

PNC Catalog numbers simplified

By Richard J. Nazar

Beginning with the 1993 edition, which I expect to publish in October, the *Plate Number Coil Catalog* will have a new numbering system. It was developed in an attempt to create more meaningful catalog numbers, and also to better accommodate design-different stamps in the same series and with the same denomination (for example, the 5¢ Transportation Coils).

The new catalog numbers are based on those developed by Stephen G. Esrati, which included the stamp's denomination, a series identifier, and the plate number. This essential information is still included in the new catalog numbers, although in a different order.

Postal Service answers some questions

On June 22, Steve Esrati wrote Robin Minard of the Corporate Relations Department of USPS to resolve outstanding questions. On July 15, Ms. Minard sent answers supplied to her by the Stamp Acquisition Branch.

• The finding of imperforate coil waste in Multi-Color's dumpster

Before the Postal Service ordered the

The series identifier

The new system moves the single letter, which identifies the series, to the first position in the catalog number. This more naturally follows the manner in which we categorize stamps—first by series, and then by denomination. For example, the old system assigned 18F as the nonplate-specific catalog number for the 18¢ Flag. The new system changes this to F18.

The new series are:

Flag Stamps—F
Transportation Series—T
Miscellaneous Stamps—M
Contingency Stamps—C
Official Stamps—O

The denomination

The series identifier is followed by the

denomination. The following guidelines were used in noting a stamp's denomination in the catalog number:

• Denominations of whole cents less than 10¢ are represented by a single digit (1 through 9)—even if a leading zero appears on the stamp.

• Denominations of whole cents that are 10¢ or greater, but less than \$1.00 are represented by a two-digit number (10 through 99).

• Fractional denominations are represented by the whole-cent number followed by a decimal point and then the single digit noting the tenths (for example, 10.9).

• Denominations in whole dollars are represented by the dollar sign followed by *Please turn to Page 114*

printers not to talk to the press, ABN told me that the report by Dr. Robert Rabinowitz in *Stamp Collector*—stating that imperforate 19¢ Fishing Boat coil waste had been found in Multi-Color's dumpster—was wrong. ABN knows the entire story of what really happened but was barred from telling me. I need to know where the

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Sales division selling FDCs

The Postal Service is selling uncacheted FDCs of all commemorative stamps issued after June 1, 1993. FDCs of PNCs and Great Americans will not be available.

Collectors will still be able to affix stamps to cacheted envelopes and mail them in for cancellation, but the Postal Service will no longer affix stamps.

Bill Toutant of Artmaster is not concerned about the uncacheted first-day covers that are now on sale at the Philatelic Fulfillment Service Center, but he is finding it more difficult to do business with today's Postal Service.

His reaction to the competition on FDCs is based on his belief that most collectors want the cachets.

USPS covers will cost 50 cents for a 29¢ stamp on cover. Artmaster's retail price is \$1.40 on an Artmaster cover and \$1.85 on a House of Farnam cover.

What does upset Toutant is that when he heard rumors about the impending issuance of FDCs from the sales division he talked to James Tolbert, manager of the Stamp Management Branch. Tolbert as-
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THE ANSWER IS 'NO!' WE APPEAL

Postal Service has refused for four months to send us plate-activity reports, not even in compliance with federal law under the Freedom of Information Act.

We submitted a request in early April to obtain the reports because you need them.

"OK," you say, "Esrafi says I need this information. Do I really?"

To collect PNCs or any other stamps one needs to know all there is to know about the stamps. In the old days, it was enough to know the color, perforation, and watermark of a stamp. But since the days of automation began in the 1960s, there has been more to it than that. The bare catalog information isn't enough. To use one simple example, take Scott 2134b, the B Press reissue of the 14¢ Iceboat.

For years, Scott ignored the existence of this stamp. Richard Sine, then editorial director of Scott Publishing Co., told *TPN* he would never give a separate listing to a stamp that can only be told apart in ultraviolet light. But this stamp was different in another way, too. It lacked a joint line.

To know that, we needed a plate-activity report that informed us of the printing of a 14¢ Iceboat on the B Press (which did not print a joint line, and which then used block tagging).

In recent years dozens of stamp varieties have been issued, stamps that collectors find significantly different from each other, that show differences in color, perforation, method of printing, and tagging.

Just in the past few months, we have seen the following examples:

- BEP and Stamp Venturers versions of the 23¢ USA and Eagle and Shield stamps
- A new BEP printing of the 23¢ Lunch Wagon that now exists in two versions
- Untagged versions of the 3¢ Conestoga Wagon, 5¢ Circus Wagon, 11¢ Caboose, and 19¢ Fishing Boat (in error)
- An endless stream of Eagle and Shields, now totaling 29 known numbers, 28 of which have been found by collectors. Even among E&S stamps printed by Guilford Gravure for American Bank Note Co., there are differences in paper thanks to changes in paper specifications ordered by the Postal Service.

We had to use the Freedom of Information Act to obtain the new paper specifications from the Postal Dis-Service, only to be told later that we should have been able to obtain them without a hassle. New specs resulted in a reprinting of the Universal Vending and Canal Boat stamps on glossy paper.

Trying to sort out the technical details behind this flood of new stamps, we asked for the data in April in a letter to Postmaster General Marvin Runyon, citing the FOI Act. He

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 Esrafi.

The Plate Number

and Great Americans Review

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turned over the request to a top executive, who promptly lost the request.

After three weeks, *TPN* called the legal department of USPS to inquire. The law requires an answer in 10 days.

We were urged to resubmit the request. We did in May. A month later, we were told by the USPS Records Office—which, alone among Washington agencies, prides itself in expeditious and timely handling of FOI cases—that a meeting has been scheduled between Stamp Acquisition and Stamp Management to see who was responsible. That meeting was postponed at least once. Then the office that should have handled the request called another meeting to find out which part of the Postal Dis-Service would actually prepare the reply. That meeting, too, was postponed at least once.

Meanwhile, the Records Office told *TPN*: "We can't blame you for being disgusted."

The 10-day period ran for four months. We still do not have the data we sought. The explanation from the Records Office:

The Postal Service used to get this data from the printers and assemble it into reports such as the ones you used to receive. After the reorganization, this practice was stopped because the Postal Service had no operational need for the reports. It makes no sense that it took four months to find this out. But you're not getting the records you requested because they no longer exist.

This explanation, like many others from the Postal Service, is a lie, not by the Records Office but by the originating office. All security printers are required to report to the Postal Service how many stamps they print, including plate numbers and other such information. The simple fact is that those who throw away FOI requests simply don't give a damn about stamp collectors.

[At press time, James C. Tolbert Jr., manager of the Stamp Management Branch, wrote that the data were available after all—for a fee.]

They have silenced the printers, and they are pulling a lead curtain over Postal Headquarters.

It is kind of sad that the big guys of stampdom, APS, *Linn's*, BIA, etc., have done nothing about this mess, leaving it all to 450-reader *TPN*. What are they all afraid of?

Anyway, folks, we tried our best. And we are appealing the rejection of our FOI request. ☛

LETTERS:

*Theory of pairings
of Bunche stamps
is upside down*

Disregarding the arithmetic, which leaves something to be desired, the approach to solving the Bunche impression problem does not seem logical to me. Among the plates that had more than one pairing, we have 5, 6, 7, 8, and 13. If we start with the logical assumption that 7 and 8 were initially paired, we find an excess of Plate 7:

Plate 7:.....	483,598
Plate 8:.....	335,099
Excess:.....	148,499

If Plate 7 was then paired with Plate 13 (a spare plate), the Plate 13 excess would be 501.

Plate 13:.....	149,000
Plate 7:.....	148,499
Excess:.....	501

Since the impressions from Plate 6 exceed those of Plate 5 by 504, it appears that Plates 6 and 13 (the spare) were paired and the remainder is really only 3. We can probably explain that away as a typographical error.

Plate 6:.....	521,305
Plate 7:.....	520,801
Excess:.....	504

This is not the actual sequence of events because Plates 5 and 6 were used in December 1981, while Plates 7 and 8 were sent to press in January 1982. I do think it's clear that Plate 13 was the guy who came off the bench to sub for the injured player, despite its crazy "to press" date. It was used as a sub twice. The typographical error could well be in the impressions total for Plate 13.

Is BEP wrong on UVMs?

The article on Page 100 concerning the canceled UVM printing sleeve appears to have some major problems. The difficulty probably starts with BEP listing the 864-SPR sleeve as the one that was canceled. If you look at the rest of the information available, you'll see that the 960-SPR sleeve was the one that was canceled.

Up to now all UVMs are in rolls of 3,000. These rolls had to be made on the Huck coiler, which has a capacity of 18 rows. A 20-row web could only fit on the Goebel coiler, and it makes rolls of 100 in blister packs.

I think that somebody at BEP made a 960-SPR sleeve in error and a new 864-SPR sleeve had to be made after the error was caught. Hence the destruction of a sleeve with no impressions made.

There is another discrepancy but maybe some arithmetic sleight-of-hand can help. Those 100,000 impressions that give you trouble are probably one of BEP's infamous coil "sheet" counts that are really only half a revolution of the printing surface. The real impression figure is 50,000.

$$\frac{50,000 \times 864}{3,000} = 14,400 \text{ rolls}$$

That's close enough for government work, isn't it?

Alan Thomson
Northwood, N.H.

Tagging under the microscope

Two letters from Bob Kugel:

I totally disagree with Michael D. Kinney's conjecture

Pedro's World of PNCs

by Pedro Ortegón, M.D.



"What in the world?"

"Well, darling, the perils of dumpster diving!"

that the 15¢ Cody does not exist on prephosphored paper. The May 1988 printings were on prephosphored paper.

I think we all agree that overall-tagged stamps are produced by printing the stamps on stamp paper first, then laying down a coating that contains phosphors (tagging) over the stamp. We probably also agree that a stamp printed on prephosphored paper is one in which a coating of the phosphors is laid down on the stamp paper and the stamp is then printed on top of this surface. It seems obvious that an overall-tagged stamp will have phosphors on top of the ink while one printed on prephosphored paper will not.

To demonstrate this I used a Bausch & Lomb Stereoview 7 microscope and examined a range of Great American plate blocks while illuminating the block with high-energy ultraviolet light. I began with the 12 Cottrell press denominations which, everyone agrees, are overall-tagged. I found that in all cases glowing phosphor could be seen on top of the ink used to print the stamp.

I then turned to the block-tagged A Press denominations of 1988. These included the 20¢ Truman (Plate 2), 30¢ Laubach (Plate 2), 15¢ Cody (Plate 1), 21¢ Carlson (Plate 1), 23¢ Cassatt (Plate 1), 45¢ Cushing (Plate 1), and 65¢ Arnold (Plate 1). As expected, every value showed glowing phosphors on top of the ink.

I obtained similar results with the overall-tagged values of 1990, the 5¢ Muñoz, 10¢ Red Cloud (Plate 1), 15¢ (Plate 2), 20¢ Truman (Plate 3), 23¢ Cassatt (Plate 1 and Plate 2 with tagged selvage), 30¢ Laubach (Plate 2), 40¢ Chennault (Plate 1), 45¢ Cushing (Plate 1), 50¢ Nimitz (Plate 2), and \$1 Hopkins (Plate 1) and the lone 1991 overall-tagged 10¢ Red Cloud (Plate 2 with tagged selvage). All these stamps showed phosphors on top of the printing ink.

I then examined those stamps printed on prephosphored paper. These included the 23¢ Cassatt (Plate 2), 52¢ Humphrey (Plate 1), 35¢ Chavez (Plate S2) of 1991, and the

10¢ Red Cloud (Plate 2), 29¢ Warren (Plate S1), 40¢ Chennault (Plate 2), 50¢ Nimitz (Plate 3), 75¢ Willkie (dull gum) (Plate 1), 75¢ Willkie (shiny gum) (Plate 1), \$1 Hopkins (Plate 2), and \$5 Harte (Plate 2). I could find no traces of tagging on the ink of any of these stamps. In some cases I thought I had found tagging on top of the ink, but in every case it turned out to be an ink skip that had left the phosphor-coated stamp paper visible at that spot.

I finally turned to two plate blocks of the Cody from Plate 1. These blocks were not block tagged and were tagged through the selvage. Under the microscope, using shortwave UV illumination, I could see no tagging material on top of the printing ink in either block. These cannot be overall-tagged. They are printed on prephosphored paper.

To finish the job I looked at a used pair on a first-day cover, dated June 6, 1988. This pair was not block tagged. I could see no trace of tagging on the printing ink. The May 1988 printing was made on prephosphored paper. This is not to say that there were no overall-tagged stamps in the May 1988 printing, but it is more likely that overall-tagged stamps from Plate 1 were produced from a press run in 1990.

TPN sent him two plate blocks from Plate 1 believed to be overall tagged, with the tagging extending into all margins. He was also sent a block from Plate 3 with untagged selvage, a sure test that the block was overall-tagged. Wayne Youngblood had termed the Plate 1 block to be overall-tagged. This is Mr. Kugel's report:

I examined the three Cody blocks under a microscope using high-energy UV light to illuminate them. Plate 3 showed phosphor on top of the printing ink and, as such, is overall-tagged as stated. The two positions of Plate 1 show no tagging on top of the printing ink and look very much like all the examples I have seen of prephosphored paper.

I have not seen Plate 1 overall-tagged. You might put out a request for evidence of a bona-fide overall-tagged Plate 1.

Bob Kugel
Norwalk, Conn.

[In reply: Kugel's letter is based on Wayne Youngblood's statement to a PNC³ meeting near Detroit that he had never seen a prephosphored Cody. So TPN sent the blocks examined by Kugel to Youngblood, for his re-examination. He said they were overall-tagged.]

In reply (by Leah Akbar, Bureau of Engraving and Printing): All the Cody stamps from Plate 180004-1 were printed on LP-40 paper.

Explanation (by Steve Esrati): LP-40 paper is untagged and unphosphored. That means Youngblood's findings are confirmed and we can stop looking for prephosphored Cody stamps from Plate 1.]

Why bother with Great Americans?

Yes, I know I'm late in renewing my subscription to *TPN*. I've always enjoyed the publication; however, I was deciding whether to renew or not this time.

In the past year you have given considerably more space

to the Great Americans Series. Frankly, I'm not interested in this material at all. If you continue to publish the quantity of articles on Great Americans, I wish you would separate the coil info from that series and permit those who receive it to ignore and throw away the non-coil info and save the PNC info.

Better yet, give your subscribers a choice if they wish to receive either or both. That way you could save paper and printing costs.

Just a suggestion.

Ed Wigger
Mechanicsburg, Penna.

With the Great Americans, I thought I would not renew, but it seems you are keeping PNCs first.

Cdr. A.C. O'Leary, USN (Ret.)
Inglewood, Calif.

In reply: In fact, what we have done, was to expand *TPN* by adding more pages. The quantity of PNC news has not been reduced. And we really are learning about PNCs from Great Americans.

The Niña, Pinta, and Santa Maria

(By phone): In the September 1992 *TPN* you reported that a 50-stamp coil would be issued on Columbus Day showing the *Niña*, the *Pinta*, and the *Santa Maria*. What happened?

Myron G. Hill, Jr.
Washington, D.C.

In reply: We got the information from the confidential memos that USPS used to send to cachet-makers. At about the time the stamps were to be issued, we asked USPS what happened.

"We never even put those stamps on the announcement of stamps to be issued this year," we were told.

But cachet makers would dearly love to obtain advance information nowadays on what is planned, even if the plans change or the stamps never materialize. Here is a letter on that subject:

Blackout for cachet makers

It's not only plate activity and papers that are in the realm of "non-information." First-day cover cachet makers used to get mailings on upcoming issues, FDOI information, and licensing requirements far in advance of the FDOIs. The most recent mailing I received was last fall announcing the 1993 stamp program. That was after I already knew about it. No news from them at all since the Elvis licensing letters. We don't even know if we needed to license our cachets for some recent issues like Grace Kelley, "Oklahoma," Rock 'n' Roll, and Hank Williams.

Rick Chase
DRC Cachets
Waterloo, Iowa

Kuhn called way off base

I've read both of George Kuhn's letters in the July 1993 issue.

