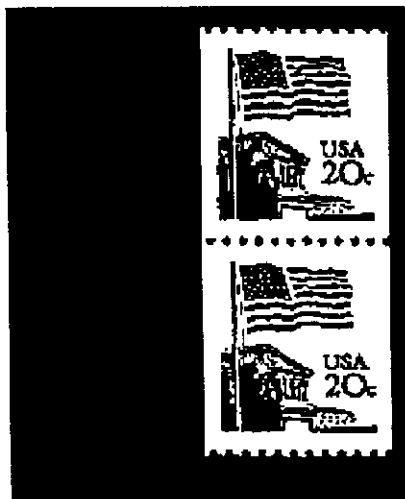


How's this for a rarity?

Jim Courter tells the following story:

"A rare coil has been found. It's a 20¢ Flag perforated 10 vertically. The plate number is unknown."

What? You don't believe him? Well,



please cast your eyes on the illustration above. Do you believe now?

You shouldn't. It's an optical illusion of sorts.

Courter explains it this way:

"Actually, I was surprised the first time I saw it. It was a block from a booklet pane that was half covered by the mount, giving it the appearance of a vertical coil pair. It's a shocking visual effect. Just right for April Fool's Day."

Let's get spliced!

It's always nice to report on one-of-a-kind items. Here's one in the collection of John Tison: an imperforate strip of six of the 17¢ Electric Auto. But this one is different in two ways. It is badly miscut, so that the entire plate number, a 4, is at the top with white space above the number. Also, the strip shows a BEP splice exactly to the right of the plate number.

In addition, Tison owns an imperforate strip of six of the 9¢ Americana that is miscut to show the entire plate numbers 37168 and 37167 on either side of the joint line. That item is also unique, but its mate, with the numbers reading 37167 and 37168, is owned by Dr. John Greenwood.

Sorry, wrong colors

Out in Iowa, the intaglio version of the

All the PNC news that fits we print

29¢ Flag Over Mt. Rushmore started popping up on letters in a light brown (not maroon) color late last year. Gary Davis bought several rolls with the light brown color and believes it to be common.

A numbered strip of the stamp has been sent to BEP for examination and possible explanation.

Meanwhile, Joe Sedivy has found red-brown Rushmores on a strip of 10 from Plate 6. The red-brown (resembling the reddest 9.3¢ Mail Wagon) shows up where the color should be maroon, on the monument and in the inscription.

Sedivy said the stamps originated in Louisville, Miss. He also has a used copy on a cover from that town.

When he called the Louisville post office, he was told they were out of red Rushmores.

Is this a bargain?

Frank Covey tried to help out his fellow members of PNC³ by providing them with untagged 5¢ Circus Wagons, which can be bought from the Philatelic Sales Division only in rolls of 3,000.

Covey ordered one roll for \$150 with the intention of reselling strips of 52 at face to members of the club. But when the cave finally filled his order, it sent not one roll but one stamp.

Covey complained. Not counting his long-distance bills, he's now ahead of the cave by a nickel. He may keep the single stamp.

DAV marches on

Dr. Robert Rabinowitz, writing in *Stamp Collector*, has disclosed some more aspects of the use of stamps by the Disabled American Veterans.

Since August 1991, he wrote, all envelopes have borne five 5¢ Circus Wagon stamps and two 2¢ Locomotive stamps. That does not square with two covers recently received by H. N. Pettibone, whose shoe box full of DAV covers was featured in an auction here in January.

Pettibone's two most recent covers—both bearing five untagged 5¢ Circus Wagons—came either with two tagged 2¢ Locomotives or one tagged 4¢ Steam Carriage.

That explains why the Postal Service was able to reassure Dr. Rabinowitz that DAV letters with untagged Circus Wagons have not been getting rejected by facer-cancelers.

Postal machinery is supposed to kick out as "unfranked" first-class mail that shows no tagged stamps. The tagged Locomotives and Steam Carriages prevent that.

PMCs sought by city

Tom Maeder's February commercial cover list had a few newsworthy points. One is that collectors are requesting purple machine cancels by specific city.

"About 105 cities used the experimental purple ink," Maeder said, "some of them with low volume mail such as Reno, Nev." His list offered covers from 30 cities.

Maeder also noted increased interest in jet-spray cancels, but because the jets are used primarily with meters, Maeder said "finding examples with PNCs is relatively tough."

Maeder has also classified eight versions of the plate number "2" on the 25¢ Bread Wagon, printed on the B Press. He believes them to be from different rows on the plate. These eight types were originally described by F. M. Arndt in *Coil Line* in 1989.

2 ounces, 2 stamps; but why?

Olympic collector Glenn Estus, the PNC Study Group's expert on FDCs, has been busy cataloging the varieties of the USPS machine cancel "US POSTAL SERVICE/OFFICIAL SPONSOR/1992 OLYMPIC GAMES." But he still has time for PNCs.

Recently, he was shown a window envelope from Citizens Against Government Waste, which contained a plastic CAGW membership card that pushed the letter above the one-ounce limit. The letter was franked with two 23¢ Flag stamps, each put on separately. The envelope also had a very large "FIRST CLASS MAIL" handstamp.

Estus couldn't figure out why there were two 23¢ Flag stamps on the letter.

In theory, since one 23¢ stamp never pays the exact postage and requires payment of an additional amount at the time of mailing, payment for the second ounce would not have required a second stamp.

But by using the second stamp, CAGW prepared a letter in which one stamp is a false frank while the other is a true frank (for the 23¢ second-ounce rate).

What does one call such a letter?

This is not the stamp

The Flag Over the White House stamp, first shown in December at the mass unveiling of all 1992 stamps, will not be is-



sued March 3 as illustrated above, according to an article by Charles Yeager in the February *United States Specialist*.

According to Yeager, former Bush Chief of Staff John Sununu saw the design and noticed that BEP designer Jack Ruther had forgotten to put a flag on the executive mansion's roof.

Ruther quickly revised the design.

Mixtures still watched

Mixture sorter Howard Moser reported in the Feb. 3 *Linn's* that a church organization that sells mixtures was visited by postal inspectors from Tampa, Fla.

