

REPAIRS OF THE TWO PENCE PLATE NINE
GREAT BRITAIN SG 45

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Based on the book "TWO PENCE PLATE NINE" by H. Osborne

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THE REPAIRS OF 2d BLUE PLATE 9 (QUEEN VICTORIA, LINE ENGRAVED SG 45)

Introduction

The aim of this work is to illustrate the repairs of this plate. Readers are referred to the original work by Osborne (1) which details in text and gives some example photographs of the repairs to this postage stamp. Fortunately, with the development of computer technology it is now possible to scan images of these stamps easily and to display them readily at greater than 5X linear magnification. This enables inexpensive and relatively easy identification of points of interest on this issue which can be readily disseminated either on the internet or by print.

The plate for the twopence plate nine (2d plate 9) was registered on March 14th 1861 (1). The plate consisted of 12 columns and 20 rows comprising a total of 240 stamps. Letters of the stamps are in all four corners. The letters in the bottom corners are used to identify the stamps (Figure 1). The plate was in use until October 28th, 1868, with approximately 383,000 sheets being made from the plate.

During the lifetime of the plate it became worn and exhibited signs of corrosion. This wear was most extreme on the right hand side of the plate. In 1866 the plate was repaired predominantly in the K and L columns (11th and 12th) by a mixture of hand repair, re-entry and cleaning. Further wear occurred and in 1868 the plate was again repaired, this time predominantly in the J,K and L columns. On this occasion the plate was mainly repaired by re-entry, with a few of the impressions being hand re-touched or cleaned only. Dated stamps are extremely important as they give an important clue to whether the stamp may show a repair or otherwise. It should be noted that stamps showing the 1866 repair are fairly rare (1 in 6 of the printed stamps) whilst that of the 1868 repair are rarer (1 in 12 of the printed stamps).

Examples of the repairs of this plate come up from time to time through auction or from various dealers. However, some of the repaired stamps are very difficult to identify conclusively and fairly frequently items are put up for sale with erroneous descriptions. The major problem is the lack of reference examples of the repairs to this plate. Hopefully this book goes some way to addressing this and also indicates which repaired impressions are very difficult to identify.

(a)

AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL
BA	BB	BC	BD	BE	BF	BG	BH	BI	BJ	BK	BL
CA	CB	CC	CD	CE	CF	CG	CH	CI	CJ	CK	CL
DA	DB	DC	DD	DE	DF	DG	DH	DI	DJ	DK	DL
EA	EB	EC	ED	EE	EF	EG	EH	EI	EJ	EK	EL
FA	FB	FC	FD	FE	FF	FG	FH	FI	FJ	FK	FL
GA	GB	GC	GD	GE	GF	GG	GH	GI	GJ	GK	GL
HA	HB	HC	HD	HE	HF	HG	HH	HI	HJ	HK	HL
IA	IB	IC	ID	IE	IF	IG	IH	II	IJ	IK	IL
JA	JB	JC	JD	JE	JF	JG	JH	JI	JJ	JK	JL
KA	KB	KC	KD	KE	KF	KG	KH	KI	KJ	KK	KL
LA	LB	LC	LD	LE	LF	LG	LH	LI	LJ	LK	LL
MA	MB	MC	MD	ME	MF	MG	MH	MI	MJ	MK	ML
NA	NB	NC	ND	NE	NF	NG	NH	NI	NJ	NK	NL
OA	OB	OC	OD	OE	OF	OG	OH	OI	OJ	OK	OL
PA	PB	PC	PD	PE	PF	PG	PH	PI	PJ	PK	PL
QA	QB	QC	QD	QE	QF	QG	QH	QI	QJ	QK	QL
RA	RB	RC	RD	RE	RF	RG	RH	RI	RJ	RK	RL
SA	SB	SC	SD	SE	SF	SG	SH	SI	SJ	SK	SL
TA	TB	TC	TD	TE	TF	TG	TH	TI	TJ	TK	TL

(b)



Figure 1. (a) The plate structure and (b) an example of a stamp lettered CJ from the plate showing its location in (a) in grey.

Over a number of years I have been collecting the stamps from this plate and together with information from the work by Osborne have been able to put together a fairly comprehensive study of the repairs of this issue. The stamps are presented here in the annex to this work.

The next sections of this work will describe how the plate aged and detail the repairs of the plate. Figure 2 shows how the various parts of the stamp will be referred. This will be a useful aid throughout this study.

The white parts of the stamp are in relief on the metal plate, whereas the stamps blue parts are in recess on the plate - since in recess when ink is applied to the metal plate it fills these areas. When the paper is then pressed against the plate it then absorbs the ink.

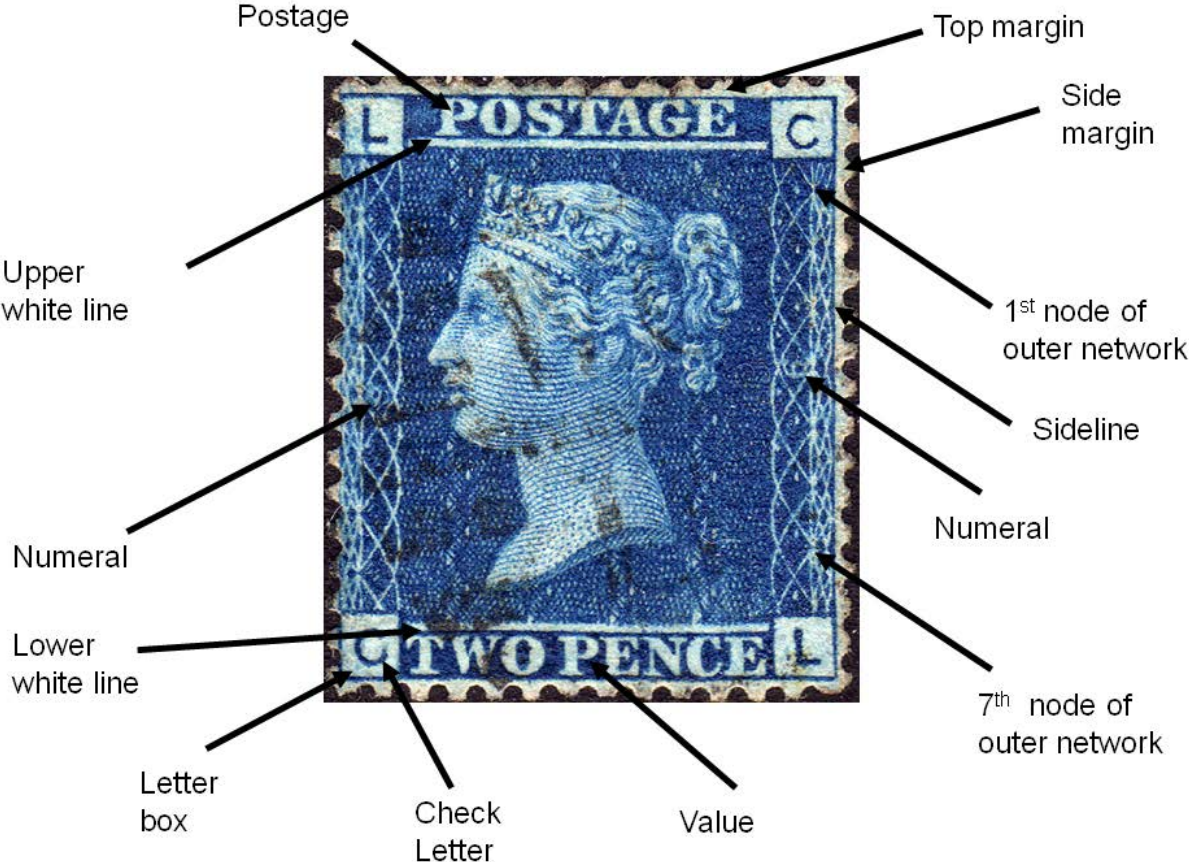


Figure 2. Naming the various parts of interest on the postage stamp.

Early Stamps

Early stamps can be readily identified by the **watermark**. The Type 1 fleur-de-lis watermark was used until 1861 when it was replaced by the Type 2 watermark. Figure 3 shows these two watermarks for reference. Dated copies of the Type-1 watermark are of the years 1861 and 1862.

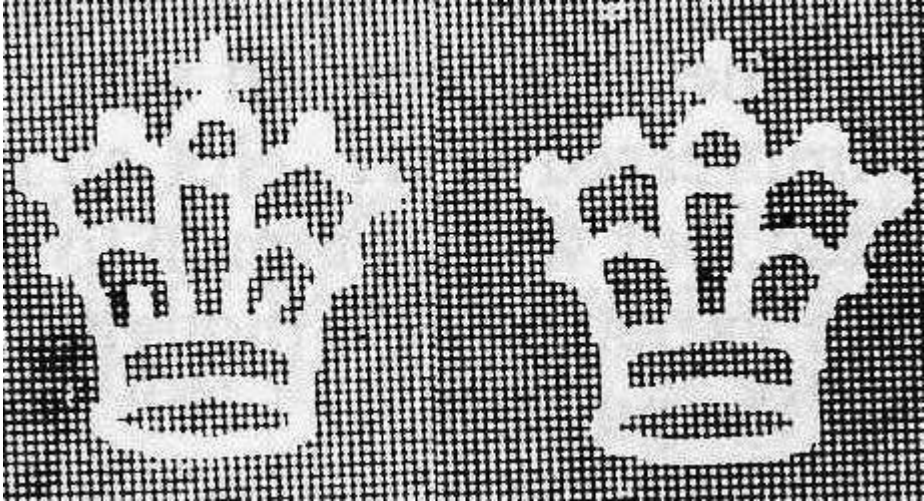


Figure 3. Watermarks Large Crown type I (early stamps 1861 and 1862) and Large Crown Type 2.