Your comments that Mr. Kuhn really doesn't understand the PNC market are certainly appropriate. But it goes beyond that. Mr. Kuhn really doesn't know what he's talking about. His basic complaint or concern is the proliferation of collectible plate numbers. He stated: "In my judgment, something must be done to control the flood of issues." Frankly, I think something has to be done about Mr. Kuhn's judgment. To July 1, 1993, the retail cost of all newly issued PNCs, excluding the shiny-gum Variable Rate Coils, has amounted to about \$45. That works out to about a quarter a day. Clearly, George needs his allowance increased. As a dealer with many customers, it has been my observation that one or two PNCs a month is too LOW a rate for the enthusiastic PNC collector.

His second letter demonstrates arrogance and ignorance. ED Denson sweated out buying a decent F-VF PS/5 of the 5.2¢ Sleigh from Plate 3 because no dealer would let loose with this tough-to-find strip. Several told him they didn't have any. Another said his were centered close to the bottom and although such a strip meets the F-VF definition, Denson knew his customer. Finally, another dealer told him he had only XF-S PS/5s; the same dealer would have told him he had only F-VF if Denson had been looking for XF-S. All this reflects the fact that dealers don't want to sell a very tough strip to another dealer so as to meet the needs of that dealer's customers while possibly disappointing one of their own customers sometime down the road. I know the Denson story well because I supplied the strip to Denson, reluctantly I might add, because he only comes to me when he can't get something from his regular sources.

Kuhn's knowledge of the PNC marketplace is clearly limited, and to state that Denson was "way off base" when he wasn't requires an apology on Kuhn's part.

Dr. Robert Rabinowitz
Stamford, Conn.

In explanation (to *TPN* from George Kuhn): You're right about my lack of understanding of how dealers have gone to wholesalers for their PNC needs. I've often wondered just how dealers could locate all the numbers, and I can understand how convenient it is to simply place a standing order with Dr. Bob. I can also appreciate the enormous number of telephone calls he's required to make. I agree we all owe him an emphatic word of thanks. THANKS, BOB!

On dealer refunds when prices fall, I'm sorry I wasn't more specific because you made a slight misinterpretation. Many months ago I ordered strips of five of Plates 12 and 14 of the 20¢ Fire Pumper, which had been out of sight in price. A new find had dropped the price and I took a chance that no more would be found. I was wrong. As more and more of these "scarce" numbers turned up, prices went down to present levels. I paid three or four times as much. The dealer from whom I bought them has never suggested a refund.

When I bought those strips I felt there was a good possibility that this was a "now or never" situation, and I went

in with my eyes wide open. Sure I was disappointed as the price dropped. But I am not begrudging the fact that the decision to buy at the advertised prices was mine. I lost money on this deal. Too bad! But I've made money on others, and the dealer has not come back and asked me for more money, so I guess it all evens out.

I'm sorry I misled you on this. I have no quarrel with new-issue policies. My comments were directed toward the sudden "discoveries" of stocks of obsolete issues. Sorry!

George E. Kuhn
Leesburg, Fla.

Why make me out to be a criminal?

Why is Ken Lawrence always writing libelous articles about me? In this latest article (*TPN* July 1993) the following words occur: "illegal," "violation," "ripoffs," "debase," "scam," "rogues," "felony," and "mountebank." (I had to look that last one up in the dictionary!)

Like it or not, the 1984 and 1985 Redwood City Postmaster's Provisional handstamps were used with permission of the Redwood City postmaster AND Washington, D.C. If any person has any problems with the use of the 1984 or 1985 handstamps, let's put those problems at the door of the authorizing agency, not the person who was granted permission.

Perhaps it is easier to paint the owner of a small seed company as an alleged criminal than to try to admit to a more frightening societal picture. The appearance of modern postmaster provisionals, if legitimate, may be evidence of a society not functioning at 100%. A breakdown occurred in 1984 and 1985 when two simple items could not be supplied—the proper postage stamps when rates were raised. If there are signs of breakdown, we can be fearful or we can be creative, but let's not shoot the messenger just because we don't like the message.

My wife and I are pleased to be giving away our entire collection of 1984 and 1985 covers to interested collectors, and there are still some left. To obtain a cover, just follow the directions at the end of Lawrence's July article.

Craig and Sue Dremann
Redwood City Seed Co.

In reply (by Ken Lawrence): Craig Dremann duped *Linn's* into reporting his phony "postmaster's provisionals" back in 1984. He still hasn't explained why someone with no interest in stamp collecting, as he pretends to be, created hundreds of extra catalogs mailed to himself and to a stamp dealer, and then sent a news release promoting them to *Linn's*. Recently he tried to sucker *Linn's* again, hoping he could get another round of publicity for his covers. This time *Linn's* recognized what he was up to and declined to take the bait. That's when he resorted to Plan B and ran his offer in *Coil Line*.

Rob Washburn, Dremann's main sponsor among PNC collectors, ought to advise Dremann to thank me for the publicity I gave him in *TPN* and *Linn's*. After all, Rob's a lawyer. He knows the important thing is that I spelled their names right.

'Provisional' + a numbered Hansom Cab

I took advantage of an offer in *Coil Line*. The owner of Redwood City Seed Co. offered to send a cover bearing the 0.1¢ Postmaster Provisional handstamp.

I must admit I was properly impressed with the cover I received: a very attractive 6 1/2- by 9 1/2-inch envelope bearing a numbered 10.9¢ precancel and a green Redwood handstamp tying the coil to the cover. Have others reported on the covers they received?

Ed Gould
Roscommon, Mich.

The most difficult gaps

What are the 25 toughest precancel gaps?

J. Ron Edwards, M.D.
Raleigh, N.C.

In reply (by Dr. Robert Rabinowitz): Any answer must be prefaced by the warning that many gaps have only been found on used singles, never as mint strips.

These are my picks for toughest, although there may be more than 25:

3.4¢	1-2	LN
4.9¢	5-6	3R, 4L
5.2¢	1-2	3L
	3-5	3R, 1L, LN, 1 1/2L, 4L
	4-6	4L
5.9¢	3-4	1L, 1R, 5R (1L has never been reported to <i>TPN</i>)
8.3¢	1-2	2R
9.3¢	1-2	4 1/2R
	3-4	3R, 6R/L
	5-6	1R, 6R/L, 2R, 4L
10.9¢	3-4	3L
12¢	1-2	5L
17¢	3-4AB	5R
	5-6B	4R
	5-6BA	5R
	5-7C	6R/L

Large and small tagging blocks

We spoke briefly on the phone a few months ago about large and small block tagging on the 920-subject version of the A Press. You misunderstood what I said. You report me on Page 78 of *TPN* saying both size tagging blocks are found on the left or right panes. This information is in error. For those values with floating plate numbers that I have seen with both sizes of tagging blocks, the large tagging block is found only on right panes.

Robert Kugel
Norwalk, Conn.

In reply (by Steve Esrati): It was not that I misunderstood you, but that I wrote what you said very badly. I did not intend to say that both sizes of tagging blocks were found on right and left panes, but that it was possible to have one size on the left and another size on the right.

That indigo White House stamp

I am the person mentioned in the *Linn's* article [about the finding of an indigo 29¢ Flag over the White House]. Unfortunately, the May 24 *Linn's* article caused some confusion. I received just two rolls of unusual color. I called

one indigo and the other navy blue. The one pictured in *Linn's* looks more like the navy blue and nothing like the indigo.

The indigo roll is blacker but lighter; the navy blue roll is bluer but darker.

The indigo roll was slit [for destruction] as described in *Linn's*; the navy blue roll was intact. It is my opinion that the indigo roll is far more significant because it is almost black, and someone obviously tried to destroy it.

My present price for the indigo is \$200 a pair or \$1,800 for a plate-number [Plate 6] strip.

Ron Kronheim
Rita Kay Quality Stamps
Staten Island, N.Y.

What is contamination?

I have unnumbered strips of eight of the indigo variety of the 29¢ Flag over White House (the longest surviving unnumbered strip because the remainder of the coil was broken down) and of the navy blue variety.

They appear to be two distinctly different colors (what the finder calls indigo appears almost black) and are being examined by BEP.

My question is about ink contamination. It is my understanding that contamination occurs when one or more colors mix together during printing, not before.

In the case of the White House coil, BEP used an additional roller to prevent contamination on the initial press run (*Linn's*, July 27, 1992).

If the ink is improperly made before arrival at the printer, it seems to me that the ink would have to be the wrong color before printing began. If that is the case, then these varieties would have to be true errors of color.

Since the White House is a two-color stamp (blue and red), these two colors would have produced violet or purple, and definitely not navy blue or black. Please advise if I am correct.

Wayne Meyers
Flagstaff, Ariz.

In reply: We'll not comment on the navy blue varieties at all, because all White House stamps run in a wide range of blues.

But Meyers is correct on the indigo. It cannot be the result of color contamination on press. It may be like the Toledo browns, where the ink was just plain bad. But we, like Meyers, will have to await BEP's determination of what caused the printing of the indigo stamps. Unfortunately, the Bureau, too, has experienced staff cuts, and there's going to be a long wait.

Just to be on the safe side, however, we will stick our necks out on the indigo. As shown in Mr. Kronheim's letter above, all the indigo stamps were slit lengthwise by the pressmen to assure destruction. (This is probably because the pressmen knew they were printing with the wrong ink.)

If they're not slit, we'd be awfully suspicious of stamps that were offered as the indigo variety. The usual expertization procedures would hardly work because the "experts" would not yet have comparison material. ✽

USPS selling FDCs

Continued from Page 107

sured Toutant that no decision had been made on sales of FDCs by the sales division and that if a decision were to be made, there would be a flood of publicity to the public and to cachet makers.

"But I'm hearing about this first from you," Toutant said when called by *TPN* in July.

The USPS announcement (News Release 49) was dated June 28, but was received at *TPN* on July 9. *Linn's* and *Stamp Collector*, which get faxed news releases, received the information a week earlier.

Similarly, Toutant is concerned about not getting timely information about impending new issues so he can plan production. When he heard that a \$2.90 priority mail stamp would be issued around June 3, he was assured by the Postal Service's Robin Minard that it was indeed being issued, but not until much later. Toutant relaxed.

The stamp was issued June 3.

Late announcements cause problems to cachet makers. They have to commission, design, print, prepare, and distribute the covers and still meet the mailing deadlines put out by the Postal Service, usually 30 days after the day of issue.

Armaster requested a 60-day limit on several stamps that have been issued without prior notice and was granted the extension, but Toutant was told that the extension would be for all collectors—who also had to rush their preparations to meet the 30-day deadline.

"But they never announced the extensions to collectors," Toutant said. "And we're having a hard time getting good information. We used to have people in Washington we could call. We still do, but there doesn't seem to be anyone who knows anything."

His most serious recent problem with the Postal Service was about UVMs. The sales division limited the number of stamps dealers could buy. It took Toutant months to get enough stamps to prepare FDCs.

Then he tried using up some scrap. He took mail to the Louisville, Ky., post office where the clerk told him the stamps were no good until he proved it by having her look them up in a *Postal Bulletin*.

A few months ago, Armaster sent out its statements using UVM scrap. A postal inspector in Cincinnati sent one back with a threatening letter about the use of "forged" stamps.

To illustrate Toutant's point that "there doesn't seem to be anyone who knows anything," we are printing the entire USPS news release. See for yourself at the upper right of this page.

FDCs to be sold by Postal Service

WASHINGTON (June 28, 1993)—If you'd like a memento from the careers of Joe Louis or seven legends of rock and roll, or a souvenir from hit Broadway shows like "My Fair Lady," "Oklahoma," "Porgy and Bess," and "Show Boat," the Postal Service can help.

As an extension of efforts to broaden the hobby of stamp collecting, the Postal Service's Philatelic Fulfillment Service Center (PFSC) has begun selling collectible First Day Covers by mail and phone order.

A First Day Cover is an envelope with a stamp and an official first-day-of-issue cancellation on it. FDCs are highly collectible items popular among stamp collectors because they show the date and city (where) a stamp was first put on sale. The Postal Service's covers will be available for all commemorative stamps issued after June 1, 1993. "The offering of FDCs is a natural extension of our efforts to bring stamp collecting to new audiences," said Michael Spates, Manager, Stamp Distribution and Acquisition.

"Until this product was developed, individuals desiring first-day cancellations provided their own envelopes to the Postal Service to have the cancellation applied. The envelopes had to be mailed in a second envelope addressed to the postmaster of the city where the stamp was issued. It makes sense for us to offer a simpler alternative to the many new collectors who are becoming interested in the hobby of stamp collecting," added Spates.

In addition to the FDCs being offered by the Postal Service, many private companies will continue to offer "cachet" envelopes. These are different from the Postal Service's covers in that cachets usually feature an illustration relating to the stamp subject, in addition to the stamp and first-day cancellation.

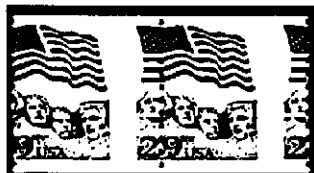
Customers will still have the option of buying new stamps at local post offices, affixing them to their own envelopes, and mailing them in for cancellation. Beginning with stamps issued after Aug. 1, 1993, individuals will no longer be able to mail in blank envelopes without stamps already affixed to obtain cancellations.

The price of the FDCs will vary with the denomination and number of stamps affixed. A typical FDC for a single-subject commemorative (29¢) issue will sell for 50 cents. The covers will remain on sale for at least 90 days after each stamp is issued.

Each cover will have an additional catalog number and will be offered in the quarterly catalog produced by the PFSC. Item numbers and ordering instructions will also appear in the news releases announcing new stamps.

News Release 49 (Received at TPN July 9)

BUYING ERRORS



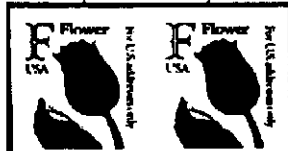
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Jerry and Barbara Koepf
Stamps 'n' Stuff

2700 University, Suite 204, W. Des Moines, IA 50266-1451

PNC Catalog numbers simplified

Continued from Page 107

the whole number (for example, \$1).

• Denominations greater than \$1.00 with additional cents are represented by the dollar sign, followed by the whole-dollar number, a decimal point, and then the two digits for the cents (for example, \$2.95).

Multiple designs, same series

When a denomination exists on more than one design within the same series, one to three alphabetic characters will be added to the right of the denomination. These characters will relate to the subject of the stamp, and preferably be the initial letters of the words appearing on the stamp. This is a modification first introduced into his price lists by ED Denson. The additional letters provide distinctive catalog numbers and act as a mnemonic device to recall which number represents which stamp. To illustrate, let's look at the 5¢ stamps from the Transportation Series. The new numbers are:

- 5¢ Motorcycle—TSM (old number 5TX)
- 5¢ Milk Wagon—TSMW (old number 5TX)
- 5¢ Circus Wagon—TSCW (old number 5TY)
- 5¢ Canoe—TSC (old number 5TZ)

The added letters relate to the stamp design instead of the nondescriptive X, Y, and Z of the old numbering system. The new characters allow greater flexibility and are more intuitively remembered.

In cases where BEP moved production of Transportation coils from the aging Cottrell presses to the newer B press, a capitalized B enclosed in parentheses will follow the denomination or the mnemonic identifier, if applicable. The "B" replaces the "R" suffix in the old numbering system.

The plate or sleeve number

The third major component of each new PNC Catalog number is the plate (sleeve, or cylinder combination) number. A hyphen separates the plate number from the series code, the denomination, and if required, the mnemonic identifier. The plate number is shown as it appears on the stamp, including all plate number prefixes such as A or S, which indicate that the stamp was produced outside BEP. For example, BEP's intaglio-printed version of the 29¢ Flag over Mount Rushmore from sleeve 1 is listed as F29MR-1, and ABN's gravure-printed version from the first cylinder combination is listed as F29MR-A11111.

Identifying suffixes

The following suffixes are added to the right side of the plate number component of some PNC Catalog numbers to indicate major varieties:

P—A capital P indicates that the catalog number is for the precanceled (overprinted or service-inscribed) version of a stamp that also exists in an unprecanceled (tagged) version. Precanceled stamps not available in unprecanceled form do not require the P suffix.

a, b, c—These lower-case letters are used in addition to a P suffix to note the three styles of the "PRESORTED FIRST-CLASS" precanceling mats used on BEP's Cottrell press 803. When the se-tenant varieties appear in a strip showing the precancel gap, the catalog number indicates the style as "ab" or "ba" in the order of appearance from left to right.

blk—This suffix indicates that the stamp had block tagging applied over the printed image. Tagged stamps only issued with block tagging do not require this suffix.

