

Collectors sure to be offended by USPS deal with the ASDA

By Ken Lawrence
and Stephen G. Esrati

An agreement between the Postal Service and the American Stamp Dealers Association will provide dealers with stamps you cannot get at your local post office, but you'll be able to obtain the stamps at a markup over face. The dealers will get the stamps before the first day of issue and must promise not to allow early use.

One source said that the ASDA will have a contract post office as the official means of accomplishing the alliance.

Collectors are almost certain to find the deal—termed the Postal Connection—as offensive as the sale of clocks, T-shirts, and coffee mugs for two reasons:

- The dealers will probably get favored treatment, tilting the balance in the collector-dealer relationship in favor of the dealers. For example, collectors will still have to find ways to dispose of or use up scrap from sheets out of which they want the plate blocks; dealers may be able to return the scrap. For PNC collectors, scrap is even more of a burden, faced as we are now with piles of undenominated precancels that cannot be used without a precancel-use permit and which are often not recognized by postal workers as 10¢ stamps.

• The deal dooms USPS affixing of stamps to first-day covers.

Up to now, many FDC collectors bought blank cacheted envelopes by subscription, went to the post office, bought the stamps, and mailed in the cover for first-day treatment inside the grace period.

Distribution fails

In recent years, however, collectors have been unable to obtain many new stamps at their post offices. This meant that they would send in the cacheted cover and a check for 29 cents and USPS did the affixing. This labor-intensive arrangement, of course, was unprofitable to the Postal Service.

Assistant Postmaster Gordon Morison conceded losses on 29¢ checks, but did not talk about the breakdown in USPS distribution, referring instead to the inconvenience collectors faced in servicing their own covers.

The way this problem could have been solved would have been for USPS to improve its stamp distribution to make sure that every stamp counter—or, at least, any philatelic counter—would have every new stamp on the day it is supposed to go on general sale.

[Still another problem crept into this ideal system for preparing FDCs because USPS has been unable for some time to supply cachet makers with accurate information about stamps to be issued. Thus Artmaster's House of Farnam cachets for the 10¢ Tractor Trailer were printed with an indication that the stamps were to show a 9¢ face value.]

Instead of fixing the distribution system, USPS got into bed with ASDA.

For PNC collectors, the easy way for getting FDCs serviced has always been a lottery in which the odds were horribly stacked against the collector because USPS would pay no attention to plate numbers.

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Overprinting of PNCs OK'd

The Postal Service has issued new rules to allow mailers to print rate markings (such as "First Class") on stamps.

The object, of course, is to ease the confusion of how much postage is being paid by undenominated stamps or generic 5¢ and 10¢ precancels. But the way it is worded in the *Postal Bulletin* is as follows:

"Effective with *Domestic Mail Manual* (DMM) Issue 42 (3-15-92), DMM 143.2 is reformatting and amended to allow mailers to preprint rate markings on stamps. This method of providing the rate mark-

ing required by 362 (for First-Class Mail) or 629.6 (for third-class mail) is designed for situations in which the mailer is unable, or prefers not to, place the rate markings on the mailpiece or in the address area as permitted by existing regulations."

The complex rules appeared in *Postal Bulletin* 21808 (Feb. 6, 1992).

To place the marking on precanceled stamps, a mailer must get permission, using Form 3620, the same form needed by collectors to use precanceled stamps on

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Paid circulation this issue: 385
If your label says "3-92," It is time to renew your subscription.

HELD IN CONTEMPT

The Postal Service is holding collectors in contempt.

It's not that it has called us the "tail that is wagging the dog," a reference to its belief that collectors contribute next to nothing to postal revenues.

It's not even that it is flooding us with so many stamps that veteran collectors like George Godin and the Rev. Jerald Johnston have decided to forgo modern U.S. stamps.

Nor is it that we have been repeatedly lied to about stamps.

The contempt is seen in such things as locked doors, a bunker mentality, and a complete drying up of information.

"We're having a devil of a time getting just the basic information we need to publicize *their* stamps," said Michael Laurence, publisher and editor of *Linn's*.

As an example, Laurence pointed to the problems faced by his Washington correspondent, Gary Griffith, a professional journalist.

"He gets the kind of treatment in the State Department he expects at L'Enfant Plaza," Laurence said.

When *TPN* visited Postal Headquarters in L'Enfant Plaza, it found locked doors no one would open. You might expect the Postal Service to keep its accountable-paper rooms locked, but you would not expect the Office of Communications to require a secret password for a visiting journalist.

In every other business in the country, the public relations department—which is what the Office of Communications is supposed to be—welcomes reporters and goes out of its way to give them every assistance it can. I, a retired journalist, have had more trouble getting basic help from the Postal Service than from judges, sheriffs, jailers, county commissioners, school boards and school administrators, policemen, politicians, businesses, public utilities, or any other news source.

While I expected to be lied to at times, as when a judge once "postponed" a court case to avoid getting an important person's name in the paper when charged with drunken driving or when a company steadfastly maintained that it was not even thinking of closing its local stores and did so the next day, never have I experienced the total frustration in hunting down the news in 38 years of journalism as I have with the Postal Service.

To be sure, I got a bit paranoid about it. After all, I had said USPS was lying in 48-point type, had accused it of cooking the books about the real revenues collected from collectors, and had charged it with providing misinformation about private printers, about the "experimentally" rouletted 29¢ denominated flower, and on the timing of the decision to leave low values untagged.

Letters to the editor

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

The Plate Number

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The Postal Service says it cannot release plate-activity reports because it is lacking the information from the printers, who all insist to *TPN* that they faithfully send the data to the Postal Service every month. USPS denies getting BEP reports monthly.

Recently, when the American Bank Note Co. was asked about quantities printed of the 10¢ Eagle and Shield stamps, the answer was: "Haven't you received that information yet from the Postal Service?" Needless to say, *TPN* had received no such information.

Asked if *Linn's Yearbook* was also suffering similar handicaps, Laurence said its editor, George Amick, has had to develop private channels for getting the information he needs for it.

But that is the sort of service an office of communications is supposed to provide, without locked doors, without forcing journalists to beg for snippets of information, without equivocation and without procrastination.

I thought, perhaps, only *TPN* was having a hard time getting basic information.

When I wrote a weekly stamp column for a daily newspaper until three years ago, I expected and received new-issue information at least two weeks in advance, and often even sooner. That allowed the information to be printed before the first day, giving collectors who are interested in first-day covers time to order their cacheted envelopes or to prepare their own covers. Stories about U.S. stamps always appeared *before* the stamps were issued. (That seems an academic issue now, too, because stamps are usually available long before their official day of issue, as was the perforated 29¢ Flower, which appeared Jan. 10 and was "issued" March 3.)

The announcement on the 10¢ Eagle and Shield was made available to *TPN* two days before the stamp was to be issued, and then only because I went to Washington and demanded it of Assistant Postmaster General Gordon Morison. If I had waited for the announcement to be mailed, it would have been received after *TPN's* date with the printer and would have been printed two months late.

But this was not a personal vendetta against *TPN*. Laurence said *Linn's* is having the same problems.

What is happening, in effect, is, in Laurence's words, "a concerted effort on the part of the Postal Service to show its contempt for collectors." ❧

Letters: *Data corrected on 20¢ Flags*

The blurb on Page 17 about the 20¢ Flag perf varieties is backward. You probably got it from the Scott catalog, where it is also wrong. It's just one of the many errors Scott has never corrected in its "specialized" U.S. catalog.

Alan Thomson
Northwood, N.H.

In reply: That means the 20¢ Flag with 10.9 L perforations has dull gum and the one with the 11.2 bull's eye perforation has shiny gum.

Calling it quits

USPS has convinced me that any collecting I might do in the future will be in stamps that they no longer sell.

They took the fun out of buying new stamps.

The Rev. J. Jerald Johnston
Houston

Tough 'F' stamp tracked down

Commercial covers of the "F" stamp with the numbers 1211 began showing up in Texas. The covers were sent to pay taxes, so they were bought from a vending machine.

I traced them to Conroe, Tex., but they had all been sold.

I don't know from where Conroe orders its stamps, but this is definitely a second location of the 1211.

All this occurred back in October and November.

Ed Gould
Roscommon, Mich.

E&S number not reported?

I was checking the list of E&S plate numbers on Page 29 and note that A43426 is not there. So that's a new number. That makes 21 numbers in all.

Bob Belk
Turlock, Calif.

In reply: You will not believe this, but it's the truth, the whole truth, and nothing but the truth.

A43426 was listed in the checklist on Page 27. It was also listed in the "New stamps" section of Update on Page 39. It should have appeared in the box on Page 29 and the text should have referred to 21 plate-number combinations.

What apparently happened was that after I updated Page 29 as it appears on my computer screen, I failed to print it out and picked up a previously printed page that had not yet been updated to include this 21st stamp. It does appear in the text on the top of Page 30.

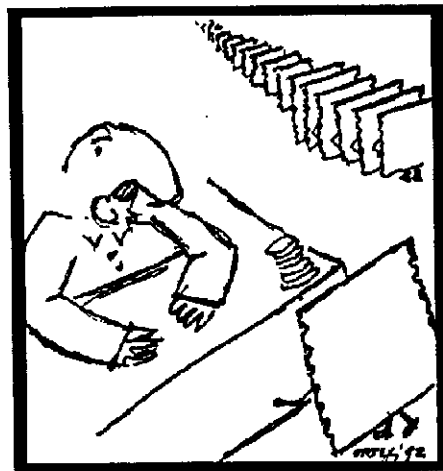
I won't blame the computer. It was I. I confess!

Fighting back the yawns

Sometimes *TPN's* continued coverage "of what you really want to know about PNCs" can force one to fight back one big yawn. But news like Ken Lawrence's sudden departure from the study group because good ol' Dr. Bob was invited aboard—Now that's the coverage we are all dy-

Pedro's World of PNCs

by Pedro Ortegon, M.D.



Another Eagle and Shield? Just take a number and get in line!

ing to hear about!!!

Talk about the Hatfields and the McCoy's!

I would like to stay aboard *TPN's* readership, even though I am merely a lowly collector of used PNC material. Now to locate 17 numbers of Eagle and Shield postally used. Frankly, there's not much of a challenge putting mint strip after mint strip in your album. Only the dealers are smiling, or is that actually a look of insanity?

George L. Richards
Duxbury, Mass.

Interesting reading on E&S

I just received the March *TPN*. If nothing else, the E&S material makes for some interesting reading.

Edward D. Gould
Roscommon, Mich.

New purple cancels found

While going through some covers, I came up with three that may be newsworthy. They have 2¢ Locomotive PNCs and purple machine cancels!

The covers all bear strips of 10 and are from Plates 3 and 4. All are from Los Angeles and are dated on July 29, 1982. None of these are shown as PNCs in Appendix D of the 1991 catalog.

Carl Ditsch
Leavenworth, Kan.

Correction needs correction

The correction that appeared on Page 39 about an item on Page 14 had more errors in it than the flawed item.

Once and for all, let's set the record straight on my 5.2¢ Sleight tag-break purchase.

The plates are 3 and 5. The strips are six stamps long,

each consisting of a PS/3 plus three additional stamps on the left. The tag break is 4L, not 4R, and the break is a top screw head. I paid \$75 for each strip.

The correction attributes a quotation to me that I did not utter. In offering an opinion on the PS/8s (PS/5s with three extra stamps at the left), I said they are "definitely more valuable." I occasionally indulge in hyperbole, but "infinitely more valuable" is too, too much.

Alan Thomson
Northwood, N.H.

In reply: The misquotation resulted from my inability to read my own handwriting. Sorry.

What about that ad in *Linn's*?

I am puzzled by an ad in *Linn's* for a "pre-phosphored paper" of Plate 6 of the 29¢ Rushmore at \$65 for a plate strip of five.

I looked through my holdings and I do have the item (I think). Under UV there is a speckled pattern, and so there is apparently phosphorization. Am I missing something? I looked it up in the most recent catalog and I believe all Rushmores were prephosphored.

Bernard Friedman, MD
Rochester, N.Y.

In reply: Joann Lenz handed out samples (without plate numbers) of her find at STAMPSHOW '91 in Philadelphia. The stamps lack the mottling we usually see on phosphored Rushmores. The mottling is what you call "speckling." It is probably caused because the phosphor is applied at the

paper mill as a coating and gets shaved down so the paper will hold ink. The Lenz paper is phosphored by a different process. For a complete discussion, see Page 37 of the last issue.

29¢'s worth on half-gaps

I'd like to put my 29¢ worth in on the half-gap issue.

The PNC Catalog says half-gaps are exactly at the horizontal center of the stamp, which Howard Moser takes to be at the middle of the plate number,

"Exactly" is a very restrictive word.

Moser also says, "If a gap is at or near the perforations on the right of the numbered stamp, the gap is said to be a Line Gap."

Why does a half-gap have to be exactly while a whole-gap can be merely "at or near"?

Using the plate number to define half-gaps and the perforations to define whole-gaps is schizophrenic.

Imagine a misperfed strip with the perforations just to the right of the number and the gap centered on the number. By the above definitions, this strip would qualify as both 1/2L and Line Gap.

Imagine an imperf strip with the gap over the joint line. Kim Cuniberti wants to define the gap position relative to the perforations, but for this strip there are none and I think it would still be called a Line Gap.

We use the term "Line Gap" not "Perf Gap."

I propose that the gap location be defined with respect to the joint line, which, I think, would put the 1/2L at the plate number. I would also define a stamp as 1/2L if any part of the narrower gap falls over the center of the number.

As for what to do with stamps like Moser's Exhibit 2K and 2M (January *TPN*, Page 8), where the gap is neither over the number or the joint line but in between, you could still call it a Line Gap as before or use a + or - designator, but I wonder how many collectors would welcome a new category of position.

Although I don't agree with all of Moser's points, I still applaud his article.

Doug Iams
San Jose, Calif.

Roll sizes reported to *TPN*

Data is still lacking on the roll sizes of many early PNC coils, especially the 18¢ and 20¢ Flag, the 18¢ Surrey, and the 20¢ Fire Pumper.