Early examples of these stamps are characterised by the following:

- very fine scratch lines are visible in these early states (Fig. 4). They tend to be vertical in the side margins and letter blocks and horizontal in the margins above and below the stamp as well as through "POSTAGE" and "TWOPENCE"
- the white numerals are sharp and thin
- the white lines of the outer networks are sharp and thin
- some of the sidelines of these stamps are already weak (e.g. KK)
- doubling of some of the check letters exist. For example the following stamps, which were repaired in the later life of the plate, show doubling "FL" upper L, "NK" lower N, "PK" upper K and "QK" lower Q. When the stamps were repaired the doubling usually vanished.

Osborne says "Double letters may disappear in the cleaning operations which were included in both first and second repairs. A case in point is the double letter "Q" of the stamp "QK": the "Q" appears double in the earliest prints, but such doubling is partly removed in the first repair, and completely so in the second.

(a)



(b)



Figure 4. (a) Early pair of stamps HK-HL showing fine scratch lines, (b) shows magnified section of these stamps with horizontal scratch lines evident in upper margin and value with vertical scratch lines in the side margin and letter block – especially to the left side of the letter L.

Osborne (1) points out that the earliest prints exhibit the bright shades but in the very earliest there is often greyer shades.

Plate Wear

As the plate aged it became worn and corroded. This was particularly evident in the "K" and "L" columns of the plate and to a lesser extent in the "J" column.

Wear of the plate (Fig. 5):

- since the numerals were in relief on the plate, hence appearing white on the postage stamp, they became broader through wear and clouded because of corrosion.
- the white lines of the networks were in relief on the plate. These became broader in many of the stamps in the K and L columns as the plate aged. This was particularly so on the right hand network of the K column stamps.
- the side lines of the stamps also became worn and broken - again in many of the K and L column stamps. The J column stamps also wore as the plate aged.
 - the fine scratch lines observed in the early states became broadened with corrosion as the plate grew older.
- there was the development of what Osborne describes as "Shadow Entry" in a number of the stamps (e.g. "OI", "OJ", "NJ", "SK" and "TK") as the plate wore. This appears in the top margin of the stamp and is associated with the growth of corrosion as the plate aged (Fig. 6).



Figure 5. Stamp RL in the late state 1. Showing wear and corrosion of numeral 9, corrosion in margins, corrosion in letter blocks, weakness of left sideline and wear of left network. The adjacent stamp RK also shows wear of right sideline and network as well as corrosion development.

(a)



(b)



(c)



(d)



Figure 6. The stamp TK show development of "SHADOW ENTRY" in the top margin.

1866 Repair

The first repair of the plate was carried out in 1866 (Osborne indicates that this occurred during September or earlier). It comprised predominantly re-entry to labels in the "L" and hand repair to the "K" columns respectively. Thirty nine stamps were affected, 6 of which were cleaned of corrosion to varying extent, 16 re-entered and 17 hand repaired (Fig. 7).

AI	AJ	AK	AL
BI	BJ	BK	BL – Re-entry
CI	CJ	CK – Re-touch	CL – Cleaned
DI	DJ	DK – Re-touch	DL – Re-touch
EI	EJ	EK – Cleaned	EL – Re-entry
FI	FJ	FK – Re-touch	FL – Re-entry
GI	GJ	GK – Re-touch	GL – Re-entry
HI	HJ	HK – Re-touch	HL – Re-entry
II	IJ	IK – Re-touch	IL – Re-entry
JI	JJ	JK – Re-touch	JL – Re-entry
KI	KJ	KK – Re-touch	KL – Re-entry
LI	LJ	LK – Re-touch	LL – Re-entry
MI	MJ	MK – Re-touch	ML – Re-entry
NI	NJ	NK – Re-touch	NL – Re-entry
OI	OJ	OK – Re-touch	OL – Re-entry
PI	PJ	PK – Re-touch	PL – Re-entry
QI	QJ	QK – Re-touch	QL – Re-entry
RI	RJ	RK – Re-touch	RL – Re-entry
SI	SJ	SK – Re-touch	SL – Re-entry
TI – Cleaned	TJ – Cleaned	TK – Cleaned	TL – Cleaned

Figure 7 The 1866 repair.

Re-entry

This occurs when there is a need to refresh the impression on the plate e.g after excessive corrosion or wear of the original impression. This is done by reapplying the transfer roller onto the plate. If this is done accurately the new impression aligns with the old one. If this is done inaccurately the impressions are misaligned. The re-entered repairs to this plate were done accurately and resulted in the following:

- thinning of check letters
- numerals sharp
- network restored
- corrosion removal

Hand Repair to the K column

This predominantly involved retouching of the outer network, typically the right one. The network which originally comprised of a fine white mesh had become broadened with wear and corrosion. The hand repair involved the engraver attempting to restore the mesh. This resulted in the elements of the mesh being more oval than angular. The engraver also applied particular effort to the bottom node on the right side (the one most worn). This hand repair is the easiest aspect to be identified. The hand repair was accompanied by cleaning of corrosion to a lesser or greater extent. A number of the stamps also had re-cutting of sidelines. This was particularly the case on the left of the "L" column stamps and the right of those from the "K" column. These can be identified as follows:

- the restored sideline cuts into the edge of the network leaving it truncated
- the restored sideline may be kinked
- the depth of the recut sideline makes it stand out from the rest of the stamp
- Paris exhibition proof stamps of 1866 show the repair to these stamps and a number of images of these are included in the annex.

1868 Repair

This was carried out in 1868 (Osborne suggests prior to July 18th). This repair involved 59 of the labels, the majority from the "J", "K" and "L" columns, 4 of which involved corrosion cleaning only (Fig. 8). Only four of the stamps were hand repaired which involved either strengthening of the sideline ("CJ" and "RJ") recutting of letter corner block ("QJ") or re-engraving of lower right sided node ("GJ"). The remainder of the stamps were repaired by re-entry, which was very accurately carried out. This was also accompanied with recutting of a number of the check letters. This was probably carried out because of the thinning of the check letters (a number of the stamps having undergone re-entry twice).

AI	AJ	AK	AL
BI	BJ	BK	BL
CI	CJ – Re-touch	CK – Cleaned	CL – Re-entry
DI	DJ – Cleaned	DK – Cleaned	DL – Re-entry
EI	EJ	EK – Re-entry	EL – Re-entry
FI	FJ	FK – Re-entry	FL – Re-entry
GI	GJ – Re-touch	GK – Re-entry	GL – Re-entry
HI	HJ – Re-entry	HK – Re-entry	HL – Re-entry
II	IJ – Re-entry	IK – Re-entry	IL – Re-entry
JJ	JJ – Re-entry	JK – Re-entry	JL – Re-entry
KI	KJ – Re-entry	KK – Re-entry	KL – Re-entry
LI	LJ – Re-entry	LK – Re-entry	LL – Re-entry
MI	MJ – Re-entry	MK – Re-entry	ML – Re-entry
NI	NJ – Re-entry	NK – Re-entry	NL – Re-entry
OI	OJ – Re-entry	OK – Re-entry	OL – Re-entry
PI	PJ – Re-entry	PK – Re-entry	PL – Re-entry
QI	QJ – Re-touch	QK – Re-entry	QL – Re-entry
RI	RJ – Re-touch	RK – Re-entry	RL – Re-entry
SI – Re-entry	SJ – Cleaned	SK – Re-entry	SL – Re-entry
TI – Cleaned	TJ – Re-entry	TK – Re-entry	TL – Re-entry

Figure 8. The 1868 repair

The margins around these stamps were thoroughly cleaned of corrosion. However a diffuse burr is frequently seen in the margins which can aid identification.

The re-entering of stamps in the J column was more successful on the right side of the printed stamp compared to the left. This resulted in some wear and corrosion remaining on the left side of these stamps.

CONCLUSIONS

The repairs to this plate have been accurately recorded by Osborne. This work includes images of most of the repaired stamps. Some of these stamps are hard to identify so some mistakes may be present in this work. It is hoped that future editions of this volume will include the stamps that are currently missing. The author would be keen to hear from collectors who may have these stamps so that scans of them can be obtained.

It is now hard to collect these stamps because of the lack of material that becomes available. However, from time to time repaired stamps do become available. This work will hopefully be a useful reference for the collector of these stamps and students interested in the line engraved Victorian postage stamps of Great Britain.

Reference

(1) Osborne, H. (1939) Great Britain Twopence Plate 9: A Study of the Plate and its Repairs. Chas Nissen & Company Ltd., London, England, 94pp.

ANNEX: INDIVIDUAL STAMPS

BL

EARLY STATE 1

- vertical scratches particularly on the left side of the stamp (margin and letter boxes)

LATE STATE 1

- corrosion development in left margin
- corrosion in upper left and lower right letter blocks
- left numeral 9 blurred from corrosion

STATE 2 REPAIR OF 1866

- slight removal of corrosion from lower right letter block
- left numeral still blurred
- left sideline sharper
- burr in left margin – could be transfer roller line
- check letters thinner
- “possible” re-entry.



(a) Earlyish State 1 – Dated Dec 10th 1863 (BL1) (b) Late state 1 (BL5)



(c) State 2 – after the 1866 repair (BL3)
(BL7)

(d) State 2 after the 1866 repair Jan 1872

THE STATES OF THE STAMP BL

CJ

EARLY STATE 1

- vertical scratches prominent especially in the letter blocks.
- some weakness of the right sideline apparent.

LATE STATE 1

- left sideline weak
- numerals thickened and cloudy
- considerable corrosion in margins and letter blocks.

