

PNC



COIL LINE

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Lessons learned mailing PNC strips

By Kim Cuniberti

Before being bitten by the PNC bug in 1986 I was your typical "closet" collector. I kept my singles and plate blocks pretty much by myself, knowing only my wife's uncle in New Orleans as a fellow collector. Needless to say my knowledge of mailing philatelic material was at a bare minimum.

I will speculate here that PNC collectors as a whole are particularly social animals. Perhaps even more than in other areas of stamp collecting. I'm guessing this primarily because our pursuit involves so many plate numbers that often seem to be spread out all over the country, and I don't believe that there are too many of us who don't try to trade material with other collectors we have met. As a result, as a group I think we create a great deal of mail.

When I first became a PNC dealer in 1987, I knew only the basics of mailing stamps. With various types of postal insurance available to us it isn't difficult to get lulled into complacency about what we entrust to the USPS. There are two important things to keep in mind, however. One, for those of you who have never had to file a claim for a lost or damaged strip, it is an exceedingly slow and occasionally frustrating process getting your money. Two, although the money is the next best thing to having the stamps that were lost or damaged, in some cases I have had items damaged that were virtually unique. In those instances the amount of insurance purchased never compensated for the loss after the fact. This scenario is most often avoidable.

Strips of seven and strips of ten (eleven diagonally) fit regular and business size envelopes respectively. With a good selection of chitboard or cardboard fully filling the entire envelope, bent corners or creased strips can be for the most part avoided.

It should be noted that if the USPS is determined to bend an envelope, however, nothing short of a piece of sheet steel will really stop them.

My experiences that are the saddest aren't from bent strips but from strips that got exposed to moisture. In envelopes I find the quickest cure for this kind of disaster is a Zip-loc bag or one of the similar products. If the air is carefully squeezed out before mailing, envelopes won't get hit for the 10c surcharge for envelopes that are too fat. If it's more than one ounce, the surcharge won't apply.

In all instances be sure to place the strips in a manner where they won't be stacked tightly gum to face.

Occasionally a ghost image of ink from the face of a strip will be left on the gum of the strip on top of it. This is a phenomenon that I have seen on sealed rolls, but it often is viewed as less than desirable by many collectors and certainly preventable. Use stock cards, individual glassines or

even stacking strips gum to gum and face to face but not too tightly.

My favorite method for strips longer than PS10 or 11 can serve as a suitable replacement for the previous methods too, although it may not always be the most convenient, especially when mailing just a couple of short strips.

Try 35mm plastic film containers. They are easy to get free if you aren't a camera person. Go to any store that processes or sends film out. They generally fill up wastebaskets all day long with empty containers brought in by customers and I think you'll find they would be happy to let you pull out as many as you want. Another way is to leave your own box and ask if they could just toss the containers there.

The containers are waterproof and virtually crush proof. You can roll as many as a dozen or more long strips in one and the entire weight isn't much more than the strips themselves. Strips of five or shorter do not roll well, however, tending to bend at the perfs. If sent in combination with long strips, place the shorter strips between the long strips then they will have the foundation to roll successfully. Using a 6 by 9 brown envelope works well. Padded envelopes are not necessary.

For those items you are scared to death to send and can't hand deliver, I recommend the film tube in a box fully surrounded by styrofoam peanuts. I recycle the same peanuts over and over as they come and go. One of my efforts to keep non-biodegradable materials out of the environment! This method combined with a Zip-loc is also great for mailing full rolls.

The bottom line is don't try to save 20c by skimping on packing materials and always remember that your two greatest enemies are moisture and brutality. Insurance is a nice fall-back for misfortunes in the mails, but like the old saying goes: "An ounce of prevention is worth a pound of cure."

Happy shipping.

c Kim Cuniberti

Index

A complete PNC collection?.....	2
Mysteries of PNC distribution	3
Constant plate varieties.....	4-7
Member Felix Ganz dies	7
Commercial covers	8
PNC exhibition samples	9-14
Coil label codes	15-16
Membership	16

SUPPLY, DEMAND, and the PROBLEM of COMPLETENESS

Tom Maeder

I have a collecting friend who sold his whole PNC collection in frustration in 1985. When 18¢ Flag #6 passed the \$1,000 mark, he concluded that he would just as soon have none. There were only 115 different PNC numbers then, and with the exception of a few of the 18¢ Flag numbers, most were still around in post offices.