After being shown around the organization's stamp room, the inspector determined that nothing illegal was going on, but before leaving he asked for a list of the stamp room's customers.

Moser said all invoices from the stamp room since July 1990 have included a warning that the mixtures were sold "with the express understanding that the stamps herein will be used only for legitimate philatelic purposes."

Back in 1990, the Lutheran Church-Missouri Synod gave up its long-standing mixture business and St. Louis mixture dealer Bob Rinkenberger gave up his business, Bob's Back Room.

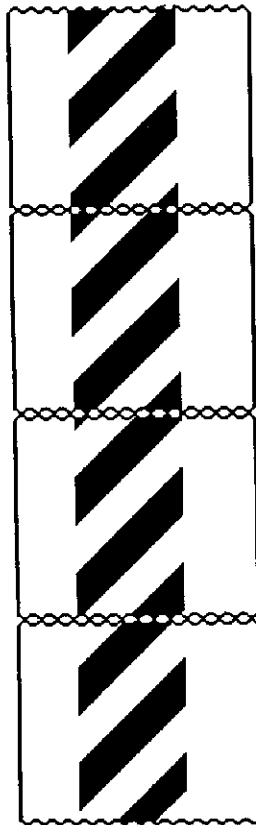
Why zebras have stripes

Remember the mysterious purple diagonal lines (we called them "Zebra stripes" and show them again at the top of the next column) found by Joann Lenz and shown to PNCers at ST&MpsHOW '90 in Cincinnati?

BEP has "explained" them.

- They were applied by BEP on top of the gum of Plate 8 of the 20¢ Flag.

- The C Press was being used experimentally and the diagonal lines were applied to mark stamps from the experi-



ment.

- The stamps were supposed to have been destroyed.

If that explanation still leaves you puzzled—as well it might—please remember that the first three sleeves made for the C Press were all 864-subject sleeves. In other words, Sleeves 4, 6, and 7 of the 20¢ Flag were only 18 rows wide. Sleeve 7 never produced a stamp.

These 18-row stamps were intended to be used with the 18-row Huck coiler.

The first sleeve with 20 rows was Sleeve 8, and that probably took some testing, both of the press and the new 20-row Goebel coiler.

So, what the BEP "explanation" was saying was that some runs of Plate 8 were just for testing. These got the zebra stripes.

DAV auction ignored

Only four *TPN* readers entered bids for the DAV covers featured in an auction in the last issue.

Bids on individual lots did not exceed the bids cast for Lot 1, the whole collection. (One reader's bids would have sent the total over the top, but his bids were received one day after the auction closed.)

The entire collection sold for \$95. □

Varieties
Report XXXVIII

By A.S. Cibulskas

5¢ Motorcycle

- a. Plate 3. Chill roller effects, most noticeable on the back rack of the bike on 1L. Constant. (Tillet)
- b. Plate 4. Chill roller effects. Doubling of the back rack of the bike. Most noticeable on 3L, 2L, and 1R stamps. Also doubling of "USA 5¢" on 2L. Constant. (Tillet)

10¢ Eagle and Shield

- a. The top right section of the plate number is missing on yellow Plate 1. Constant. May be row

A 1111
A 2112
A 2213

specific. Initially reported by F. Joseph Coveney on stamps with the numbers 11112 and 21113. Additional finds have been made on stamps with the numbers 11111 and 22113. (Multiple reports)

11¢ Stutz Bearcat

- a. Plate 4. Plate chipped at joint line. Constant. (SAdams)

12¢ Stanley Steamer

- a. Plate 2. Plate chipped at right side of joint line about 25% up from the bottom of stamp. Constant. (Preuss)

29¢ Flag over Mt. Rushmore

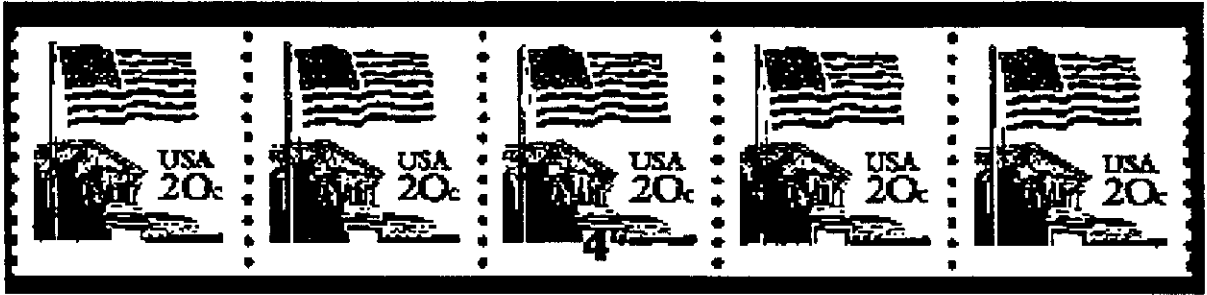
- a. Plate 1. Inking variety: the lower left corner of the Union (the blue area) is missing in the flag. Constant at 2L. (SAdams)

It's my birthday
You get the present

18¢ Flag, Plate 3
PS/5, VF
(nearly XF)
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MANIPULATED OR MALIGNED?

The controversy began when Tim Lindemuth, a serious specialist in the 20¢ Flag, asked Ken Lawrence at the March 1991 Gareld-Perry PNC meeting why the PS5 of the 20¢ Flag #4 was so scarce. Lawrence's reply, according to the published report in *TPN*, focused on the fact that the #4 printing gures (very large) may not represent the true picture. Apparently Lawrence believes that a significant portion of the printing was destroyed, presumably because of quality. NO MENTION OF "MANIPULATION" was made at that time. And Lawrence's reply was certainly supportive of the great scarcity of this PS5. However, his comments are not supported by the facts, or he ignored the facts.