STATE 2 REPAIR OF 1868

- re-cut right sideline which is more striking than state 1.
- some corrosion removal from right margin.
- numerals more corroded.
- repair a hand retouch.



(a) Early State 1 (CJ1)



(b) Late state 1 - Dated Feb 13th 1868 (CJ4)



(c) State 2 after the 1866 repair (Osborne Fig 7 - not in collection)

THE STATES OF THE STAMP CJ

CK

EARLY STATE 1

- vertical fine scratches prominent in side margins and letter blocks.

LATE STATE 1

- corrosion development in letter blocks and side margins.
- white numerals worn and corroded.
- right sideline weak and broken below.

STATE 2 REPAIR OF 1866

- right sideline restored in lower third.
- slight retouching of outer network on right side below.
- corrosion more extensive.
- numerals further clouded
- repair is slight hand touch with little or no corrosion cleaning

STATE 3 REPAIR OF 1868

- removal of corrosion from left and right margins
- numerals even more indistinct
- repair comprises corrosion cleaning only.



(a) Earlyish State 1 (CK7).



(b) Lateish State 1 (CK5).



(c) State 2 (probably)– after 1866 Repair (CK3) (d) State 3 – after the 1868 Repair.

THE STATES OF THE STAMP CK

CL

EARLY STATE 1

- vertical fine scratches chiefly in left margin and letter blocks
- left sideline weak

LATE STATE 1

- corrosion development/blurs in letter blocks and left margin
- numerals corroded/clouded

STATE 2 REPAIR OF 1866

- some corrosion removal, particularly upper check letter “C”, this check letter is now thinner
- “POSTAGE” now slightly thicker above – could be from burr rub
- numerals further clouded especially on left
- white outer network on right including the nodes thickened from wear
- repair comprises only corrosion cleaning

STATE 3 REPAIR OF 1868

- removal of corrosion - especially from left margin
- left sideline firmer than in previous states
- numerals clear and sharp
- “POSTAGE” thinner
- outer network on right thinner and less worn
- check letters including upper “C” thicker
- repair comprises re-entering followed by a retouch



(a) Early State 1. (CL1)
(CL4)



(b) Late State 1 on piece date June 1865



(c) State 2 – after 1866 Repair -Sep 1868 CL7.



(d) State 3 (probably) – after the 1868 Repair.

THE STATES OF THE STAMP CL

DJ

EARLY STATE 1

- vertical fine scratches prominent in side margins and letter blocks

LATE STATE 1

- corrosion development in letter blocks and side margins
- white numerals thicker and corroded

STATE 2 REPAIR OF 1868

- some corrosion removed especially from the right margin and right upper letter block
- numerals further worn.
- right sideline and outer network showing signs of wear
- repair is slight corrosion cleaning



(a) Early State 1.
Osborne)



(b) Late State 1 (prior to 1866 from



(c) Later State 1

(d) State 2 – after the 1868 Repair.

THE STATES OF THE STAMP DJ

DK

EARLY STATE 1.

- vertical fine scratches prominent in lateral margins and letter blocks

LATE STATE 1.

- corrosion development in letter blocks and side margins
- numerals somewhat thicker
- right outer network worn especially above
- right sideline weak and broken in places
- outer line of upper “D” block very faint

STATE 2. REPAIR OF 1866.

- right sideline re-cut
- right outer network retouched above
- outer line of upper “D” block redrawn but not perfectly square
- corrosion marked
- numerals obscured
- hand repair with little removal of corrosion

STATE 3. REPAIR OF 1868.

- considerable removal of corrosion from left and right margins
- numerals remain indistinct
- repair comprises corrosion cleaning only.



(a) Early State 1 (DK2)



(b) Late State 1 (DK9)



(c) State 2 (probably) – after 1866 Repair
(see DL(c))

(d) State 3 – after the 1868 Repair.

THE STATES OF THE STAMP DK

DL

EARLY STATE 1.

- vertical fine scratches lines in side margins and letter blocks

LATE STATE 1.

- weakness of left sideline.
- corrosion development in letter blocks and left margin
- numerals worn and corroded.

STATE 2. REPAIR OF 1866.

- left sideline re-cut
- possible retouching of left outer network
- corrosion removed from right side and right letter blocks
- upper check letter “D” thinned
- corrosion dot in “O” of “TWO”
- numerals further clouded thickened
- network to right thickened with wear
- repair is hand retouch with corrosion cleaning

STATE 3. REPAIR OF 1868.

- removal of corrosion especially from left letter blocks and left margin
- numerals are now clearer and sharper
- white nodes and outer network now thinner and normal on both sides
- upper check letter “D” thicker
- corrosion dot in “O” of “TWO” is larger
- impression probably re-entered and upper “D” retouched



(a) Early State 1 (DL1)



(b) Late State 1 (DL25)



(c) State 2 – 1866 Repair – Nov 1868 (DL11)
(DL24).



(d) Probably State 3 – 1868 Repair
(DL24).

THE STATES OF THE STAMP DL

(e)



(f)



Two further examples showing (e) the 1866 repair (State 2) and (f) the 1868 repair (State 3).

EK

EARLY STATE 1.

- vertical fine scratches lines in side margins and letter blocks

LATE STATE 1.

- corrosion development in letter blocks and side margins
- numerals thicker from wear

STATE 2. REPAIR OF 1866.

- removal of burr from right margin
- thinning of right upper letter block
- thinning of right side line, broken in many places
- numerals thickened and more obscured.
- outer networks worn (especially the right)
- Right network manually repaired in places

STATE 3. REPAIR OF 1868.

- removal of corrosion from letter blocks and margins
- vertical scratch lines in upper left corner so prominent in states 1 &2 have been virtually cleared
- right sideline and outer network repaired to normal
- outer line of upper right corner has been re-cut and is thicker than in states 1 & 2
- numerals now sharper and clearer - right numeral is sharpest
- lower limb in check letter "K" which is thin in States 1 and 2 is re-cut and thicker
- impression probably re-entered, then letter block and check letter retouched by hand



(a) Early State 1 (EK1)



(b) Late State 1 (not in collection)



(c) State 2 – after 1866 Repair (Paris Proof)



(d) State 3 –1868 Repair (EK4).

THE STATES OF THE STAMP EK

(e)



(f)



EJ-EK showing (e) in state 1 and (f) the Paris Exhibition Proofs after the 1866 repair (not in collection).

(g)



(g) EK showing corrosion development. This is indicative of late state 1. Note the right sideline broken in a number of places. Note also network at bottom showing wear but the repair is not that evident. Numerals very worn (suggestive of later than Paris Exhibition proof showing 1866 repair) and upper right letter block thinned.

EL

EARLY STATE 1.

- vertical fine scratches lines particularly in left margin and left letter blocks

LATE STATE 1.

- corrosion development particularly in left margin
- numerals show signs of wear
- interlacing lines of network show signs of wear

STATE 2. REPAIR OF 1866.

- fresh linear burr running vertically down impression in the left margin adjacent to the sideline
- check letters thinner than in State 1
- numerals thinner than State 1
- white lines of network thinner than State 1
- repair is by re-entry

STATE 3. REPAIR OF 1868.

- corrosion mostly cleared
- numeral and curved lines on right thinner than in State 2
- check letters are much thicker.
- impression probably further re-entered with re-cutting of the compressed check letters.



(a) Early State 1 (EL1).



(b) Late State 1 (EL4).



(c) State 2 – 1866 Repair Dated May 1867



(d) State 3 – after 1868 Repair (EL14).

THE STATES OF THE STAMP EL

FK

STATE 1. EARLY PRINTS.

- numerous faint vertical lines in side margins and letter blocks

LATE PRINTS.

- marked wearing of the outer white network on the right side
- disappearance of the right side line in places
- development of corrosion in side margins and upper letter blocks
- numerals on each side clouded

STATE 2. REPAIR OF 1866.

- right side line re-drawn
- right outer network retouched extensively
- part corrosion removal particularly from around right side line
- corrosion still remains in upper letter blocks and left margin
- white numerals are worn, the left being much obscured

STATE 3. REPAIR OF 1868.

- much corrosion has removed
- letter blocks and margins practically clear
- white numerals now thinner and clearer
- white lines of outer network on the right are now thinner and of normal appearance
- impression has probably been re-entered.



(a) Early State 1 (FK7).



(b) Late State 1 (FK4).



(c) State 2 – after the 1866 Repair (FK5)

(d) State 3 – after the 1868 Repair.

THE STATES OF THE STAMP FK

(e)



(f)



(e) Showing FK-FL after the 1866 repair in the state 2 and also (f) FK in the early state 1 dated 1862.

FL

STATE 1. EARLY PRINTS.

- fine vertical lines in margins and corners, particularly in the left upper letter block
- upper check letter “L” shows a slight projection above

LATE PRINTS.

- marked wearing of numerals
- wearing of outer network of white curved lines
- corrosion marks developed in letter blocks and margins
- horizontal lines through the “O” of “TWO PENCE”
- upper check letter” L “still shows the slight projection above

STATE 2. REPAIR OF 1866.

- corrosion mostly removed from left margin letter blocks
- the lines through “O” have now disappeared
- white network thinner and normal
- numerals now thinner and normal
- check letters thinner than in State 1
- upper “L” still shows slight projection above
- impression probably re-entered

STATE 3. REPAIR OF 1868.

- corrosion further cleaned away
- curved white lines of outer network thinner than in State 2
- white numerals still thinner than in State 2
- projection from the top of the upper “L” has disappeared
- impression has probably been re-entered again



(a) Early State 1 on piece dated May 1863 (FL3). (b) Late State 1 (FL7).