These reports have come in recently:

20¢ Flag		
Plate 4	500	43324 500, 3,000
Plate 11	500	43325 500, 3,000
		43326 500, 3,000
		43424 3,000
10¢ Eagle & Shield		43425 500, 3,000
11111	500, 3,000, 10,000	43426 500
11112	500, 3,000, 10,000	43334 3,000, 10,000
12213	3,000	43335 500, 3,000
21112	500, 10,000	53335 3,000
21113	500, 3,000	54444 3,000
22113	500, 3,000, 10,000	54445 3,000
22113	500	
32333	3,000	
33333	3,000	

TPN welcomes added reports on new or old stamps.



BUYING ERRORS

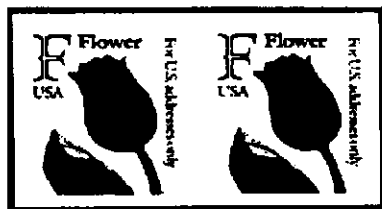
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Printing rates on PNCs OK'd

Continued from Page 43

their mail. The form must, however, be endorsed "Preprinting of Rate Markings."

Postal Bulletin 21809 (Feb. 20, 1992) attempted to clarify several other issues:

- Use of undenominated stamps.
- Validity of U.S. stamps (including fractional PNCs for use as postage).

The key item about the validity of U.S. stamps says: "All postage stamps issued by the United States since 1860, except for those listed in 142.32, are valid for postage from any point in the United States or from any other place where U.S. domestic mail service operates." U.S. stamps listed in 142.32 as "Not Valid" include postage dues, special deliveries, special handlings, and certified mails. Also invalid are mutilated or defaced stamps, stamps cut from postal stationery, stamps coated so they will not hold a cancel, and stamps overprinted with an unauthorized design.

The latter provision obviously does not include precanceled stamps on which the

mailer has printed an authorized rate marking.

The rate marking, according to 142.23, "must be in uppercase letters of not less than 6-point type, and printed in black indelible ink in a location on the stamp where optimum contrast is possible. A preprinted rate marking applied by the mailer, whether used alone or in conjunction with a precanceled postmark, must not obscure other printing on the stamp (e.g. the 'USA,' the denomination, or other marking incorporated in the stamp as part of the Postal Service's design."

As to undenominated stamps, the *Postal Bulletin* illustrated all such stamps in Exhibit 142.314. Unfortunately, it gave the rate for the self-adhesive "F" stamp as 20, not 29, cents.

Since the overprints are privately made, they will vary from mailer to mailer. Mixture sorters should be the first collectors to see what these stamps look like. *TPN* welcomes submissions of PNCs showing rate overprints. All stamps will be returned. □

Mixtures prove F-2222 to be predominant

Our mixture sorters have been busy and have added to our data base of information on the 25¢ and 29¢ Flag and the undenominated "F" stamp.

Dr. Robert Costello and Gary and Paul Wulfsburg, searched mixtures and commercial covers. Their count does not include philatelic covers. Thomas Malek searched through covers.

One thing apparent from all reports is that the combination 2222 is by far the most common "F" stamp, with more than half of all stamps reported. The scarce items are 1211 and 2211, both with fewer than 2% of the stamps reported.

Data on recent 29¢ Rushmores are skewed because Plates 5, 8, and 9 were only found in recently and have not yet turned up in mixtures. But preliminary interpretations of the data lead to the inescapable

belief that Plates 2 and 6 are relatively scarce as used stamps.

In no case does the incidence of stamps found in mixtures have much weight on dealers' prices for mint strips, because prices are mainly determined by supply and demand. If dealers were able to lay in large quantities of a PNC, it is unlikely to undergo a steep price rise as a mint strip because there are adequate supplies. In those cases, used-singles collectors can buy mint strips from dealers and prepare a used single. So prices of used singles are kept down, even if commercially used singles are scarce.

Thus, the scarcity of PNCs in mixtures is basically an indicator of how hard they are to find on commercial covers.

Our chart of the 29¢ Rushmores includes the few stamps with true prephosphored paper (Lenz paper), indicated by the suffix "1." □

Plate	Incidence of 25¢ Flags		Incidence of 29¢ Flags	
	# Block Tagged	% Block Tagged	# Phos Tagged	% Phos Tagged
1	42	1.71%	16	0.30%
2	361	14.74%	82	1.52%
3	321	13.11%	77	1.43%
4	403	16.46%		0.00%
5	530	21.64%	175	3.25%
6			128	2.38%
7	401	16.37%	117	2.18%
8	261	10.66%	237	4.41%
9	130	5.31%	1565	29.09%
10			937	17.42%
11			769	14.30%
13			605	11.25%
14			842	11.94%
15			29	0.54%
Totals:	2,448	100%	5,379	100.00%

Plate	Incidence of 29¢ Flags	
	Actual #	Actual %
1	540	16.54%
2	123	3.77%
21	3	0.09%
3	859	26.31%
4	413	12.85%
5	1	0.03%
6	102	3.12%
6i	1	0.03%
7	1220	37.37%
8		0.00%
9		0.00%
A11111	3	0.09%
Totals:	3,265	100.00%

Rules on validity of U.S. stamps

142.3 Validity of Stamps

142.3111 General. All postage stamps issued by the United States since 1860, except for those listed in 142.32, are valid for postage from any point in the United States or from any other place where the U.S. domestic mail service operates.

142.312 Airmail. Airmail postage stamps may be used to pay regular postage and fees for special services.

142.313 Unprecanceled Bulk Rate and Nonprofit Rate. Unprecanceled bulk rate and nonprofit rate stamps may be used to pay regular postage and fees for special services if the mailpiece is endorsed above the address and below the postage to indicate the appropriate class of the piece of mail and, if applicable, the special service required. The total postage affixed must at least equal the postage charge for the class of the mail and, if applicable, the proper fee for the special service requested.

142.314 Nondenominated. All nondenominated postage and makeup rate stamps, including official mail stamps, are valid at the original rates of issue shown in Exhibit 142.314. Nondenominated postage may be used only for domestic mail.

142.32 Not valid

142.321 Types. The following types of postage stamps are not valid for U.S. domestic or U.S.-originated international mail:

- Postage-due, special delivery, special handling, and certified mail stamps.
- United Nations stamps, unless on mail deposited at the United Nations, New York.
- Stamps of other countries.

Information Resource Management Dept.
2-20-92

[The exhibit labeled 142.314 includes the following stamps and items of postal stationery:

- [1579, 1580—10¢ Christmas stamps of 1975.
- [UX74—10¢ John Hancock postal card of 1978.
- [1735, 1736, 1743—"A" stamps of 1978.
- [1818, 1819, 1820—"B" stamps of 1980.
- [UX88—The 12¢ "Domestic Rate" postal card of 1981.
- [1946, 1947, 1948—The "C" stamps of 1981.
- [UX92—The 13¢ Robert Morris postal card of 1981.
- [1939, 1940—The 20¢ Christmas stamps of 1981.
- [2111, 2112 (PNC Catalog Number 22U), 2113—The "D" stamps of 1985.
- [UX105—The 14¢ Charles Carroll postal card of 1985.
- [2277, 2279 (PNC Catalog Number 25U), 2282—The 25¢ "E" stamps of 1988..
- [2517, 2518 (PNC Catalog Number 29U), 2519, 2520—The 29¢ "F" stamps of 1991..
- [2521—The 4¢ make-up rate stamp of 1991
- [2522—The 29¢ self-adhesive "F" stamp of 1991. The *Postal Bulletin* misdescribed this as a 20¢ stamp, but corrected the error in the issue of March 5, 1992.

- [6 designs of the 29¢ Christmas stamps of 1991.
- [The 10¢ Eagle and Shield stamps of 1992. (PNC Catalog Number 10U)]

Incidence of "F" stamps		
Plate	Actual #	Actual %
1111	4444	15.51%
1222	712	24.88%
2222	1622	56.67%
1211	33	1.15%
2211	51	1.76%
Totals:	2,882	100.00%

Average dealers' prices on E&S stamps Updated to April 15, 1992

Number	PS/3	PS/5	Number	PS/3	PS/5
A11111	\$3.01	\$3.25	A34424	\$4.50	\$4.75
A11112	\$3.01	\$3.25	A34426	\$4.50	\$4.75
A12113	\$4.05	\$4.38	A43324	\$5.15	\$5.32
A12213	\$6.81	\$7.28	A43325	\$4.51	\$4.64
A21112	\$2.98	\$3.11	A43326	\$4.24	\$4.29
A21113	\$5.59	\$5.43	A43334	\$3.37	\$3.59
A22112	\$2.98	\$3.22	A43335	\$3.35	\$3.59
A22113	\$2.91	\$3.16	A43426	\$5.21	\$5.29
A32333	—	\$65.00	A53335	\$4.05	\$4.22
A33333	\$6.61	\$6.88	A54444	\$4.54	\$4.66
A33335	\$4.81	\$5.13	A54445	\$4.61	\$4.63

Note to this table: Prices are taken from dealers' price lists and advertisements.

Prices have generally not been advertised for A32333.

Prices have not been adjusted for condition as they are for prices in the TPN Average.

Price changes of strips in TPN Average

CATALOG	SERIES	FACE	PLATE	TPN VII-2	TPN VII-3	% Change
18F1	FLAG	18	1	\$511.75	\$512.33	0.11%
18F3	FLAG	18	3	\$1,132.75	\$1,132.75	0.00%
20F4	FLAG	20	4	\$922.46	\$895.56	-2.92%
20F11	FLAG	20	11	\$13.54	\$13.54	0.00%
22F1	FLAG	22	1	\$16.50	\$16.50	0.00%
22F3	FLAG	22	3	\$59.06	\$59.06	0.00%
25F5	FLAG	25	5 Block	\$5.60	\$5.60	0.00%
25F5i	FLAG	25	5 Phos	\$9.92	\$9.92	0.00%
29F1	FLAG	29	1	\$6.15	\$6.07	-1.31%
5.2T3	TRANS	5.2	3	\$190.72	\$190.72	0.00%
5.2T4P	TRANS	5.2	4	\$16.70	\$16.70	0.00%
5.9T3P	TRANS	5.9	3	\$21.03	\$21.03	0.00%
5.9T6P	TRANS	5.9	6	\$85.18	\$86.23	1.23%
7.4T2	TRANS	7.4	2	\$13.43	\$13.43	0.00%
8.4T3P	TRANS	8.4	3	\$13.54	\$16.36	19.98%
9.3T1P	TRANS	9.3	1	\$18.94	\$18.94	0.00%
9.3T6	TRANS	9.3	6	\$298.98	\$298.98	0.00%
9.3T8P	TRANS	9.3	8	\$182.61	\$182.61	0.00%
10.9T1P	TRANS	10.9	1	\$35.03	\$35.03	0.00%
10.9T4P	TRANS	10.9	4	\$439.88	\$439.88	0.00%
17T6	TRANS	17	6	\$22.25	\$22.25	0.00%
17T6Pba	TRANS	17	6	\$60.18	\$60.18	0.00%
18T1	TRANS	18	1	\$103.09	\$103.72	0.61%
18T3	TRANS	18	3	\$71.93	\$71.93	0.00%
18T17	TRANS	18	17	\$7.68	\$7.54	-1.80%
20T1	TRANS	20	1	\$190.26	\$190.26	0.00%
20T2	TRANS	20	2	\$1,098.25	\$1,098.25	0.00%
20T7	TRANS	20	7	\$151.44	\$156.98	3.65%
20T11	TRANS	20	11	\$93.66	\$93.66	0.00%
20T12	TRANS	20	12	\$11.93	\$11.93	0.00%
100 A33333P	E&S	10	33333	\$4.60	\$7.51	63.25%
19M A1112	FISH	19	1112	\$11.39	\$13.23	16.16%
29U 1211	"F"	29	1211	\$28.30	\$29.15	3.01%
20M1	CONS	20	1	\$227.39	\$227.39	0.00%
20M3	CONS	20	3	\$141.34	\$141.34	0.00%
2001	OFFICIAL	20	1	\$58.94	\$58.94	0.00%
2201	OFFICIAL	22	1	\$89.70	\$89.70	0.00%



LATE NEWS
at press time

Craig Selig's spring list includes a strip of three of the 5.2¢ Sleigh from Plate 3 with a line gap. The strip is described as "average," with a few blunt perforations at the left. It is offered at \$55. The 1991 *PNC Catalog* did not price the strip; the 1990 catalog priced a VF copy at \$65.

Eagle and Shield: 33334 is found, used only, on unopened letter in a post office trash can. 34424 and 34426 are found mint, bringing the total of mint strips to 21 of the 23 combinations printed. (See Page 59)

Flag over White House: Dr. Rabinowitz reports Plates 1 (29F1X) and 6 (29F6X) on rolls of 100. Stamp goes on sale April 23.

Checklist for recent new and tough 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 Page 27 of the March issue. Stamps that have proved hard to find or that were issued since the last checklist are shown in large, hollow type.

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, A12213, A22112, A21113, A21112, A22113, A32333, A33333, A33334 (one copy found on a discarded American Express cover in a Texas post office), A33335, A34424, A33426, A43324, A43325, A43326, A43334, A43335, A43426, A53335, 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 (hard to find in XF condition); 29F8—same, Plate 8 (hard to find in XF condition); 29F9, same Plate 9; 29F A11111, same, gravured, with "A11111" plate number; 29F A22211, same, gravured, with "A22211" plate number.

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

Quoted without comment

May everything we do be FIRST CLASS. Imprint Your own loving ZIP CODE upon our hearts so that we may never go astray. Provide Your gracious providence SPECIAL HANDLING for those who are FRAGILE and keep us in one piece. We have been SIGNED, SEALED, STAMPED and DELIVERED in Your image and likeness and we beg You to keep us in Your care as we go about our APPOINTED ROUNDS. And when our days draw to a close, and we are marked RETURN TO SENDER, be there to greet us at heaven's door so that nobody may ever say UNKNOWN AT THIS ADDRESS.