Actually, 20¢ Flag #4 is a rather common used single, and the strips of 3 are around in quantity as well. Only a large distribution of this plate would account for these facts. The scarcity of the #4 PS5 simply reects the fact that when the market turned from PS3s to PS5s and dealers and collectors searched for rolls, effectively none were found of #4, so no FRESH PS5s could be added to the supply. It's that simple. And that's why #11, with only about 20% of the theoretical strips as #4, sells at 2% of the price of the #4 PS5. The #11 looked like a winner in 1986 until several different dealers located quantities of rolls of 100 and 3,000 and assured supply of PS5s for some time. Al Haake, who has been in PNCs from almost the beginning, searched all over for #4 when its need as a PS5 became evident; he never found any. And I never did either, although my searching capabilities and successes are well documented. Lawrence was WRONG, and when I published the real basis for the scarcity of the PS5 #4 in *Stamp Collector* last year Lawrence became irate and sent off a letter to the editor claiming market manipulation. This claim is, in my opinion, a temper tantrum generated because Lawrence was "scolded" because he was told he was wrong!

Lawrence "researched" the 20¢ Flag #4 pricing and published his findings in his *Litan's* column in January. He claimed

several UNNAMED dealers told him confidentially that a manipulation did exist. He claimed that at a show in California several UNNAMED dealers were selling them at or below the price that Stamps 'n' Stuff of Iowa was offering to buy them at in the same issue that his "manipulation" column appeared. He also cited two auction examples where realizations, though one was described with a paper aw, sold at between the dealers' buy price and the net retail selling price. While Lawrence apparently believed this was "evidence," to a skilled market person, this is exactly where they are expected to go at in auction.

Obviously an auction bidder can't expect to buy at the buy price and he also knows that he could always buy it from a price list at net retail. So he bids below retail. Why does that surprise Lawrence? Possibly because Lawrence's many skills do not include an expertise in marketing. Even the PNC area where he claims to be an expert has presented him problems when it comes to marketing. That's why in mid-1987 he sold 60 rolls of 500 of the mint 17¢ 5.6 to Al Haake at \$5 a roll over face when if he had asked \$50 each over face he would have gotten it. Two months later, he learned of their real value and was offering more (at STAMPSHOW in Boston) at almost \$100 each over face!

There is no manipulation going on with the 20¢ Flag #4; it's just a scarce PS5. Ask your favorite dealer. I have 5 strips of 5 or 6 in stock and 2 strips of 10. And relative to other dealers my stock is gigantic. I've never seen a roll of these. Have you? Yes, mine are for sale as follows. And my EXPOSÉ, where you can read my side of the ongoing dialog between Ken Lawrence and myself is also available to subscribers. Besides Ken Lawrence, I write about other interesting PNC items, more in the gossipy area, that you'll find nowhere else. My most recent paid subscriber is an extremely famous publisher of a stamp weekly! He's learning a lot about things that don't appear in Lawrence's column.

20¢ Flag #4 PS5	
F-VF-----	\$650.00
VF-XF-----	780.00
XF-S-----	890.00

Plate Number Coil Exposé	
Sample (#15)-----	\$3.00
Issues #16-22-----	15.00
Back Issues #1-15-----	20.00

DR. ROBERT RABINOWITZ

37-E STANWICK PL., STAMFORD CT 06905

PHONE: (203) 325-2312

FAX: (203) 359-1357

APS ASDA BIA PNC³

Varieties of the Great Americans Series

Scott	Stamp	L/block	L/Overall	Harrow/block	Harrow/overall	Harrow/phosphored	Harrow/untagged
1844	1¢ Dix	L		A			
2169	2¢ Mary Lyon			X			X†
2171	4¢ Flanagan			X		X	X
2173	5¢ Muñoz Marín				X	X	X
2176	10¢ Red Cloud			X	E	E	
2178	15¢ Cody			X	X		
1862	20¢ Truman	L		E	E		
1863	22¢ Audubon	L		E			
2182	23¢ Cassatt			X	X	X	
2183	25¢ London			E			
2183a	25¢ London ☆			E			
1864	30¢ Laubach	L		E	E		
1867	39¢ Clark	L		E			
1868	40¢ Gilbreth	L		E			
2188	45¢ Cushing			X	X		
1869	50¢ Nimitz		L*	E	E		
2194A	\$1 Hopkins			X	X		

Symbols used in this chart:

L = L-perforator 10.9 x 10.9

A = A Press in-line bull's-eye 11.2 x 11.2

E = Eureka off-press bull's-eye 11.2 x 11.2

X = Stamp exists, exact details still unavailable

☆ \$5 booklet only. The \$1.50 and \$3 booklets are block tagged and perforated in-line on the Goebel C Press 10.0 x 9.75

* Printed on the I-8 currency press. Tagged off press.

† Not confirmed by mint copy.

Data first compiled for *Linn's World Stamp Almanac* by Wayne L. Youngblood. Updated by Youngblood and Alan Thomson.

Mt. Rushmore variety is on different, true pre-phosphored paper

When Joann Lenz handed out free samples of 29¢ Flag over Mt. Rushmore stamps at STAMPSHOW '91 in Philadelphia, it was recognized that her stamps fluoresced differently under short-wave UV. Her strips, all from Plate 6, lacked the mottling we had seen under UV on the phosphored versions of the 25¢ Flag Over Yosemite. Instead, the tagging was even and bright. She calls it a "solid" tag.

Wayne Youngblood, writing in *Linn's*, has determined that what Lenz found was what he terms "true prephosphored paper."

The mottled tagging he calls "phosphor-coated" paper.

In late December, Jerry Clark noticed that while most of his post office's rolls had been from Plate 6, Plate 1 suddenly began to show up.

Clark thought his Plate 1 rolls also showed the characteristics exhibited by the rolls Lenz had found in a Michigan vending machine, but these were different from Lenz's. Hers were yellow in short-wave UV, Clark's were bluish-white. And Lenz and Clark thought his stamps were slightly mottled.

Clark also examined his Plate 1s in long-wave UV and found that the newer stamps fluoresced. The original Plate 1 stamps were dead in long wave.

Lenz, meanwhile, has found three copies of the "solid" tagging on Plate 2 on commercial covers from Michigan.

True "prephosphored paper," Youngblood says, has the zinc-orthosilicate tag-

ging added to the sizing of intaglio paper or the coating on paper intended for gravure or offset.