(c) State 2 – after the 1866 Repair (FL5)
(FL6).

(d) State 3 – after the 1868 Repair

THE STATES OF THE STAMP FL

GJ

STATE 1. EARLY PRINTS'

- numerous fine vertical scratch lines in letter blocks and side margins

LATE PRINTS.

- extensive corrosion development
- “shadow entry” above “POSTAGE”
- white numerals worn
- right-hand network show signs of wear
- right side line is broken in places
- upper check letter “G” is rather thin in its lower part

STATE 2. REPAIR OF 1868.

- much corrosion removed
- traces of “shadow entry” remain in the upper margin
- right side line re-cut
- meshes of white outer network on right restored by hand retouch (particularly noticeable in lowest white node which appears to have been cut into by the graver)
- upper check letter “ G “ retouched and thickened in its lower part
- numerals still appear worn



(a) Earlyish State 1 (GJ6)



(b) Late State 1 (GJ7)



(c) State 2 – after the 1868 Repair (GJ4)

THE STATES OF THE STAMP GJ



GJGKGL showing the 1866 repair in GK and GL

GK

- STATE 1. EARLY PRINTS.
- fine vertical scratch lines in letter blocks and side margins
- large number of fine horizontal scratch lines running along the upper margin and through “POSTAGE”

LATE PRINTS.

- extensive corrosion development with accentuation of the scratch lines
- marked “shadow entry” in the top margin
- white outer network on the right side worn
- numerals are worn
- right side line broken in places

STATE 2. REPAIR OF 1866.

- some corrosion removed particularly from right side
- right side line has been re-drawn
- right outer network extensively retouched
- white numerals more worn

STATE 3. REPAIR OF 1868.

- extensive cleaning away of corrosion
- white numerals now thin and distinct
- white curved lines and nodes of outer network are now thin and regular, indicating re-entry
- upper check letter “K” is somewhat thicker (apparently retouched)
- horizontal stroke of the upper “G” is thinner than in earlier states



(a) Earlyish State 1 (GK3)



(b) Late State 1 (GK5).



(c) State 2 – after the 1866 Repair (GK2) (Not in collection).



(d) State 3 – 1868 Repair (Not in collection)

THE STATES OF THE STAMP GK



(e) GK-GL in Early State 1 dates September 8th 1862.

GL

STATE 1. EARLY PRINTS.

- fine scratch lines, mostly vertical in the letter blocks
- some scratch lines running horizontally in the upper margins, through “POSTAGE” and the value

LATE PRINTS.

- corrosion development with accentuation of scratch lines
- slight “shadow entry” above
- white numerals worn
- network appears very worn on both sides
- left side line is broken.

STATE 2. REPAIR OF 1866.

- corrosion fairly well cleaned away
- numerals thinner
- lines and nodes of white network are thinner
- left sideline stands out sharply
- check letters now thinner
- impression probably re-entered and left side line re-cut

STATE 3. REPAIR OF 1868.

- corrosion thoroughly cleaned
- left side line, though firm, does not stand out so distinctly from the rest of the engraving as it does in State 2
- white numerals thinner than State 2
- white lines of network are still thinner than in State 2
- check lettersthicker
- impression has probably been re-entered, and check letters retouched



(a) Early State 1 (GL1)



(b) Late State 1 (GL2)



(c) State 2 – after the 1866 Repair (GL3)

(d) State 3 – after the 1868 Repair.

THE STATES OF THE STAMP GL



GK from Osborne showing the Paris exhibition proof (top) after the 1866 repair. Below is GL showing the 1866 repair – note the repaired network shown on the left side of this stamp.

HJ

STATE 1. EARLY PRINTS.

- fine scratch lines, which are mostly vertically directed in letter blocks and side margins
- horizontally scratch lines in upper margins and through “POSTAGE”

LATE PRINTS.

- much corrosion development in margins, letter blocks and “POSTAGE”
- some “shadow entry in upper margin
- white numerals very worn
- network on right very worn
- right side line is broken in places

STATE 2. REPAIR OF 1868.

- corrosion fairly well cleaned away
- evidence of burr rub in the thickened white letter “P” of “POSTAGE”
- white numerals thinner and of normal appearance
- right outer network now thinner and of normal appearance
- right side line restored
- impression has probably been re-entered.



(a) State 1 (HJ1)



(b) Late State 1 (HJ3)



(c) State 2 – after the 1868 Repair (HJ5)



(d) State 2 - after the 1868 Repair (HJ12)

THE STATES OF THE STAMP HJ

HK

STATE 1. EARLY PRINTS.

- fine vertical scratch lines running in lateral margins and letter blocks
- horizontal scratch lines through “POSTAGE” the value and letter blocks

LATE PRINTS.

- accentuation of scratch lines by corrosion
- wearing of white numeral
- wearing of the right outer network
- broken right side line

STATE 2. REPAIR OF 1866.

- some cleaning of corrosion with “GE” of “POSTAGE“ showing a burr rub above
- right side line has been strongly re-cut
- meshes of the right outer network extensively retouched
- white numerals still appear worn
- left side line weak, particularly below

STATE 3. REPAIR OF 1868.

- further corrosion cleaning
- white numerals are now thinner
- white lines of the right outer network are thinner and of normal appearance
- no burr rub of “POSTAGE”
- no weakness of left side line
- fresh faint diffuse burr in the left margin
- impression has probably been re-entered



(a) Early State 1 (HKHL dated 1861)



(b) Late State 1 (HK10).



(c) State 2 – after the 1866 Repair (HK17)



(d) State 3 – after 1868 Repair (HK5)

THE STATES OF THE STAMP HK



(e)



(f)



(g)



(h)

HK – Four examples showing the variation in the printed stamp of the 1868 repair all showing the diffuse burr in the left-hand margin (e) HK5, (f) HK6, (g) HK8 and (h) a stamp not in collection.

HL

STATE 1. EARLY PRINTS.

- fine vertical and horizontal scratch lines in letter blocks and margins

LATE PRINTS

- corrosion development in letter blocks, margins and through “POSTAGE”
- white numerals worn
- lines of left outer network are much worn.

STATE 2. REPAIR OF 1866.

- corrosion partly removed
- thickened upper serif of “G” of “POSTAGE” caused by burr rub
- white numerals thinner
- lines of outer network thinner
- left side line stands out sharply
- check letters thinned
- there is also a long thin scratch line in the left margin
- impression has probably been re-entered, and the left side line re-cut in addition

STATE 3. REPAIR OF 1868.

- corrosion further cleaned
- slight diffuse burr instead of slight linear markings in the left margin
- left side line is firm, but not so distinct from the rest of the engraving as it is in State 2
- check letters thicker
- burr rub of the letter “G” of “POSTAGE” has disappeared
- impression has probably been reentered again and the check letters retouched



(a) Early State 1 (HKHL dated 1861)



(b) Latish State 1 (HL1)



(c) State 2 – after the 1866 Repair (HL6)



(d) State 3 – after the 1868 Repair (HL7)

THE STATES OF THE STAMP HL

IJ

STATE 1. EARLY PRINTS.

- scratch lines, vertical in the side margins
- scratch lines horizontal through “POSTAGE” etc

LATE PRINTS

- marked corrosion development in letter blocks, margins and “POSTAGE”
- “shadow entry” above
- white numerals “9” are very worn and obscured by corrosion
- right outer network is much worn
- right side line broken in places

STATE 2. REPAIR OF 1868.

- much corrosion removed, though shadowy remains on the left and in “POSTAGE”
- numerals clearer
- right side line restored and normal
- outer network restored and normal in appearance
- impression has probably been re-entered.



(a) Early State 1 (IJIK1)



(b) Late State 1 (IJ6)



(c) State 3 – after the 1868 Repair (IJ-JK not in collection)

THE STATES OF THE STAMP IJ

IK

STATE 1. EARLY PRINTS.

- vertical scratch lines in side margins and letter blocks
- horizontal scratch lines in letter blocks, upper margins, "POSTAGE" and value

LATE PRINTS.

- accentuation of scratch lines with corrosion
- numerals worn
- outer network worn
- right side line is broken in places

STATE 2. REPAIR OF 1866.

- some corrosion cleared from right side
- corrosion more extensive on the left and in the upper margin
- right side line has been re-drawn
- right outer network extensively retouched
- left outer network is worn
- left side line very weak
- numerals are worn
-

STATE 3. REPAIR OF 1868.

- corrosion well cleaned away with only faint shadows remaining
- left side line restored to normal
- left outer network restored to normal
- right network now regular with hand retouch not now being evident
- white numerals are thinner
- check letters thinner
- impression has probably been re-entered



(a) Early State 1 (IK1)



(b) Late State 1 (IK9)



(c) State 2 – after the 1866 Repair (IK18)



(d) State 3 probably– 1868 Repair (IK7)

THE STATES OF THE STAMP IK



IJ-JK after the 1868 repair (not in collection).

II

STATE 1. EARLY PRINTS.

- fine vertical scratch lines
- horizontal scratch lines particularly noticeable in “POSTAGE”

LATE PRINTS

- scratch lines more marked with spreading corrosion
- numerals worn
- outer networks worn particularly on the left

STATE 2. REPAIR OF 1866.

- corrosion has largely removed
- “G” of “POSTAGE” showing a burr rub
- white numerals now thinner and sharper
- left outer network is now restored to normal
- left side line stands out sharply
- impression has probably been re-entered and left side line re-cut
-

STATE 3. REPAIR OF 1868.