Msr. Raymond Boland
Chancellor, Archdiocese of Washington, D.C.

Catalog numbers draw fire

By Stephen G. Esrati

The numbering system used in the *PNC Catalog* has become more complex because of the profusion of multiple-number PNCs that have been coming from the private printers of late.

Dr. John Greenwood, a member of the PNC Study Group, suggests that the numbering system should be entirely overhauled to be more like the listing in the Stamps 'n' Stuff ad that appears in each issue of *The Plate Number*.

And the Rev. Marian Douglas, OFM, is begging for mercy with the likes of the "secret meanings" of such items as "29M S2222i."

Let's turn first to Dr. Greenwood's thoughts. What he asks for is a straight listing by denomination only. That would place the 10¢ undenominated Eagle and Shield (E&S) stamps right behind the 10¢ Canal Boat and 10¢ Tractor Trailer, both of which were issued as part of the Transportation Series.

But the E&S stamps will be continue to be listed in the next catalog in the Miscellaneous Series section, just ahead of the 18¢ Washington Monuments, according to Richard Nazar, who will publish and edit the 1992 catalog.

The numbering system used in the catalog was based on several needs:

- A need to assign distinctive catalog numbers to each PNC we considered to be a distinct stamp. This was brought about by the fact that the numbering system used in the Scott catalog did not provide such a system.

- A need to allow collectors and dealers to list PNCs in their computers by plate number.

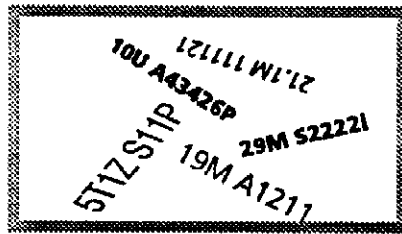
- A need to make the numbers self-contained, meaning that it should not have been necessary to refer to a catalog to decipher the number.

In the beginning, this all worked quite nicely. There were only a handful of stamps with the same face value but a different design. Using the 18¢ face value, we had a Flag, a Surrey in the Transportation Series, and a Washington Monument. So we listed the 18¢ Flags as 18F, the Surreys as 18T and the Monuments as 18M (for miscellaneous).

Several things took place, however, that started making the system more difficult.

The first was the switch from the Cottrell presses to the B, C, and D presses. At first, we added an "R" to the new stamps to indicate "Revised."

Things became more difficult when the



10.1¢ Oil Wagon appeared with a new, red overprint. We thought we had found a solution by designating Oil Wagons with the black overprint as 10.1T2 and the ones with a red overprint as 10.1T2i.

Things got real tough when the 5¢ Motorcycle was replaced by the 5¢ Milk Wagon. And so we added "X," "Y," and "Z" to show the various 5¢ stamps in the Transportation Series: 5T1 for the Motorcycle, 5T1X for the Milk Wagon, 5T1Y for the Circus Wagon, 5T1Z for the Canoe.

As is apparent, the system was no longer self-explanatory. We had to say: "5T1Z, the 05 Canoe."

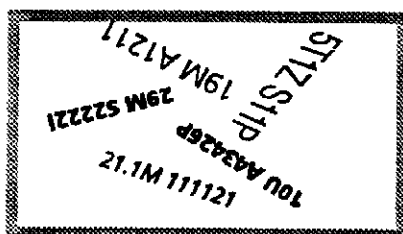
The straw that may have broken Dr. Greenwood's back was the appearance of the undenominated E&S stamps which had five digits, a printer-identification code, and the "P" suffix to indicate that they were precancels.

Or perhaps it was the printing of 5¢ Canoes by gravure with Stamp Venturers' "S11" appearing as the plate number. That gave us this messy catalog number: 5T1Z S11P.

In discussing Dr. Greenwood's anxieties that the numbers were getting too complex, Rich and I made one decision. We would not list them all strictly by denomination but would keep the series breakdown. The reason was that we recognized the fact that collectors do collect by sets. The Flags and the Transportation Series are definitely not in the same set.

We also recognized the fact that there are collectors who only collect the Transportation Series. As a matter of fact, many dealers, even though they include Flags and other series, call all PNCs "Transportation coils."

The explanation of the catalog numbers that appears in the introduction of the cat



alog, has tried to keep up with all the changes necessitated by the torrent of recent stamps. The series designators continue to be "F" for Flags; "T" for Transportation Series, "M" for miscellaneous, and a lower-case "o" for officials.

We know that USPS intends to replace the Transportation Series. Rich hopes the new series will be children's toys (his proposal); I wish it were children's playthings, or something that doesn't start with a "T."

As to Father Douglas' fears that there are some secret meanings in the way we refer to the stamps, a glance at the checklist on the facing page will show that it's no secret.

For computer buffs, one modification of the system is necessary. To get the numbers to sort correctly on the computer, it is necessary to change the location of the decimal point to its true position. Otherwise the 10¢, 10.1¢, 12¢, 12.5, 13¢, 13.2¢, 15¢, 16.7¢, 18¢, and 19¢ stamps will follow the 1¢ stamps. So these need to be entered into the computer as .01, .100, .101, etc.

Ken Lawrence, who has been critical of the *PNC Catalog's* numbering system from the very start because no dealers adopted it for use in their price lists, overlooked the fact that never since the first edition has the catalog sold as many as 1,000 copies. Dealers could not afford to place advertisements in a way that would have been meaningless to the vast majority of collectors.

But with the exception of Craig Selig and Dale Enterprises, all PNC dealers have listed their wares by denomination, if not by series. Selig and Dale have retained Scott numbers. For myself, I find it extremely difficult to find stamps in their ads, and find myself constantly needing to open the Scott catalog to find the number. Since Scott scatters our stamps all over the place, the search through Scott is an agony.

Perhaps it would be a good idea to have a reference chart in the next catalog that lists each PNC by Scott as well as PNC Catalog number. But although that sounds like an easy solution, it depends on permission from Scott Publishing Co., which usually frowns on such cross-references.

What all this means is that an attempt to make things easier for us all has become cumbersome. If anyone has any ideas to simplify it again, Rich and I would be delighted to hear from you. □

Rip Van Winkle's return**Catalog gets a second guess, and gets fixes**

Alan M. Malakoff, a member of the PNC Study Group, has just done a Rip Van Winkle routine, getting back to PNCs after several years of inactivity.

Up to the 5th edition of the *PNC Catalog*, Malakoff had served on the editing committee and had earned his spurs (pardon the mixed metaphor since Washington Irving's Rip didn't ride, that was the Headless Horseman) by asking questions to make all of us rethink what we were doing.

He has sent the same barrage to Richard J. Nazar, who will publish and edit the 1992 catalog.

Now, coming out of his slumbers, Malakoff has launched a broadside of questions. The page numbers refer to the 7th (1991) edition of the catalog.

Q Page viii—In the description of the Goebel D Press (BEP 902) there is this statement:

The D Press can use intaglio sleeves made for the C Press but, starting in 1982, was used with sleeves only 18 rows (D‡) across in conjunction with the 18-row Huck coiler.

The D Press wasn't around in 1982, so this is wrong.

A In reply (by Ken Lawrence): Alan is right. The D press was first used in 1984; the C Press in 1982. The two presses have been used interchangeably since 1984.

In reply: (by Steve Esrati): The muddled statement in the catalog is the result of Ken's determination only last year that in early runs of the C Press (particularly in printing Plate 4 of the 20¢ Flag) it used sleeves only 18 rows across. The statement in the catalog was taken from the description of the C Press and should have been revised to fit the circumstances of the D Press. Any of the PNCs that the catalog says were printed on the C Press, using 18-row plates, might have actually been printed on the D Press since they are interchangeable. Such strips include the 20¢ Cable Car and the 8.4¢ Wheel Chair.

Late precancel

Q Page 2—It should probably be indicated in the heading for the 20¢ Flag that the precancel was not issued until 1984. The catalog user is likely to believe it was issued at the same time as the unprecanceled version, as was the case with all other precancels.

A In reply (by Steve): I thought it was sufficient to note that the

first date to press for the precancel was in 1984. But it might be a good idea to add it to the header.

What about 25F12?

Q Page 9—It is interesting that collectors saw all-blue 25¢ Flag stamps on a tour of BEP, but BEP reported in the March issue of *TPN* that there had been no impressions. Which is correct?

A In reply (by Ken): Yes, we saw one-color rolls of Flags printed from Sleeve 12.

Inconsistent usage

Q Pages 12-13—The maximum number of PNCs for 2T1 should be given as 77,886. That's the product of 4,327 impressions with 18 rows across the web. The reason it should be so stated is that the "Max. PNC" total is given on Page 13 for 2T5, albeit with a hollow star to indicate that all of these had been shredded. We must be consistent about these things.

A In reply (by Steve): Absolutely!

Was 'Total PNCs' too large?

Q Page 19—For 4.9T3, the unprecanceled Plate 3 of the 4.9¢ Buckboard, the catalog uses the total number of PNCs shipped by BEP, relying on Ken Lawrence's shipping totals. But if the impression total was 219,824 for all 4.9T3s, then the "Max. PNC" figure would have been 3,956,832. Using Ken's 404,167 for unprecanceled would make a "Max. PNC" total of 3,552,665 for the precanceled stamps. It could be less, but it can't be more.

A In reply (by Steve): The "Total PNC" figure given, 404,167, is all the unprecanceled PNCs that exist. We should have subtracted that total from the total printed (3,956,832) to come up with the correct "Max. PNC" figure for the precanceled stamps.

That means the correct "Max. PNC" total for Plate 3 of the Buckboard should have been 3,442,665.

In doing this now, we are reminded of the very low print totals for many of the collector-only unprecanceled stamps. Here's a rundown:

Total PNCs (unprecanceled)

Precanceled in light italics

(* = not in 1991 catalog)

4.9¢ Buckboard, Plates 3 and 4	404,167
<i>Max. PNCs, precanceled**</i>	<i>3,552,665</i>
6.5¢ Star Route Truck, Plate 1	325,000
<i>Max. PNCs, precanceled</i>	<i>2,676,024</i>
6.9¢ Bicycle, Plate 3 or 4	384,271
<i>Max. PNCs, precanceled**</i>	<i>10,091,683</i>
8¢ Tricycle, Plate 1	480,098
<i>Max. PNCs, precanceled**</i>	<i>6,598,748</i>
7.1¢ Tractor, Plate 1	359,815
<i>Max. PNCs, precanceled</i>	<i>6,633,615</i>
7.4¢ Baby Buggy, Plate 2	395,192
<i>Max. PNCs, precanceled</i>	<i>4,650,461</i>
8.3¢ Ambulance, Plate 1 or 2	395,813
<i>Max. PNCs, precanceled**</i>	<i>8,552,289</i>
8.5¢ Tow Truck, Plate 1	338,481
<i>Max. PNCs, precanceled**</i>	<i>944,139</i>
10.9¢ Hansom Cab, Plate 1 or 2	380,825
<i>Max. PNCs, precanceled**</i>	<i>1,553,375</i>
11¢ Caboose, Plate 1	488,289
<i>Max. PNCs, precanceled</i>	<i>9,859,230</i>
12¢ Stanley Steamer, Plate 1 or 2	673,438
<i>Max. PNCs, precanceled</i>	<i>2,224,833</i>
12.5¢ Pushcart, Plate 1	414,423
<i>Max. PNCs, precanceled</i>	<i>32,202,585</i>
Same, Plate 2 (not a collector-only edition, but printed for the Reader's Digest)	129,230
<i>Max. PNCs, precanceled</i>	<i>N/A*</i>
<i>* BEP data unavailable</i>	

Two Number 1 plates

Q Page 21—Was there any any difference in the BEP report on the two Number 1 plates for the 05 Circus Wagon? Could one have been for a precanceled version and the other for a precancel that was later replaced by the 05 Canoe?

A In reply (by Steve): The BEP data released to the public after USPS censorship and intentional delay give no clue. We shall have to wait.

Wrong heading

Q Page 28—The "8.5¢" is missing from the heading for the 8.5¢ Tow Truck.

A In reply (by Steve): That probably would not have happened if Rip Van Winkle had not been asleep. Malakoff was superb at catching this sort of error when he worked on the catalog. It's good to have him back.

How about the unissued 8.7¢ Tow Truck?

Q Page 29—There should probably be a mention here of the 8.7¢ Tow Truck for which BEP made Plate 176331-2. I use these data in my album writeups.

A In reply (by Steve): I confess I got very gun-shy after publishing the 1986 catalog which had on its cover all the "latest" stamps: the 5.7¢ Star Route Truck and the 7.2¢ Dog Sled, both with unprecanceled and service-inscribed versions. After that, I resolutely refused to publish any data on PNCs that do not exist (such as the Cottrell versions of the 22¢ "D" stamp), except in those cases where the printing history and impression totals would help us in determining how many PNCs there might be.

There are a few exceptions to this as in plates that were prepared for existing PNCs that were never sent to press. Thus, we do list Plates 3, 4, and 6 of the 25¢ Honeybee.

Anyone needing such data for a writeup is welcome to write to *TPN*, asking for BEP plate numbers of unissued stamps. A SASE would be welcome.

What press was used to print the Lunch Wagon?

Q Page 48—Are all three of the 23T plates the small C Press cylinders? *The Philatelic Catalog* of the Philatelic Sales Division differentiates between rolls of 100 and 500. When I ordered, I got two different plate numbers. Could the rolls of 100 be from a large C Press cylinder? Or, to put it another way, is there a relationship between the cylinder size and the rolls size?

A In reply (by Ken and Steve): The BEP reports released to us indicated that all three sleeves (not cylinders) were 18x48. (Plate 1 was destroyed with no impressions).

So, while sleeve size sometimes gives a clue to roll size, it does not always do that. Rolls of 100 can also be coiled from an 18-across printing.

How big are \$1 sleeves?

Q Page 49—The size of the cylinder on the \$1 Seaplane is not given. Is it known?