Phosphor coating, on the other hand, is applied to the finished paper at the paper mill. It is just what it says, a coating on top of the paper, even if it is applied on top of finish coatings of the paper itself.

In both cases, of course, the printing is over the tagging, which was not the case with the stamps we call block tagged or overall tagged. Those are surface coatings that are applied after printing.

The reason for phosphoring stamp paper at the paper mill may be because printers at BEP objected to the zinc-orthosilicate taggant as a health hazard. Having the tagging done at the paper mill instead of in the print shop solves that problem, at least for BEP printers, not for the paper workers.

The original 22¢ Flag Test coil was also a "true prephosphored" stamp. But the first 25¢ Yosemite began to display the mottling.

Ken Lawrence was once given an explanation that the mottling resulted from applying the phosphor, then scraping off the excess to allow adhesion of the printing. That explanation makes sense. It is less costly to apply the taggant on top of the paper than to do it in the paper pulp.

The mottled appearance of the surface-coated paper does allow for speculation that some of the taggant was scraped off. But, so far, this is unproved.

Still, Youngblood's terminology of

"phosphor-coated" and "true pre-phosphored paper" is not quite satisfactory. Both papers are tagged before printing. Neither is tagged at the print shop.

But paper that gets its tagging after printing is also phosphored paper, although our custom is to call such stamps simply "tagged."

"In other words," said Ed Denson, "we are making a semantic distinction that is not all that clear. What we really have is undertagging and overtagging."

By Denson's definition, any stamp in which the tagging is applied at the paper mill is undertagged; stamps tagged after printing are overtagged.

The problem now becomes what to call the undertagged stamps that are tagged before the paper is finished as opposed to the stamps tagged after the paper is dry.

Definitive terminology will be needed for the 1992 *PNC Catalog*, due this year. The current catalog uses "phosphored" for both types of undertagging. The 29¢ Rushmore makes it necessary to go beyond that, since there are two varieties. How about "pre-phosphored paper" and "phosphor-coated paper"?

Denson, meantime, has been putting a lot of his incoming mail under the UV light to examine the Rushmores. He has found, he said, several pre-phosphored copies, but without plate numbers. He said they matched an unnumbered pair he had been sent by Lenz for comparison.

Reports of new finds are always welcome at *TPN*. Keep looking! □

March of prices continues as index hits new peak

While most PNC prices have remained relatively steady, a few have soared. The TPN Average is at an all-time high.

Al Haake, for example, raised his VF price on Plate 3 of the 8.4¢ Wheelchair from \$13 in November to \$27 in January.

That stamp, the 19¢ Fishing Boat with the numbers A1112, and the "F" stamp with the numbers 1211 have just been added to the TPN Average. The divisor has been adjusted to allow comparisons to former averages.

For the first time, new software allows us to publish the price changes since the last edition of TPN for each stamp included in the TPN Average.

Please remember that the TPN Average is a lagging average. That means it is only updated as new dealer price lists come in. Therefore, if prices are rising for a particular PNC, the computed average price for the most recent period still reflects a lot of prices that the dealers may have raised since the last time their prices were added to the data base.

The average is totally updated each year for the PNC Catalog by asking dealers to provide their most recent lists and by removing from the data base any prices that are more than three months old.

Jerry and Barb Koopp of Stamps 'n' Stuff raised their price for an "F" stamp strip with the plate numbers 1211 from \$20.00 to \$35.00 since their ad in the January issue of TPN.

And almost all dealers are leapfrogging the price of the 19¢ Fishing Boat with the numbers A1112. Haake's price is up to \$9 from \$3.50. Dr. Robert Rabinowitz is at \$12 and Craig Selig at \$11.50.

Haake said he bought some of the A1112 Boats through Dan Anspach of Lancaster, Pa. But that source has now dried up and Haake's search through other Pennsylvania post offices has turned up nothing.

The price hikes on the two combinations of the "F" stamp and the A1112 Fishing Boat are the most dramatic among recent increases. Less noticed are advances in some run-of-the-mill older issues. All 5.9¢ Bicycles, all 10.9¢ Hansom Cabs, Plates 3 and 4 unprecanceled of the 9.3¢ Mail Wagon, and Plate 11 of the 20¢ Fire Pumper have been nudging upward, as have the precanceleds of the 3.4¢ School Bus and the 4¢ Stagecoach.

Among more recent issues, Plate 1 of the precanceled 5.5¢ Tractor and Plate 3 of the 7.6¢ Carreta are both higher. On the latter, Dr. Rabinowitz's price went from \$7.75 to \$10.75.

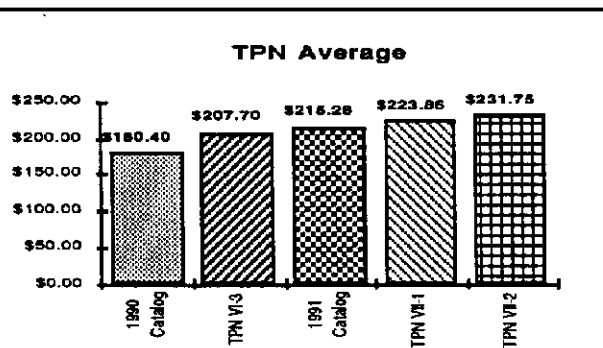
Also going up is the overall-tagged version of the revised 4¢ Stagecoach, which was printed for the Disabled American Veterans. Dr. Rabinowitz's price jumped from \$5 to \$8. On Plate 3 of the 8.4¢ Wheel Chair, his price shot from \$14 to \$20.

For precancel gap collectors, Gap 5L on the 12¢ Stanley Steamer went from \$175 to \$225 on Dr. Rabinowitz's special list for precancel gaps.

An omen of things to come is the high wholesale price for the 10¢ undenominated Eagle and Shield. Many wholesalers are charging triple face (\$1.50 for a strip of five) for these stamps—a sure sign that these dime stamps are going to cost a lot more than the 10¢ Canal Boat or the generic precanceled 10¢ Tractor Trailer.

We have added the E&S stamp with the numbers A33333 to the TPN Average. According to Haake, that combination of numbers may become difficult to find. [Some dealers, however, are restricting sales of A33333.]