- further cleaning of corrosion
- letters of “POSTAGE” now show complete absence of burr rub
- left side line, though firm does not stand out distinctly from the rest of the engraving as in State 2.
- indicative of further re-entry



(a) Early State 1 (IL1)



(b) Late State 1 (IL6)



(c) State 2 – after the 1866 Repair (IL9)



(d) State 3 – after the 1868 Repair (IL10)

THE STATES OF THE STAMP IL



IK-IL and JL showing the 1866 repair on letter dated 1st May 1867

JJ

STATE 1. EARLY PRINTS.

- fine vertical and horizontal scratch lines
- horizontal scratch lines prominent in “POSTAGE”

LATE PRINTS.

- extensive corrosion development
- “shadow entry” in the margin above “POSTAGE”
- white numerals worn and obscured
- right outer network of white curved lines very worn
- right side line broken in places

STATE 2. REPAIR OF 1868.

- corrosion well cleaned with only faint shadows remaining, e.g., in white letters of “POSTAGE”
- corrosion mark in the lower white line at its extreme left is larger than in State 1
- numerals thinner and clearer
- right outer network normal
- right side line restored and of normal appearance
- check letters slightly thinner
- impression has probably been re-entered



(a) Early State 1 (JJ1).



(b) Late State 1 (JJ4).

(c) State 2 – after the 1868 Repair.

THE STATES OF THE STAMP JJ

JK

STATE 1. EARLY PRINTS.

- numerous fine vertical and horizontal scratch lines
- horizontal scratch lines prominent in “POSTAGE”

LATE PRINTS

- scratch lines much more marked with extending corrosion
- white outer network is worn
- both side lines are weak especially the right
- oblique scratch appears on the face, near the nose

STATE 2. REPAIR OF 1866.

- some corrosion removed from the right side and above
- slight burr rub over the “E “ of “ POSTAGE”
- numerals more worn
- left outer network more worn
- left side line still more worn
- right side line has been re-drawn
- right outer network extensively retouched
- oblique scratch is still present on the face
- short vertical mark appears at the base of the upper “J” block

STATE 3. REPAIR OF 1868.

- corrosion well cleared away
- numerals now thin and sharp
- the left side line normal
- left network restored to normal
- previously retouched right side is more normal in appearance
- oblique scratch on the face has gone
- burr rub over “E” has disappeared
- slight vertical mark at the base of the upper “J” square remains
- impression has probably been re-entered



(a) Early State 1 (JK1).



(b) Late State 1 (JK2).



(c) State 2 – after the 1866 Repair (JK3)



(d) State 3 – after the 1868 Repair (JK4).

THE STATES OF THE STAMP JK

JL

STATE 1. EARLY PRINTS.

- fine scratch lines vertical in the lateral margins
- fine scratch lines horizontal through and above “POSTAGE”

LATE PRINTS.

- accentuation of scratch lines with corrosion development
- numerals worn
- left side line worn
- left outer network worn

STATE 2. REPAIR OF 1866.

- corrosion cleaned off, but shadowy smears remain
- very fine left marginal scratches remain
- numerals now sharp and thin
- white outer network restored to normal
- left side line very prominent
- check letters thinned
- impression probably been re-entered, and the left side line also re-cut

STATE 3. REPAIR OF 1868.

- thorough cleaning of corrosion with left margin now clear of all scratch marks
- left side line, though firm, does not stand out so prominently as in State 2
- check letters, especially the upper “L” somewhat thicker than in State 2
- impression has probably been re-entered again, and check letters retouched



(a) Early State 1 (JL1)



(b) Late State 1 (JL6)



(c) State 2 – after the 1866 Repair (IKILJL1)



(d) State 3 – after 1868 Repair (JL8)

THE STATES OF THE STAMP JL

KJ

STATE. 1. EARLY PRINTS.

- fine vertical scratch lines at the sides
- fine horizontal scratch lines above and below
- much stronger line which runs vertically through right part of “N of “PEN**CE**”

LATE PRINTS.

- scratch lines more marked through corrosion
- numerals are worn
- right outer network worn right side line broken in places

STATE 2. REPAIR OF 1868.

- corrosion cleaned off
- numerals thinner
- right outer network normal
- right side line restored to normal
- vertical line running through “N” of “PEN**CE**” now fainter and does not reach the bottom of the letter
- impression has probably been re-entered



(a) Early State 1 (KJ1)



(b) Late State 1 (KJ011 dated Oct 1867).



(c) State 2 – after the 1868 Repair (KJ2)

THE STATES OF THE STAMP KJ

KK

STATE 1. EARLY PRINTS

- fine scratch lines, vertical at sides
- fine scratch lines horizontal above and below
- left side line is deficient above

LATE PRINTS.

- development of corrosion, especially in left and upper margins
- right outer network is very worn
- right side line broken

STATE 2. REPAIR OF 1866.

- some corrosion removed
- slight widening of “GE” of “POSTAGE” through burr rub
- numerals are worn
- left outer network is worn
- left side line is weak
- right side line has been re-drawn
- right outer network retouched

STATE 3. REPAIR OF 1868.

- corrosion cleaned off
- numerals now thin and sharp
- left side line now firm
- left outer network restored to normal
- side line and network on the right are now of more normal appearance
- slight burr rub of “POSTAGE” has disappeared
- impression probably re-entered



(a) Early State 1 (KK2)



(b) Latish State 1 (KK6)



(c) State 2 – after the 1866 Repair (KK7)



(d) State 3 – after the 1868 Repair (KK9)

THE STATES OF THE STAMP KK

(e)



(f)



(e) KK-KL showing 1866 repair State 2 (KKKL1866) and (f) KK showing the 1868 repair State 3 (KK015).

KL

STATE 1. EARLY PRINTS

- fine scratch lines vertical at sides
- horizontal scratch lines above and below

LATE PRINTS

- corrosion development
- considerable wear of left outer network
- wear of left side line
- wear of numerals

STATE 2. REPAIR OF 1866.

- corrosion cleaned off
- long vertical scratch remains in the left margin close to the side line above
- white letters of "POSTAGE" are rather broad (slight burr rub)
- numerals sharp and thin
- left outer network not now worn
- left side line is restored and stands out sharply
- check letters thinner than in State 1
- impression probably re-entered and left side line re-cut

STATE 3. REPAIR OF 1868.

- corrosion further cleaned off
- scratch lines removed from left margin
- white letters of "POSTAGE" not so broad as in State 2
- left side line does not stand out distinctly from the rest of the engraving as in State 2, but firmer than in early State 1
- check letters somewhat thicker than in State 2
- impression probably re-entered again and check letters possibly retouched



(a) Early State 1 (KL1)



(b) Latish State 1 (KL4)



(c) State 2 – after the 1866 Repair (KL9) (Osborne).



(d) State 3 – after the 1868 Repair

THE STATES OF THE STAMP KL

LJ

STATE 1. EARLY PRINTS.

- fine horizontal scratch lines through “POSTAGE” the value and upper and lower margins
- some vertical scratch lines in the letter blocks
- weakness of the left side line particularly above

LATE PRINTS.

- accentuation of horizontal lines above and below with extensive corrosion development
- “shadow entry” above “POSTAGE”
- both right and left borders worn
- numerals very worn

STATE 2. REPAIR OF 1868.

- corrosion cleaned off, more completely on right
- numerals restored, more completely on right
- worn borders restored, more completely on the right
- impression probably been re-entered, and transfer roller impressed more deeply on the right



(a) Early State 1 (LJ1 dated Nov 1861)



(b) Late State 1 (LJ7)



(c) State 2 – after the 1868 Repair (from Osborne)

THE STATES OF THE STAMP LJ

LK

STATE 1. EARLY PRINTS.

- fine horizontal scratch lines marked in the upper margin
- fine vertical scratch lines in the side margins

LATE PRINTS.

- horizontal lines very marked in upper border
- development of corrosion in “POSTAGE”
- numerals worn
- right outer network show signs of wear

STATE 2. REPAIR OF 1866.

- some corrosion removed, especially at top
- burr rub of “POSTAGE”
- numerals still worn
- right side line re-drawn
- right outer network slightly retouched, e.g., in its upper part

STATE 3. REPAIR OF 1868.

- corrosion further cleaned, leaving only slight shadows
- no scratch lines over “POSTAGE,” which now shows no burr rub
- numerals are thin and sharp
- white network on both sides normal
- impression has probably been re-entered



(a) Early State 1 (LK2)



(b) Late State 1 (LK4)



(c) State 2 – after the 1866 Repair (LK5)



(d) State 3 – after the 1868 Repair (LK6)

THE STATES OF THE STAMP LK

(e)



(e) LK after the 1868 repair in the 3rd state dated January 1869.

ANNEX INDIVIDUAL STAMPS CONTINUED

LL

STATE 1. EARLY PRINTS.

- vertical and horizontal scratch lines, the former being prominent in the left lower corner

LATE PRINTS

- numerals worn
- outer network much worn particularly so on the left side
- left side line is very weak

STATE 2. REPAIR OF 1866.

- corrosion well cleaned
- few fine vertical scratches remain in the left margin
- white numerals much thinner
- white network is restored to normal
- left side line stands out sharply
- check letters thinned
- some prints show rather marked wear of the Queen's head and chignon
- impression has probably been re-entered and the left sideline re-cut

STATE 3. REPAIR OF 1868.

- corrosion further cleaned
- no fine lines in left margin
- white lines of outer network thinner than in State 2
- numerals are even thinner than in State 2
- signs of wear of the top of the Queen's head, etc., are absent
- impression probably been reentered again



(a) Early State 1 (LKLL01)



(b) Latish State 1 (LL01)



(c) State 2 – after the 1866 Repair (LL02)



(d) State 3 – after the 1868 Repair (LL03)

THE STATES OF THE STAMP LL

(e)



(f)



LKLL Upper stamps show (e) early state 1 whilst lower shows (f) state 1.