A In reply (by Steve): I'm absolutely sure Rip Van Winkle would have caught this one. It

was 18x52.

Missing 'D' stamp data

Q Page 56—I would include all the canceled plate numbers for the intaglio "D" stamps.

A In reply (all by Steve): See my reply on the question about the 8.7¢ Tow Truck.

Q If not, can you tell me if Plate 40264-1 was ever canceled without printing. The last report it still listed it only as being assigned.

A In reply: My computer files show it as having been assigned and never canceled.

Q Finally, I would consider the "D" stamp to have had two colors. I am enclosing two strips to show what I mean.

A In reply: Lou Bauer came to Cleveland a year or so ago and brought a batch of these with him. I asked in *TPN* if anyone would volunteer to study the colors of the "D" stamps. There were no volunteers. But there definitely are color varieties on this stamp. One strip is bright forest green, the other a darker version. □

1-line, 3-line precancels are scarce

By Howard Moser

The introduction of BEP precancels, valid for use at any U.S. post office, made large quantities of used coil precancel singles available to collectors.

The plate numbers on the coil stamps provided an incentive for collectors to search for them in mixtures. To find the tiny plate numbers, each coil stamp had to be examined carefully. This probably led to the discovery of many new and interesting varieties that had been missed previously.

Two of the lesser known varieties are

the one-line and three-line BEP coils printed on the Cottrell presses. These appear to be scarce. Some may even be rare.

A search through a large 15-year accumulation of BEP coil Errors, Freaks, and Oddities (EFOS) disclosed fewer than 40 copies. Only four were the one-line variety, and seven had three lines.

Only one stamp (right) shows a plate number.

All these BEP coils were produced on the Cottrell presses. Several other types of presses and combinations of presses were used to produce two-line precancel



RARITY—Only PNC found by author with three precancel lines. Third line just shows at upper right.

cels, but the Cottrell presses appear to be the only ones that produced any one- or three-line varieties.

The Cottrell presses printed the stamp design on pregummed paper with an intaglio plate cylinder. After passing through a drier, the stamps were overprinted with the precancel by a typographic plate cylinder. The precanceling process was seldom aligned.

This is evidenced by the vast quantities of Cottrell-printed coils that can be found with the precancel lines almost anywhere but the center of the design. □



HOW IT HAPPENED—Misalignment on press causes one line (top right) or three lines (bottom left). Lines have been emphasized and thickened by *TPN*.

PNC FDCs

25% off on orders over \$100; 15% off on orders over \$50;
5% off on orders over \$25; 5% additional off for members

CAT	PS	Description	Cachet	Price	CAT	PS	Description	Cachet	Price	CAT	PS	Description	Cachet	Price
IT1R1	5		Omnibus B	\$14.00	10.1T2PI	3	Oil Wagon Red	Artmaster	\$4.00	25F6I	3	Yosemite, phos	Artmaster	\$30.00
2T1R1 + 2T2	5-5				10.9T1	4	Hans Cab # left	Artmaster	\$20.00	25F7 + 25F7I	3+3	Yosemite, block + phos	Farnam	\$60.00
2T1R1 + 2T3	5-5	Loco Coll-B	Artmaster	\$14.00	10.9T1	4	Hans Cab	Farnam	\$35.00	Same	3+3	Same	Artmaster	\$35.00
2T1R1 + 2T4	5-5	Loco Coll-B	Artmaster	\$14.00	10.9T2	2	Hans Cab	ArtCraft poor	\$15.00	25F7I	3	Yosemite, phos	Farnam	\$35.00
2T1R1 + 2T5	5-5	Loco Coll-B	Artmaster	\$14.00	10.9T2	4	Hans Cab	Farnam	\$35.00	25F7I	3	Yosemite, phos	Artmaster	\$30.00
2T1R1 + 2T6	5-5	Loco Coll-B	Artmaster	\$14.00	11T1	2	Caboose # ri	Benham	\$20.00	25F7I	3	Yosemite, block + phos	Farnam	\$17.50
2T1R1 + 2T7	5-5	Loco Coll-B	Artmaster	\$14.00	11T1	3	Caboose	Artmaster	\$7.50	25FB + 25FBI	3+3	Same	Artmaster	\$12.50
2T1R1 + 2T10	5-5	Loco Coll-B	Artmaster	\$14.00	11T1	3	Caboose	GillCraft	\$7.50	Same	3+3	Same	Farnam	\$5.00
2T3	3	Locomotive	KMC	\$10.00	11T1	3	Caboose	KMC	\$9.00	25F8I	3	Yosemite, phos	Farnam	\$5.00
3T1R	3	Conestoga	Farnam	\$5.00	13.2T1P	3	Coal Car	Farnam	\$5.00	25M1	3	Honeybee	Farnam	\$5.00
3T1R	3	Conestoga	ArtCraft	\$4.00	13.2T1P	3	Coal Car	Artmaster	\$4.00	25M1	3	Honeybee	Artmaster	\$4.00
3T1R	3	Conestoga	Artmaster	\$4.00	13.2T1P	3	Coal Car	ArtCraft	\$4.00	25M1	3	Honeybee	ArtCraft	\$4.00
4T1X	3	Tag Carriage	Farnam	\$5.00	13T1P	3	Patrol Wagon	Farnam	\$5.00	25M1	2	Honeybee	Rowe mini	\$5.00
4T1X	3	Tag Carriage	Artmaster	\$4.00	13T1P	3	Patrol Wagon	Artmaster	\$4.00	25M1	2	Honeybee	HP	\$5.00
4T1X	3	Tag Carriage	ArtCraft	\$4.00	14T1	5	Ice Boat (mint)	Chamberlain	\$4.00	25M1	3	Honeybee	Rowe HP	\$7.50
4T3	5	Coach, # left	ArtCraft	\$12.50	15T1	3	Tugboat	Farnam	\$5.00	25T1	3	Bread Wagon	Artmaster	\$9.00
5T1	4	Motorcycle	ArtCraft	\$17.50	15T1	3	Tugboat	Artmaster	\$4.00	25T1	3	Bread Wagon	ArtCraft	\$7.50
5T2	4	Motorcycle	ArtCraft	\$17.50	15T1	3	Tugboat	ArtCraft	\$4.00	25T1	3	Bread Wagon	KMC	\$7.50
5T1X	3	Milk Wagon	Farnam	\$5.00	16.7T1P	3	Popcorn	Farnam	\$5.00	25U1222	3	"E" Earth	Farnam	\$5.00
5T1X	3	Milk Wagon	ArtCraft	\$4.00	16.7T1P	3	Popcorn	Artmaster	\$4.00	25U1222	5	"E" Earth	Artmaster	\$6.00
5T1X	3	Milk Wagon	Artmaster	\$4.00	16.7T1P	3	Popcorn	ArtCraft	\$4.00	29F2	3	Rushmore	Farnam	\$5.00
5T1Y	5	Cirrus	Farnam	\$5.00	17T1	2	Auto	Americana	\$7.50	29F2	3	Rushmore	ArtCraft	\$4.00
5T1Y	5	Cirrus	ArtCraft	\$4.00	17T2	2	Auto	Americana	\$7.50	29FA11111	3	Rushmore gravure	Farnam	\$5.00
5T1Y	5	Cirrus	Artmaster	\$4.00	17T2	4	Auto	ArtCraft poor	\$5.00	Same	3	Same	Artmaster	\$4.00
5T1ZP	3	Canoe Intaglio	Farnam	\$5.00	17T2R	3	Dog Sled	Artmaster	\$7.50	Same	3	Same	ArtCraft	\$4.00
5T1ZP	3	Canoe Intaglio	ArtCraft	\$4.00	17.5T1	5	Racing Car	Farnam	\$5.00	29M	\$1111	Silt Flower	Farnam	\$5.00
5T1ZP	3	Canoe Intaglio	Artmaster	\$4.00	17.5T1	5	Racing Car	Artmaster	\$4.00	Same	3	Silt Flower	Artmaster	\$4.00
5.2T1	3	Sleigh	Farnam	\$12.50	17.5T1	5	Racing Car	ArtCraft	\$4.00	S2222	3	Silt Flower	Farnam	\$10.00
5.2T1	3	Sleigh	Artmaster	\$13.00	18T1	1	Surrey	Collins HP	\$30.00	S2222	3	Silt Flower	Artmaster	\$9.00
5.3T1P	5	Elevator	Farnam	\$7.50	19M A1212	2	Surrey	Fleetwood fine	\$17.50	29U1111	3	"F" Flower	Farnam	\$5.00
5.3T1P	5	Elevator	ArtCraft	\$5.00	Same	3	Fishing Boat	Farnam	\$5.00	29U1111	3	"F" Flower	ArtCraft	\$4.00
5.3T1P	5	Elevator	Artmaster	\$5.00	A2424	3	Fishing Boat	Artmaster	\$4.00	11T1	3	Seaplane	Farnam	\$10.00
5.5T1	4	Truck Rubber	Artmaster	\$7.50	20.5T1P	3	Fishing Boat	ArtCraft	\$10.00	11T1	3	Seaplane	Artmaster	\$9.00
5.5T1 + 5.5T1P	4+3	Truck Rubber	KMC	\$30.00	20.5T1P	3	Fire Engine	Farnam	\$5.00	11T1	3	Seaplane	ArtCraft	\$9.00
Same	4+4	Truck Rubber	Artmaster	\$20.00	20.5T1P	3	Fire Engine	Artmaster	\$4.00	Same	3	Same	Artmaster	\$5.00
5.9T3	2	Bicycle	Americana	\$15.00	20M1	4	Consumer	Artmaster	\$40.00	29M	\$1111	Silt Flower	Farnam	\$5.00
5.9T4	2	Bicycle	Americana	\$15.00	20M4	2	Consumer	ArtCraft	\$25.00	S2222	3	Silt Flower	Artmaster	\$9.00
7.1T1	3	Tractor	Artmaster	\$7.50	20c1	2	Official	Colorado	\$25.00	29U1111	3	"F" Flower	Farnam	\$5.00
7.1T1P	3	Tractor	KMC	\$17.50	20T1X	3	Cable Car	Farnam	\$5.00	29U1111	3	"F" Flower	ArtCraft	\$4.00
7.1T1P	5	Tractor	Gill Craft	\$20.00	20T1X	3	Cable Car	Artmaster	\$4.00	11T1	3	Seaplane	Farnam	\$10.00
7.1T1P	3	Tractor	Artmaster	\$15.00	20T1X	3	Cable Car	ArtCraft	\$4.00	11T1	3	Seaplane	Artmaster	\$9.00
7.1T1P	5	Tractor ZIP-4	Farnam	\$10.00	21T1P	3	RR Mail Car	Farnam	\$5.00	11T1	3	Seaplane	ArtCraft	\$9.00
7.1T1P	5	Tractor ZIP-4	Artmaster	\$7.50	21T1P	3	RR Mail Car	Artmaster	\$4.00	Same	3	Same	Artmaster	\$5.00
7.1T1P	5	Tractor ZIP-4	ArtCraft	\$7.50	21T1P	3	RR Mail Car	ArtCraft	\$4.00	Same	3	Same	Artmaster	\$5.00
7.4T2	3	Buggy # right	KMC	\$7.50	22FT1	3	Test coil	Artmaster	\$4.50	Same	3	Same	Artmaster	\$5.00
7.6T1P	5	Carrela	Farnam	\$5.00	22FT1	3	Test coil	KMC	\$5.00	Same	3	Same	Artmaster	\$5.00
7.6T1P	5	Carrela	Artmaster	\$4.00	22o1	1	D Official	Americana	\$10.00	Same	3	Same	Artmaster	\$5.00
7.6T1P	5	Carrela	ArtCraft	\$4.00	22o1	3	D Official	Artmaster	\$15.00	Same	3	Same	Artmaster	\$5.00
8.4T1P	3	Wheel Chair	Farnam	\$5.00	22o1	3	D Official	Farnam	\$20.00	Same	3	Same	Artmaster	\$5.00
8.4T1P	3	Wheel Chair	Artmaster	\$4.00	22U2	2	D Eagle # rt	ArtCraft poor	\$15.00	Same	3	Same	Artmaster	\$5.00
8.4T1P	3	Wheel Chair	ArtCraft	\$4.00	23FA111P	3	Flag Presort	Farnam	\$5.00	Same	3	Same	Artmaster	\$5.00
8.5T1	3	Tow Truck	Artmaster	\$4.00	A222P	3	Flag Presort	Farnam	\$5.00	Same	3	Same	Artmaster	\$5.00
8.5T1P	3	Tow Truck	Artmaster	\$15.00	A222P	3	Flag Presort	ArtCraft	\$4.00	Same	3	Same	Artmaster	\$5.00
8.5T1P	3	Tow Truck	GillCraft	\$15.00	23T2	3	Lunch Wagon	Farnam	\$5.00	Same	3	Same	Artmaster	\$5.00
8.5T1 + 8.5T1P	3+3	Tow Truck	KMC	\$30.00	23T2	3	Lunch Wagon	ArtCraft	\$4.00	Same	3	Same	Artmaster	\$5.00
Same	3+5	Tow Truck	H&H	\$40.00	23T3	3	Lunch Wagon	Farnam	\$5.00	Same	3	Same	Artmaster	\$5.00
9.3T1	2	Mail Wagon	FleetwoodVF	\$20.00	23T3	3	Lunch Wagon	Artmaster	\$4.00	Same	3	Same	Artmaster	\$5.00
9.3T1	2	Mail Wagon	Fleetwood F	\$15.00	23T3	3	Lunch Wagon	ArtCraft	\$4.00	Same	3	Same	Artmaster	\$5.00
9.3T1	4	Mail Wagon	ArtCraft	\$30.00	24.1T1P	3	Tandem Bike	Farnam	\$5.00	Same	3	Same	Artmaster	\$5.00
9.3T2	2	Mail Wagon	ArtCraftVF	\$7.50	24.1T1P	3	Tandem Bike	Artmaster	\$4.00	Same	3	Same	Artmaster	\$5.00
9.3T2	2	Mail Wagon	Fleetwood	\$20.00	24.1T1P	3	Tandem Bike	ArtCraft	\$4.00	Same	3	Same	Artmaster	\$5.00
9.3T2	4	Mail Wagon	ArtCraft poor	\$10.00	25F1	3	Yosemite	Artmaster	\$4.00	Same	3	Same	Artmaster	\$5.00
10T1	3	Canal Boat	Farnam	\$5.00	25F5 + 25F5I	3+3	Yosemite, block + phos	Farnam	\$60.00	Same	3	Same	Artmaster	\$35.00
10T1	3	Canal Boat	Artmaster	\$4.00	Same	3+3	Same	Artmaster	\$35.00	25F5I	3	Yosemite, phos	Farnam	\$30.00
10T1XP	3	Tractor Trailer	Farnam	\$5.00	25F5I	3	Yosemite, phos	Artmaster	\$15.00	25F5I	3	Yosemite, phos	Artmaster	\$15.00
10T1XP	3	Tractor Trailer	Artmaster	\$4.00	25F6I	3	Yosemite, phos	Farnam	\$35.00	25F6I	3	Yosemite, phos	Farnam	\$35.00
10T1XP	3	Tractor Trailer	ArtCraft	\$4.00										
10.1T2PI	3	Oil Wagon Red	Farnam	\$5.00										

TERMS: Cash with order, please. I regret that I cannot accept credit cards.