The average has risen 28.5% since the 1990 catalog, issued in May 1990, and up 7.7% over the 1991 catalog, published in August 1991. □



Individual components of the TPN Average

CATALOG	SERIES	FACE	PLATE	TPN V1-1	TPN V1-2	% Change
18F1	FLAG	18	1	\$511.75	\$511.75	
18F3	FLAG	18	3	1,132.75	1,132.75	
20F4	FLAG	20	4	922.46	922.46	
20F11	FLAG	20	11	13.54	13.54	
22F1	FLAG	22	1	16.50	16.50	
22F3	FLAG	22	3	59.06	59.06	
25F5	FLAG	25	5Block	5.51	5.50	1.67
25F5	FLAG	25	5Pos	9.75	9.92	1.77
29F1	FLAG	29	1	6.18	6.15	-0.37
5.2T3	TRANS	5.2	3	187.83	190.72	1.54
5.2T4P	TRANS	5.2	4	15.30	16.70	9.17
5.9T3P	TRANS	5.9	3	17.69	21.03	18.92
5.9T6P	TRANS	5.9	6	79.84	85.18	6.68
7.4T2	TRANS	7.4	2	13.29	13.43	1.04
8.4T3P	TRANS	8.4	3	—	13.64	—
9.3T1P	TRANS	9.3	1	17.91	18.94	5.78
9.3T6	TRANS	9.3	6	292.68	299.96	2.15
9.3T8P	TRANS	9.3	8	148.93	182.61	22.62
10.9T1P	TRANS	10.9	1	28.60	35.03	22.48
10.9T4P	TRANS	10.9	4	435.68	439.88	0.96
17T6	TRANS	17	6	21.99	22.25	1.20
17T6Pba	TRANS	17	6	56.35	60.18	6.88
18T1	TRANS	18	1	101.45	103.09	1.61
18T3	TRANS	18	3	68.29	71.93	5.34
18T17	TRANS	18	17	7.59	7.68	1.21
20T1	TRANS	20	1	176.99	190.25	7.50
20T2	TRANS	20	2	999.22	1,098.25	9.91
20T7	TRANS	20	7	139.92	151.44	8.24
20T11	TRANS	20	11	87.75	93.66	6.74
20T12	TRANS	20	12	11.81	11.93	0.97
10U A33333P	E&S	10	33333	—	4.60	—
19M A1112	FISH	19	1112	—	11.39	—
29U 1211	"F"	29	1211	16.35	26.30	73.07
20M1	CONS	20	1	227.39	227.39	
20M3	CONS	20	3	141.34	141.34	
2001	OFFICIAL	20	1	58.94	58.94	
2201	OFFICIAL	22	1	89.70	89.70	

Royal Mail also makes mistakes

Step aside, USPS. The British messed up even more than you in 1991.

On Sept. 10, the Royal Mail issued seven new definitives just before a rate hike. Included was a 35p value to meet the domestic first-class rate for 61 to 100 grams. The only trouble was that when the rates were published, that rate was 36p.

But that wasn't the only error. 50p and £1 vending machine booklets advertised the first-class rate for 100 grams at 35p, 43p, and 51p. Those rates turned out to be 36p, 45p, and 54p.

The booklets were to be withdrawn as soon as replacements were ready; but there were no plans to issue a 36p stamp to replace the 35p on the premise that anyone could use two 18p stamps to meet the rate. □

ADLETS

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

ULTRA VIEW MOUNTS: 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 Mueggenburg, 3525 Bluff Ct., Carmichael, CA 95608. (6-92)

SELLING PNC strips of 3, 5. I will sell them 25% off your best dealer price. Send SASE for strips available. Am I crazy? Yes. Raphael Peretz, 16-37 Utopia Pkwy., Whitestone, NY 11357 (2-92 PNC3)

WANTED: 25¢ Yosemite #1 phosphor commercial covers and used singles. Will pay cash or trade other PNC commercial covers. Bob Reece Jr., PO Box 511520, St. Louis, MO 63151. Phone (314) 487-1201 after 5 p.m. (3-92)

FOR SALE: Set Lighthouse PNC pages complete through 1988 including one Lighthouse binder and slip case—used but excellent condition, \$130 including shipping. Ed Bizub, 1579 Franklin St., Clark, N.J. 07066. (2-92 PNC3)

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

BI-MONTHLY SALES: Mail-Bid-PNCs, strips, perfins, precancels. Free Catalog. ORBE, PO Box 70, Umpquah OR 97486-0070. (2-92 PNC3)

JOIN THE CLUB, join PNC3. Monthly newsletter, auctions, regional meetings. For details, write Gene C. Trinks, 3603 Bellows Ct., Troy, MI 48083. (2-92)

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

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

TAGGING BREAKS! I have put together a buying-selling list of tagging breaks on the Cottrell, B, and C press. For a copy, please send a SASE to Contemporary Coils (Kim Cuniberti), PO Box 3654, Danbury, CT (2-92)

FIRST DAY COVER MAIL BID SALE

Specializing in Plate Number Coils on FDCs, classic FDCs, handpainted FDCs, first cachets, and flights.

Send for free catalog today.

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PO Box 5525-E
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(501) 224-8559

UPDATE: New stamps, catalog updates, catalog corrections, TPN corrections

New stamps

10U A1111P—The 10¢ undenominated Eagle and Shield with plate numbers "A11111," rolls of 500 and 10,000, Buffalo, Dec. 13. (Coveney)

10U A21112P—Same, "A21112," rolls of 500, Dec. 13. (Dr. Rabinowitz)

10U A21113P—Same, "A21113," rolls of 500, about Dec. 15. (Coveney) Rolls of 3,000. Jan. 12 (Cuniberti)

10U A22112P—Same, "A22112," rolls of 500, Salt Lake City, Dec. 13. (Singer, Clark)

10U A22113P—Same, "A22113," rolls of 500, Buffalo, Dec. 13. (Coveney) Rolls of 3,000 and rolls of 10,000. (Dr. Rabinowitz)

10U A12213P—Same, "A12213," rolls of 3,000, Jan. 27. (Dr. Rabinowitz)