When this suffix appears to the right of a "P" (for precanceled), it indicates that the precancel was printed in black ink. To date, this suffix is only required to differentiate between the black and red overprinted precancels from plate 2 of the 10.1¢ Oil Wagon. The black precancel from plate 2 is listed as T10.1-2Pblk. This suffix is not required on precancels that were only printed with black ink.

ot—This suffix indicates that the stamp had tagging applied after the stamp's image was printed, and which was intended to completely cover the entire surface of the stamps. Because of voids in the application roller or improper alignment of the application roller, some overall tagged stamps display untagged areas. Some stamps that were intended to have overall tagging exist without any trace of phosphorescent taggant. These completely untagged stamps are considered production errors, which are major varieties of the normal tagged stamp. Tagged stamps that were only issued with overall tagging do not require this suffix.

perf—This suffix indicates that a stamp has normal, round-hole perforations. Stamps that were only produced with such perforations do not require this suffix.

phos—This suffix indicates that the stamp was printed on paper that had phosphorescent tagging on the paper prior to printing the stamp image. Unlike overall

tagging, which is applied after the stamp is printed, this type of tagging is applied during production of the paper. This type of paper is referred to as "pre-phosphored," "phosphored," or "phosphor-coated." The tagging is present across the entire surface of the paper with no untagged areas. Tagged stamps that were only produced on prephosphored paper do not require this suffix.

red—This suffix is used in conjunction with a P (for precanceled) to indicate that the precancel was printed in red ink. To date, this suffix is only required to differentiate between the black and red overprinted precancels from the 10.1¢ Oil Wagon. The red precancels from plate 2 and 3 of the 10.1¢ Oil Wagon are listed as T10.1-2Pred and T10.1-3Pred, respectively. This suffix is not required on precancels that were printed only with red ink.

slit—This suffix indicates that a stamp was rouletted.

unt—This suffix indicates that the unprecanceled stamp was intentionally produced without tagging. It should only be used on unprecanceled stamps that also exist in a tagged form. This suffix should not be used to note untagged errors. Unprecanceled stamps that were produced only without tagging do not require this suffix.

zip—To date, this suffix is only needed for the "Nonprofit 5-Digit ZIP+4" service inscription on the 7.1¢ Tractor stamp. It is used in conjunction with a "P" to indicate the changed precancel (service inscription). The 7.1¢ Tractor stamp with this inscription is listed as T7.1-1Pzip. Stamps with the original "Nonprofit Org." inscription are listed as T7.1-1P.

In addition to the suffixes listed above, specialists may add a notation to the right of the PNC Catalog number indicating the location of a particular precancel gap or vertical tagging break. The notation should follow the distinct conventions developed for noting the locations of precancel gaps and tagging breaks and be enclosed within brackets ([]). This type of notation (for example, [1L]) is used throughout the catalog to identify precancel gap and vertical tagging break locations.

[TPN note: In addition there may be suffixes for dull ("dull") and shiny ("glos") gum.

[This summary was prepared before final editing of the catalog and may change before publication.] □

TRANSPORTATION COILS

FREE 2228A [4c Stagecoach, B Press, overall tagged] on orders over \$100.00

25% off on plate strips on all orders over \$25.00

LP	PCS	PS	LP	PCS	PS	LP	PCS	PS	
1897 16 Bus 1, 2, 5, 6	20	30	2131 11e Stutz 1, 2, 3, 4	55	1,40	1895 20e Flag B	5,45	5,60	16,00
2225 1e B Press 1, 2	40	50	2132 12e Steamer 1, 2	1,90	2,00	5, 9, 10, 13, 14	2,75	4,00	5,00
2225a untagged 2	1,00	1,25	2132a 12e PC 1, 2	2,50	2,75	1895a 20e PC 14	60,00	60,00	50,00
1897A 2e Loco 3, 4, 8, 10	35	40	2132b 12e B Press PC 1	2,20	23,00	0135 20e Official 1	10,50	25,00	70,00
2, 6	60	65	2133 12.5e Pushcart 1, 2	2,65	2,80	2263 20e Cable Car 1, 2	3,25	3,75	4,50
2226 2e Loco B Press 1	85	90	2133a PC 1, 2	3,90	4,00	2263a Overall tagged 2	3,25	3,75	4,50
1898 3e Handcar 1, 2, 3, 4	55	60	2258 13e Patrol Wagon 1	3,25	3,00	2264 20.5e Fire Engine 1	3,25	3,75	4,50
2252 3e Conesoga 1, 2	80	90	2259 13.2e Coal Car 1, 2	2,75	3,00	2265 21e Rail Car 1, 2	3,25	3,75	4,50
2123 3.4e School Bus 1, 2	70	1,00	2134 14e Iceboat 1, 2, 3, 4	1,40	2,40	2150 21.1e 111111	3,00	3,15	4,75
2123a 3.4e PC 1, 2	9,00	9,50	2134b B Press 2	2,80	3,50	111121	4,05	4,40	6,75
1898A 4e Coach 1, 2, 3, 4, 5, 6	2,00	2,25	2260 15e Tugboat 1, 2	2,50	2,80	2150a 21.1e PC 111111, 111121	3,85	3,85	5,75
1898Ab 4e PC 3, 4, 5, 6	9,00	9,50	2260a Overall tagged 2	3,50	3,80	2115 22e Flag 1, 7, 13	5,45	14,50	15,00
2228 4e B Press 1	1,00	1,20	2261 16.7e Popcorn 1, 2	4,00	4,40	3	10,50	14,00	60,00
2228a overall tagged 1	19,00	19,50	1906 17e Auto 1, 2, 3, 4, 5	1,80	3,10	5, 6, 10	6,85	7,00	7,50
2451 4e Carriage 1	1,00	1,20	6	17,00	17,50	14	25,50	26,00	27,00
2451a same, untagged	2,00	2,25	7	4,90	5,00	2, 4, 8, 12, 15, 16, 19, 21, 22, 71	4,00	4,10	
2124 4.9e Buckboard 3, 4	1,00	1,05	1906a 17e PC Type A 3,4,5	4,90	5,00	4,50			
2124a PC 1, 2, 3, 4, 5, 6	2,00	2,25	Type A 6, 7	10,00	12,50	11, 17, 18, 20	5,95	8,30	9,50
1899 5e Micycle 1, 2, 3, 4	55	1,45	Type AB 5, 7 PS10 only			2112 22e "D" Eagle 1, 2	4,75	5,10	7,75
2253 5e Milk Wagon 1	1,00	1,10	Type B 3, 4	18,20	18,90	0139 22e "D" Official 1	35,00	50,00	80,00
2452 5e Circus Wagon 1	1,00	1,10	Type B 5, 6	10,00	13,50	2464 23e Lunch Wagon 2, 3	3,25	3,75	4,50
2452a untagged 1	1,60	1,65	Type BA 5, 6		59,00	2607 23e Flag A111, 212, 222	3,25	3,75	4,50
Same, gravured A1, A2	1,60	1,85	Type C 1, 2	9,50	9,85	A112	9,00	9,50	10,00
2453 5e Canoe 1	1,00	1,10	Type C 3, 4	10,00	10,75	A122, 333	4,50	5,00	5,50
2, 3	1,80	1,90	Type C 5, 7	21,00	22,00	NEW 23e USA A1111, A2222	3,50	4,00	4,50
2454 gravured S11	1,60	1,65	2135 17e Dogged 2	2,75	3,00	NEW BEP version 1111	3,50	4,00	4,50
1900 5.2e Sleigh 1, 2	3,85	7,00	2262 17.5e Racer 1, PC1	3,00	3,50	NEW S111	3,50	4,00	4,50
3, 5	1,25,00	1,65,00	1907 18e Surrey 1	61,00	90,00	2266 24.1e Tandem 1	3,90	4,20	4,50
1900a PC 1, 2, 3, 4, 5, 6	11,00	13,00	2, 5, 6, 8	2,65	4,00	2136 25e Broad Wagon 1, 2, 3, 4	2,65	2,80	4,25
2254 5.3e Elevator 1	1,15	1,20	3, 4	35,00	75,00	5	3,35	3,50	5,50
2125 5.5e Star Truck 1	2,80	2,90	7	21,00	38,00	2280 25e Yosemite			
2125a 5.5e PC 1	2,05	2,15	11, 12, 15, 16	9,30	16,00	Block 1, 7	7,00	8,00	9,00
PC 2	2,60	2,80	9, 10, 13, 14, 17, 18	6,30	7,00	Block 2, 3, 4, 5, 8	3,80	4,20	4,50
1901 5.9e Bicycle 3, 4	4,20	9,10	1891 18e Flag 1	120,00	140,00	Block 9	10,00	11,00	12,00
1901a 5.9e PC 3, 4	22,00	32,00	2	19,60	29,40	Phos 1	48,00	49,00	50,00
PC 5, 6	59,50	88,00	3	360,00	362,50	Phos 2-3, 7-11, 13-14	4,00	4,25	4,75
2126 6e Tricycle 1	1,20	1,50	4	6,30	6,65	Phos 5, 15	6,00	7,00	8,00
2126a PC 1	2,30	2,40	5	3,50	4,70	Phos 6	14,00	15,00	16,00
PC 2	7,55	8,65	6	WANT	1,800,00	2278 "E" Earth 1211	4,75	4,90	7,25
2127 7.1e Tractor 1	2,55	2,60	7	38,00	38,55	2222	5,00	5,50	6,00
2127a PC 1	4,00	4,25	2149 18e Wash. 1112, 3333	2,75	3,00	1111, 1222	2,10	2,30	3,75
2127b PC 1 "ZP14"	2,55	2,60	2149A 18e PC 33333 & dull	4,00	4,50	2281 25e Honeybee 1, 2	2,10	2,45	4,50
1902 7.4e Baby Buggy 2	5,60	6,30	PC 11121, 43444	5,75	6,15	1 Onq. full serif	30,00	31,50	32,00
1902a PC 2	5,00	5,50	2529 19e Boat A1112, 1212	10,00	10,25	2518 "F" (29e) Tulip			
2255 7.6e Camera 1, 2	1,75	2,50	A1111, 2424, 5555, 5556	3,25	3,75	1111, 1222, 2222	3,50	4,00	4,50
3	6,00	6,50	A5555 untagged	12,00	12,50	1211	39,00	39,50	40,00
2128 8.3e Ambulance 1, 2	1,25	1,40	1903 20e Pumper 1	6,30	39,50	2211	8,00	8,50	9,00
2128a 8.3e PC 1, 2	1,25	1,40	3, 4, 13, 15, 16	35,00	269,00	2525 29e Flower S1111, 2222 SN	3,50	4,00	4,50
PC 3, 4	5,35	5,50	5, 9, 10	3,35	3,50	S2222 (Perf.)	4,00	4,50	5,00
2231 Arm. B Press 1, 2	3,50	3,75	7, 8	1,75	2,05	2523 29e Mt. Rushmore			
2256 8.4e Wheelchair 1, 2	2,50	2,75	12, 14 XF	143,00	144,00	1, 2, 3, 4, 6, 7	3,50	4,00	4,50
3	24,00	24,50	6, 12, 14	5,60	5,60	5 on Lenz Paper	150,00	150,00	150,00
2129 8.5e Tow Truck 1	3,00	3,50	11	50,50	52,60	5, 8, 9	8,50	8,75	9,00
2129a PC 1	3,50	3,60	2005 20e Consumer Ed. 1, 2	4,55	37,50	2523c 7 Toledo brown	150,00	150,00	150,00
3, 4	13,00	13,50	3, 4	4,55	37,50	2523A gravure A11111, A22211	3,50	4,00	4,50
1903 9.3e Mail Wagon 1, 2	6,30	7,00	1895 20e Flag 1	5,60	8,00	2690 29e White House			
3, 4	26,80	28,20	2, 11, 12	7,55	10,00	1, 2, 3, 4, 5, 6, 7, 8	4,50	5,00	5,50
5, 6	154,00	320,00	3	3,35	3,50	2468 31 Seaplane	5,00	6,00	8,00
1903a PC 1, 2	15,00	17,00	4	37,80	65,00	Variable Rate Shield (JVM)			
PC 3, 4	29,00	30,00	5	80,00	95,00	1e-18e			
PC 5, 6	3,00	3,20	6			19e-29e			
PC 8	190,00	195,00							
2257 10e Boat 1, block tag	1,30	1,40							
Overall tag, dull gum	4,50	4,75							
Phosphored, shiny gum	3,00	3,20							
2457 10e Tractor Trailer 1	1,30	1,40							
2604 (10e) Eagle, Shield									
1111, A1111, S1111, 11112, 21112, 22112, 22113, 43334, 43335, 53335									
7777, 8888, 9999, 9999	3,30	3,40							
A21113, 33333, 33335, 34424, 34425, 43324, 43325, 43326, 43425									
54444, 54445, 8888	4,75	4,85							
A12213	25,00	25,00							
A32333	225,00	225,00							
A33334 No @ascans	85,00	85,00							
2130 10.1e Oil Wagon 1	1,60	2,10							
2130a Black PC 1, 2	2,50	2,65							
2130b Red PC 2, 3	2,55	2,65							
1904 10.9e Hansom 1, 2	9,10	16,00							
1904a PC 1, 2	13,00	33,00							
3, 4	45,50	350							
190511g Caboose 1	3,15	3,35							
19051e Caboose PC 1	3,90	4,00							
Untagged 2	2,00	2,25							

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*Fun with a UV light***Of 'Railroad Tracks,' 'Wrinkles,' and 'Golden Lines'****By ED Denson**

I got new batteries for my shortwave UV light and began looking at some PNCs as I was filling orders. Here's the news for the expanding world of PNC UV philately.

Tagging on T4S-1 and T4S-2

The first stamps I looked at were T4S-1 and T4S-2 (Plates 1 and 2 of the 4¢ Stagecoach). A footnote on Page 15 of the 1991 *Plate Number Coil Catalog* states that these two strips and some others can be found with horizontal untagged lines visible under UV which come from press



RAILROAD TRACKS—Shaded area is smoothly tagged. Horizontal line is untagged.

wear while precanceling. These lines correspond to the precancel lines in use in the early PNC period.

The real trick is to find copies of T4S-1 and T4S-2 without such bars. They come strong or faint, one, two, or three, but they come quite often. I examined my Aug. 19, 1982, FDCs of these two PNCs and found these lines on five of the six I have, including one unofficial FDC. As an aside, let me say that these FDCs were almost certainly made up within 60 days of the release of the stamps and should, therefore, represent the first printing. The unofficial FDC, of course, was made up with stamps available on the first day of issue. So these lines existed from the start.

What then are copies without the lines? Two ideas occur to me.

- The wear did not occur evenly on the press and portions of the plate do not show it. This would mean that each revolution of the plates created some stamps with the lines and some without, but mostly with.

- There was a second printing after the press was fixed.

I'm inclined toward the first theory. One reason is that I have some T4S-1 and T4S-2 covers from 1987-89 and three out of the four of them show the lines. If there had been a second printing with flat, even tagging and no lines, I would expect it to dominate such late usages.

Tentative conclusions:

There are two fundamental tagging varieties on T4S-1 and T4S-2. The majority of these stamps will show the precancel wear lines under UV. A small percentage, say 20%, will not.

The no-wear tagging appears as a flat, even overall tagging.

There exist a number of varieties of the precancel wear lines. So far, all the varieties have parallel lines 12mm apart.

- | | |
|---------------------------------|-----------------|
| • Two easily visible lines | T4S-1 and T4S-2 |
| • Weak top line, no bottom line | T4S-1 |
| • Weak top line, faint bottom | T4S-2 |
| • Thick top line, normal bottom | T4S-2 |
| • Three lines* | T4S-1 |
| • No lines | T4S-2 |

* The three lines are at the very top, center, and very bottom of the stamp. Neither the top nor the bottom line is wholly on the stamp. Rather, it's like a split plate number. I have a copy of a 5.9¢ precancel that also shows this three-line pattern.