CONDITION: Unless otherwise specified, all stamps are VF or better. Poor means line misses perms. Fine means line is not 50% in perms. Additional unnumbered stamps are ignored.

ABBREVIATIONS: HP = Hand painted Rt = Right

F9 = Length of numbered strip
FDCs by subscription: I can provide House of Farnam FDCs on subscription at \$5 each against a \$25 deposit. ArtCraft and Artmaster FDCs are \$4. Subscribers are informed when covers are available with unusual numbers and get first rights to order them at the subscription price. Subscribers are also informed of any special offers.

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

CATALOGUED VARIETIES ADD SPICE TO YOUR PNGs

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	Cornet 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 same, VF	5	3.50	8.3T1PV3	Double number, whole at bottom, cut at top, Gap 2L	5	5.00	17T4Pba	Se-tenant precancel, Gap 4R, hole in D (Row 16) at 1R	10	35.00
1T5	Paper II	5	3.25	8.5T2PV1	Flying Flashlight	5	10.00	17T4Pba	Se-tenant precancel, Gap 4R, Dot over top bar (Row 10) at 1L	10	35.00
1T6V1	Crack 1R, poor same, VF	5	1.50	9.3T1V1	Weeping W	5	28.75	17T4Pba	Se-tenant precancel, Gap 4R, 3-dot (Row 13)	10	35.00
1T6	Paper II	5	3.25	9.3T2V1	U crack	5	22.00	17T5V1	Reclining Comma	5	10.00
2T2	Tag break 4L, Screwhead	6	2.00		same, line does not touch	5	12.00	17T6V1	Dot over "E," F only same, VF	5	25.00
2T3V2	Smoking T	3	12.50	9.3T3PV1	same, with continuation, VF	10	75.00	17T7V1	Oil Drop	5	15.00
	same	5	15.00		same, with continuation, F	10	65.00	17T7PV1	Dot over "E," line misses parts, No Gap	5	17.50
2T3V2c	Smoking T cont. (faint)	5	15.00	9.3T5P	Hash mark 3R, gap 3L	10	45.00	18T1V1	Lightning bolt, XF same, VF	5	145.00
2T3V3	Tail on T, F same, VF	5	6.00	9.3T6P	Hash mark 3R, gap 3L	10	45.00	18T1V1c	same, PS/3, VF	5	125.00
	same, F	3	7.50		same, in long strips, showing both plate numbers and both hash marks	48+	100.00	18T1V1c	Lightning bolt continuation, pair, poor	2	35.00
2T6	Tag break 4L, Screwhead	6	2.50	10.1T1V1	Artillery Shell I, 3R	6	15.00	18T9V1	Lightning bolt same, F	5	25.00
2T8	Tag break 3L	6	2.50	10.1T1V2	Artillery Shell II	5, no #	15.00	18T10V1	Lightning bolt same, F	5	15.00
2T10	Tag break 3L	6	2.50	10.1T1V3	Flying Hyphen 2R	5	15.00	20T2V2	Crack over "e," pair	2	100.00
2T1RV1	Spikes	5, No #	10.00	10.1T1V4	Bursting shell	5, no #	7.00	20T15V1	Wounded P	5	15.00
3T1XV1	Flaming Wagon	5	20.00	10.1T1V5	Dot over "L" of "OIL" 4R	8	7.00	21.T1PV1c	RR tracks, continuation	5	27.50
3T1XV1cl	1st continuation	5	20.00	10.1T1	Sorouting 1 in "10.1" NEW	5, no #	5.00	MISCELLANEOUS SERIES			
3T1XV1cll	2nd continuation	5	20.00	10.1T1PV1	Artillery Shell I, 3R	6	8.50	21.1M2V1	Line, very faint	5	1000
SPECIAL: Set of 3 wagons			55.00	10.1T1V3	Flying Hyphen 2R	5	8.50	21.1MP2V1	Line	5	15.00
4T1V	Diag. slashes 1R, NEW	2	4.50	10.1T1V7	Artillery Shell III	5, no #	7.00	21.1MP2V1	Line, 1st extension down	5	15.00
	same	3	5.50	10.1T1V8	Perched Parrot	5, no #	7.00	25M1IV3	Phantom yellow image same, singles	5, no #	15.00
	same	5	6.50	10.9T2V2	Low entry 2L	5	85.00			1, no #	5.00
4T2V1	Chill roller damage 3L	8	12.50	10.9T2PV2	Low entry 2L, Gap 3L, XF	10	85.00	I also carry a complete stock of ordinary (no variety) PNGs, priced according to the 1991 PNC Catalog. With my discounts, the more you buy, the more you save!			
4T2V2	Quotes same, with chill roller damage at 2L, 3L	8	12.50	10.9T2PV2	Low entry 2L, Gap 3L, VF	10	75.00	Prices in this ad are good through May 1992.			
	Matching strips of 8 with severe chill roller damage and Quotes from Plate 1 and 2	8	22.50	11T1V1	Brake shoe	5, no #	13.50	FREE: One strip of Hoseline I on the 11¢ Caboose with every order over \$25.			
4T2V3	Diag. slashes 2L	5	9.75	11T1PV1	Brake shoe	5, no #	11.00	Most of these strips are varieties listed in the 1991 PNC Catalog. A few (marked "NEW") are recent additions to my stock.			
4T1RV1	Blob	5, No #	7.50	11T1PV1	Brake shoe	5, no #	11.00	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.			
4.9T4V1	Whip (long), Not PC	5	15.00	11T1PV2	Hoseline II, strip of 3 with variety on R stamp	3, no #	30.00	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.			
4.9T4PV1	Same, PC, Gap 2L	5	11.60	11T1PV3	Hoseline I	5, no #	10.00	STEPHEN G. ESRATI			
	Same, PC, Gap 1L	6	11.60	11T1PV4p	Sitting Duck precursor	5, no #	17.50	P.O. Box 20130, Shaker Heights, Ohio 44120			
	Same, PC, Line Gap	5	13.00	11T3V1	Polishing cloth	5	16.00	Telephone: (216) 561-9393			
	Same, PC, No Gap	5	23.75	11T3V2	Fender crack and broken #	5	11.50	FAX: (216) 752-5900			
4.9T5PV1	Rain crack, # cut	5	27.50	11T3	Severe chill roller doubling of "a" in "Bearcat" 1L	5	10.00				
4.9T5PV1c	Continuation	5	27.50	12T2P	No plate number but joint line	5	10.00				
	Matching set	5	50.00	15TIV2	Anchor Line	5, no #	10.00				
4.9T8PV1	Whip, Gap 2L	5	18.50	15T2IV2c	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	Dirt 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								

ASDA deal is questioned

Continued from Page 43

This meant that PNC collectors have always had to scurry about, running up big phone bills, in their efforts to find all known numbers before expiration of the grace period. And there is no assurance that the Postal Connection will place any more value on plate numbers than the Postal Service did.

In effect, then, it will still be up to PNC collectors to find the numbers they want on their FDCs through the awesome network of dealers and collectors who have served the PNC community.

An added fear growing from the Postal Connection is that the ASDA may be able to corner the market on a given plate number.

The E&S horror

A case in point was the horror faced by FDC collectors on the 10¢ undenominated Eagle and Shield stamps. The grace period was set at 60 days, starting on the nominal day of general issue of the stamp, Dec. 13, 1991. That made the cut-off date Feb. 11. By then, dealers and collectors had nailed down about 15 of the 21 plate-number combinations that had been reported to us as having been printed.

But three of those numbers became scarce almost from the start: A21113, A32333, and A33333. While some dealers sold these stamps at their original prices (around \$3), some held back by limiting sales to sets, or to regular customers, or only to new-issues subscribers.

One wholesaler simply locked his A32333s in his safe and refused to sell to anyone because he could not obtain enough strips to supply all his regular customers. He eventually sold out at \$10 a strip and up.

The A32333 strips were available before the end of the grace period, but very few covers exist. (Ed Denson was able to obtain 10 strips from which he prepared 10 FDCs. As *TPN* went to press, they had not yet been returned to him. *TPN* advertiser Bill Norton made up three covers and sold two of them, keeping one for his own collection. Collector Conrad Keydel made up four covers.)

Most dealers advertise these strips only as "POR" (price on request) and retail prices have soared. At the Bergen County stamp show in New Jersey on Feb. 29, one dealer was offering strips of A32333 for \$38. Dr. Robert Rabinowitz is advertising a set of 19 numbers for \$109, making the price for A32333 \$39.50. Dr. Rabi-

nowitz sold the same strips at \$3 to his new-issues subscribers. Jim Adams sold them at \$3.50 until he was sold out. Steve Esrati obtained some for his new-issues subscribers for \$10 each and sold them at an average price below cost (because of discounts).

But two combinations of numbers reported as having been printed have still not turned up as mint strips: A12113 and A33334. The fear is growing that all stamps with these numbers may have been used up by a large mailer and that they will only be found when the mixture sorters start turning up E&S stamps.

It is unlikely that dealers will be able to obtain all known plate-number combinations through the Postal Connection

Would ASDA have distributed a scarce number fairly?

What was especially galling with the E&S stamps was the fact that even after expiration of the grace period, many post offices still had not received their normal mix of roll sizes.

No fix in sight

None of this will be repaired by the Postal Connection. Dealers will place their orders with ASDA, which will charge a service fee. Dealers who want to get stamps this way do not have to belong to ASDA.

But for PNC collectors, the Postal Connection promises no relief from the unavailability of plate numbers. It should be remembered that when the 29¢ Flag stamps appeared, five different plate numbers were known immediately, but not all could be found for several weeks. A collector in New Jersey went out of his way to obtain rolls of 500 of Plate 3 for many dealers at face.

The distribution system that will be used by ASDA is still unknown, but it is unlikely that dealers will be able to obtain all known plate-number combinations through the Postal Connection. This is so partly because the numbers will not be known before the stamps are available to collectors, partly because it is unlikely that ASDA would be able to obtain a mix of all numbers from USPS.

In the past, many countries of Europe issued two kinds of stamps—one kind sold at face value in post offices that got used on mail; the second sold only to col-

lectors at a premium over face value. It looks as though this system may now be coming to the United States. □

Data Bank of official information

Stamp Dealers Gain Earlier Availability on New Issues

Beginning with the May 22 issuance of the Columbian Souvenir Sheets, customers will have the added convenience of purchasing new stamps from participating stamp dealers. The U.S. Postal Service has announced a consignment agreement with the American Stamp Dealers Association (ASDA) that will allow individual stamp dealers to provide U.S. postage stamp on their date of nationwide availability. The program is called ASDA Postal Connection.

The ASDA will become a stamp consignee on the same terms as other Postal Service consignees. This will allow ASDA's 900 member-dealers to pre-order new postage stamps and have them available for sale the day after the first day of issue. Non-ASDA dealers also will be able to participate if they qualify, agree to all terms and conditions, and pay the necessary fee.

"Having our new issues available from stamp dealers, where most collectors purchase their cacheted envelopes, is a natural extension of our retail consignment program, says Gordon C. Morison, Assistant Postmaster General, Philatelic and Retail Services. "I think it will be a great boost for the hobby by ensuring that participating dealers have what they want, and when they want it. In turn, they can better serve their customers by taking advance orders and having them available the day after the new item is issued."

The Postal Service's Philatelic Sales Division (PSD) will continue to provide first-day cancella-

'It often is inconvenient for a cover collector to buy a stamp and to buy a cacheted envelope and put the former on the latter before time runs out.' — Morison

tions for new stamps, but once the ASDA Postal Connection is fully operational, The Postal Service will no longer affix stamps to customer-submitted envelopes, a costly and time-consuming process, and will no longer accept 29¢ checks. However, the PSD will begin offering customers the opportunity to purchase plain envelopes without cachets to which new stamps have been affixed and canceled with the first-day postmark. Such covers can be prepared in efficient quantities by PSD and carried as regular inventory items.

"The Postal Service is striving to improve the quality of service to collectors while controlling the cost of such services," said Morison. "And we are finding that these are not contradictory goals if we are willing to innovate."

He said the ASDA Postal Connection is an example of such innovation. "The reason we have been receiving thousands of 29¢ checks, which cost more than 29¢ to process, is simple. It often is inconvenient for a cover collector to buy a stamp and to buy a cacheted envelope and put the former on the latter before time runs out. So the customer buys the envelope and sends it to us for stamp affixing. Since we don't accept cash, the customer frequently sends us a check for 29¢."

Morison noted that the ASDA Postal Connection is not the only way the Postal Service is improving its services to cover collectors. "Better stamp distribution helps tremendously, as do additional retail outlets such as our consignment program and better vending equipment. But we aren't a source of cacheted envelopes and can't offer one-stop convenience the way a dealer can if he places more emphasis on new issues."