10U A32333P—Same, "A32333," rolls of 3,000, Jan. 9. (Anonymous via Dr. Rabinowitz)

10U A33333P—Same, "A33333," rolls of 3,000, Jan. 3. (Dr. Rabinowitz)

10U A33335P—Same, "A33335," about Feb. 3. (Dr. Rabinowitz)

10U A43334P—Same, "A43334," rolls of 10,000, Dec. 30. (Dr. Rabinowitz) Rolls of 3,000. (Cibulskas)

10U A43324P—Same, "A43324," rolls of 3,000, Jan. 3. (Dr. Rabinowitz)

10U A43325P—Same, "A43325," Feb. 6. (Dr. Rabinowitz)

10U A43326P—Same, "A43326," Feb. 6. (Dr. Rabinowitz)

10U A43426P—Same, "A43426," Feb. 10, rolls of 500. (Dr. Rabinowitz)

10U A53335P—Same, "A53335," rolls of 3,000, Jan. 3. (Dr. Rabinowitz)

10U A54444P—Same, "A54444," about Feb. 3. (Dr. Rabinowitz)

10U A54445P—Same, "A54445," about Feb. 3. (Dr. Rabinowitz)

23F A122P—The 23¢ Flag with the numbers "A122" in rolls of 500 in Denver, Jan. 13. (Scott Smith)

23F A112P—Same, with the numbers "A112" in rolls of 3,000. (Dr. Rabinowitz)

29F5—Plate 5 of the 29¢ Flag over Mt. Rushmore. Cover mailed from Middlesex-Essex, Mass., about Dec. 6, but with Los Angeles corner card. (Found by Anthony Bruno, reported by Lawrence via Haake, Washburn) Rolls of 500 and 3,000, Des Moines, Iowa, Jan. 14. (Coveney, Koeppe)

29F8—Same, Plate 8, rolls of 500, on or about Jan. 15. (Selig)

29F9—Same, Plate 9, rolls of 100 in Centralia, IL, Jan. 9. (Bryan via Cuniberti)

29M S2221—The 29¢ denominated flower, perforated. Issued March 3 in Rochester N.Y. Found about Jan. 10. (Koeppe and Maifeld)

Update to TPN and 1991 Catalog

4T1—EKU for Plate 1 of the 4¢ Stagecoach, Aug. 16, 1983. (Washburn)

4T3—EKU for Plate 3 of the 4¢ Stagecoach, Nov. 26, 1982. (Washburn)

4T1X—Tagging break 2L on the perfs of 4¢ Steam Carriage. (Scott Smith)

5T1V1—EKU for untagged 5¢ Circus Wagon, strip cut from a DAV envelope and pasted on other cover Jul. 30, 1991 EKU (Schulman)

15T2—Tagging break 8R on Plate 2 of the 15¢ Tugboat, overall tagged. (Scott Smith)

20M4—EKU for Plate 4 of the 20¢ Consumer Education stamp, May 3, 1982. (Leffel)

22F5—EKU for Plate 5 of the 22¢ Flag, Aug. 6, 1985. (Washburn)

Corrections to January TPN

Page 1—The description in the front-page checklist of new issues for 1T2Ri said "Plate 1." It should have said "Plate 2."

Page 2—The hunt for the untagged 5¢ Circus Wagon (January editorial) was a cooperative effort by several dealers, whose motive was to make sure collectors were able to obtain mint strips before all such untagged strips were used up by the Disabled American Veterans. It was not an effort to corner the market since all other dealers were able to obtain strips from the cooperating dealers. It was not TPN's intention to imply that anyone was trying to take advantage.

Page 12—We reported a new gap position for Plate 5, Typeface A of the 17¢ Electric Auto, based on Howard Moser's article on half gaps. Kim Cuniberti has now examined the stamp and found it to be a Typeface B, meaning that no Line gap exists on Typeface A precancels.

Page 14—In the item about Dr. Rabinowitz's estimate on two strips of eight of Plates 3 and 5 of the 5.2¢ Sleigh with a tagging break at 4R, it was stated that "those same strips were sold for \$75 a set less than a year ago." The buyer, Alan Thomson, points out that he bought strips of five (really a single with 4 stamps attached at the right end) and "strips of eight are infinitely more valuable." Thomson did not pay \$75 for the set but \$75 for each strip. TPN regrets any embarrassment to Dr. Rabinowitz.

Page 16—The unverified report of untagged 25¢ Flags from Plate 9 has been withdrawn by David Zajac. On re-examination in a third UV light, the strips were found to be weakly tagged on phosphored paper. (See H. Harry Mueggenburg's letter in this issue.)

Page 17—The Eureka stroke perforator is not a comb perforator. Using traditional philatelic terminology, it is a harrow perforator. (Lawrence)

Corrections to 1991 Catalog

Page 62—The checklist for miscellaneous series should have indicated that all four plates of the 20¢ Consumer Education series have been found with purple machine cancels.

FREE ADLETS

Buy, sell, or swap varieties of the Great Americans series.

SWAP OFFER: Quantities too limited to sell. Write for offer. H. Harry Mueggenburg, 3525 Bluff Ct., Carmichael, CA 95608.

LAST-CHANCE SALE

All but 90 copies of the 1991 PNC Catalog have been sold. I'd like to get rid of these last few copies, so I am offering TPN readers a deal:

\$12.50 postpaid

(\$13.38 in Ohio)

Get them while they last!