(g)



(h)



LL in (g) Late State 1 (LL017) and (h) in State 2 after the 1866 repair (LL015).

MJ

STATE 1. EARLY PRINTS

- show fine horizontal scratch lines particularly in the top and bottom margins
- show fine vertical lines through the letter blocks
- weakness of the left side line above

LATE PRINTS

- extensive corrosion development in margins and on stamp
- strong vertical scratches in the right margin
- both numerals are worn and obscure
- left side of the stamp is worn and clouded
- the right side line is not broken
- the white network is worn in places

STATE 2. REPAIR OF 1868.

- corrosion cleaning thoroughly on the right with margin and letter blocks are practically clear
- corrosion cleaning on the left not so thorough
- upper check letter "M" is thinned
- numerals are thinner and clearer
- right outer network restored to normal
- impression probably re-entered



(a) Early State 1 (MJ5)



(b) Late State 1 (MJ4)



(c) State 2 – after the 1868 Repair (MJ8)

THE STATES OF THE STAMP MJ

MK

STATE 1. EARLY PRINTS

- fine vertical scratch lines particularly in the side margins
- fine horizontal scratch lines above and through “POSTAGE”

LATE PRINTS

- scratch lines more prominent with corrosion development
- numerals are worn
- right side line still intact
- right outer network is worn in places.

STATE 2. REPAIR OF 1866.

- corrosion fairly well cleaned off from the right side and above
- corrosion also cleaned from “POSTAGE” leaving a burr rub over the white letters “GE”
- numerals appear more worn
- retouching of the right outer network, e.g., the lowest node
- right side line possibly re-cut

STATE 3. REPAIR OF 1868.

- corrosion well cleaned on all sides
- numerals are thin and clear
- white letters of “POSTAGE” now normal
- right outer network is thinner
- impression probably been re-entered



(a) Early State 1 (MK1)



(b) Late State 1 (MK2)



(c) State 2 – after the 1866 Repair (MK4)



(d) State 3 – after the 1868 Repair (MK13)

THE STATES OF THE STAMP MK



Two stamps showing the 1866 repair showing the repaired right network (MK4) and burr rub on GE of POSTAGE (MK7)



A pair of stamps (MKML) showing the 1868 repair dated Sept 17th 1868

ML

STATE 1. EARLY PRINTS

- show usual fine scratch lines
- vertical ones marked in the left margin and left upper letter block
- left outer network appears worn

LATE PRINTS

- marked wear of outer white networks particularly on the left
- numerals are worn particularly on the left
- corrosion development in letter blocks and elsewhere
- few fine vertical lines may be seen in the Queen's head, *e.g.*, below the outer corner of the eye.

STATE 2. REPAIR OF 1866.

- corrosion mostly removed
- some fine scratches remain in the left margin and also near the Queen's eye
- outer network of white lines is now restored to normal on both sides
- left sideline is sharp possibly re-cut
- impression has probably been re-entered

STATE 3. REPAIR OF 1868.

- further corrosion cleaning
- scratches in the left margin have gone
- scratches on the Queen's face have disappeared
- there is a very distinct vertical mark outside the left upper corner of the stamp
- numerals are thin
- white lines of network are thinner than in State 2
- upper check letter "M" is thinner
- left sideline firmer than in early State 1
- impression has probably been re-entered



(a) Early State 1 (ML8)



(b) Late State 1 (ML2)



(c) State 2 – after the 1866 Repair (ML5)



(d) State 3 – after the 1868 Repair (ML7)
On piece dated April 1870

THE STATES OF THE STAMP ML



(a) ML018



(b) ML006



(c) ML010



(d) ML013

ML Stamps showing the 1868 repair



MJMKML State 1

NJ

STATE 1. EARLY PRINTS.

- numerous fine horizontal scratch lines running through “POSTAGE” and letter blocks
- a number of vertical scratch lines in the side margins and letter blocks
- some weakness of the left outer network and side line

LATE PRINTS.

- marked corrosion development e.g. in letter blocks
- “shadow entry” above “POSTAGE”
- numerals are worn
- outer network on both sides worn
- left side line broken in one or two places.

STATE 2. REPAIR OF 1868.

- corrosion mostly cleaned away especially on the right side
- some corrosion remains in left margin and below on left
- numerals thinner but still some wear
- lines of network and the right side line restored to normal
- check letters appear slightly thinner
- impression has probably been re-entered



(a) Earlyish State 1 (NJ4)



(b) Late State 1 (NJ2)



(c) State 3 – after the 1868 repair dated Sept 21st 1868

THE STATES OF THE STAMP NJ



NINJNK state 1 dated 1863



NJNKNL showing the 1868 repair

NK

STATE 1. EARLY PRINTS.

- vertical scratch lines in letter blocks and side margins
- horizontal scratch lines through “POSTAGE” and upper margin
- doubling of lower letter “N”

LATE PRINTS.

- scratch lines much more prominent particularly through “POSTAGE”
- corrosion smears in letter blocks, margins, etc.
- numerals are worn
- outer network on right shows signs of wear.
- doubling of lower letter “N” remains

STATE 2. REPAIR OF 1866.

- some corrosion cleared, more particularly from the right side
- numerals worn further
- right outer network retouched
- right side line re-drawn
- doubling of lower letter “N” remains

STATE 3. REPAIR OF 1868.

- corrosion well cleaned on all sides
- letter blocks now clear of corrosion
- numerals thin and clear
- white outer networks thinner and normal in appearance
- check letters thinner
- doubling of lower letter “N” disappears
- upper right corner has been strengthened (re-cut)
- impression has probably been re-entered



(a) Early State 1 (NK1 dated Nov 1862)



(b) Late State 1 (NK4 dated Nov 1866)



(c) State 2 – after the 1866 Repair (NK3)



(d) State 3 – the 1868 Repair (NK14)

THE STATES OF THE STAMP NK



NINJNK in state 1 dated 1863



NKNL in state 1 (note lower "N" in "NK" still doubled).

NL

STATE 1. EARLY PRINTS.

- fine vertical scratch lines in letter blocks and side margins
- fine horizontal scratch lines above and below
-

LATE PRINTS.

- considerable corrosion development particularly in the left margin
- corrosion in the lower white line over “E” of “PEN~~CE~~”
- numerals and white outer network have worn appearance

STATE 2. REPAIR OF 1866.

- Corrosion mostly removed
- numerals thin and clear
- right outer network lines and nodes are thinner and of normal appearance
- check letters thinned
- lower check letter “N” has short upper vertical stroke
- impression has probably been re-entered

STATE 3. REPAIR OF 1868.

- corrosion thoroughly cleaned off
- numerals and white network lines are thin and normal
- check letters thicker than in State 2
- lower check letter "N" still has short upper vertical stroke
- impression probably re-entered again, and check letters retouched



(a) Early State 1 (NL1)



(b) Latish State 1 (NL4)



(c) State 2 – after the 1866 Repair (NL6)



(d) State 3 – after the 1868 Repair (NL9)

THE STATES OF THE STAMP NL



State 3 after the 1868 repair on dated piece (NL5)

OJ

STATE 1. EARLY PRINTS.

- fine vertical scratch lines in the side margins
- fine horizontal scratch lines above

LATE PRINTS.

- extensive corrosion development in letter blocks, margins and “POSTAGE”
- distinct “shadow entry” above
- numerals worn and clouded
- white lines of outer network are greatly worn on both sides
- side lines are broken in places
- a vertical scratch through the upper part of the head.

STATE 2. REPAIR OF 1868.

- corrosion has been removed from all margins, letter blocks and from “POSTAGE”
- white numerals, lateral network and the side lines have been restored, and are of normal appearance
- vertical scratch on the head has disappeared
- impression has probably been re-entered.



(a) Earlyish State 1 (OJ3)



(b) Late State 1 (OJ14)

(c) State 2 – after the 1868 Repair

THE STATES OF THE STAMP OJ

OK

STATE 1. EARLY PRINTS.

- fine horizontal scratch lines above and below
- vertical scratch lines in the left and right margins

LATE PRINTS.

- corrosion development in letter blocks, margins and “POSTAGE”
- development of “SHADOW ENTRY”
- wear of numerals
- wear of right border
- wear of right side line.

STATE 2. REPAIR OF 1866.

- some corrosion removal, particularly from the right side and above
- numerals further worn
- right side line has been re-cut
- right outer network retouched above and below with lowest white node having been almost cut through by the engraver
- outer line of the right lower corner is very thin.

STATE 3. REPAIR OF 1868.

- corrosion well cleaned from all sides
- numerals now sharp and clear
- right border appears more normal than in State 2
- outer line of the right lower corner is stronger
- vertical marks in the left hand margin (possible transfer roller line)
- impression has probably been re-entered, and the right lower corner retouched



(a) Early State 1 (OK1)



(b) Late State 1 (OK16)



(c) State 2 – after the 1866 Repair (OK9)
(OK19).



(d) State 3 – after the 1868 Repair (OK19)

THE STATES OF THE STAMP OK



Two copies of OKOL – both in state 1 – the lower stamps are slightly later.



OK mint in state 1 (OK5) and the 1866 repair (OK9) (Note the right network repaired and the bottom most node almost carved through).

OL

STATE 1. EARLY PRINTS.

- fine horizontal scratch lines above and below
- vertical scratch lines in the side margins and letter blocks.

LATE PRINTS.

- scratch lines more pronounced with corrosion development
- numerals are worn
- white lines and nodes of the right outer network are considerably broadened through wear.

STATE 2. REPAIR OF 1866.