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 1e Bus 1, 2, 5, 6	20	30	65	2133 12.5e Pushcart 1, 2	2.65	2.80	3.25	1895 20e Flag 1	5.60	6.30	75.00
3, 4	1.20	1.30	1.40	2133a 12.5e PC 1, 2	2.90	3.00	3.50	2, 11	7.55	10.00	12.00
2225 1e B Press 1, 2	40	50	90	2258 13e 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 13.2e 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 14e Iceboat 1, 2, 3, 4	1.40	2.40	2.50	5, 9, 10, 13, 14	80.00	85.00	140.00
2, 6	60	65	1.00	2134b B Press 2	2.80	3.90	4.50	8	2.75	4.00	6.00
2226 Loco B Press 1	85	90	1.00	2260 15e Tugboat 1, 2	2.50	2.80	3.00	8a	5.45	5.60	16.00
1898 Handcar 1, 2, 3, 4	55	80	1.00	2280a Overall tagged 2	3.50	3.80	4.00	1895a 20e PC 14	50.00	50.00	50.00
2252 Conestoga Wagon 1	80	90	1.00	2261 16.7e Pocorn 1, 2	4.00	4.40	4.75	0135 20e Official 1	10.50	25.00	50.00
2123 3.4e School Bus 1, 2	70	1.00	1.25	1906 17e Auto 1, 2, 3, 4, 5	1.80	3.10	3.40	2263 20e Cable Car 1, 2	3.25	3.75	4.50
2123a 3.4e PC 1, 2	3.00	3.55	3.70	6	17.00	17.50	18.00	2283b Overall tagged 2	3.25	3.75	4.50
1898A 4e Coach 1, 2, 3, 4, 5, 6	1.25	1.70	1.80	7	4.90	5.00	5.50	2284 20.5e Fire Engine 1	3.25	3.75	4.50
1898Ab 4e PC 3, 4	2.25	2.80	3.00	1906a 17e PC Type A 3, 4, 5	4.90	5.00	5.50	2285 21e 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 21.1e 111111	3.00	3.15	4.75
2228 4e B Press 1	1.00	1.20	1.25	Type AB 5, 7 PS10 only	—	—	14.00	111121	4.05	4.40	6.75
2228a overall tagged 1	10.50	10.75	11.00	Type B 3, 4	18.20	18.90	22.00	2150a 21.1e PC 1111111	—	—	—
2451 4e Carriage 1	1.00	1.20	1.25	Type B 5, 6	10.00	13.50	14.00	PC 111121	3.85	3.85	5.75
2451a same, untagged	2.00	2.25	2.50	Type BA 5, 6	—	—	59.00	215 22e Flag 1, 7	5.45	14.50	15.00
2124 4.9e Buckboard 3, 4	1.00	1.05	1.80	Type C 1, 2	7.50	7.85	8.25	3	10.50	11.20	40.00
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	6.85	7.00	7.50
1899 5e Micycle 1, 2, 3, 4	55	1.45	1.55	Type C 5, 7	21.00	22.00	23.00	14	20.50	21.00	22.00
2253 5e Milk Wagon 1	1.00	1.10	1.25	2135 17e Dogsled 2	2.75	3.00	3.50	2, 4, 5, 8, 10, 12, 15, 16, 19, 21, 22, 71	4.00	4.10	4.50
2452 5e Circus Wagon 1	1.00	1.10	1.25	2262 17.5e Racer 1	3.00	3.50	4.00	11, 13, 17, 18, 20	5.95	8.30	9.50
2452a untagged 1	1.50	1.65	1.75	2262a 17.5e PC 1	3.00	3.50	4.00	2112 22e "D" Eagle 1, 2	4.75	5.10	7.75
2543 5e Canoe 1	1.00	1.10	1.25	1907 18e Surney 1	56.00	85.00	90.00	0139 22e "D" Official 1	35.00	50.00	80.00
NEW gravure \$11	1.60	1.65	1.75	2, 5, 6, 8, 9, 10	2.65	4.00	4.50	2464 23e Lunch Wag 2, 3	3.25	3.75	4.50
1900 5.2e Sleigh 1, 2	3.85	7.00	16.00	3, 4	35.00	75.00	80.00	2607 23e Flag A111, 212, 222	3.25	3.75	4.50
3, 5	135.00	165.00	170.00	7	21.00	38.00	45.00	A112, 122	4.50	5.00	5.50
1900a PC 1, 2, 3, 4, 5, 6	11.00	13.00	14.00	11, 12, 15, 16	6.30	13.00	13.50	2266 24.1e Tandem 1	3.90	4.20	4.50
2254 5.3e Elevator 1	1.15	1.20	1.30	13, 14, 17, 18	6.30	7.00	11.00	2136 25e Bread Wagon	2.65	2.80	4.25
2125 5.5e Star Truck 1	1.55	1.65	1.75	1891 18e Flag 1	120.00	140.00	440.00	1, 2, 3, 4	3.35	3.50	5.50
2125a 5.5e PC 1	2.05	2.15	2.45	2	19.60	29.40	45.00	5	—	—	—
PC 2	2.50	2.80	3.00	3	360.00	362.50	1,000.00	2280 25e Yosemite	7.00	8.00	9.00
1901 5.9e Bicycle 3, 4	4.20	9.10	18.00	4	6.30	6.65	10.00	Block 1, 7	3.80	4.20	4.50
1901a 5.9e PC 3, 4	18.00	28.00	28.50	5	3.50	4.70	5.50	Block 2, 3, 4, 5, 8	10.00	11.00	12.00
PC 5, 6	59.50	68.00	90.00	6	WANT	1700.00	WANT	Block 9	33.00	34.00	35.00
2126 6e Tricycle 1	1.20	1.50	1.60	7	38.00	38.55	39.00	Phos 1	4.00	4.25	4.75
2126a PC 1	2.30	2.40	2.50	2149 18e Wash. 1112, 3333	2.75	3.00	3.50	Phos 2, 3, 7-11, 13-14	4.00	4.25	4.75
PC 2	6.55	7.65	7.75	2149A 18e PC 3333 & dull	4.00	4.50	5.00	Phos 5, 15	6.00	7.00	8.00
2127 7.1e Tractor 1	2.55	2.60	2.70	PC 11121, 43444	5.75	6.15	6.50	Phos 6	14.00	15.00	16.00
2127a 7.1e PC 1	2.55	2.60	2.70	2529 19e Fishing Boat	10.00	10.25	10.50	2279 "E" Earth 1211	4.75	4.90	7.25
2127a PC 1 "ZIP-4"	2.55	2.60	2.70	A1112	3.25	3.75	4.50	2222	5.00	5.50	6.00
1902 7.4e Baby Buggy 2	5.60	6.30	11.00	A1111, 1212, 2424	6.30	39.50	170.00	1111, 1222	2.10	2.30	3.75
1902a PC 2	3.25	3.50	3.70	1908 20e Pumper 1	2.00	35.00	220.00	2281 25e Honeybee 1, 2	2.10	2.45	4.50
2255 7.6e Carreta 1, 2	1.75	2.50	2.65	3, 4, 13, 15, 16	3.35	3.50	5.50	1 Orig. full set	25.00	26.50	27.00
3	6.00	6.50	7.00	5, 9, 10	1.75	2.05	3.40	2518 "F" (29e) Tulip	3.50	4.00	4.50
2128 8.3e Ambulance 1, 2	1.25	1.40	2.25	7, 8	143.00	144.00	150.00	1111, 1222, 2222	34.00	34.50	35.00
2128a 8.3e PC 1, 2	1.25	1.40	2.25	12, 14 XF	14.00	15.40	23.00	1211	8.00	8.50	9.00
PC 3, 4	3.35	3.50	3.75	6, 12, 14	5.60	5.60	9.00	2211	—	—	—
2231 Amb. B Press 1, 2	3.50	3.75	4.00	11	45.50	47.60	80.00	2525 29e Flower S1111, 2222	3.50	4.00	4.50
2235 8.4e Wheelchair 1, 2	2.50	2.75	3.00	2005 20e Consumer Ed. 1, 2	4.55	37.50	200.00	S11	4.00	4.50	5.00
3	24.00	24.50	25.00	3, 4	4.55	37.50	120.00	S2222 (Parf.)	4.00	4.50	5.00
2129 8.5e Tow Truck 1	2.50	2.60	3.00					2523 29e Mt. Rushmore	3.50	4.00	4.50
2129a 8.5e PC 1	3.50	3.60	3.70					1, 2, 3, 4, 5, 6, 7, 8, 9	3.50	4.00	4.50
2	6.00	6.50	7.00					2523A gravure A11111, A22211	3.50	4.00	4.50
1903 9.3e Mail Wagon 1, 2	6.30	7.00	15.00					2468 \$1 Seaplane	5.00	6.00	8.00
3, 4	23.80	25.20	38.00								
5, 6	154.00	270.00	280.00								
1903a 9.3e PC 1, 2	16.00	17.00	18.00								
PC 3, 4	26.00	27.00	28.00								
PC 5, 6	3.00	3.20	3.40								
PC 8	140.00	150.00	160.00								
2257 10e Canal Boat 1	1.30	1.40	1.50								
2457 10e Tractor Trailer 1	1.30	1.40	1.50								
NEW (10e) Eagle, Shield											
A11111, 11112, 21112, 22112, 22113, 43334, 43335, 53335	3.30	3.40	3.50								
21113, 33333, 33335, 43324, 43325, 43326, 43426, 54444, 54445	4.75	4.85	5.00								
A12213	8.50	8.75	9.00								
2130 10.1e Oil Wagon 1	1.60	2.10	3.25								
2130a 10.1e PC 1, 2	2.50	2.65	3.50								
2130a 10.1e Rad PC 2, 3	2.55	2.65	2.75								
1904 10.9e Hansom 1, 2	9.10	15.00	35.00								
1904a 10.9e PC 1, 2	13.00	33.00	33.50								
3, 4	45.50	262.50	400.00								
1905 11e Caboose 1	3.15	3.35	5.00								
1905a 11e Caboose PC 1	3.80	4.00	4.25								
NEW untagged PC 2	2.00	2.25	2.50								
2131 11e Stutz 1, 2, 3, 4	55	1.40	1.90								
2132 12e Steamer 1, 2	1.90	2.00	2.25								
2132a 12e PC 1, 2	2.50	2.75	3.00								

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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.

20¢ Flag #4

Have Scott 1895 #4 PS5 XF to trade for my PS5 wants. Also many used singles to trade. Large SASE for my wants and gives. P. Silveri, 10031 SW 223 Terr., Miami, FL 33190. (3-92 PNC3)

WANTED: Untagged Honeybee pair with seam line; Imperforate Honeybee pair with screened tagging; 25¢ Yosemite with "ski slope"; 29¢ Rushmore with unnotched "Lenz" tagging. Make offers to Luigi Argine, 5 Via Zuretti, I-20125 Milano, Italy. (APS, BCC, BIA, RPSC) (3-92)

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

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)

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

JOIN THE CLUB. Join PNC3. Monthly newsletter, auctions, regional meetings. For details, write Gene C. Trinks, 3603 Bellows Ct., Troy, MI 48063. (3-92)

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, misper, imperf, EFOs. 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 (3-92)

FIRST DAY COVER MAIL BID SALE

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

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

New stamps

10U A33334—10¢ Eagle and Shield "A33334." Found in garbage in Texas on American Express cover. April 6. (Dr. Rabinowitz)

10U A34424—10¢ E&S "A34424." March 30. (Dr. Rabinowitz)

10U A34426—10¢ E&S "A34426." March 30. (Dr. Rabinowitz)

29F A22211—Gravured 29¢ Flag Over Mt. Rushmore "A22211." March 19. (Haake)

Updates to 1991 catalog

Page 4—22F5, Plate 5 of the 22¢ Flag. EKU 8/6/85. (Washburn)

Page 15—29F9, Plate 1 of the 29¢ Flag over Mt. Rushmore. Imperforate. (Dr. Greenwood)

Page 15—4T1, Plate 1 of the 4¢ Stagecoach (Cottrell presses), Imperforate. (Dr. Greenwood)

Page 15—4T1, Plate 1 of the 4¢ Stagecoach. EKU 8/16/83. (Washburn)

Page 15—4T3, Plate 3 of the 4¢ Stagecoach. EKU 11/26/82 (Washburn)

Page 21—ST12P, Plate 1 of the 05 Canoe (intaglio). Imperforate. (Dr. Greenwood)

Page 31—10T1XP, Plate 1 of the 10¢ Tractor Trailer. Imperforate. (Dr. Greenwood)

Page 56—25U2222, the (25¢) "E" stamp with the numbers 2222. Imperforate. (Dr. Greenwood)

Page 57—29U2222, the (25¢) "F" stamp with the numbers 2222. EKU 1/23/91. (Washburn)

Page 57—20c1, Plate 1 of the 20¢ Official. Imperforate strip of 8 with a splice and an imperforate strip of three. (Dr. Greenwood)

Corrections to 1991 catalog

For other corrections, please see Pages 48-49 of this issue of TPN.

29¢ Mt. Rushmore

Plate 6
Pre-Phosphored (Lenz) Paper

PS5, F-VF.....65.00
PS/5, VF.....85.00

A.S. CIBULSKAS

28 Westwood Road
Stamford, CT 06902

LAST-CHANCE SALE

All but 80 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

Page 49—The "Max. PNCs" figure for 25T4 should be included. It's 55,595,000. (Malakoff)

Page 53—The second stamp on this page should be 21.1M111121, not 1.1M111121. (Malakoff)

Page 55—The BEP plate number is wrong for the unissued Plate 3 of the 25¢ Honeybee. It should be 180935-3. On Plate 4, the BEP number for Plate 2 was used. It should have been 182479-4. (Malakoff)

Page 57—The "Max. PNC" figure on 22c1 is actually a "Total PNC" figure. (Malakoff)

Corrections to TPN

Page 40—The cylinder size for the Flags printed on the C Press were given as 18x20. They should have said 20x48. (Malakoff)

TPN auction in Linn's twice

Two covers in the January auction of H. Nelson Pettibone's covers ended up on the cover of *Linn's* after they were bought by Ken Lawrence for about \$2 each.