STEVE ESRATI

PO Box 20130
Shaker Heights, OH 44120
(216) 561-9393

BEP and ABN provide plate-activity data to TPN

CATALOG	PLATE	ASSIGNED	PRESS	SUBJECTS	TO PRESS	CANCELED	IMPRESS.	NOTES
4T1X	187462-1	10/01/90	D	18x48	01/09/91			Corrected press and plate size
5T1ZP	188274-1	03/19/91	C	18x48	04/26/91			
7.1T1P	177509-1	11/26/86	B	18x52	01/05/87	4/30/91	978,701	
8.4T2P	180790-2	08/18/88	C	18x48	08/25/88	4/24/91	572,500	
10T1XP	188183-1	03/11/91	C	18x48	04/01/91			
11T2P	189228-2	07/28/91	C	18x48				
23T2	187985-2	01/24/91	C	18x48	02/04/91	3/15/91	547,045	
25F9	181664-9	01/19/89	C	18x20	03/18/89	4/18/91	7,242,500	
25F11	183159-11	06/09/89	C	18x20				
25F12	183813-12	07/31/89	C	18x20	NEVER	4/24/91	NONE	
25F14	184832-14	11/08/89	C	18x20	12/06/89	3/18/91		
29F2	187970-2	01/22/91	C	18x20	01/24/91			Corrected plate size
29F3	188045-3	02/01/91	C	18x20	02/20/91	10/14/91		
29F8	188153-8	03/04/91	C	18x48				
E	176323-1	04/02/85	Andreotti	400	NEVER	7/29/88	NONE	

New information in bold-face type.

For the first time, printers have supplied not only the plate number combinations as they appear on our stamps, but also the chronological order in which they were printed.

Kelly Keogh of American Bank Note Co. was able to obtain the combinations from Guilford Gravure, the subcontractor who printed the 19¢ Fishing Boat, 23¢ Flag and 10¢ Eagle and Shield.

Keogh said the way she gave the numbers to TPN was the chronological order in which they were printed.

Keogh also reported that ABN is now printing "G" stamps and more 29¢ Flag over Mt. Rushmore in gravure.

Similarly, Robert Lane, manager for engineering at Stamp Venturers, said the perforated 29¢ Flower would be available with the numbers S1111 and S2222. (The stamps were to be issued March 3 but have been in collector hands since Jan. 10. At the time of writing, only S2222 has been found.)

Meanwhile, USPS has been holding up all plate-activity reports issued since the one for February 1991. According to Gordon Morison, assistant postmaster general, USPS lacks information needed to issue the report. The Bureau of Engraving and Printing said it sends reports to L'Enfant Plaza every month.

Knowing this, TPN asked Leah Akbar of BEP whether it would be possible to obtain information on the last of the B Press stamps for which we lack data.

Akbar said BEP is not authorized to issue that information directly to the press.

So TPN sent a list of plates for which information was lacking, hoping that Akbar would be able to add some insights into the mysteries of the plates.

The results were not completely satisfactory, although Akbar worked over the list of some 40 plates line by line. She was unable to fill in data for the plates we wanted most to know about, such as Plate

3 of the 8.4¢ Wheel Chair, and for the 5¢ Circus Wagon, for which BEP made two plates, both with the plate number 1.

The table above does add a few stamps that have appeared since last February, but it also includes two canceled plates impression total.

Problems like ours could so easily be averted, if only USPS would send out the reports every month as it once did.

Maybe Oliver Stone should make a movie about how USPS sits on the evidence. But even that might not work.

Two new numbers were reported for the 23¢ Flag by Keogh in January.

The new numbers are A112 and A122. At the time of the report, neither combination of numbers had been reported by collectors. Both have now been found.

[Previously, ABN had told TPN about A222 more than a month before it was found by several dealers.]

According to Keogh, the now-completed printing of the 23¢ Flag produced 395 million stamps. The plate-number combinations were printed in the following chronological sequence: A111, A212, A122, A112, and A222.

The significance of the report of the two new numbers may not be apparent. When ABN listed the three number combinations about which it knew for the November issue of TPN (but too late to be printed in that issue), it listed only A111, A212, and A222.

Keogh was specifically asked whether the reports she received from Guilford Gravure were in chronological order. She said they were.

When Keogh updated the list with the two new combinations, the two new combinations appeared in the middle of the list, not after A222, the last stamp reported in October. This, then casts some doubt on the accuracy of the reports being made to Keogh by Guilford, which also omitted the combination A21113 from the

list of the 10¢ Eagle and Shields.

This would make the probability of deciphering a plate-activity report as to what plates were on press at any given time extremely low. Further, it is not uncommon nowadays for USPS to release plate-activity reports more than six months after the activity being recorded.

Thus, unfortunately, the chronology supplied by Guilford, even though it is suspect, may be the best we can ever expect.

Working on the basis of the information from Keogh, Scott Smith of Colorado Springs began a search for the two new number combinations. Within five days, he reported finding A122 in rolls of 500 in Denver. Smith said a call to Tucson, Ariz., tipped him off as to where the stamps could be found.

Dr. Robert Rabinowitz found the other number on Feb. 11 in rolls of 500. □

Data Bank of official information

Coils of 50 ahead?

The format for a stamp design—sheet, coil or booklet stamp, stamped envelope, postal card, aerogramme—normally will be established prior to making the design assignment. Following is a list of the major formats and their varieties: ...

3. Coil stamps: These include primarily definitive stamps, and normally will be vertically oriented. Coils may contain as few as 50 stamps, or as many as 10,000.

"Postage Stamp Design—Performance Standards," by Design Section, Stamp Marketing Division

Reprinted in U.S. Specialist, December 1991

Mandatory apartment numbers delayed for ZIP+4 mailers

Mailpieces containing addresses without apartment or suite numbers will continue to be eligible for automation-based rates provided the ZIP+4 code or barcode represents the building code when available. Mandatory use of apartment or suite numbers is postponed...until at least September 1993.

Marketing and Customer Service Group 1-9-92
in Postal Bulletin 11/91/92

Tagging breaks on Cottrell Press PNCs (updated through Jan. 27, 1992)

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

4T1R (W) 2L, 9R

4T1X (on stamps) 11L7, 8L, 7L, 6L, 2L7, 1L, 3R, 5R, 7R7, 9R7, 10R7

4T1X (on perfs) 12L, 10L, 8L, 7L, 6L, 5L, 4L, 3L, 2L, 1L, Line, 1R, 2R, 3R, 6R, 9R, 10R, 11R, 12R

5T1Y# 13L, 10L, 8L, 7L, 6L, 5L, 4L7, 2L, 1L, 5R, 12R

15T2i (W) 12L, 11L, 10L, 9L, 8L, 7L, 6L7, 5L, 4L, 3L, 2L, 1L, Line, 1R, 2R, 3R, 4R, 5R, 6R, 8R, 11R

20T2G 12L/R

51T1 12L, 11L

5T1Y Circus Wagon is confirmed with only one break in 52 stamps.