Hypothesis

The wear is uneven on the plate and these differences are constant at their positions on the plate. If this is true, then collectors examining their T4S-1s and T4S-2s will find copies of each of the varieties I have described if they look at enough stamps. Actually, about one out of every 18 should show any one variety.

Tagging on T4S-3 and T4S-4

Plates 3 and 4 were presumably printed at the same time as T4S-1 and T4S-2. All four plate numbers were released together and are found on FDCs. Because two plates filled up one press, perhaps Plates 3 and 4 were printed on a second press. In any event, they come with two kinds of tagging, and no wear lines.

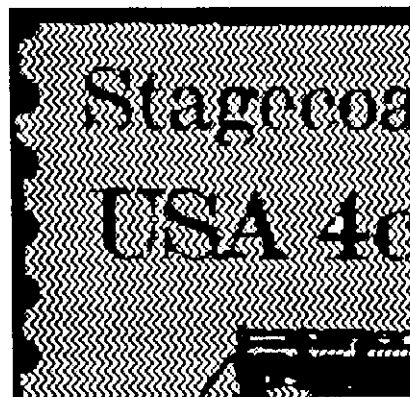
[*Editor's note:* BEP plate-activity reports did not specify the press used to print Plates 1 and 2. But the reports show that Plates 3 and 4 were being printed on Press 803, the precancel press that was used to print tagged stamps after the 1985 fire.

[Since no tagging breaks have ever been found on Plates 3 and 4, this would indi-

cate that Press 803 was capable of printing tagged stamps before the fire, a very unlikely possibility. What is more probable is that Plates 3 and 4 (which exist as precancels) were on record as being printed on Press 803 as precancels, and the data were erroneously used for the unprecanceled, tagged stamps.]

Type I tagging has wrinkles

Type I is "wrinkled" tagging. It has many irregular vertical cracks in it that tend to appear golden. The effect is one resembling cracked paint, or of a wrin-



WRINKLES—Shaded area is tagged in wrinkled pattern. Between the wrinkles, area may be purple or golden. This computer-drawn pattern for the wrinkles is considerably more regular than the real wrinkles, but the best *TPN* can do.

kled piece of cloth being used as a backdrop. Perhaps the mat was wearing out. Some of these stamps have a wonderful, bright golden color under UV. About 67%-75% of the used T4S-3 and T4S-4 I have are Type I. There are three varieties of note:

- Golden lines—The effect is of a golden underlayer showing through the wrinkles or cracks. The bright gold is the extreme of this.

- Purple lines—The effect is of a purple underlayer, like the borders of block-tagged stamps. These are duller than the golden ones, but clearly distinct from the flat tagging. I find less purple than gold, but it is in the order of 60 to 40, not dramatically different.

- Spilled purple—This may be the top row of the plate. I have many numbered strips and two unnumbered strips on an FDC bearing T4S-3 or T4S-4 that show this

phenomenon. The top half of the stamp is purple, with an irregular border—the effect of a spill of liquid. The bottom half of the stamp shows the golden lines. This is a constant variety as my examples on cover did not originate from the same source as my mint examples.

I have discussed this variety with Wayne Youngblood, a fellow member of the PNC Study Group and author of *Stamps That Glow*, and believe it is the one he calls the “blazing Stagecoach.” I like his name better. In any event, the purple is the untagged paper showing where the taggant did not print. I have found a pair of T4S-4 showing a similar purple area across the bottom, which I suspect is the bottom of the web.

Some strips also show purple spots on them.

I have seen two strips of six, one T4S-3 and one T4S-4, which showed the same rather dramatic patterns of spots and lines. Laying one above the other shows that the pattern is consistent throughout the roll. But there's more. The pattern on one strip had a major feature (a large untagged splotch looking like a purple lake) at 3R. On the other strip that feature is just to the right of the joint line on 1R.

That reminds me of precancel gaps, which move in relation to the plate number, and block tagging shifts in which the block slip out of alignment. I conclude that these patterns are relatively constant, but their position from roll to roll may not be. I'd like to see a roll of T4S-3 and T4S-4 to see if the patterns vary within the roll.

[*Editor's note:* In speaking of movement of precancel gaps, ED (he says that's how his name is spelled) is not talking about a gap that is known at 2L, 1L, on the joint line, 1R, etc. That, the PNC Study Group believes, is a function of the relationship between the precancel mat and the printing cylinder when the press starts up. What ED is referring to is the sort of thing noticed by Howard Moser, *TPN*, January 1992, where the position of the precancel gap shifts from the perfs into the adjacent stamp.

[Kim Cuniberti says such movement of the precancel gap is probably caused by a certain amount of flopping around of the tagging mats on press.

[But as to the tagging, we must remember that tagging was applied on Cottrell Presses 801, 802, and 804 by a seamless steel roller. The Study Group does not know the circumference of this roller and has not calculated the repeat interval on such features as the “purple lake” described by ED.

[On Press 803, which lacked a tagging roller because it was used only for precancels before the BEP fire, precancel mats

were later made into tagging mats, but we are not concerned with that here.]

There also appears to be either a golden or a blue-white cast to the top layer of taggant. So we have a foreground of blue or gold and a background that shows through the cracks as gold or purple.

Assuming that the tagging cracks or wrinkles are constant—and it appears to me that they might well be—then plating should be possible on Plates 3 and 4.

Type II tagging is flat

Type II is a featureless, smooth, overall tagging. It appears to be the same tagging as was found on T4S-1 and T4S-2 without the wear lines. It also resembles the tagging on T4S-1 and T4S-2 around the wear lines. In other words, this is the primary tagging found on Plates 1 through 4, but it is rare on Plates 3 and 4.

FDCs bearing T4S-3 and T4S-4 are far more common than those bearing T4S-1 and T4S-2. I examined 20 FDCs from eight different makers. Almost all are Type I, showing wrinkled tagging. One shone like gold. Of those 20 covers, I found only one showing Type II tagging.

My hypotheses:

The stamps were first issued with a wrinkled tagging, which was applied by cylinders that were breaking up. Sometime later, a new tagging cylinder was made that was smooth and featureless, giving us the flat tagging of T4S-3 and T4S-4. Or vice-versa, that is that the flat-tagging cylinder broke up and became the wrinkled one.

I have found one variation throughout the study of PNCs, and that is that some appear blue-white under UV, and others appear yellow-gold. Wayne Youngblood offers the explanation that the difference is not in the tagging but in the paper on which the stamps were printed. In this theory, the blue-white appearance is caused by optical brighteners in the paper that are excited in unfiltered short-wave UV that is leaking some visible light or long-wave UV.

[*Editor's note:* Joann Lenz noticed this difference on the block-tagged 25¢ Flag over Yosemite stamps. When a group of PNCers tried to compare her findings around my desk, we found that all UV lights do not emit the same UV. This left only the Scott UV lamp capable of discerning all the nuances. Lighthouse released its filter only after this was reported in *TPN*.]

The amount of brightener in the paper varies, perhaps by maker, perhaps by batch, with the result that some strips are very hard to classify as either blue-white

or gold. [*Editor's note:* It gets easier with a filtered UV source.] One can probably establish a spectrum of examples.

I was, at first, discouraged by the spectrum effect. When I cannot classify strips as belonging to one variety of another, it tends to make me doubt the distinction's existence. However, the approach I am now taking is that there are three kinds: blue-white, gold, and intermediate. I seek examples that are clearly blue-white or gold and am leaving the intermediates for later.

However, I am having difficulty working this theory into what I see on the Type I (wrinkled tagging) on T4S-3 and T4S-4. The breaks show up as either purple—which I take to be untagged paper showing through—or glowing gold. If the glowing gold is the paper, which paper is it?

I cannot reconcile that glow with unbrightened paper, and yet I'm associating the brightening with blue-white tagging. Any further information from readers would be useful.

Conclusion:

I conclude that these two fundamental tagging types existed from the first release of these stamps, hence from the first printing. I would guess that near the end of the run someone realized that the tagging mat that produced the wrinkled tagging was worn out, replacing it with a new mat that produced flat tagging. If this is so, this is the equivalent of a plate change, albeit without a number, and is an important variety.

Tagging on T4S-5 and T4S-6

Plates 5 and 6 were first sent to press in June 1985, presumably because Plates 3 and 4 were no longer usable (Plates 1 and 2 had been canceled in 1982). Their tagging represents developments 2½ years later than that of T4S-1–T4S-4 (or at least the first printings). I found these in two types, as well.

- Type I was flat, and appears to be the same as the flat tagging found on T4S-1–4 except that it has a slight “wiped” appearance, giving it a bit more mottling.

- Type II gives the overall effect of many evenly spaced, horizontal lines, much like laid paper. These do not appear to be wear lines, and may be the underlying paper itself showing through. I have found one example, on cover. I'm very interested in seeing another example.

[*Editor's note:* Most of the stock of T4S-5 and T4S-6 in collectors' hands is from the second, July 1985, printing. Most of the first printing was used up on return covers sent out by the Disabled American

Please turn to next page

Postal Service responds to queries

Continued from Page 107

waste was found, how it escaped destruction, how much waste had been found, what legal proceedings the Postal Inspection Service initiated against the finder of the waste and against the dealer who resold the waste, and any other pertinent detail I cannot list because I am barred from the source of the information.

Answer: ABN's gravure printer, Multi-Color of Scotsburg, Ind., did the initial printing of the Fishing Boat. The press waste, spoiled web rolls that contained blocked adhesive, were disposed of at a municipal incinerator in Indianapolis.

The blocked rolls [*Editor's note:* This probably means rolls that were stuck together] were sawed into slabs approximately four inches thick, mixed with municipal trash, and passed into the incinerator. The material takes anywhere

Denson on tagging

Continued from previous page

Veterans although D. John Shultz, then a PNC dealer, had a supply of them. The most notable difference between the two printings was that the first was well centered while the second was quite bad.]

More work

Naturally, I'd be pleased to hear from collectors with further examples or information about these matters. Here are the items of particular interest. I am willing to buy or trade for them, and would like to know about them in any case.

- T4S-1 and T4S-2 showing the same line patterns I have noted.
- T4S-1 and T4S-2 showing other line patterns,
- Any T4S-1-T4S-6 with a cut (split) plate number, but no plate number at the top because it is from the top row.
- Any T4S-1-T4S-6 with a cut number at the top but no-number at the bottom. (Does this exist?)
- A full or partial roll of T4S-3 and T4S-4 showing wrinkled tagging.

Postscripts

I have Plate 3 of the 5.9¢ Bicycle with the horizontal breaks in the tagging that was footnoted after T4S-4 on Page 15 of the 1991 catalog. This appears to be a new discovery.

I also have T3.4-1 and T3.4-2 with a similar variety. The tagging on these is almost entirely purple, but the two horizontal lines are gold. □

from 6 to 12 hours to cycle through the incinerator. The resulting ash and non-combustible material is ejected into a water bath to extinguish any sparks and control fly ash.

This material is then transported by conveyor to an ash heap that is, in turn, hauled to a landfill.

Earlier tests had indicated that the product would be totally consumed in this process. Apparently the material that was recovered became insulated in the incinerator, was not totally consumed, and was passed on to the landfill.

The destruction and disposal operation was under the control of and witnessed by private security guards and Postal Service representatives.

As a result of this unsatisfactory destruction, all private printers' waste is now destroyed on site by shredding or pulverizing to less than .25 inches.

The information regarding who found this charred waste and where it was recovered will have to come from the Inspection Service.

[*Editor's note:* The Stamp Acquisition spokesperson supplied TPN with the name and telephone number of someone to call at the Inspection Service. The name was wrong. When reached, this person in Washington knew nothing about the doings in Indiana and referred TPN to the Detroit office, which covers Indiana. The Detroit office's public information officer tried valiantly, but could find nothing in any way connected with the dumpster-diving story that resulted in the finding of printer's waste of imperforate and gumless 19¢ Fishing Boats.]

• The 29¢ Happy New Year Stamp

When this stamp was first printed, it did not meet the USPS specifications for PMUs (phosphor meter units). Before the gag rule was applied, I was told that ABN asked USPS for permission to apply block tagging on the offset press to the stamps that had already been printed. That permission was granted, I was told.

Now I need to know the following:

- a. Which plates were printed with a return to the offset press for the addition of the offset tagging block?
- b. Which plates were printed with the offset tagging block applied on the offset press before the printing of the intaglio portion?
- c. What caused the existence of stamps in which the offset tagging block is entirely missing? Were these printed before the problem was found? Are they errors in which the tagging block failed to print?

Answer: This stamp was printed on pre-phosphored paper. After printing, it was found that the heavy ink laydown caused marginally acceptable PMU levels. All product was reinspected. Isolated production lots that were found to be low were overcoated or tagged with additional phosphor to bring them up to specification.

All production lots were screened and processed in this manner.

The inspection records do not identify specific plate numbers or quantities for this operation.

All products shipped were phosphor-tagged to meet USPS-specified levels for optimum mailstream operations.

TPN comment: This answer flies in the face of what we see on the stamps.

We now know that intaglio plates 2 and 3 are the ones in which offset block tagging was applied after the intaglio printing had been completed. This makes the rooster's feather shiny. These command a premium.

On intaglio plates 1, 4, and 5 an additional station was added on the offset press, which printed a tagging block on the prephosphored paper. That placed the intaglio on top of the offset tagging block. These are common.

There is no question whatsoever of "isolated production lots" being found defective and being run through for more tagging. All were run through again, except those that were left without the offset tagging block in error, making these stamps a genuine color-missing error.

Plates without an offset tagging block are extremely rare with small finds, a total of less than 27 panes, in Michigan and Chicago. These stamps show very little tagging.

What's more, all stamps found without the tagging block show plate numbers usually seen with the intaglio on top. Those stamps could only be the result of taggant-starvation in the offset tagging station.

What does this have to do with PNCs? Several readers have asked and the following is our reason for going into this:

On stamps such as the 25¢ Honeybee and the "F" stamps, the ink overlay is quite heavy. Now that we are in the era of prephosphored and phosphor-coated papers, such heavy ink overlays can cause insufficient tagging. We are bound to encounter a phenomenon similar to the Happy New Year stamp on some future PNC. It is best to be aware beforehand.

But above and beyond that, since the Postal Service has barred newsmen from

speaking to printers, the information that comes back to us through the Postal Service must be compared to what we see on the stamps. In this instance we find the information given to us to be wrong.

• **The printing of the Cherokee Strip stamp.**

This stamp has been printed on unphosphored paper on which tagging was applied on press and on prephosphored paper. Please list the plate numbers that were printed on unphosphored paper and the plate numbers that were printed on prephosphored paper.

Answer: Mr. Esrati is mistaken on the subject of untagged paper being used on this issue. All records are complete and show prephosphored paper throughout for all printing plates. There were no post-phosphor applications on this issue.

TPN comment: We asked about this because Carol Morehouse found what looked like a vertical tagging break on a pane from A4/4444. I had not seen the stamp. After getting this answer, Mrs. Morehouse sent the pane. USPS is correct, the paper is prephosphored. Examination by Wayne Youngblood shows that this pane was not overall tagged. The "tagging break" is from the edge of the roller that applied the phosphor coating.

• **The printing of untagged 19¢ Fishing Boats.**

Wayne Youngblood says he was told by ABN (via your office) that the paper on which the untagged Fishing Boats were printed was the wrong paper.

I need to know the following:

a. Was the outside of the roll marked "Prephosphored Paper?"

Answer: No. Rolls of paper are identified on the outside only by lot numbers. Lot numbers are traceable to mill test reports and receiving inspection records that verify phosphor levels.

b. If it was not so marked, how did it come into use on the Fishing Boat?

Answer: The pressman failed to verify the lot number on all rolls of paper used to print this issue. A roll of paper from another issue [Note: Please see "Comment" below] being staged for printing was intermixed and inadvertently used. Corrective actions have been taken by the printer that will prevent recurrence of this problem. Each roll of paper is now retested and recorded as it is set up for printing.

TPN comment: We had compared the untagged Fishing Boat's paper with all existing stamps. We ruled out that the Fishing Boats were printed on E&S paper. We concluded that the stamps had been printed on a roll of prephosphored paper lacking sufficient tagging.

Wayne Youngblood is still of that opinion because of the tiny phosphor traces found on all the untagged Fishing Boats. He was told these were caused by phosphors sticking to the press. "But a huge number of untagged Fishing Boats were printed," Youngblood said, "and those phosphor remnants should have worn off after a while. They didn't. I think it's a defective roll of phosphor-coated paper."