The first cover, showing the shaved 5¢ George Washington, was written because it was a new addition to the list of stamps printed especially for the DAV.

The second article, showing a block of eight of the dry-printed 1/2¢ Franklin, proved that the dry prints had been created for *Look* magazine.

Lawrence is writing a book about stamps printed for large mailers. □

18¢ Flag #3

Let's go down \$50 from the last issue to \$800 for a VF strip of five (nearly XF). No gimmicks, no discounts.

10¢ Eagle & Shield

Here's my net price list on 10¢ Eagle and Shields.

Number	PS/3	PS/5
11111	2.80	3.00
11112	2.80	3.00
12213	5.70	6.00
21112	2.80	3.00
21113	3.30	3.50
22112	2.80	3.00
22113	2.80	3.00
32333	75.00	75.00
33333	5.70	6.00
33335	5.70	6.00
43324	5.70	6.00
43325	5.70	6.00
43326	3.05	3.25
43334	3.05	3.25
43335	3.05	3.25
43426	5.70	6.00
53335	3.30	3.50
54444	3.05	3.25
54445	3.30	3.50

No gimmicks, no discounts. Condition is VF or better. Only one copy of 32333 per customer.

4T1R1 4¢ B Press Stagecoach, overall tagging 12.00 12.00

19M A1112 19¢ Boat, "A1112" 12.00 12.00

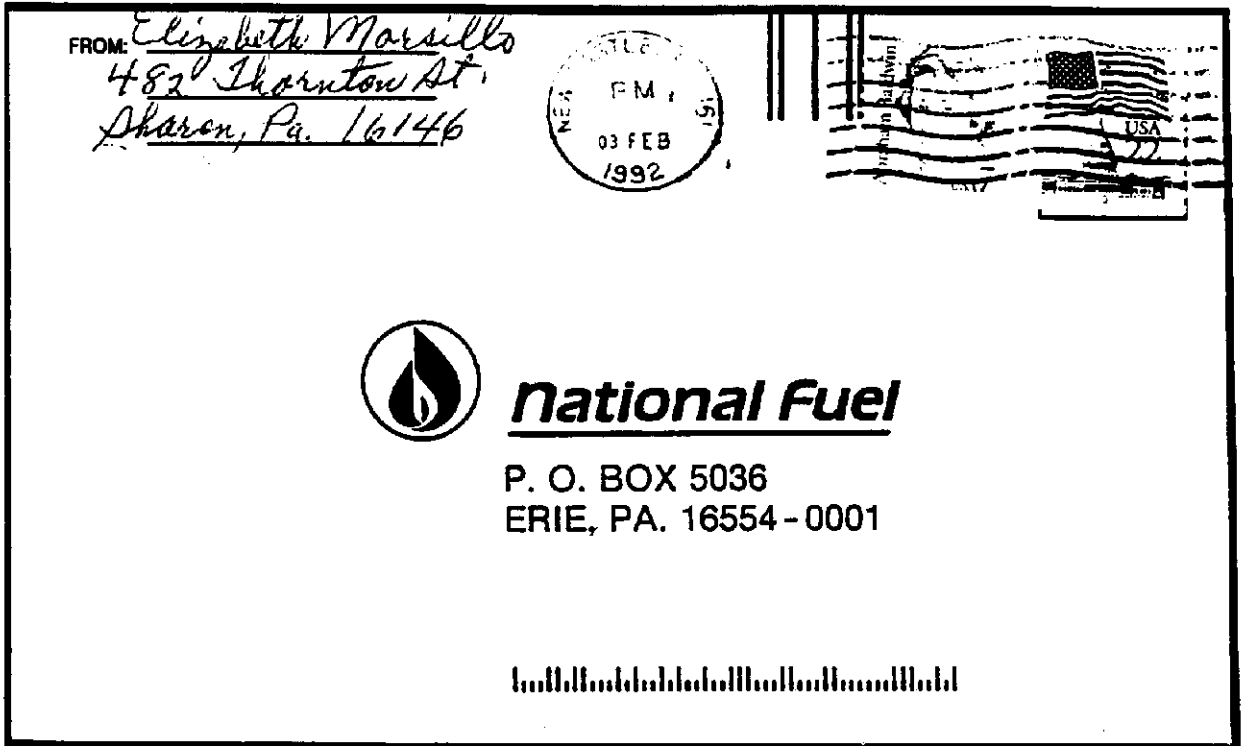
29U 1211 "F" stamp, "1211" 32.00 32.50

29U 2211 "F" stamp, "2211" 8.00 8.50

Steve Esrati

POB 20130, Shaker Hts. OH 44120
(216) 561-9393.

ROB'S COVER OF THE BI-MONTH



National Fuel

P. O. BOX 5036
ERIE, PA. 16554-0001



An interesting combination and late usage of 22F2, the 22¢ Flag from Plate 2, and a 7¢ Baldwin from the Great Americans Series to pay the 29¢ rate. Cover of the Bi-Month is a new feature of *The Plate Number*. If you have

an interesting candidate for this section, please send a clear photocopy of your cover against a black background to Rob Washburn, PO Box 840, Skowhegan, Maine 04976.

Constant plate and mat varieties — Report XXXIX

Sam Houston Philatelics has found six strips of the 23¢ Flag with the number combination A122 showing vertical lines across the entire stamp.

The lines appear as grayish against the untagged white paper, and are most easily seen near the tops of the stamps under magnification.

Each line is about 0.25mm wide and the distance from the left edge of one line to the left edge of the next lines is about 0.75mm.

When Eugene Ernst of the PNC Study Group was shown the stamps, he said the lines appear to be in the paper.

Ernst compared the strips to some that did not exhibit the lines and said the lined paper appears to have a dull finish.

Someone at Sam Houston, he reported, thought the lines might be watermarks and placed the stamps in watermark fluid. Ernst warns against doing this because immersion in fluid disturbed the gum.

Reports of similar finds are welcome.

By A.S. Cibulskas

4¢ Steam Carriage

a. Untagged, Plate 1. Dot centered about 1mm above "e" of "Carriage." Constant at 1L. (Tillet)

10¢ Eagle and Shield

a. Plates 43426. Misregistration of the green plate to the left results in a thin, but very obvious, yellow vertical line on left side of leaf at lower left. Constant throughout the roll and found on several rolls. (Cibulskas)

9.3¢ Mail Wagon

a. Plate 3, precanceled. "Smoking g continuation," but with additional crack extending downward from bottom right of the loop of the "3." Constant at 1L. (SAdams)

20¢ Fire Pumper

a. Plate 7. Continuation of crack from "u" of "Pumper" into the row above from the edge of the plate number. Constant at 1L. (SAdams)

(TPN Comment: Can this be the same continuation depicted in the September 1990 issue?)

Report on new finds

I have found a 20¢ Fire Pumper fi with a crack the bottom the top of t crack is ju plate numt it is a cont.

above U" variety [Ed: This is listed in varieties but not in the catalog]. I an

21¢ RR Mail Car

a. Plate 1. Mark or gouge below and right of "d" in "Presorted." Constant at 14R. (Maves)

Dr. Greenwood turns detective

One of the greatest rarities among PNCs, the splice of an imperforate 17¢ Electric Auto precancel to an unprecanceled, imperforate 20¢ Flag, took some detective work on the part of Dr. John Greenwood.

He knew that the only known imperforates of 17¢ precancels were from Plates 3 and 4 and showed a gap at 1L. The spliced strip showed a gap on the second stamp left of the splice, so he deduced that this strip should show a plate number.

Dr. Greenwood found a strong light and looked for the plate number.

At first he did not find it under the splice, but then he realized that this strip was also miscut, so he looked at the top of the 17¢ stamp under the splice and found a 3 (not a 4 as was reported here in our last issue).

The item had been sold in a Steve Ivy auction for \$2,090, plus the usual 10%.

Another long wait for USPS-listed items

Wolfgang Schön, the PNC Study Group's man in Germany, has to watch *The Philatelic Bulletin* even more closely than most of us because he needs to know what to include in the Lighthouse albums.

The March-April listing of available precancels startled him because it listed Item Nos. 79025A and 7926A, both described as "23¢ USA Presort" in coils of 500 and 3,000. The coils of 500 appeared to be ready in March and the coils of 3,000 were slated for April release.

Schön thought the two items might have been an erroneous listing for the 23¢ Flag. The Office of Stamp and Philatelic Marketing, now renamed the Stamp Development Office, said the stamps would not be released until 1993 and are definitely different designs than the 23¢ Flags.

Another long wait

The March issue mailed to E. Robert Aspinall in Walled Lake, Mich., was returned because his ZIP code had been changed with the cachet

Post Office and/or ZIP code was changed.

1 Yr Time Limit has expired.

TPN is mailed with an inscription asking the Postal Service to send address corrections. If the ZIP code was changed more than a year before the March issue was mailed, the address correction

should have been supplied by the Postal Service on one of many prior issues. It was not.

This shows more high-handedness on the part of the Postal Nonservice.

Regional meetings slated near Boston and Chicago

New England PNCers are having a regional meeting on Saturday, May 2, at the Philatelic Show in Boxborough, Mass., from 10 a.m. to 1 p.m. Tentative guest speakers are Rob Washburn, president of PNC³, and Kim Cuniberti, a member of the PNC Study Group. There will also be a trading session and a round-table discussion, according to George LeDuc, who is organizing the meeting.

On Saturday, May 30, PNCers will meet at 4 p.m. at the World Columbian Exposition near Chicago. The annual meeting of the club will be at STAMPSHOW '92.

Slide shows available

The Texas Philatelic Association has prepared a set of slide programs on PNCs. Each show consists of 80 slides and takes about an hour to see. Each show comes with an audience-participation program.

The first show consists of slides about coil production. The pictures were provided by the Bureau of Engraving and Printing. Also in the show are all Flag stamps, through the 29¢ Flag Over Mt. Rushmore.

Parts II through V, each with 80 slides, cover all other PNCs.

Since each show is an independent program, they need not be seen in sequence, said Josephine Griffith of the TPA.

Ms. Griffith requests alternate dates and early requests because the shows have been popular. She did not indicate charges. Contact her at P.O. Box 4935, Odessa, TX 79760.

Supplements due soon

Lighthouse Publications' supplements for the PNC strip and singles albums are expected to be ready in late May or early June. The strip supplement will consist of 31 pages and the singles album will have 13.

The strip supplement includes issues of 1990 and 1991 and the singles supplement goes back to 1989.

Reason for anger?

Even the Office of Communications of the Postal Service is getting hot under the collar about plate-activity reports. When

called in mid-March about them, Art Shealey grew irritated, saying he had referred questions about the reports to Assistant Postmaster General Gordon L. Morison at the December unveiling of the 1992 stamp program. "Now what did Gordon tell you about them?"

Told that Morison had said he lacked reports from the printers, Shealey replied: "Well, Gordon is an officer of the corporation and I get my information from him. I'm willing to answer questions, but I'm not going to go into this every month. It's purely an administrative matter."

Shealey asked Don McDowell, head of the Stamp Development Office, about the reports and McDowell said it is not true that USPS is getting monthly reports from BEP.

The last plate-activity report released by the Postal Service was for stamps printed in February 1991, and that was released only to *TPN* for use in preparing the 1991 *PNC Catalog*. Nobody else ever saw it. And the reports for June and July 1990 got "lost" in the Postal Service and had to be obtained by *TPN* directly from BEP, with the specific permission of the Postal Service for BEP to release them.

Catalog cutoff date set

Richard Nazar, new publisher and editor of the *PNC Catalog*, has set an Oct. 1 cutoff on work by the contributors to the catalog. Alan Malakoff, a neighbor, plans to buy a Macintosh computer to be able to work on the catalog. Nazar plans to have his first edition a spiral-bound book, which will lie flat when opened.

'Slits' called success

The Postal Service has told Gary Griffith of *Linn's* that its "slit perforations" on the 29¢ Flower were a success.

USPS hired Woelfel Research Inc. to conduct the survey in 10 post office lobbies.

The slits were favored by 49% of the 748 people surveyed in the sample. 15% expressed no preference.

Among postal clerks and supervisors, 47% preferred conventional packaging, while 43% liked the stamp stick. 10% had no opinion.

Denson in running

The PNC fraternity may lose another dealer in June or November if Ed Denson wins his race for Humboldt County supervisor. Eight candidates are vying for the job in June. If none wins a majori-

All the PNC news that fits we print

ty, there will be a runoff by the top two.

Denson said he would have to sell his stamp business if he triumphs.

FDC totals announced

USPS has announced the following totals for FDOI postmarks for 1991 PNCs:

4T1X	4¢ Steam Carriage	100,393
5T1ZP	5¢ Canoe (intaglio)	108,634
5T1 S11P	5¢ Canoe (gravured)	57,581
10T1XP	10¢ Tractor Trailer	84,717
Combination	Canoe and Tractor Trailer	31,108
19M	19¢ Fishing Boat	82,698
23FP	23¢ Flag	76,498
23T	23¢ Lunch Wagon	115,830
29U	29¢ "F" coil	39,311
29F	29¢ Rushmore (intaglio)	233,793
29F A1111	29¢ Rushmore (gravured)	80,662
29M	29¢ Flower (rouletted)	144,750

FDC may be a sleeper

Chances are that a first-day cover of the 29¢ rouletted Flower bearing the plate-number combination "S2222" may be a sleeper. Artmaster prepared covers using House of Farnam, ArtCraft, and Artmaster cachets. But the stamps with the "S2222" combination appeared much later than those with "S1111." It is not known just when the deadline on the rouletted stamp occurred or whether it was extended. It is, however, unlikely, that collec-

'F' stamp found lacking yellow

Eugene McGruer of Columbus, Ohio, has found an "F" stamp that is lacking the yellow. That makes the green look blue.