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

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

Untagged stripe across top or bottom

4T1Ri Top
5T1Y Top, bottom
15T2i Top, bottom 51T1 Top, bottom

Ernst welcomes new reports.

Michel shows how to catalog PNCs

A catalog can be improved; the 1992 Michel USA Specialized proves it.

No, the 1992 edition no longer has 18 Transportation coils on its cover, but it's one whale of a lot better.

Before going into each improvement, it is important to know that Michel, a German-language catalog that can be used by English speakers, uses a table in which each PNC is listed by plate number and is priced as a mint single, used single, pair, strip of three and strip of five.

That's a great advantage over the Scott Specialized Catalogue of U.S. Stamps, which couldn't list the plate numbers in a sequence convenient to catalog users.

With a little nudging from the PNC Study Group's Wolfgang Schön and through the use of a PNC Catalog contributed by him, Michel now prices all precancel styles of the 17¢ Electric Auto. Unfortunately, it ignores se-tenant precancels.

Michel lists and prices souvenir pages, but the prices are for stamps without plate numbers.

The catalog—which lists stamps up to the June 25, 1991, 29¢ self-stick Torch—includes overall tagging on the 4¢ Stagecoach on the B Press.

There is a problem in comparing prices between this edition and the last (1989) because of the change in the value of the dollar against the mark. While most prices of recent stamps have declined slightly in marks,

PNC prices, on the whole, are up a bit. In some instances, however, PNC prices have risen sharply as, for example, the 20¢ Flag precancel, from DM22 in 1989 to DM120 in 1992 (about \$78). Plate 3 of the 22¢ Flag went from DM85 to DM120 (\$78).

The pricing in marks, however, has one huge advantage. Since many Europeans have access to Michel catalogs, using it for swapping makes for a fair exchange. That cannot be done so easily by using Scott catalogs which are not always current on prices for foreign stamps.

Also, as we indicated in our last issue, Scott stoutly refuses to treat different precancels as different stamps. Thus our two distinct 10.1¢ Oil Wagons and 7.1¢ Tractors have the same Scott number.

Asked about this, Scott's Richard Sine said: "We do not distinguish between overprints." (Why, then, are the Kansas-Nebraska stamps listed separately?)

Michel finally was able to straighten itself out on the B Press reprints of the 8.3¢ precancels. In 1989, these got lost. Oddly, Michel does not mention the missing joint line as a distinguishing sign, and relies entirely on the slight difference in the width of the stamp from the one printed on the Cottrell presses.

But to show how much Michel has learned, one has to look at the 21.1¢ Letters and 18¢ Washington Monuments. Michel says

flatly that all precanceled Letters stamps with the numbers 111121 are faintly tagged in error. That was first reported in these pages in May 1989 by Kim Cuniberti.

Michel also notes that some (not "all") precancels of the Monument with the plate numbers 33333 are faintly tagged in error.

Scott is unaware of such nuances, yet has the nerve to call itself a specialized catalog of U.S. stamps, a specialized that does not even recognize such major varieties as different overprint texts or the absence or presence of tagging.

[It should be noted that the first Catalog of Plate Number Coils was published primarily because four years after the first PNC was issued, Scott still listed no PNCs at all.]

Thus, the 1992 Scott does not list the untagged 4¢ Father Flanagan, but Michel does.

Michel also lists and prices the 25¢ Flag over Yosemite separately for phosphored paper and block tagging. Scott does, too, but unlike Michel, Scott could not bring itself to give them different catalog numbers.

That does not mean that Michel is perfect. Far from it. It lists the reissued 1¢ Omnibus from Plates 2, 3, and 4, none of which have been reported yet. It also gives the plate numbers of the 23¢ Lunch Wagon as 1 and 2. Plate 1 was never printed. Plate 3, which was, goes without a listing.

All in all, not bad. □

Incidence of F stamps

Plate	Actual #	Actual %
1111	361	14.30%
1222	637	25.24%
2222	1,444	57.21%
1211	33	1.31%
2211	49	1.94%
Totals:	2,524	100.00%

Incidence of 29¢ Flags

Plate	Actual #	Actual %
1	584	21.66%
2	100	3.71%
2i	3	0.11%
3	642	23.81%
4	334	12.39%
5	0	0.00%
6	73	2.71%
6i	1	0.04%
7	956	35.46%
8	0	0.00%
9	0	0.00%
A11111	3	0.11%
Totals:	2,696	100.00%

Unmottled used Rushmores found

Joann Lenz has reported a breakdown of PNCs found on commercial covers mailed in Michigan.

As the finder of the first 29¢ Mt. Rushmore stamps with an un-mottled form of overall tagging on strips from Plate 6, purchased from a vending machine, Lenz has found one such used copy in her 742 covers bearing numbered stamps. She also found three covers with an un-mottled stamp from Plate 2. Both finds are listed in the incidence table and are listed as 2i and 6i.

Bob Reece Jr., a mixture dealer in St. Louis, broke down his 1,152 numbered Rushmore covers, all from a Michigan utility company, and his 1,361 numbered "F" stamp covers from the same source.

In checking his percentages against the figures published in the January issue of *TPN*, Reece was surprised that his single-state lot's percentages differed only slightly from the previous results.

Of interest in this month's charts on the Rushmores is the low incidence of finds from Plates 2 and 6.

As was to be expected, judging by the skyrocketing dealer prices on the "F" stamp bearing the numbers "1211," that stamp has a low incidence among the cover and mixture sorters. But it is surprising that stamps with the number "2211" are also coming in with a low find ratio.

Additional reports from mixture sorters and collectors of commercial covers are always welcome.

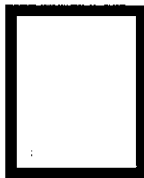
Reports this month come from Lenz, Reece, Malek, and from (to *Coil Line*) Novak, Foster, Ditsch, and Richards.

Please send in reports of breakdowns by plate number from your mixtures or commercial-cover lots.

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