- fairly thorough corrosion removal
- numerals are thin and clear
- white lines and nodes of network are thinner and normal in appearance
- check letters somewhat thinner
- left side line is sharper than in early State 1
- impression has probably been re-entered, and the left side line possibly re-cut

STATE 3. REPAIR OF 1868.

- white numerals seem even thinner than in State 2
- check letter “L” seems rather stronger than in State 2
- there is slight fresh linear burr in the left margin close to the design in the left margin
- impression has probably been again re-entered, and the check letters retouched.



(a) Early State 1 (OL11)



(b) Later State 1 (OL6)



(c) State 2 – after 1866 Repair (OL7)
On piece dated 24th Jan 1868



(d) State 3 – after 1868 Repair (OL13).

THE STATES OF THE STAMP OL

State 1



State 2 (1866 repair)



TWOPENCE PLATE 9 - IMPRESSION OL

State 1 State 2 State 3



State 1



Early and late copies showing development of corrosion in the left margin.

State 2 (1866 repair)



Corrosion has been cleared and the impression re-entered, the latter operation markedly thinning the checkletters.

State 3 (1868 repair) on December 1868 cover



Further re-entry has left a new Transfer Roller Line in the left margin, and the checkletters have been restored by hand recutting.

OL repairs (Not in collection)

PJ

STATE 1. EARLY PRINTS.

- numerous fine horizontal scratch lines, particularly above, but also below
- vertical scratch lines in the side margins
- left border of the stamp shows a distinctly worn appearance
-

LATE PRINTS.

- marked corrosion development in letter blocks, margins and “POSTAGE”
- “shadow entry” above
- white numerals and outer network on both sides appear much worn
- slight vertical scratch appears on the Queen’s cheek

STATE 2. REPAIR OF 1868.

- corrosion has been cleaned to a limited extent on the left side and much more thoroughly on the right
- numerals and outer network have been restored, again more thoroughly on the right
- probable re-entry, with the right side of the impression (left side in the actual plate) softer and more receptive than the left



(a) Early State 1 (PJ2)



(b) Late State 1 (PJ4)



(c) St. 2 possibly 1868 Repair April 1869 (PJ1)



(d) State 2 claimed (not in collection)

THE STATES OF THE STAMP PJ

PK

STATE 1. EARLY PRINTS.

- fine horizontal scratch lines particularly above
- vertical scratch lines in the side margins
- upper check letter “K“ is slightly double

LATER PRINTS.

- extensive corrosion development
- white numerals and right outer network appear worn

STATE 2. REPAIR OF 1866.

- some corrosion has been removed, more particularly from the right side
- both check letters on the right and the outer line of their squares are thinned
- numerals further worn
- doubling of the upper “K” persists
- right side line has been re-drawn
- right outer network retouched.

STATE 3. REPAIR OF 1868.

- corrosion well cleaned away on all sides
- doubling of the upper “K” has now disappeared
- numerals are now thin and distinct
- white lines of outer network are thinner and of normal appearance
- both check letters on the right and the outer lines of their squares are stronger
- impression has probably been re-entered and the check letters on the right and their squares retouched



(a) Early State 1 (PK3)



(b) Late State 1 (PK5)



(c) State 2 – after the 1866 Repair (PK11)
Dated Jan 24th 1868



(d) State 3 – after the 1868 Repair (PK19)

THE STATES OF THE STAMP PK



PJPKPL in State 1



PKPL in State 1

PL

STATE 1. EARLY PRINTS.

- horizontal scratch lines above and below
- vertical scratch lines in the side margins and left upper letter block.
- left side line is slightly

LATE PRINTS.

- development of corrosion
- “shadow entry” above “POSTAGE”
- marked vertical lines in upper “L” block
- white numerals show signs of wear
- outer network show signs of wear.

STATE 2. REPAIR OF 1866.

- corrosion has been well removed
- some fine scratches still show in the left margin close to the design
- numerals are sharper and clearer
- white lines of network sharper
- left sideline is sharp
- check letters thinner
- impression probably re-entered, and the left side line possibly re-cut

STATE 3. REPAIR OF 1868.

- corrosion has been further cleaned
- fine scratches in the left margin have now disappeared
- left side line though firmer than in early State 1, shows slight weakness below
- check letters appear thicker than in State 2
- impression has probably been again re-entered, and the check letters retouched



(a) Early State 1 (PL1)



(b) Late State 1 (PL5)



(c) State 2 – after the 1866 Repair (PL6)



(d) State 3 – after the 1868 Repair (PL14)

THE STATES OF THE STAMP PL

QJ

STATE 1. EARLY PRINTS.

- fine scratch lines, running vertically in the letter blocks and side margins
- scratch lines running horizontally through “POSTAGE” and the value.

LATE PRINTS

- extensive corrosion development
- numerals are worn
- side lines and white network are little affected by wear
- the 1866 repair to the adjacent “QK” impression, seems to have caused thinning of the right upper corner line of “QJ” from burr rub
- vertical scratch marks through the lower white nodes of network on the right

STATE 2. REPAIR OF 1868.

- corrosion fairly well removed especially on the right
- vertical scratch marks noted above have disappeared from the white nodes of network
- numerals are still worn
- outer line of the right upper corner has been strongly re-cut
- repair confined to the right upper corner retouch.



(a) Early State 1 (QJ6)



(b) Late State 1 (QJ16)



(c) State 2 – after the 1868 Repair (QJ5)

THE STATES OF THE STAMP QJ

QK

STATE 1. EARLY PRINTS.

- fine vertical scratch lines particularly well marked in the left margin and left letter blocks
- horizontal scratch lines particularly in top margin
- lower, check letter “Q” shows apparent doubling

LATE PRINTS.

- considerable corrosion development
- numerals worn
- outer network on both sides are worn.
- lower” Q” still appears double.

STATE 2. REPAIR OF 1866.

- corrosion extended in some parts, but has been more or less cleared in others, *e.g.*, the right side
- doubling of the lower “Q” is not now so evident
- upper letter “ K “ and the lines of its square have been thinned (burr rub)
- left side of the impression very worn and obscured by corrosion
- right side line has been re-cut
- right outer network retouched above and below

STATE 3. REPAIR OF 1868.

- corrosion well cleaned on all sides, margins and letter blocks
- no sign of doubling in the lower “Q”
- numerals are thin and clear
- white lines of outer network on both sides are thin and normal
- both side lines unbroken
- left upper corner thicker
- check letters thicker
- impression has probably been re-entered, and check letters and left upper corner retouched.



(a) Early State 1 (QK5)



(b) Late State 1 (QK10)



(c) State 2 – after the 1866 Repair (QK1)



(d) State 3 – after the 1868 Repair (QK14)

THE STATES OF THE STAMP QK



(e) PL, QK and QL on dated piece 14th March 1868 all showing 1866 repair.

(f)



(g)



QK-QK (f) Early State 1 (QKQL001) and (g) Late State 1 (QKQL002).

QL

STATE 1. EARLY PRINTS.

- usual fine scratch lines with those running vertically prominent in the side margins and letter blocks

LATE PRINTS.

- accentuation of the above scratch lines with corrosion development
- white numerals
- outer network appears worn
- left side line weak
-

STATE 2. REPAIR OF 1866.

- corrosion well cleaned
- white numerals thin and clear
- outer network lines now thin and clear
- left side line is sharp
- check letters distinctly thinner
- some prints show wear in the Queen's head, *e.g.*, the chignon
- impression has probably been re-entered

STATE 3. REPAIR OF 1868.

- further corrosion cleaning carried out
- white lines of network thinner than in some State 2 impressions
- Queen's head appears less worn
- vertical stroke of the upper check letter "L" is thicker
- impression has probably been again re-entered, and the upper "L" retouched.



(a) Early State 1 (QL1)



(b) Late State 1 (QL4)

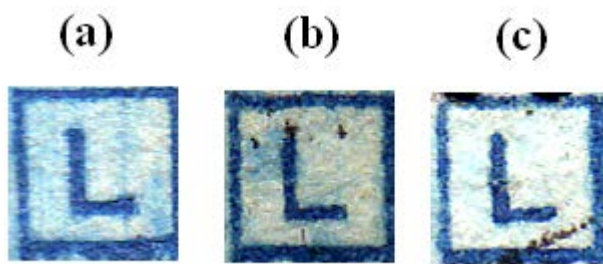


(c) State 2 – after the 1866 Repair (QL9)
on cover dated Oct 10th 1866



(d) State 3 – after the 1868 Repair (QL6)

THE STATES OF THE STAMP QL



Upper check letter L of stamp QL: (a) Early State 1, (b) State 2 1866 repair and (c) State 3 after 1868 repair.

RJ

STATE 1. EARLY PRINTS

- fine horizontal scratch lines running through “POSTAGE” and the value
- some scratch lines running vertically at the sides

LATE PRINTS.

- above lines accentuated by corrosion development
- numerals worn
- outer network on both sides are worn

STATE 2. REPAIR OF 1868.

- corrosion mostly cleaned off
- numerals still worn
- white outer network still appear worn
- upper part of the right side line has been heavily re-drawn
- repair confined to the hand retouching of the right side line above



(a) Early State 1 (RJ8)



(b) Late State 1 (RJ3)



(c) State 2 – after the 1868 Repair (RJ12)

THE STATES OF THE STAMP RJ

RK

STATE 1. EARLY PRINTS.

- numerous fine scratch lines can be seen horizontally above and below
- scratch lines running vertically at the sides

LATE PRINTS.

- scratch lines more marked
- additional corrosion smears
- white numerals worn
- right outer network very worn
- right side line broken in places
-

STATE 2. REPAIR OF 1866.

- corrosion has been removed, chiefly from the right side
- numerals still appear worn
- right outer network has been retouched
- right side line redrawn

STATE 3. REPAIR OF 1868.