I agreed with that line of thinking, which Youngblood repeated after the above response from USPS.

But my method was wrong because I could not compare the Fishing Boat paper to paper of stamps already printed but not yet issued, such as the "G" stamps. Michael Schreiber, writing in *Linn's*, attempted to say that the untagged Fishing Boats were printed on paper used to print the "G" stamps intended to be used by nonprofit mailers (although we do not quite know why a stamp would be needed to replace the 5¢ Canoe, also a generic precancel). Schreiber read his story to Kelly Keough at ABN, but she replied: "I have to refer you to Robin Minard. I can't comment. I wish I could comment, but I can't."

Minard knew of no nonprofit "G" stamps. We printed exact quantities printed in the January 1993 issue. [See *TPN*, January 1993, Page 6.]

c. If it was not, what kind of paper was it? For the printing of which stamps had it been intended? (We have ruled out that the paper had been intended for Bulk Rate Eagle & Shields.)

Answer: All paper used by the private printer, prephosphored or nonphosphored, meets USPS P-1191 specifications. [See *TPN*, May 1993]

The statement "We have ruled out that the paper had been intended for Bulk Rate Eagle & Shields" is not true. The same nonphosphored paper specifications were applicable for both Eagle and Shield and Nonprofit Presort; either one could have been used. Also, the only reports on non-tagged 19¢ Fishing Boat received by Stamp Acquisition, have been from the philatelic community. There are no official reports or USPS Engineering Development Center confirmations of this event.

TPN comment: The Stamp Acquisition reference to Nonprofit Presort is to the nonprofit "G" stamp.

Paper specs for untagged paper may be identical for E&S and "G" stamps, but, as we have seen in BEP's new stock numbers [See *TPN*, July 1993, Page 92], different sizes and gums exist for untagged papers, all of which meet the new paper specifications.

I examined E&S stamps and the un-

tagged Fishing Boat closely. The papers are not the same. I was unable to examine "G" stamps because they are not yet available. I am certain that after the stamps are issued, the papers will show a perfect match.

• **Plate-activity and production totals**

Please list the order of printing of all Eagle and Shield stamps since May of 1993 by plate number and provide the impression totals for each plate number combination.

Answer: Eagle and Shield production information for May 1993 is not available. Plate numbers and total impressions are not currently being tracked, collected, or reported by Stamp Acquisition. Even so, this information would only be reported quarterly and then it would probably be three to six months after all production ended on each issue.

TPN comment: This reply is unbelievable. Doesn't USPS require printers to specify what stamps they have printed? After all, USPS pays for the stamps.

Furthermore, all security printers keep such data, which is how we found out the exact quantities printed for each E&S plate number [See *TPN*, January 1993, Page 1].

We were given a similar answer in the rejection of our Freedom of Information request. But somebody—perhaps not Stamp Acquisition—in the Postal Service gets these data. We are still trying to obtain the data through an appeal.

• **What press printed SV's USA?**

Please tell me on what press the 23¢ USA Presorted First-Class stamps were printed by Stamp Venturers. This information was lacking on your news release. When I called your office, I was told "Gravure." I need to know the make of the press.

Answer: Stamps printed by private printers are required to be printed in accordance with issue orders and printing method, type of format, quality-assurance requirements, and USPS-supplied art work.

The "make of press" is not relevant information that is mentioned by the Postal Service, nor is it required in regard to the supplier providing USPS-specification conforming products.

TPN comment: Gee, that's strange! Just when the *Stamps etc. Catalog* starts telling us which presses printed which stamps, USPS says it does not care about the presses. But, of course, we do. The information tells us the plate-number interval and the number of stamps printed with each impression.

• **Where were they printed?**

Please tell me where and by whom the 23¢ USA Presorted First-Class stamps

were printed for Stamp Venturers. This information was lacking on your news release. When I called your office, I was told "Chantilly, Virginia." I need to know the name of the actual printer and the location where the stamps were printed, not the address of Stamp Venturers' office.

Answer: Stamps were printed by Stamp Venturers. Corporate offices are in Chantilly, Virginia. Printing was by Stamp Venturers in Richmond, Virginia.

TPN comment: That means they were printed by J.W. Fergusson & Sons, a partner in Stamp Venturers. Stamp Venturers' spokesperson told TPN that when SV prints stamps at Fergusson, it more or less takes over the plant.

• **Early release of E&S**

Broadcast Message of April 30, 1993, ordered the substitution of 10¢ Eagle & Shield stamps printed by BEP for orders of the 10¢ Tractor Trailer stamp. The message was dated Feb. 8, 1993. The date it was transmitted was April 30, 1993. When were BEP's Eagle and Shield stamps printed? Were they labeled to prevent sale before the official first day of issue? Was it all right for accountable paper clerks to distribute these stamps before their first day of issue?

Answer: BEP printed the stamps in February 1993 [TPN Comment: How does Stamp Acquisition know this if it no longer tracks these data?] and shipped in April 1993. Notifications to not place stamps on sale prior to first day [of] issue is placed on all cartons of stamps shipped by USPS suppliers.

The BEP version of E&S, USPS item number 7977R, was issued as a variety only and was not formally associated with a first-day ceremony. Due to the high demand for these coils, accountable paper clerks released them to their customers when received.

TPN comment: They did have a first day: May 29, 1993, in Secaucus, N.J. What kind of sophistry is this? Simply put, the stamps went into use in April despite a May issue date.

• **Who ordered gag rule?**

Who signed the memorandum stating that printers could not respond to newsmen? Can I have a copy of the memo? What was the reason for this memo?

TPN comment: No reply was received to these questions.

But there are still a lot of questions we need answers to:

- What sort of coiler and perforator were used on the Schiavi Press that printed the 19¢ Fishing Boat at Multi-Color?

- What are the characteristics of the Champlain press used at J.W. Fergusson & Sons? What did Stamp Venturers mean when we were told that the perforator was proprietary and of their own design?

- Why do stamps get printed first by one printer and then, suddenly, get shifted to another?

- Why has there been a gradual shift away from dull gum toward shiny gum. When the dull gum was first introduced on the 8¢ Eisenhower booklets it was billed as resisting high humidity. As far as TPN has been able to ascertain, the world has not become parched since then.

- Who makes the determination that a stamp will be printed on prephosphored or phosphor-coated paper? Is this prescribed by the Postal Service when it contracts for the printing? Or does the printer pick the paper? What determines the kind of paper that is used?

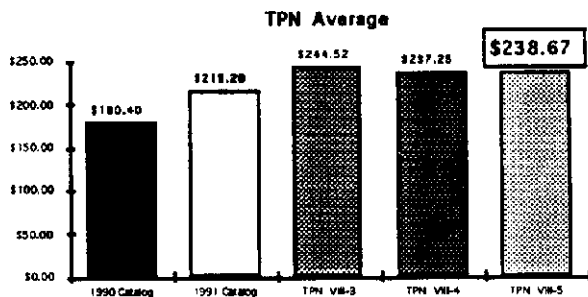
- If the Postal Service desires that all stamps be prephosphored or phosphor coated, why are stamps still being printed on untagged paper and then given overall tagging on press? Doesn't the Postal Service decide on this?

But one possible answer to all of the above is that nobody in today's Postal Service has any idea about any of this and it all goes willy-nilly. □

**Average dealers' prices on E&S stamps
Updated to Aug. 15, 1993**

Cat	Last TPN	This TPN	% Change	Cat	Last TPN	This TPN	% Change
A1111P	\$3.25	\$3.01	-7.26%	A43326P	\$4.37	\$4.24	-2.92%
A11111P	\$3.22	\$3.22	0%	A43334P	\$3.48	\$3.48	0%
A11112P	\$3.22	\$3.14	-2.50%	A43335P	\$3.48	\$3.39	-2.60%
A12213P	\$2.58	\$2.58	0%	A43426P	\$5.19	\$5.19	0%
A21112P	\$3.22	\$3.22	0%	A53335P	\$4.23	\$4.12	-2.66%
A21113P	\$4.80	\$4.80	0%	A54444P	\$4.43	\$4.43	0%
A22112P	\$3.22	\$3.14	-2.50%	A54445P	\$4.43	\$4.31	-2.82%
A22113P	\$3.16	\$3.08	-2.47%	A77777P	\$3.23	\$3.16	-2.02%
A32333P	\$231.43	\$242.14	4.63%	A88888P	\$3.11	\$3.16	1.76%
A33333P	\$5.62	\$5.58	-0.66%	A88889P	\$4.25	\$3.54	-16.65%
A33334P	\$94.89	\$94.00	-0.94%	A89999P	\$3.42	\$3.34	-2.31%
A33335P	\$5.00	\$5.00	0%	A98888P	—	\$2.50	N/A
A34424P	\$5.00	\$5.36	7.27%	A99998P	—	\$5.00	N/A
A34426P	\$4.91	\$4.91	0%	A99999P	\$3.13	\$3.18	1.54%
A43324P	\$5.14	\$5.14	0%	S11111P	\$3.25	\$3.13	-3.57%
A43325P	\$4.03	\$4.03	0%				

Notes to this table: Prices are taken from dealers' price lists and advertisements. Prices have not been adjusted for condition as they are for prices in the TPN Average.



Average up a hair; Haake omits quotes

When Al Haake issued his list No. 43 in July, most of the high flyers were missing. No 18¢ Flags except Plates 4, 5, and 7; no 20¢ Fire Puffers from Plates 1, 2, 7, 8, or 11; No 18¢ Surreys from Plates 3 and 4; No 22¢ officials.

Haake's explanation was quick and easy. He had long since sold out his own stock and had recently been selling Diane Thompson's stock on consignment. But Ms. Thompson has been too busy recently with other matters (she is a tax attorney) to keep Haake supplied. That left Haake with big voids in his price list.

What he expects to do is to buy from other dealers when he gets orders, but this is sure to push up prices of what we have been calling "The Dirty Dozen."

So far, however, there is no detectable change in prices. The PNCs we track for the TPN Average were almost unchanged from our last analysis in June. (But the untagged Fishing Boat dropped slightly.)

So we are not running the price comparisons for each strip. They should be back in the next issue.

For those who did not get the point, ED Denson has been doing just what Haake is going to start doing. Denson bought big-ticket items from other dealers when needed to fill an order, thus keeping the outlay for his own inventory at a manageable level. That story emerged when Denson needed an XF copy of a rare strip, only to find that most dealers who listed the strip did not have one for sale in that condition (or did not have it at all).

The frightening thing about the change in Haake's way of doing business is that Haake is also a wholesaler. It is to him that other dealers turn when they need PNCs. The only other wholesalers remaining are Dr. Robert Rabinowitz and Frank Marrelli, and only Marrelli and Haake publish a wholesale list. □

Haake, Rabinowitz get different Lunch Wagons

USPS reissues stamps

By Stephen G. Esrati

At least four stamps—including the 23¢ Lunch Wagon coil—were reissued in July by the Bureau of Engraving and Printing, but Postal Headquarters at first did not seem to know anything about them, even though they were on sale at the Philatelic Fulfillment Service Center (PFSC).

In addition, two airmail stamps were assigned to new printers and came out in new versions.

Another group of reissued stamps is the subject of rumormongers.

Robin Minard, a USPS spokesperson, said it would be policy to get announcements to the philatelic community whenever there is a new printer, or when something sets a stamp apart from its previous version. But less than three weeks later, Monica A. Hand told *TPN* that the changes were not sufficiently different to warrant any news releases.

The known new stamps are:

- 4¢ Flanagan (new color, new paper)
- 23¢ Lunch Wagon PNC (2 versions of gum, new paper)
- 40¢ Piper airmail (new printer, new perf style)
- 50¢ Quimby airmail (new printer, new perf style, new colors)
- 52¢ Humphrey (changed selvage text, new gum)
- \$1 Hopkins (new gum, new paper)

Richard Beecher of California reported three of the BEP reissues to *TPN*. I immediately called the PFSC, but Jeff Thornburg, the accountable paper chief at PFSC's vault, was on vacation.

Minard first said she had heard nothing about the new stamps. Later, she said her office was preparing a news release about the stamps for the end of July, although she conceded that the 40¢ Piper had been on sale since July 1. July ended without a news release. *Linn's* of Aug. 9 knew only what it had learned from Gerald Clark of the PNC Study Group, although a full account had appeared in *Stamp Collector* the week before.

Minard said the news release would also include a new official mail stamp. *Linn's* for Aug. 9 quoted Hand as saying there are also new versions of the \$1 Seaplane, the 4¢ Steam Carriage, and the 1¢ Omnibus. At *TPN's* press time, we lacked details on any of these, and Hand denied they existed. Meanwhile, she had told Dr. Robert Rabinowitz of a new 10¢ Canal Boat.

For Your Information

• Tagging—Most stamps contain a phosphor "tagging" element for detection by automated mail-handling equipment. Varieties of this tagging, either as a coating or as part of the stamp substrate, may be produced from time to time. The Philatelic Fulfillment Service Center is not equipped to identify nor supply these varieties unless they have been identified in advance by the manufacturer and supplied as such. With the effort of the suppliers, every effort will be made to make these varieties available to interested collectors.

Stamps etc. catalog, July-August-September 1993

The fourth BEP stamp was announced in the July-September issue of the *Stamps etc. Catalog* as a reissue of the 52¢ Hubert Humphrey stamp in the Great Americans Series.

The Quimby stamp surprisingly showed up in an order of new stamps I received from PFSC, although I never ordered it (but I did pay for it).

The Piper stamp was discovered by Clark, who also discovered that the \$5.80 Tulip booklet had been reprinted on new paper (Item 6641X).

Humphrey's dates fixed

Stamps etc. said the reissued stamp changed the incorrect dates of Humphrey's term as Vice President in the marginal inscription.

Minard said the Humphreys had not been reprinted to correct the dates, but because USPS needed 52¢ stamps.

The original text said HHH was Vice President from 1964 to 1968. The actual dates were 1965 to 1969.

When a journalist noticed the error, Michael O'Hara, then a USPS spokesman, incredibly said the dates "were meant to include the year that he was elected Vice President."

O'Hara said the stamps would be issued with the incorrect dates.

A few days later, he reversed himself, saying the stamps would be destroyed, and corrected stamps would be printed. He gave "the integrity of the stamp program" as his reason and said the reprinting would "insure the historical accuracy of the selvage text."

The cost of reprinting was estimated at \$580,000.

When that story broke, Rep. Gerry Sikorski (D-Minn.) told Postmaster General Anthony Frank that he objected to the decision to reprint.

While O'Hara was getting it from all sides, Frank agreed the next day to let the stamps be issued with the wrong dates.

The corrected plate is still Plate 1. It is listed in *Stamps etc.* as Item 1057R.

The reissued stamps have shiny gum and are on mottled prephosphored paper. The original stamps had dull gum and

were on solid phosphor-coated paper. The reissued stamps also appear whiter.

This is the first instance where a stamp will have two versions of the descriptive selvage text.

New color on Flanagan

The item number of the reissued 4¢ Flanagan is 51054. The difference between it and the previous Flanagan is that the color is brighter. The plate number is 2. All previous Flanagans carried the number 1. The stamp is untagged.

The original stamp was a dull violet-blue, closely resembling PMS 5275U. The new stamp is bluer, closely resembling PMS 540U.

While the untagged Plate 1 stamps were on Paper III_n (which shows diagonal gum ridges), the Plate 2 stamps are on Paper III, which appears much whiter than the paper used on Plate 1.

Almost identical Lunch Wagon?

The item number is 57913 for reissued rolls of 100 of the 23¢ Lunch Wagon with the plate number 3.

"These stamps are on a new paper, or have something slightly different," Thornburg said, "so I ordered them."

Previous stamps were on a solidly phosphor-coated paper. They also bore the plate number 3 and came in rolls of 100.

When my stamps arrived, I could detect no difference between the original stamps and the BEP reissues I was sent. A customer-service representative at PFSC told me the new stamps are whiter. Mine were not, so I sent them back.

Mary Halseil at BEP said the original stamps were on LP-713 paper, which, she said, has dry gum and is prephosphored. [In fact, the original stamps had shiny gum, but it was just barely shiny. At the time of printing, collectors considered it a totally new paper.] The reissues, she said, are on LP-701, which is prephosphored and has resin/dextrin gum.