The number of PNC collectors was relatively small. I remember when someone found some 5.9¢ #5/6 in a post office, early dealer D. John Shultz remarked that the discovery of two rolls of 3,000 of any plate number would be enough to satiate national demand. In 1985, he was probably right.

Today the number of active PNC collectors is probably twenty or thirty times the number in 1985. The PNC newcomer does not seem to have the completeness hang-up, and shouldn't. Plate number coil collecting has reached a certain maturity. The 5.2¢, 5.9¢, 9.3¢, and 10.9¢ have the same emotional appeal for me as a 19th century classic. Demand has increased, and there are not enough 18¢ Flag #6's to go around (or tagged 9.3¢ #5/6, and so forth).

If 25,000 Linn's readers collect PNC's (as their reader survey suggests), not 5% of them could ever have a complete collection of PS5s, even if money were no obstacle. So what? Are more than 5% of revenue collectors complete on the first, second, and third revenue issues? More than 5% of envelope cut square collectors? Private perf coil collectors? What happens when you get complete? Boredom, probably. As PNCs enter their second decade, the so-called "Dirty Dozen" tough numbers will fade as an ever-shrinking percentage of the existing total of plate numbers.

Even in PNC collateral areas, the same challenge of completeness exists. For period of use commercial covers, fewer than 10 examples of 18¢ Flag #6 exist on cover. No examples of 18¢ Flag #7 or Surrey #17 and 18 in period-of-use have even surfaced. Yet for the 25¢ Yosemite, commercial covers exist by the thousands. A commercial cover collector can be nearly complete, but the early issues will remain elusive.

I would venture to say that for any given PNC number, more examples exist as mint PS5 than exist as period-of-use used singles on cover. Many more. As demand increases for these covers, supply will really be squeezed.

A kind of reverse process has occurred on constant plate varieties. It was an exciting thing at first. The author first discovered, named, and reported the 4.9¢ "Buggy Whip." There was a craze to acquire them tagged, and in all the precancel gap positions. Different gripper cracks later appeared, and the finders all had fun naming them. It was considered to be the finder's prerogative. After the gripper cracks, gouges and pits and scratches in the plates began to be noticed. Several hundred have now been identified.

On a 432-subject Cottrell plate, the plate number appeared

in 18 positions. A crack, gouge, pit, or chip occurred in but one position. In the author's opinion, identifying, studying, plating, and cataloging these varieties has been a worthy endeavor. Yet the collecting of them seems to be waning. For constant plate varieties, the problem of completeness takes on a new dimension; no one seems to be sure what complete is, as new reports surface weekly.

In any case, the PNC sub-specialties are numerous, and it is always fun to hear the devotees wax poetic on their own areas of interest. I wish my friend had stayed with it. To sit in 1990 with a complete collection of PS5s (less one strip) would have made him the envy of many.

Mysteries of PNC distribution

One of the many benefits of trading PNCs with fellow collectors is learning what's hard to find even before it's hard to find.

Some plate numbers are easy to find because of wide distribution. Others are plentiful but only in certain regions of the country. Then, of course, there are those that either disappeared before collectors could find them or there just weren't that many printed in the first place.

What I'd like to do is let you know from time to time what items are getting hard to find before they disappear from post offices or become too expensive to purchase.

The 7.6c No. 3 is finally showing up in rolls of 3,000 and the same holds true for the 8.4c No. 3. The 8.3 'B' Press No. 2 and the 8.5c No. 2 are making their way into dealer buy lists. Both are still available in some philatelic windows. The trick is to find the rolls bearing plate No. 2. If you'd rather not hunt for them, buy a couple of strips while the prices are still low. They'll make good trade items for the future.

A few post offices still have the precanceled Stanley Steamer but if you find a roll or two from either press run, by all means buy them.

An issue that collectors are ignoring now that they know where to find is the 12.5c No. 2 (not precanceled). Do yourself a favor, order a strip of 200 or 300 from the Philatelic Catalog.

The 20c Flag in rolls of 100 and 500 are almost gone but the 500 count rolls could yield plates 1, 2, 5, 11, 13 or 14. A knowledge of coil label designs is definitely helpful here.