He found it on a commercial, nonphilatelic cover, canceled on Sept. 6, 1991, in mail sent to the Fraternal Order of Eagles in Columbus. He quickly asked the Eagles in Alamo-gordo, N.M. whether the sender was a stamp collector. He wasn't.

The stamp was carefully examined by a panel made up of Ken Lawrence, Conrad Keydel, Joann and Kurt Lenz, and Steve Esrati. It was examined in shortwave UV, using a Scott and Lighthouse UV lamp, and in longwave UV, using a Lighthouse.

Under shortwave UV, the stamp showed weak traces of a tagging block against an extremely fluorescent background that almost completely extinguished the tagging block. The background appeared bluish white.

Under longwave UV the stamp fluoresced bluish white as well.

Under various levels of magnification, the

tors were able to prepare FDCs with the "S2222" combination.

Long strip proves break

In February, George Leduc bought four strips of three of the precanceled 5.2¢ Sleigh from Plate 2 because he thought he saw a gap at 1½ left.

The breaks in the top and bottom bars, however, were not aligned vertically. That made Kim Cuniberti conclude that these were breaks in the precancel lines and not gaps.

Cuniberti has identical items from Plates 1 and 2.

At the Garfield-Parry March Party in Cleveland, Minh Tranh of Detroit showed up with two strips that again had the vertically unaligned breaks in the precancel lines, only he had them in strips of five on Plate 5 of the 9.3¢ Mail Wagon on which the real gap could be seen at the far end of 3L. His strips had the breaks on the stamp just right of the joint line (1R), proving that Leduc's and Cuniberti's copies are just breaks, not gaps.

stamp showed not the slightest trace of yellow.

Lawrence, Keydel, and the Lenzes pronounced it a yellow-missing variety. Esrati was dubious, thinking it to be a chemical changing.

A normal "F" stamp has a greenish-yellow tagging in shortwave UV and shows a purple color where there is no tagging. In longwave UV, normal stamps are almost dead, but the printed portion has a slight yellow fluorescence.

Esrati's explanation was that the stamp had been soaked off other mail because it had not been canceled. Soaking was in a solution that contained some chemical agent that affected the stamp. He said that if the stamp had merely been a yellow-missing variety, the UV reactions would not have been so markedly different than in a normal stamp.

TPN welcomes reports of other "F" stamps that resemble the one shown by McGruer. □

E&S NEWS

A single copy of A33334 was found on an unopened cover mailed by American Express in the waste basket of a Texas post office. Dr. Robert Rabinowitz reported in *Stamp Collector*.

Dr. Rabinowitz contacted the mailer to find more stamps but found none. "This proves true our worst fears about one number being used up by one large mailer," he told TPN.

Printing of the first order for 922 million Eagle and Shield stamps has been completed. Two new combinations of plate numbers were used: A34424 and A34426, bringing the total number of combinations to 23, of which 22 have now been found by collectors and dealers.

Both new numbers were reported March 30 by Dr. Rabinowitz.

According to a spokesperson for American Bank Note Co., no order for more stamps had been received as of the end of March.

According to Don McDowell, director of the Office of Stamp Development, USPS need not seek new bids to print more E&S stamps. He said when supplies get low, a new ABN printing will be ordered.

Scattered reports to TPN indicate that distribution of the original printing order of E&S stamps is still going on and some offices still have not received their full allotments of the stamps.

Meanwhile, some post offices have run short of E&S stamps and have requisitioned them from other offices.

A fantastic story was told by Fred W. Hibben, proprietor of Ace Stamps in Myrtle Beach, S.C., about the destruction of 5 million E&S stamps bearing the numbers 32333.

According to Hibben, the stamps were printed in rolls of 100,000 ("They look the size of a car tire," he said) for the largest junk mailer in Knoxville, Tenn.

The stamps would not work in the mailer's automatic machinery and had to be destroyed.

According to Hibben, the Knoxville firm called the "night foreman" of American Bank Note (which does not have its offices open at night) about the problem who said the stamps should be destroyed.

A spokesperson for ABN said no rolls larger than 10,000 had ever been printed.

Kurt Lenz, a mass mailer, looked in *Who's Who* of the Mail Advertising Service Association. It has no record of a large mailer in Knoxville. □

Some UV lamps give false results

All UV lamps are not alike and some are actually causing difficulties among collectors who are looking for tagging differences on PNCs and other U.S. stamps.

To understand what has happened, let's start with four marginal strips of 20 of the 15¢ Bill Cody stamp in the Great Americans Series in which Richard Schulman thought he detected totally different tagging colors. He sent the strips (and other material) to Myron G. Hill of the Plate Number Coil Study Group for examination.

Hill's qualifications are that he won a best-in-show and gold medal at an American First Day Cover Society convention with his showing of early tagged material. Hill, who lives in Washington and Cleveland, showed Schulman's strips to Ken Lawrence and Steve Esrati at his Cleveland home, where he has only a Raytech shortwave lamp.

Under that lamp, Schulman's most sensational find was quickly recognized: On one example, the tagging block had a strongly curved top, making it into what Schulman called a "tablet shape," which resembled a tombstone. There was no problem with that strip.

But on the other three, Schulman believed he saw differences in the color of the tagging. Under Hill's Raytech lamp, the three strips varied from bright greenish-yellow to a light bluish-white. The problem was that on the bluish strips, the

Scott lamps prove best by emitting least long-wave light that masks tagging on hibrites. Lighthouse lamps prove unreliable.

untagged portions were not dark purple but a blue-white hibrite color. Hill did not have a longwave UV lamp in Cleveland to check for fluorescence in the paper.

[Hibrites are fluorescent, reacting to longwave UV. Stamps lacking any optical brighteners should appear dull brown under longwave UV. Tagging is luminescent, and the tagging on U.S. stamps luminesces only in shortwave UV.]

Two days later, Hill, Conrad Keydel, and Joann and Kurt Lenz piled around Esrati's desk with a variety of UV equipment. Schulman's sheets now revealed something that the Lenzes and Keydel had previously found on the 29¢ Flag Over Mt. Rushmore and 23¢ Lunch Wagon and Esrati had found on the block-tagged 25¢ Flag Over Yosemite:

When the paper is hibrite, meaning that it fluoresces a bluish white in longwave UV, the fluorescence overpowers the tag-

ging when it is examined in impure shortwave, giving the appearance of different tagging colors. In impure shortwave, some longwave UV is always present.

The difference between Schulman's sheets could not be proven with the Lenzes' portable Lighthouse lamps in both wave lengths. It only showed up clearly under Esrati's IS-4 longwave/shortwave UV lamp from Raytech and even better under Keydel's Scott shortwave lamp.

Schulman uses a new Raytech lamp. His old one had to be replaced because an expensive filter had worn out. That may have caused some of his problems, which are now solved by the new lamp.

In other words, all UV lamps are somewhat different in the wavelength of the light they throw out. The Scott shortwave lamp emits almost no longwave UV.

According to "The Story of Fluorescence," a booklet published in 1965 by Raytech Industries, longwave UV (also termed "black light") is in the range of 3,000 to 4,000 Ångstrom, while the most common source of shortwave UV, a mercury arc lamp, emits energy at a single wavelength of 2,537Å.

Strictly speaking, a pure UV lamp would emit only invisible UV light. But man-made UV sources cannot duplicate this feat. All emit some visible light—which we see as purple—and some longwave UV light, which causes our short-

Please turn to Page 61

Tagging 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 Marin				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			
2186	40¢ Chennault				E	E†	
2188	45¢ Cushing			X	X		
1869	50¢ Nimitz		L*	E	E		
2194A	\$1 Hopkins			X	X	E†	

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

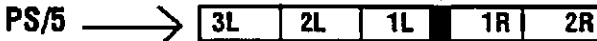
☆ \$5 booklet only. The \$1.50 and \$3 booklets are block tagged and perforated in-line on the Goebel C Press 10.0 x 9.75

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

† Not confirmed by mint copy.

Tagging breaks on Cottrell Press PNCs (updated but unchanged through April 1, 1992)

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



TAGGING

Notes to above chart

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

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

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

Overall tagging

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

4T1Ri (W) 2L, 9R

4T1X (on stamps) (W)

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

20T2Xi

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.

Scott lamp proves most efficient UV tool

Continued from Page 60
wave lamps to cause hibrite stamps to fluoresce.

And that's where the Scott shortwave lamp stood out. It emitted the least longwave light, allowing absolutely accurate comparisons of Schulman's strips.

It was revealed that the tagging on his Cody strips was identical in shortwave, while under longwave, his strips fluoresced if on hibrite paper.

To clinch our findings, we examined three Schulman strips of the 1¢ Omnibus from Plate 5 of the Cottrell press. Schulman had noticed a distinct difference in the UV color (luminescence) in shortwave radiation from very weak to normal tagging. Here the Lighthouse lamps failed completely. What Schulman saw (presumably with his worn-out lamp) and what we saw under a Lighthouse shortwave lamp was wiped out by the huge amount of fluorescence caused by hibrite paper. The strip in which Schulman saw medium-strength tagging, had less fluorescence, and the normal strip was dead in longwave UV and had no fluorescence in shortwave.

When the same strips were re-examined using a Scott or Raytech shortwave lamp, it was quickly seen that two of the stamps were normally, if weakly, tagged. The Raytech lamp emitted a goodly

amount of longwave UV, but the Scott did not.

The result was that Joann Lenz quickly realized that two of the strips were on a different paper type than the third, the hibrite.

Kurt Lenz noted that in the Lenzes' studies of tagging differences, they had noticed a one-to-one relationship between two UV colors (greenish-yellow and bluish white) of the 29¢ Rushmore and 23¢ Lunch Wagon in shortwave. The same relationship was found by Esrati on the block-tagged 25¢ Yosemite.

The stamps that appear with greenish-yellow tagging in shortwave do not fluoresce in longwave (because they contain few if any brighteners); the stamps that appear a bluish-white color in shortwave also have an appreciable amount of fluorescence because they contain brighteners.

This was proved conclusively using Keydel's Scott lamp to identify the shortwave col-

ors, and then any of the longwave lamps to show the fluorescence caused by brighteners.

The differences among UV lamps have raised several false reports from collectors who were looking for Joann Lenz's find of a Rushmore from Plate 6 on an unmottled, prephosphored paper. There have been several false reports caused by examination of stamps under lamps that emit much longwave UV, especially the Lighthouse shortwave lamp.

Thus, Gerald Clark incorrectly reported that Lenz's type of tagging had also been found on Plate 1. On rechecking, this turned out to be the normally mottled paper with a lot of brightener, making the tagging hard to distinguish.

TECHNICAL NOTE: The Scott and Lighthouse lamps work on batteries and are handy at post offices and stamp shows. The Raytechs use household electricity and are useless if they cannot be plugged in. □

2 phosphored Great Americans added to charts this month

Wayne Youngblood, a member of the PNC Study Group, has reported the 40¢ Chennault and the \$1 Hopkins on phosphored paper. He has not been able to confirm them by examining mint stamps. They had been known previously on overall-tagged paper. Those are the only changes to the tagging tables this month.

For more on the Great Americans Series, please see Page 57.

Prices of 3 strips soar, but one isn't advertised

Prices of two recently issued stamps continue to soar in dealers' price lists, but one recent stamp that is soaring cannot be found on their lists.

The stamp that is not being advertised is the 10¢ undenominated Eagle and Shield with the combination "A32333" Dr. Robert Rabinowitz sells them only as part of a package of the 19 known number combinations, and his price has been climbing sharply on that package. In a recent list, he asked \$109 for 19 strips.

No other PNC dealer is offering these strips at all. Some do say "POR" (price on request), but there is no firm market for these strips. Most dealers are sold out.

At a February show in New Jersey, the strip was offered at \$38.

Al Haake believes that the strip will hit \$100 this year unless new quantities are found.

One of the two strips that are flying high is the overall-tagged version of the 4¢ Stagecoach off the B Press. This stamp was printed for the Disabled American Veterans, and was quickly replaced by the 4¢ Steam Carriage when the B Press was decommissioned.

Haake's price on the item went from \$8 to \$14 in his most recent list. Stamps 'n' Stuff went to \$11 in this issue of *TPN*. Dale Enterprises prices it at \$9.55, and Dr. Rabinowitz at \$12.

Said Jerry Koepp of Stamps 'n' Stuff: "That one is getting really tough to find."

The second surging stamp is the 19¢ Fishing Boat with the numbers "A1211." Haake and Dale both have it at \$13, while Howard Grossman and Dr. Rabinowitz charge \$12.

But things are not peaceful on the pricing front. At the beginning of March, a hullabaloo broke out when one dealer complained that a second dealer was selling E&S stamps too cheaply. The second dealer changed his ad and raised prices the following week, only to find that the complaining dealer had lowered his prices below those he had complained about. Then everybody got into the act, and the back-biting was fierce.

The factor that may have brought on this set-to was the matter of scrap.

While one wholesaler is sitting on \$20,000 worth of scrap E&S stamps looking for a way to get rid of it, some deal-

ers have been able to turn their scrap in to post offices that give them full value for it. The usual policy is for post offices to take in scrap at 90% of face, and then only if the stamps are neatly pasted down on sheets with 10 stamps across and 10 strips down for easy counting.

Obviously, a dealer who can get a full refund on his scrap is at a pricing advantage over other dealers, especially on the E&S stamps which are tough to dispose of because they cannot be used by nonprofit organizations. □

No TPN Average

The TPN Average is missing in this issue because—with the exception of "A1112" on the 19¢ Fishing Boat, "A33333" on the 10¢ Eagle and Shield and "1211" on the "F" stamp—none of the strips included in the average had any noticeable price change since the March issue.

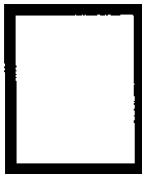
The two strips mentioned in the article above are not included in the TPN Average. Prices of the three exceptions rose sharply. □

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