Al Haake—who was also shipped many of the wrong stamps—said the new stamps are on mottled prephosphored paper and are definitely whiter. He said the gum is close to that of the original, a

dull-appearing gum that does not shine like other shiny gums. But this gum (on new and old Lunch Wagons) has just a bit of shine to it, so it cannot be called dull gum.

But that was Version 1. Dr. Robert Rabinowitz, who was also sent the wrong stamps at first, finally received stamps with mottled tagging and glossy gum. That's version 2.

Piper gets new printer

The 40¢ Piper moved from American Bank Note to Stamp Venturers, getting a new S1111 plate number in the bargain.

When Clark found this, he immediately noticed that the marginal description of Piper had been removed. Minard could not explain why it had been and said she was researching this.

The original stamp was overall-tagged and was L-perforated; the reissue is on prephosphored paper and has bull's-eye perforations.

According to Clark, the item number remains the same, so you cannot buy both versions any more.

Shiny-gum Hopkins

The reissued \$1 Hopkins stamps have the item number 51090 and carry the plate number 2.

Previous Hopkins stamps on prephosphored paper had solid tagging and dull gum. The reissued stamps have shiny gum. The tagging on the reissues is streaky, like the reissued 50¢ Nimitz and the 75¢ Willkie.

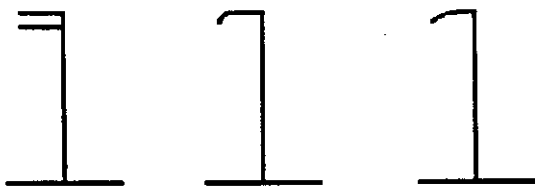
Color change for Quimby

The order number of the new 50¢ Quimby is 55572 and instead of being printed by Stamp Venturers, this reissue comes from KCS Industries. That means its plate numbers start with a "K."

The reissued Quimby stamps have slightly different colors, most notable in the purple of her clothing. On the SV version, the clothing was a bluish-purple with very little red in it.

Quimby's face was in a color making her look like a light-colored African-American. On the reissue, the clothing contains visibly more red, the lips are redder, and the complexion no longer hints of black ancestry.

Meyers finds White House 'varieties'



Double serif

Hooked serif

Elephant's trunk

Wayne Meyers has found three constant, but different varieties of the plate number on F29WH-1, Plate 1 of the 29¢ White House stamp.

This plate is only known in rolls of 100, so the stamps cannot be from the same roll if he has found more than two of the same variety.

Meyers believes the double serif, of which he has 12 copies, to be the most dramatic. What's more, he found them in New Jersey and again after he moved to Arizona. The names used in the captions are his.

Meyers wanted to know the cause of such phenomena. *TPN* readers are requested to report matches of his examples.

The varieties look like inking freaks, caused by some anomaly during inking in. Only many more copies would prove that they are actual plate varieties. □

[A friend noted that the 4¢ Carnegie (Scott 1171) makes that Scott appear to be an African-American, too.]

But the easiest way of telling the two Quimby stamps apart—other than by checking her lipstick—is by the perforations. The SV version was perforated on an L-perforator, with uneven corners. The KCS stamps were perforated with a bull's-eye perforator, resulting in even corners.

And there may be more reissued stamps out there.

Both *Linn's* and *Stamp Collector* mentioned BEP reissues, quoting Monica Hand. But not only did Hand tell *TPN* that she did not think the stamps were worthy of a news release, the customer-service department of the PFSC checked whether any of the alleged stamps were on hand and said the stamps did not exist.

It remains to be seen whether the old policy of announcing stamps before they are issued will be reinstated. □

PNC VARIETIES

Flag Series

F20-2	Flying Footprints (no #)-----	\$23.00
F20-14	Q Line-----	15.00
F-20-14P	same, PC (PS/5)-----	62.50
	same, PC (PS/3)-----	60.00
F22-6	Flying Saucer-----	15.00

Transportation Series

T2-3	Smoking T-----	12.00
	same, continuation (faint)-----	12.00
	Tail on T-----	11.00
T3CW-1	Set of three Conestoga plate cracks-----	50.00
T4.9-4	Long Buggy Whip-----	12.50
T4.9-4P	Same, on precancel (specify gap)-----	10.00
T4.9-5P	Rain crack (cut)-----	27.50
	Same, continuation-----	27.50
	Matching set-----	50.00
T4.9T-6P	Buggy Rein-----	50.00
T7.4T-2	Blown Tire-----	75.00
T9.3-5P	Hash mark, gap 3L, PS/10-----	45.00
T9.3-6P	Hash mark, gap 3L, PS/10-----	45.00
	Both hash marks, strip of 48-----	100.00
T10CB-ot	Untagged stripe at top-----	10.00
T10.9-2	Low entry, PS/10-----	85.00
T10.9-2P	Same PC, gap 3L, PS/10-----	85.00
T11C-1	Brake shoe-----	15.00
T11C-1P	Same, PC-----	11.00
	Hoseline I-----	10.00
T11SB-3	Severe chill-roller damage of "ar"-----	10.00
T11SB-3	Polishing cloth-----	12.50
T11SB-3	Fender crack and broken #-----	11.50
T12-7	No plate number, but with joint line PS/5-----	10.00
T15-2-ot	Anchor Line (no #)-----	10.00
	Same, continuation-----	10.00
T16.6-1P	Spilled Popcorn (no #)-----	7.50
T17EA-5	Recycling comma-----	10.00
T17EA-6	Dot over E-----	35.00
T17EA-7	Oil Drop-----	15.00
T18-1	Lightning Bolt XF-----	145.00
	Same, VF-----	125.00
T18-9	Lightning Bolt-----	25.00
T18-10	Lightning Bolt-----	25.00

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"FLAMING WAGON"
VF PS/5 \$20; XF PS/5 \$25



	PSB	PBS	PSB	PBS	PSB	PBS	PSB	PBS			
1¢ Omnibus 1, 2, 5, 6, 3, 4	65	70	18.00	19.00	14¢ Iceboat 1, 2, 3, 4	3.75	4.00	20¢ Fire Pumper 1	80.00	200.00	
8 Press 1, 2	1.15	1.20	PC 3 (QR, No Gap)	51.00	65.00	14¢ Iceboat 8 Press 2	4.50	5.00	3, 4, 13, 15, 16	5.50	6.00
Unbagged 2	.75	.75	PC 4 (1R)	—	55.00	15¢ Tugboat 1, 2 (Block)	3.25	3.65	5, 9, 10	4.00	4.50
2¢ Locomotive 3, 4, & 10	60	70	PC 4 (2L)	—	35.00	Overall bagged 2	4.70	5.00	7, 8 (PS/5 F-VF only)	100.00	200.00
2, 6, 8 Press 1	90	1.00	PC 4 (Line Gap)	20.00	21.50	16.7¢ Popcorn 1, 2	4.40	4.75	12, 14	13.00	13.50
3¢ Hancock 1, 2, 3, 4	95	1.10	PC 5, 6 (2L, No Gap)	3.50	4.00	17¢ Auto 1, 2, 3, 4, 5	3.50	4.00	2	—	WANT
3¢ Constable Wagon 1	1.10	1.20	PC 8	275.00	280.00	6	18.75	20.00	6	—	20.00
2	1.40	1.50	10¢ Canal Boat (block tag)	2.25	2.50	7	15.50	6.00	11	—	60.00
3.4¢ School Bus 1, 2	1.90	2.00	1 overall tag (dull gum) F-VF	4.80	5.00	PC 1C, 2C (F only)	9.00	9.50	20¢ Consumer Ed. 1, 2	47.50	225.00
PC 1, 2 (1R, No Gap)	7.75	8.00	1 overall tag (dull gum) XF	5.80	6.00	PC 3A, 4A (2L, 1L)	4.75	5.00	3, 4	45.00	145.00
4¢ Stagecoach 1, 2, 3, 4	2.25	2.35	1 phos shiny gum F-VF	2.80	3.00	PC 3A, 4A (Line Gap/Low)	14.00	15.00	20¢ Flag 1	9.50	100.00
5, 6	2.30	3.15	1 phos shiny gum XF	7.50	8.00	PC 3A, 4A (No Gap)	—	4.50	2, 11	6.00	13.00
PC 3, 4 (1L, 2L)	7.90	8.00	10¢ Tractor Trailer 1	2.55	2.75	PC 3B, 4B (No Gap)	27.00	28.50	3, 12	5.00	7.00
PC 3, 4 (Line Gap)	11.40	11.50	(10¢) Eagle, Shield	—	—	PC 3C, 4C (No Gap)	—	9.00	4	—	65.00
PC 5, 6 (1L)	11.75	12.00	BEP 11111, A11111, 11112, 21112, 22112, 22113, 43334, 43335, 53335, 77777, 88888	3.50	3.50	PC 3C, 4C (1R, Line Gap)	9.75	10.00	6	—	90.00
PC 5, 6 (2L)	—	12.00	99999	3.80	4.00	PC 3BA, 4BA (PS/10)	—	35.00	5, 8, 10, 13, 14	5.00	6.00
PC 5, 6 (Line Gap)	13.40	13.50	S11111	4.80	5.00	PC 5A (1L, 2L, No Gap)	5.00	6.00	8	—	6.00
Same, 8 Press 1	1.50	1.75	A21113, 33335, 43325, 43326, 54444, 54445, 89989	4.80	5.00	PC 5A (1L, 2L, Line Gap)	15.50	15.75	PC 14	—	65.00
Overall bagged 1	16.90	17.00	A33333, 43324, 43426, 34424, 34426	5.80	6.00	PC 5AB, 7AB (PS/8) (SR)	—	17.00	20¢ Official 1	22.50	75.00
4¢ Steam Carriage 1	2.00	2.25	A12213	25.00	25.00	PC 5C, 7C (No Gap)	30.00	30.00	20¢ Cable Car 1, 2 (block)	4.00	4.50
Unbagged	1.75	2.00	A32333 line discount	245.00	245.00	PC 7A (No Gap)	—	12.50	Overall bagged 2	5.00	6.00
4.9¢ Blackboard 3, 4	1.25	1.40	A33334	115.00	115.00	17¢ Dogged 2	4.20	4.60	20.5¢ Fire Engine 1	4.30	4.70
PC 1, 2 (1R, No Gap)	1.40	1.75	10.1¢ Oil Wagon 1	2.75	3.15	17.5¢ Racer 1	3.15	3.50	21¢ Rail Car 1, 2	4.30	4.70
PC 3, 4 (2L, 1L)	6.75	7.50	PC 1, 2 (No Gap)	3.30	3.50	PC 1	5.50	6.00	21.1¢ 111111	4.00	4.75
PC 3, 4 (Line Gap)	4.25	4.50	PC 2 (La Gap)	4.70	5.00	18¢ Sunny 1	100.00	110.00	111121	5.00	6.00
PC 5, 6 (2R, PS/7)	—	6.00	Rest PC 2, 3	3.10	3.40	2, 5, 6, 8, 17, 18	4.50	5.50	PC 111111	4.25	4.75
PC 5, 6 (No Gap)	6.50	6.75	10.9¢ Hansom Cab 1, 2	22.00	45.00	3, 4	81.00	82.00	PC111121	6.50	7.00
PC 5, 6 (1R)	—	7.50	PC 1, 2 (Line Gap)	35.00	36.00	7	44.75	50.00	22¢ Flag 1, 7, 13	14.00	18.00
PC 5, 6 (3L, PS/7)	—	7.00	PC 1, 2 (1R)	—	55.00	9, 10, 11, 12, 15, 16	15.00	17.00	2, 5, 8, 10, 12, 15, 16, 19, 21, 22, 11	—	—
PC 5, 6 (2L)	—	5.60	3, 4 (Line Gap)	395.00	—	13, 14	7.30	8.00	3	—	5.50
5¢ Motorcycle 1, 2, 3, 4	1.45	1.55	11¢ Caboose 1	5.00	5.50	18¢ Flag 1	WANT	480.00	4	—	25.00
5¢ Milk Wagon 1	1.35	1.45	PC 1	4.25	4.75	2	29.00	50.00	4, 6, 11, 17, 18, 20, 21	8.50	9.00
5¢ Circus Wag. 1, unl. 1, A1, A2	1.75	1.75	Unbagged PC 2	2.75	3.00	3	WANT	WANT	14	—	37.00
1.85	—	—	11¢ Stutz 1, 2, 3, 4	1.50	1.75	4	8.25	12.25	(22¢) "D" Eagle 1, 2	7.00	8.50
5¢ Canoe 1	1.90	2.00	12¢ Steamer 1, 2	2.55	2.90	5	5.75	6.50	(22¢) "D" Official 1	50.00	90.00
2, 3	2.40	2.50	PC 1, 2 (No Gap, Line Gap)	4.25	4.50	6	5.75	6.50	23¢ Lunch Wagon 2, 3	4.00	4.50
Gravure S11	1.65	1.75	8 Press PC 1	26.00	26.00	7	40.00	40.00	23¢ Flag A111, 212	4.00	4.50
5.2¢ Stage 1, 2	10.75	15.00	12.5¢ Pushcart 1	3.00	4.00	18¢ Wash. 1112, 3333	3.25	4.50	A222 lat middle 2	4.00	4.50
3	225.00	225.00	2	6.50	7.00	PC 11121	9.50	10.00	A222 thin middle 2	5.00	5.50
PC 1, 2 (No Gap)	215.00	215.00	PC 1 Light olive, Illa	3.50	4.00	PC 33333	3.75	4.25	A112	5.50	7.00
PC 3, 4 (No Gap)	12.75	13.00	PC 1 Dark olive, Illa	4.25	4.75	PC 33333 (dull gum, bagged)	6.75	7.25	A122, 333	6.50	6.00
PC 4, 6 (2L)	—	18.00	PC 2	5.75	6.00	PC 43444	9.75	10.25	23¢ USA A1111, A2222, 1111	4.00	4.50
PC 4, 6 (No Gap)	18.00	18.00	13¢ Patrol Wagon 1	3.20	3.50	19¢ Flaming Boat	—	10.50	S111	4.00	4.50
5.3¢ Elevator 1	2.15	2.25	13.2¢ Coal Car 1, 2	3.75	4.00	A1112	10.50	11.00	24.1¢ Tandem 1	4.85	5.30
5.5¢ Star Route Truck 1	2.75	3.00	—	—	A1212	6.00	6.50	25¢ Bread Wagon 2, 3, 4	4.50	5.00	
PC 1	2.15	2.25	—	—	A1111, 2424, 5555, 5556	3.25	3.50	1, 5	5.50	6.00	
PC 2	5.35	5.50	—	—	A5555 w/bag	9.50	10.00	25¢ Yosemite	—	—	
5.9¢ Bicycle 3, 4	12.50	16.00	—	—	—	—	—	Block 1, 7, Phos 15	9.50	10.00	
PC 3, 4 (No Gap)	40.00	40.00	—	—	—	—	—	Block 2, 3, 4, 5, 8	4.00	4.50	
PC 3, 4 (Line Gap)	120.00	120.00	—	—	—	—	—	Block 9, Phos 5	15.00	15.00	
6¢ Tricycle 1	1.55	1.80	—	—	—	—	—	Phos 1	61.50	62.50	
PC 1	2.20	2.50	—	—	—	—	—	Phos 2-3, 7-11, 13-14	4.00	4.50	
PC 2	10.50	11.00	—	—	—	—	—	Phos 6	17.50	18.00	
7.1¢ Tractor (tag or PC)	5.50	5.75	—	—	—	—	—	(25¢) "F" Earth 1211, 2222	6.50	7.00	
PC 1 "ZIP" 4	2.50	2.75	—	—	—	—	—	1111, 1222	4.00	4.50	
7.4¢ Baby Buggy 2	10.75	11.00	—	—	—	—	—	25¢ Honeybee 1, 2	4.00	4.50	
PC 2	6.00	6.25	—	—	—	—	—	1 Orig. full seri	26.50	27.00	
7.5¢ Carriage 1, 2	3.00	3.30	—	—	—	—	—	(29¢) "F" Tulio	—	—	
3	7.75	8.00	—	—	—	—	—	1111, 1222, 2222	4.00	4.50	
8.3¢ Ambulance 1, 2	2.00	2.25	—	—	—	—	—	1211	24.50	25.00	
PC 1, 2 (2L)	2.10	2.25	—	—	—	—	—	2211	6.50	7.00	
PC 1, 2 (1L, Line Gap)	2.25	2.80	—	—	—	—	—	29¢ Flower S1111, S2222	—	—	
PC 3, 4 (No Gap, PS/8)	—	13.50	—	—	—	—	—	S11	4.00	4.50	
PC3, 4 (1R)	11.00	11.50	—	—	—	—	—	S2222 (Perforated)	4.50	5.00	
8 Press 1	5.25	5.50	—	—	—	—	—	29¢ ML Rushmore Flag	—	—	
2	8.75	9.00	—	—	—	—	—	1, 2, 3, 4, 5, 6, 7	4.00	4.50	
8.4¢ Wheelchair 1, 2	2.75	3.00	—	—	—	—	—	7 Toledo brown VF	170.00	—	
3	17.75	18.00	—	—	—	—	—	8	8.50	9.25	
8.5¢ Tow Truck 1	3.50	3.80	—	—	—	—	—	9	11.50	12.00	
PC 1	3.80	4.00	—	—	—	—	—	A11111, A22211	4.00	4.50	
PC 2	14.50	15.00	—	—	—	—	—	29¢ White House Flag	—	—	
9.3¢ Mail Wagon 1, 2	10.75	16.50	—	—	—	—	—	1, 2, 3, 4, 5, 6, 7, 8	4.00	4.50	
3, 4	32.50	45.00	—	—	—	—	—	29¢ UNM 1 (29¢ PS/5) (dull)	8.40	9.00	
5, 6	320.00	320.00	—	—	—	—	—	\$1 Seaboard	7.00	9.00	

All stamps are guaranteed genuine and (unless otherwise noted) in VF condition. All stamps may be returned (within 30 days) for a complete refund, no questions asked. Some strips may be in limited supply. For XF, please add 25%.