- corrosion well cleaned on all sides
- numerals normal
- outer network restored and normal on both sides
- check letters appear somewhat thicker
- upper check letter "R" now- having a flatter loop
- outer line of the right lower letter block is faint below
- impression has probably been re-entered and the check letters retouched.



(a) Early State 1 dated 1861 (RK15)



(b) Late State 1 (RK11)



(c) State 2 – after the 1866 Repair (RK7)

(d) State 3 – after the 1868 Repair.

THE STATES OF THE STAMP RK

RL

EARLY STATE 1.

- fine horizontal scratch lines through the value and POSTAGE.
- vertical scratches in the side margins

LATE STATE 1.

- scratch lines intensified by corrosion development.
- numerals worn.
- outer network white lines worn especially on right.

STATE 2 REPAIR OF 1866

- corrosion mostly removed but few scratches remaining in and below value.
- numerals and outer networks restored to normal.
- check letters thinned.
- minute colour blots seen at the base of the neck.
- impression probably re-entered.

STATE 3 REPAIR OF 1868

- corrosion thoroughly removed
- white numerals normal
- network on both sides normal
- check letters are much thicker than in State 2
- loop of each “ R” is broader and flatter
- impression has probably been re-entered again and the check letters retouched



(a) Early State 1 (RL8)



(b) Late State 1 (RL30)



(c) State 2 – after the 1866 Repair (RL19)
Dated April 28th 1868



(d) State 3 – after the 1868 Repair (RL20)

THE STATES OF THE STAMP RL

SI

STATE 1. EARLY PRINTS.

- fine vertical scratch lines prominent in letter blocks
- fine horizontal scratch lines

LATE PRINTS.

- much corrosion in lateral margins and letter blocks,
- numerals are worn and clouded
- right outer network is worn in its upper part

STATE 2. REPAIR OF 1868.

- corrosion has been mostly removed from margins and letter blocks
- white numerals restored to normal
- right outer network restored to normal
- check letters are thinned, especially the upper letter “S”
- impression has probably been re-entered.



(a) Early State 1 (SI1)



(b) Late State 1 (SI2)



(c) State 2 – after the 1868 (SI5)



(d) SI6 – looks dated '69??

THE STATES OF THE STAMP SI

SJ

STATE 1. EARLY PRINTS.

- fine vertical scratch lines
- fine horizontal scratch lines prominent through “POSTAGE”

LATE PRINTS.

- scratch lines much accentuated with corrosion especially in and above “POSTAGE,” and also in the lateral margins
- white numerals worn
- right outer network worn

STATE 2. REPAIR OF 1868.

- corrosion mostly cleared away
- numerals are still worn
- right outer network further worn
- right side line broken in places
- outer line of the right letter block is very thin
- Repair in this case seems to have been limited to corrosion removal, the burr rub on the right side being a probable consequence of this.



(a) Early State 1 (SJSK dated Nov 1862)



(b) Late State 1 (SJ1)



(c) State 2 – after the 1868 Repair (SJ5)

THE STATES OF THE STAMP SJ

SK

STATE 1. EARLY PRINTS.

- fine horizontal scratch lines which are prominent above
- vertical scratch lines prominent in the side margins

LATE PRINTS.

- scratch lines much accentuated with corrosion
- some “shadow entry” above
- white numerals worn
- right outer network worn

STATE 2. REPAIR OF 1866.

- corrosion removed chiefly from the right side
- “shadow entry” still shows above
- white numerals broadened by wear
- white letter “ E “ of “POSTAGE” broadened through wear
- right outer network has been retouched
- right side line re-cut
- check letters thinner

STATE 3. REPAIR OF 1868.

- corrosion well cleaned on all sides
- white numerals now normal
- network lines are now thin and normal
- “E” of “POSTAGE” is now thinner and normal
- check letters are somewhat thicker
- impression, has probably been re-entered, and the check letters retouched



(a) Early State 1 (SK1)



(b) Late State 1 (SK4)



(c) State 2 – after the 1866 Repair (SK14)
Repair (SK6)



(d) State 3 – after the 1868
Repair (SK6)

THE STATES OF THE STAMP SK



Two pairs of the stamps SK-SL. The upper in State 1 and the lower in the State 2 after the 1866 Repair.

SL

STATE 1. EARLY PRINTS.

- fine vertical scratch lines in the lateral margins
- fine horizontal lines through and above “POSTAGE” and also through the value

LATE PRINTS.

- accentuation of the scratch lines with corrosion
- white numerals worn
- outer network on each side appears worn

STATE 2. REPAIR OF 1866.

- corrosion has been mostly removed
- numerals thin and normal
- left numeral pared at the top
- white lines of outer network thin and normal
- check letters are thinner than in State 1
- impression has probably been re-entered

STATE 3. REPAIR OF 1868.

- corrosion thoroughly cleaned all round
- white numerals and network lines are still thin and normal, thinner in fact than in some State 2 printings
- left numeral still appears pared
- check letters are distinctly thicker than in State 2
- impression has probably been re-entered, and the check letters retouched



(a) Early State 1. (SLTL1)



(b) Late State 1 (SL3)



(c) State 2 – after the 1866 Repair (SL4)
(SL7)



(d) State 3 – after the 1868 Repair

THE STATES OF THE STAMP SL



SL State 3 after 1868 repair dated Jan 9th 1869

TI

STATE 1. EARLY PRINTS.

- fine vertical scratch lines prominent in the letter blocks and side margins
- horizontal scratch lines prominent through "POSTAGE"

LATE PRINTS.

- development of corrosion in letter blocks and margins
- white numerals are worn and obscured
- white network is little worn and the sidelines are unbroken.

STATE 2. REPAIR OF 1866.

- slight cleaning of corrosion, confined to the lower border and lower margin of the impression

STATE 3. REPAIR OF 1868.

- corrosion has been mostly removed from margins and letter blocks, particularly on the right side
- numerals are still worn
- right outer network now shows signs of wear
- the right side line is broken above, possibly due to burr rub
- repair in this case has been limited to corrosion removal



(a) Early State 1 (TI1)



(b) Late State 1 (TI4)



(c) State 2 – after the 1866 Repair (TI8)
(TI9)
dated 18th March 1868



(d) State 3 – after the 1868 Repair

THE STATES OF THE STAMP TI



TH-TI with TI in the early state 1 (above) and state 2 after the 1866 repair (below).

TJ

STATE 1. EARLY PRINTS.

- numerous horizontal scratch lines through "POSTAGE"
- vertical scratch lines in the margins

LATE PRINTS.

- accentuation of scratch lines
- corrosion development in letter blocks, margins, "POSTAGE," etc
- numerals are worn
- outer network and side lines are little affected

STATE 2. REPAIR OF 1866.

- increased corrosion on the left and above
- less corrosion on the right side and below, where it has been largely removed
- numerals more worn
- right outer network is now worn
- right side line weaker, possibly due to burr rub
- repair in this case has been limited to corrosion removal

STATE 3. REPAIR OF 1868.

- corrosion well cleaned on all sides
- white numerals normal
- outer network normal
- side lines normal
- check letters, especially the lower T are thinned
- impression has probably been re-entered



(a) Early State 1. (TJ1)



(b) Late State 1 (TJ4)



(c) State 2 – after the 1866 Repair (TJ18)



(d) State 3 – after the 1868 Repair
From Osborne fig XII

THE STATES OF THE STAMP TJ



TI-TJ with TJ in the State 2 after the 1866 repair.



TJTKTL in later State 1

TK

STATE 1. EARLY PRINTS.

- fine scratch lines running horizontally through “POSTAGE”
- vertical scratch lines in the side margins

LATE PRINTS.

- extensive corrosion development in letter blocks, margins, “POSTAGE” and value
- corrosion development in the lower white line over the value
- numerals are worn
- outer network is showing signs of wear

STATE 2. REPAIR OF 1866.

- much corrosion has been removed
- white numerals more worn
- white outer network more worn

STATE 3. REPAIR OF 1868.

- corrosion well cleared from all sides
- white numerals normal
- outer networks sharp and clear and normal in appearance
- check letters thinner
- lower “ T” check letter having a somewhat club-shaped vertical stroke
- impression has probably been re-entered



(a) Early State 1 (TK1)



(b) Late State 1 (TK9)



(c) State 2 – after the 1866 Repair (TK12)
(TK1868 no).



(d) State 3 – after the 1868 Repair
(TK1868 no)

THE STATES OF THE STAMP TK

TL

STATE 1. EARLY PRINTS.

- numerous fine scratch lines, running vertically in the side margins and letter blocks
- horizontal scratch lines through "POSTAGE."

LATE PRINTS

- accentuation of scratch lines, with much corrosion development

STATE 2. REPAIR OF 1866.

- most corrosion removed
- numerals worn and partly obscured
- white outer network is very worn, particularly on the right side where the lowest white node is greatly broadened with wear
- right side line is broken in its lower part
- "E" of "POSTAGE" is slightly broadened above
- repair limited to corrosion removal

STATE 3. REPAIR OF 1868.

- corrosion thoroughly removed on all sides
- white numerals restored to normal
- white lines of outer network are now thin and restored to normal
- side lines now normal
- letter "E" of "POSTAGE" normal
- check letters thinner
- impression has probably been re-entered



(a) Early State 1 (SL-TL dated 1862)



(b) Late State 1 (TL10).



(c) State 2 – after the 1866 Repair (TL4)



(d) State 3 – after the 1868 Repair (TL9).

THE STATES OF THE STAMP TL

References

- (1) Osborne, H. (1939) Great Britain Twopence Plate Nine, Chas Nisen & Co. Ltd. London, UK.