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Scott reinstates coil pairs in its supplements

Scott Publishing Co. will again put spaces for coil pairs into its album supplements, according to Stuart Morrissey, publisher.

"Numerous letters and phone calls indicating collector demand for coil pairs led Scott to reinstate the pages," Morrissey said.

Coil pairs were dropped several years ago when PNCs, which are usually collected as strips of three or five, gained popularity.

The emphasis on collecting coils as pairs is a uniquely North American preference that began as a way of telling coil stamps from imperforates or from perforated stamps with clipped perfs.

According to Morrissey, "Beginning with the Presidential issue of 1938, pairs were not necessary to prove authenticity."

The spaces for pairs will be provided in the National, National hingeless, and Platinium supplements, not in the supplements for PNCs.

The Plate Number Coil Study Group at first priced PNC pairs in the *PNC Catalog*.

But such pricing was dropped in the 1991 edition when it was noticed that collectors of PNCs simply did not collect them. Dealers saw no demand for pairs and stopped advertising them. Some dealers ran fire sales of singles and pairs.

Few PNC dealers today advertise pairs, with PNCs Unlimited believed to be the last such dealer. □

Denson finds blind perfs on BEP's E&S

ED Denson has found a blind perf on the BEP version of the undenominated 10¢ Eagle and Shield. The missing perf is the bottom one and has an interval of 42.

Denson, who publishes three different PNC market reports plus a report with price predictions, has been named an adviser to the Scott Publishing Co. on PNC pricing for the 1994 catalog.

Lenz hits jackpot, again

Who says lightning never strikes twice? Joann Lenz, who found untagged Fishing Boats on sale at the Plymouth Show, found a whole box of them at the State College, Pa., post office, where she attended "stamp camp"—the stamp seminars sponsored by APS.

Report on the Lenzes

Alan Thomson, writing in the July issue of *Coil Line*, has come up with some totals for the 29¢ Rushmores on Lenz paper (which we now term solidly phosphor-coated paper) in mint strips.

Plate 2	86
Plate 6	430

He cites Richard Nazar's theory that Lenz paper was a sample supplied to BEP.

In the same issue of *Coil Line*—the first we have seen with any research or news in it since the club was founded—Doug Iams gives totals for used copies:

Plate 2	9
Plate 6	12

Gauging the flood

When Lighthouse released its 1991 PNC album supplement, publisher Wolfgang Schön noted: "The two and a half years from 1990 through mid-1992 were by far the most prolific stamp-releasing months in the history of the United States. In PNCs alone, 92 new strips had to be given spaces in the album." That figures out to a little more than three strips a month. In the seven months of 1993 there have been 12 new strips:

F23USA-111
F23USA-S111
M10-A7777
M10-A8888
M10-A8999
M10-A9998
M10-A9999
M19-A5555
M19-A5555-unt
M19-A5556
M(29)-1-glos
T10-1-ct, dull

One of those, the dull gum Canal Boat, had actually been found in 1992 but was

kept secret by the dealers who found it because they wanted to avoid another price explosion.

Dropout returns

David Barrie-LaVergne, founder of the PNC Labels Study Group, mysteriously dropped out of philately about three years ago. Barrie-LaVergne, a geologist, was then charting the movement of the north magnetic pole for the U.S. Coast and Geodetic Service.

He has just informed Richard Nazar, coordinator of the PNC Study Group, that he is ready to take up where he left off in October and assured Nazar that he has been healthy. He did not disclose what he had been doing during his absence.

Fun with inking freaks

Harald Singer has found strips from BEP's E&S stamps in which the first "1" has a horizontal line running out of it to the left. One looks like a "7," the other like a flipped "L." But they both came out of the same roll, so they are just inking freaks, not constant plate varieties.

Here's a new break

Dr. John Greenwood has found something new in the way of tagging breaks on the 4¢ Stagecoach from the B Press.

Dr. Greenwood found what he called a fastener right in the vertical middle of the stamp. On Cottrell issues, the breaks are at the top or bottom of the stamp (because the fastener had to avoid the inscriptions on the mats when they still printed precancels).

The interval of the new breaks is odd, too. There is a break every 26th stamp (plate numbers are 52 stamps apart), but only every other break has a fastener. That means we are dealing with a tagging roller made up of two half cylinders and with a fastener that shows only on one of the two halves.

Alan Thomson suggests that what Dr. Greenwood found may not be a fastener at all, but a wear spot on the edge of one of the two half cylinders.

Further reports are welcome.

Weird Hopkins inking

Carol Morehouse, always a sleuth,

all the PNC news that fits we print
and some Great Americans, too!

has found panes of the \$1 Hopkins from Plate 2 (probably the dull-gum variety) on which the left side of the "J" of "Johns" does not print clearly as a straight line. She blames it on an inking problem, but wonders why the adjacent "o" is always perfectly formed.

AFDCS expresses concern about USPS policies

The American First Day Cover Society, which has never been known for rocking the boat, has become the first national stamp society to criticize the Postal Service for its recent high-handedness in its relations with collectors.

AFDCS did it gently. Its members voted at its July 23-25 convention in Boxborough, Mass., to "express its concerns to Postmaster General Marvin Runyon over certain important issues, asking for clarification of ambiguous statements, and the USPS view on the impact of their policies on the future of the hobby."

The issues were:

- "The alarming rate" of recent early and unannounced releases and their effect on the official policy on first days of issue.
- Sale of FDCs by the Philatelic Fulfillment Service Center (PFSC).
- USPS plans to produce and sell cacheted FDCs.

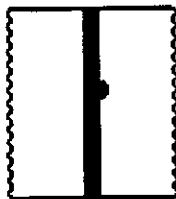
Members voted not to oppose the sale of uncacheted FDCs by the PFSC, but unanimously opposed sale of cacheted covers.

There was no vote on early and unannounced releases. Executive Director Doug Kelsey said members preferred to await a reply from Runyon.

Kelsey noted that AFDCS "has always been responsible for maintaining records of earliest known usage" of stamps.

By the time you read this, action along similar lines may or may not have been taken at the annual conventions of the Plate Number Coil Collectors Club (PNC²) and the American Philatelic Society.

But the main event at STAMPSHOW 93 was likely to take place at the traditional breakfast of APS Writer's Unit 30, which was scheduled to confront the USPS official in charge of the office that is supposed to provide public information.



UPDATE: Withdrawals, new issues, reissues

New stamps

Plate Number Coils (USPS rumors)

The following stamps have not been seen by TPN. Existence uncertain!!! These reports are based entirely on reports originating with Monica A. Hand, a USPS spokesperson, who appeared to TPN not to know what this was all about. The existence of all these stamps was denied to TPN by the Philatelic Fulfillment Service Center.

T1(B)-?—The 1¢ Omnibus, plate number unknown, was reported to *Lin's* by Hand to be among stamps being reissued. No specifics were available to TPN at press time. Hand later denied this stamp's existence to TPN.

T4SC-?—The 4¢ Steam Carriage, plate number unknown, was reported to *Lin's* and to Dr. Robert Rabinowitz, writing in *Stamp Collector*, by Hand to be among stamps being reissued. No specifics were available to TPN at press time. Hand told Dr. Rabinowitz this stamp would be untagged, but later denied this stamp's existence to TPN.

T10CB-?—The 10¢ Canal Boat, plate number and tagging unknown, was reported to Dr. Robert Rabinowitz, writing in *Stamp Collector*, by Hand to be among stamps being reissued. In view of the fact that an overall-tagged and a phosphor-coated version of this stamp are already known to collectors, if such a stamp were to be reissued, it would most likely be on mottled prephosphored paper with shiny gum. Hand did not mention this stamp to TPN and told Dr. Rabinowitz she was unsure of the tagging of this stamp.

T51-?—The 5¢ Seaplane, plate number unknown, was reported to *Lin's* and to Dr. Robert Rabinowitz, writing in *Stamp Collector*, by Hand to be

Constant plate varieties—XLVII

By A.S. Cibulskas

1¢ Omnibus
a. Plate 2, B Press, untagged. Horizontal line above "Omnibus 1880," right from "b" of "Omnibus" to and through the perforations. Slightly wavy and irregular. Constant at 6R. (Leduc)

23¢ USA

a. Plate A1111. Multiple, distinct specks of blue ink in the bottom margin area, around the yellow plate number. (Keller)

29¢ Flag over Mt. Rushmore

a. Plate 5. Red dot centered in the white area below the flag. Constant at 1L. (Keller)

b. Plate 5. Very obvious red ink bleed to left of bottom three stripes. Constant at 2L. (Keller)

c. Plate 9. Blue dot in top part of Washington's hair. Constant at 1L. (Keller)

Note: Please see Page 122 for a report from Wayne Meyers about Plate 1 of the 29¢ Flag over the White House. Reports please to me at 28 Westwood Rd., Stamford, Conn. 06902. □

among stamps being reissued. No specifics were available to TPN at press time. Hand later denied this stamp's existence to TPN.

Plate Number Coils (reported to TPN)

T20CC-1—Plate 1 of the 20¢ Cable Car, untagged (error). (Ingram)

T23-3—mottled, dullish—Plate 3 of the 23¢ Lunch Wagon, reprinted on mottled prephosphored paper that also appears whiter in daylight. Stamp was placed on sale at Philatelic Fulfillment Service Center about July 1. Gum is just barely shiny. (Haake)

T23-3—mottled, shiny—Plate 3 of the 23¢ Lunch Wagon, reprinted on mottled prephosphored paper that also appears whiter in daylight. Gum is shiny. (Dr. Rabinowitz)

Great Americans (seen by TPN)

4¢ Flanagan—Plate 2, printed on whiter Type III paper. Untagged. Color changed to bluer blue resembling PMS 540U. (Item 51054)

52¢ Humphrey—The new printing reused Plate 1, but with corrected descriptive text in selvage. Whiter paper. Shiny gum. (Item 1057R)

51¢ Hopkins—Plate 2 on streaky prephosphored paper with shiny gum. (Item 51090)

Withdrawals

Going off sale Sept. 20, 1993:

Great Americans

14¢ Julia Ward Howe
21¢ Chester Carlson
25¢ Jack London
45¢ Harvey Cushing MD
51¢ Johns Hopkins, Plate 1, block tagging, A Press (Item 1090)
51¢ Johns Hopkins, Plate 2, prephosphored, C Press (Item D1090)

Note: The withdrawal of the Hopkins stamps is reported as announced in *Stamps, etc.* But in all likelihood, the C Press version should not have been withdrawn while Plate 1 with overall tagging off the A Press (Item N1090) should have been. *Stamps, etc.* said Item N1090 would remain on sale.

Withdrawn June 19, 1993 without announcement in *Stamps, etc.*

20¢ Truman

Brett proves change in 8.3¢ Ambulances

George W. Brett, writing in *The U.S. Specialist* for August 1993, illustrates his story on relief cuts on U.S. stamps by showing B Press and Cottrell versions of the 8.3¢ Ambulance.

As did Larry G. Haynes when the B Press stamps first came out, Brett says the diagonal relief cuts in the newer stamps differ broadly from those of the Cottrells.

That supports the illustration used in most recent editions of *The Plate Number Coil Catalog*, which shows visible diagonal shading in the "A" of Ambulance." On the Cottrells, the lettering appears solid. □

ADLETS

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

FREE: National Precancel Price List. Six pages fully illustrated. #10 SASE appreciated. Howard Moser, 1409-13th St., Highland, IL 62249. (PNC3 4-93-1-94)

SPECTACULAR underinking of 3¢ White. Horizontal strip of 20. Columns 2, 7, and 8 are very pale; column 9 is almost completely missing the color. \$50. Bob Mebert, 15 Sunnyview Dr., Redding CT 06896-1720. (PNC3 5-93)

SEND FOR FREE price list on PNCs. Also available: Used strip or variety list with some imperfs and covers. Always Buying. Postage OK as payment. PNCs Unlimited, N3656 Hwy 40, Bruce WI 54819. (5-93)

WANT #2608 (29¢WH) used PNC multiples. Give same number used PNC singles, two for PS/2, 3 for PS/3, 5 for PS/5. David V. Nelson, PO Box 2097, Palm Desert CA 92261. (5-93)

DISCOUNT POSTAGE: 19¢, 23¢, 29¢, 50¢, 75¢ at 95% of face in lots of \$100 (face) or more. No precancel. 23¢ precancels 90% of face. Esratl, POB 20130, Shaker Heights, OH 44120. (216) 561-9393. (5-93)

GHOST OF 20¢ FLAG in tagging of 11¢ Caboose, PS/5, VF, \$10. ED Denson, POB 158, Alderpoint CA 95411-0158. (PNC3 5-93)

WANTED: Scott 1863, 22¢ Audubon, "L." LARGE block tagging, strip of 20 (NO straight edge). Wolfgang Elser, 4720 Deer Run Court, Alexandria, VA 22306-1101. (5-93)

★ NAME YOUR OWN REWARD ★

I OFFERED \$25 REWARD for information leading to the purchase of matched sets of plate blocks of the 20¢ Gallaudet from Plates 8 and 9. Nobody took me up on it. If you know where I can find them, how much do you want? Michael D. Kinney, 1430 Daly Ave., Wisconsin Rapids, WI, 54494. (715) 424-5261 after 6 p.m. (5-93)

MIXTURE SORTERS: 10¢ Tractor Trailer stamps wanted on piece with privately overprinted endorsements. Pay \$5.00 each. VF. Box TT, POB 20130, Shaker Hts., OH 44120. (5-93)

WANTED PS 18s: Regular Perfected XF-S, Imperf, misperf, miscut. John Tison (PNC3 473, APS, ASDA) B&J Sales, 3012 S. Croddy Way, Santa Ana, CA 92704. 1-800-854-4487. (6-83)

PNCs BY SUBSCRIPTION: It's quite simple. Subscribe to my new-issues service and get every new plate number as a PS/3 or PS/5, VF or XF I also carry Far-nam, Aircraft, and Artmaster FDCs. Send \$25 deposit to Esratl, POB 20130, Shaker Heights, OH 44120. (5-93)

JOIN PNC3 For details, write Joann Lenz, 37211 Alper Dr., Sterling Hts. MI 48312-2203. (5-93)

FDCs: Combination covers of 2¢ Loco, B Press, PS/5 with PS/5 (Cottrell) from Plates 3, 4, 6, 8, or 10. \$14 each. \$65 for all five. Esratl, POB 20130, Shaker Heights, OH 44120. (5-93)

B&O RAILROAD cachet of KMC Venture: FDC of 2¢ Locomotive, Plate 3, PS/3 (Number on left stamp), poorly centered, number cut; with 3¢ B&O commemorative and 13¢ added postage. Free to anyone who loves railroads on stamps. First come gets it. Esratl, POB 20130, Shaker Heights, OH 44120. (5-93)

KMC VENTURE FDC: PS/3 of 7.4¢ Baby Buggy, PS/3, number on left stamp. \$5. Esratl, POB 20130, Shaker Heights, OH 44120. (5-93)

8.5¢ PRECANCEL, PS/3, Artmaster FDC, \$20; Same, Gill Craft, \$25; Combination with unprecanceled PS/3, KMC Venture, \$35. Same, but PS/5, H&H cachet, \$40. Esratl, POB 20130, Shaker Heights, OH 44120. (5-93)

Surgery, paging Dr. Chervis

What are those tagging breaks, really?

By Stephen G. Esrati

When I was much younger, I edited *The German Postal Specialist*, journal of the Germany Philatelic Society (GPS).

The big controversy back then, around 1960, concerned the legitimacy of many interim issues put out in what was later the German Democratic Republic. There was only one problem: An official expertizer in the GDR, Werner Flaschendräger, had to toe the party line while experts in the United States and in West Germany could report their findings based only on empirical evidence.

Flaschendräger repeatedly ruled that such and such a stamp was fraudulent because postal records did not back their existence. Expertizers on the other side found the stamps legitimate after they were found on postal documents or non-philatelic registered mail (such as from a bank to a government office).

My task was hard because I wanted articles from Flaschendräger, but I also wanted to insist that if the GPS would sign a stamp as genuine, I would not allow Flaschendräger to say it had been fraudulently prepared by collectors or crooked mailmen.

In 1991, the roles were switched. I suddenly became Flaschendräger. I was convinced that what we had found on PNCs from the Cottrell presses would also appear on the Great Americans. That was the party line, and I toed it.

The siren song of Press 803

When I finally started sorting out the scanty BEP data on the printing of Great Americans, I found several that were reported to have been printed on Press 803, the precancel press that survived the fire at BEP.

"Wait a minute," I said to myself. "Look at them under the UV light to check for tagging breaks."

And, Bingo! I found breaks in the tagging. Remarkably, the breaks I found, and those found later by others, were all on stamps reported to have been printed on Press 803 or on presses that were not identified, or were reported to have been printed on the two presses consumed in the flames with printing dates after the fire.

I called them tagging breaks. Because they ran vertically, I assumed that they had been used to hold a wire or some other fastener that held a makeshift tagging device in place.

When Ken Moreau found the helical



HELICAL?—If this were really a channel that holds a wire that holds a tagging mat on the press, it would have been helical. Alan Thompson simply will not buy that notion.

tagging break shown above, I glibly explained that it was proof of my theory.

The naysayer breaks the bubble

But Alan Thomson wasn't having any. First off, he would not buy the theory that all the breaks had been printed on Press 803, feeling quite certain that they could also have come from the three other presses before the fire or Press 801 after the fire.

Second, he started to doubt that they were the tagging breaks I had termed them. He said:

I no longer support the idea of tagging breaks on Great American Cottrell issues. After taking a more careful look at all that is available to us, there really is nothing reliable to support the concept. When something concrete is presented to show that break lines exist, I'll change my mind.

I've become convinced that the vertical tagging voids we've seen do not truly lead to a conclusion that there are breaks. The vertical lines in themselves are not breaks. You call these vertical tagging voids tagging breaks. I call them scarred roller voids.

Carry on, but until something changes, I'm a pot-shooter on the sidelines. If I turn out to be wrong, I'll readily say so.

The Ken Lawrence ambush

All through the short history of the PNC Study Group, Ken Lawrence has repeatedly warned us against reinventing the wheel. He did not like the original *PNC Catalog* numbers, pointing to the fact that no dealer was using them (even though ED Denson was). He objected to various other ideas, sometimes sticking to his guns, and sometimes backing off when confronted by the sort of evidence poor

Flaschendräger could not accept because the party would not allow it.

So I asked Ken what he thought of Alan's objections. Until then, Ken had said nothing about what *TPN* had been printing about the breaks. True to form, Ken (no longer a member of the study group but still an associate editor of this magazine) wrote:

Regarding the hullabaloo about tagging breaks on Great Americans, please keep in mind that the Great Americans were the last definitives printed on the Cottrell presses, not the first, and that we have some 17 years worth of experience with tagged Cottrell definitives before they came along.

Some of the distinctive features are not new, but were there all along. Before reinventing the wheel, members of the study group ought to reread the existing literature on the subject.

And here, another remarkable thing happened. Ken pointed us toward the writings of Dr. Leon Chervis, the man who put us on the trail of tagging breaks on Cottrell-printed PNCs in the first place. Ken continued, citing Dr. Chervis' thesis on tagging in the old Minkus catalog:

Type I tagging used four mats. When properly registered, each mat tagged an entire 100-subject pane portion of each 400-subject plate impression. Any corner margin or single has two untagged margins.

Wayne Youngblood called this a form of block tagging that tagged a whole pane. Dr. Chervis called it "mat tagging."

Type II tagging used a roller, so the "gaps and streaks" disappeared, leaving only the outside (plate number and inscription) margins partially untagged. Type III used a wider roller, so even the outer margins are tagged fully.

Type III tagging used a curved metal plate instead of a set of mats or a roller. The margins are fully tagged or nearly so, but a "hot line" of intense phosphor or an untagged narrow gap ("break" in our terminology) appears on stamps from any position on any pane.

In other words, Ken came out four-square on the side of Alan by pointing to Dr. Chervis' material in the Minkus catalog. I should, of course, have looked there before propounding the Flaschendräger-like theory that fit so neatly into my party line.

But the tagging breaks we have found on the Great Americans don't fit in any of Dr. Chervis' three types, either. Dr. Chervis' untagged gap is supposed to be 1mm or less wide. Ours are all wider.

According to Dick Sine, who is updating the Minkus catalog, Dr. Chervis is hard at work updating the section on tagging.

□

Tagging breaks on Cottrell Press PNCs (updated through Aug. 15, 1993)

Cat. No.	8L	5L	4L	3L	2L	1L	1R	2R	3R	4R	5R	6R		
T2-2		B Sib	B Sib J	B Ctb Sib	B Ctb J		JOINT LINE						<p>Symbols, abbreviations B = Bar (vertical) C = Clip (T-shaped) S = Screw head</p> <p>Clips and screw heads also show bar breaks.</p> <p>Clip and screw locations: t=top, b=bottom, c=complete fastener</p> <p>J = a junction of four mats has been found at this location. This is seen as a horizontal break PLUS a vertical break.</p>	
T2-6		B Sib	B Sib J	B Cl Sib	B Ctb J									
T2-8		B Sib		B Ctb J	B Ctb J									
T2-10		B Sib		B Ctb J	B Ctb J									
TSM-1											B Sib	B Sib J		Sib
TSM-2											B Sib	B Sib J		Sib
TSM-3		B Sb	B Sib J	B Ctb J	B Ctb	B Ctb J								
TSM-4		B Sb	B Sib J	B Ctb J	B Ctb	B Ctb J								
T5.2-3			B Si											
T5.2-5			B Si											
T17EA-1				B Ctb J	B Ctb J									
T17EA-2				B Ctb J	B Ctb J									
T17EA-3	B Cb J			B Ctb J	B Ctb J									
T17EA-4	B Cb J			B Ctb J	B Ctb J				Sb					

NOTE: Plates 1 and 2 of the 5.2c Steigh have been found with a horizontal joint line, meaning a vertical tagging break exists. Anyone with a full roll would be able to confirm location of vertical breaks.

Notes to above chart

T17EA-4-3R found used as a PS/4.
 T17EA-3-3R, found mint.

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')

T4SR-1-ot (W) 2L, 9R
 T4SC-1-ot (on stamps)(W)

11L, 9L, 8L, 7L, 6L, 2L, 1L, 3R, 3R, 7R, 9R?, 10R?

T4SC-1-ot (on perf)

2L, 11L, 10L, 9L, 8L, 7L, 6L, 5L, 4L, 3L, 2L, 1L, Lion, 1R, 2R, 3R, 3R, 6R, 8R, 9R, 10R, 11R, 12R

TSCW-1-ot #

19L, #13L, 10L, #8L, 7L, 6L, 5L, 4L, 3L, #2L, #1L, 3R, 4R, 5R, 6R, 12R

T10CB-1-ot,dull
 T15-2-ot (W)

9R
 12L, 11L, 10L, 9L, 8L, 7L, 6L, 5L, 4L, 3L, 2L, 1L, Lion, 1R, 2R, 3R, 4R, 5R, 6R, 8R, 11R
 12L, 11L

T20CC-2-ot
 T31-1 (W)
 # Circus Wagon is confirmed with only one break in 52 stamps, stamps not marked have two.

"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

T4S-1-ot Top
 T5CW-1-ot Top, bottom
 T10CB-1-ot,dull Top
 T15-2-ot Top, bottom
 T31-1 Top, bottom
 Ernst welcomes new reports.

FOR SALE:

5.2c, 3.5 mint: Long strips with top screw or bottom screw available from partial rolls. Please inquire.

DROP TRANSFER at 1L on PS5 of 11c Stutz No. 3. F-VF, \$85; VF-XF, \$105; XF-S, \$130.

18c Flag No. 6: Used singles:

- Several slightly short perfs on right; purple cancel, nicely centered. \$275.
- One slightly short perf on left and right; wavy black cancel, XF-S centering. \$250.

BUYING SCARCE GAPS

5.2c, 1, 2, 3, 5: 1L; 1R—\$250, each.

5.9c, 3 or 4: 1L, 1R—\$750 each.

9.3c, 5 or 6: 1L, 1R—\$750 each.

Offers are for F-VF or better in PS5.

Dr. Robert Rabinowitz

37-E Stanwick Place
 Stamford, CT 06905
 (203) 325-2312

Tagging, plate numbers, and perforation varieties of Great Americans Series

Scott	Stamp	L/block	L/Overall	Narrow/block	Narrow/overall	Narrow/phosphored	Untagged
1844	1¢ Dix	L (1, 2)		A (1)			
2171	4¢ Hanagan			E (1)			E (1, 2) Intentionally
2173	15¢ Murloz Marin			E (1)†	E (1)†		E (1) Error (2) Intentionally
2176	10¢ Red Cloud			E (1)	E (1*†, 2†)	E (2)‡	E (1, 2) Error
2178	15¢ Cody			E (1, 3)	E (1*, 2*†, 3†)		E (2, 3) Error
1862	20¢ Truman	L (1)		E (2)	E (3)†		E (2) Error
1863	22¢ Audubon	L (1)		E (3)			L (1) Error
2182	23¢ Cassatt			E (1)	E (1*†, 2*†)	E (2)‡	E (1) Error
2197a	25¢ London \$5 book			E (1, 2)☆			E (2) error
2183a	25¢ London books ☆						E (1) Error (\$1.50 only)
1864	30¢ Laubach	L (1)		E (2)	E (2)†		
1867	39¢ Clark	L (1)		E (2)			
1868	40¢ Gilbreth	L (1)		E (2)			
2186	40¢ Chennault				E (1)†	E (2)	E (1) Error
2188	45¢ Cushing			E (1)	E (1)†		E (1) Error
1869	50¢ Nimitz		L* (1, 2, 3, 4)	E (1, 2)	E (2, 3*)	3 (shiny gum)	L (?), E (1, 2) Error
2193	75¢ Willkie					1‡ (dull gum) 1 (shiny)	
2194A	\$1 Hopkins			E (1)	E (1)	E (1)‡ (2, dull and shiny)	E (1) Error
2196	\$5 Harte			E (1)		E (2)‡	

Symbols used in this chart:

- L = L-perforator 10.9 x 10.9
- E = Eureka off-press bull's-eye 11.2 x 11.2
- A = A Press in-line bull's eye 11.2 x 11.2
- ☆ \$5 booklet only 11.2 x 11.2. The \$1.50 and \$3 (Plate 1) booklets are block tagged and perforated (10 x 9.8) in-line on Goebel booklet-making equipment
- Printed on an I-8 currency press. Tagged off press. All have shiny gum.
- * Overall tagging in all salvage.
- † Untagged area in salvage.
- ‡ Lenz paper (solid tagging).
- μ Mottled prephosphoring.
- 15¢ Cody does not exist on on prephosphored paper.

Data first compiled for *Linn's World Stamp Almanac* by Wayne L. Youngblood. Updated by the PNC Study Group.

Tagging, plate numbers, and perforations of Great Americans known in only one version

Scott	Stamp	E-E/Cottrell Overall	L/block	L/Overall	Narrow/block	Narrow/overall	Narrow/phosphored	L/phosphored	Untagged
2168	1¢ Micheli				E (1)				E Error
2169	2¢ Mary Lyon				E (1, 2)				E (1) Error
1845	2¢ Stravinsky	1, 2, 3, 4, 5, 6							E-E Error
1846	3¢ Clay	1, 2							E-E Error
2170	3¢ White				1, 2, 3				E Error
1847	4¢ Schurz	1, 2, 3, 4							E-E Error
1848	5¢ Buck	1, 2, 3, 4							E-E Error
2172	5¢ Black				E (1, 2)				E (2) Error
1849	6¢ Lippmann		1						
1850	7¢ Baldwin		1						
1851	8¢ Knox			3, 4, 5, 6*					L (?) Error
1852	9¢ Thayer		1						
1853	10¢ Russell		1						L Error
1854	11¢ Partridge			2, 3, 4, 5*					L Error
1855	13¢ Crazy Horse	1, 2, 3, 4							E-E Error
1856	14¢ Lewis		1						
2177	14¢ Howe				E (1, 2)				
1857	17¢ Carson	1, 2, 3, 4, 13, 14, 15, 16							E-E Error
2179	17¢ Lockwood				E (1, 2)				E Error
1858	18¢ Mason	1, 2, 3, 4, 5, 6							E-E Error
1859	19¢ Sequoyah	39, 529, 39, 530							
1860	20¢ Bunche	1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 13							E-E Error
1861	20¢ Gallaudet	1, 2, 5, 6, 8, 9							
2180	21¢ Carlson				E (1)				
2183	25¢ London sheet				E (1, 2)				
2184	28¢ Sitting Bull				E (1)				
2184A	28¢ Warren						S1, S2μ		
NEW	29¢ Jefferson						S1, S2		
1865	35¢ Brew	1, 2, 3, 4							
2185	35¢ Chavez							S1, S2μ	
1866	37¢ Millikan	1, 2, 3, 4							E-E Error
2190	52¢ Humphrey						1‡ dull, 1μ shiny		
2161	56¢ Harvard				E (1)				E Error
2192	65¢ Arnold				E (1)				E Error
2194	\$1 Ravel				E (1)				E Error
2195	\$2 Bryan				E (2)				E Error

Bold-faced stamps are obsolete. Design has been replaced.

Cover of the Bi-Month

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FORM 3578

By Richard Beecher

The 35¢ Dennis Chavez stamp was issued in 1991 to cover several possible rates. The most common is the basic letter rate to Mexico. The Chavez stamp could also be used to pay the more obscure surface postcard rate to a foreign destination other than Canada or Mexico (the airmail rate is 40¢).

A still more obscure rate is shown on this cover. For a fee of 35¢, USPS will supply a mailer with a corrected or updated address for third-class bulk mail if it has an "Address Correction Requested" endorsement. Unlike first-class mail, USPS will not forward or return bulk mail (unless it has a "Forwarding and Re-

turn Postage Guaranteed" endorsement such as the one used by TPN. Without such an endorsement, the mailpiece is discarded. If the mailpiece had no guarantee, the corrected or updated address is completed on Form 3579, which is then placed in an envelope like the one above, and is then mailed to the original sender.]

This cover has a San Francisco machine cancel dated July 22, 1992. Postage due of 35 cents was paid on July 31 at the Edendale Station in the Echo Park section of Los Angeles.

If you have a Great Americans cover of interest, send a black-and-white photocopy to Richard Beecher, 10779 Woodbine St. #302, Los Angeles, CA 90034.

Stephen G. Esrati
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