Most distribution centers still have several rolls of 3,000 of the 20c Pumpers. Unfortunately, the centering and available plate number combinations make it a poor buy at \$600 a roll. Persistence may pay off though. Known plate combinations now in post offices are 5-13, 9-10, 12-14 and 15-16.

However, there are two post offices with several cases of this issue. Unfortunately, the inventory is controlled by two less than cooperative accountable paper custodians. Who knows what those unopened boxes contain? If there are two such post offices, there are more.

We are all becoming aware of the scarcity of the No. 5 and No. 6 prephosphored and the No. 9 block tagged 25c Yosemite. I have not been able to find the No. 1 prephosphored.

Remember, PNC collectors are in a unique position. If dealers and wholesalers cannot locate a particular item, they are forced into buying from wholesalers and collectors.

Ed Gould
8320 N. Harrison Road
Roscommon, MI 48653

COIL LINE

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Change of address notices and membership applications should be sent to:

Gene Trinks, Secretary,
3603 Bellows Ct.
Troy, MI 48083

Dues (\$10 per year) and other payments should be sent to:

Richard Beecher, Treasurer,
10779 Woodbine St.
Los Angeles, CA 90034

Advertising rates are \$42 for a full page, \$22.50 for one-half-page and \$12 for one-fourth page. The cost is payable with the order. Checks should be made out to PNC3. Members are entitled to two, 40-word classified ads per year at no charge.

Constant plate varieties

By A.S. CIBULSKAS
28 Westwood Road
Stamford, CT. 06902

8.5c Tow Truck

Plate No. 1, tagged and precancel. "Handle Dot." Dot to the right and below the crank handle on 1L.

Plate No. 1, tagged and precancel. Dot about 1mm above and left of left front corner of the roof of the cab on 1R.

Plate No. 1, precancel. Dot in the upper left white area of the upper loop of the number 8 on 1L.

Plate No. 1, precancel. Rock on the road on 1R stamp about 3mm below the right rear wheel at about 7 o'clock position.

Plate No. 2, precancel. "Flying Flashlight." An essentially horizontal cylinder above the o and w of two on 1L.

10.1c Oil Wagon

Plate No. 1, tagged and precancel. "Flying Hyphen." Horizontal slash above and to the right of the s of the date on 1R.

10.9c Hansom Cab

Plate No. 2, tagged and precancel. "Dropped Transfer." An obvious downward shift of the entire design of the

stamp on 2L.

11c Stutz Bearcat

Plate No. 3. "Polishing Cloth I and II." Two blobs or gouges or plate etches on edge of left hood panel. On the I version, the gouges are touching while on II they are distinctly separate. All on 1L.

Plate No. 3. "Fender Crack I and II." Plate problems result in the appearance of a doubling on the left rear fender and the plate number. The II variety has additional marks on and around the hood. All on 1L.

Plate No. 3. "L on Hood." An L shaped mark on the left front hood on 1R.

Plate No. 1. Dot under the first 1 of the denomination on 3L.

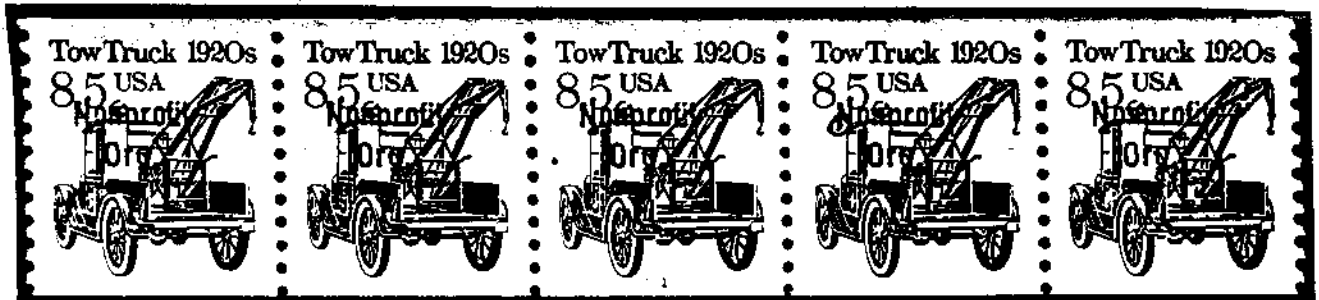
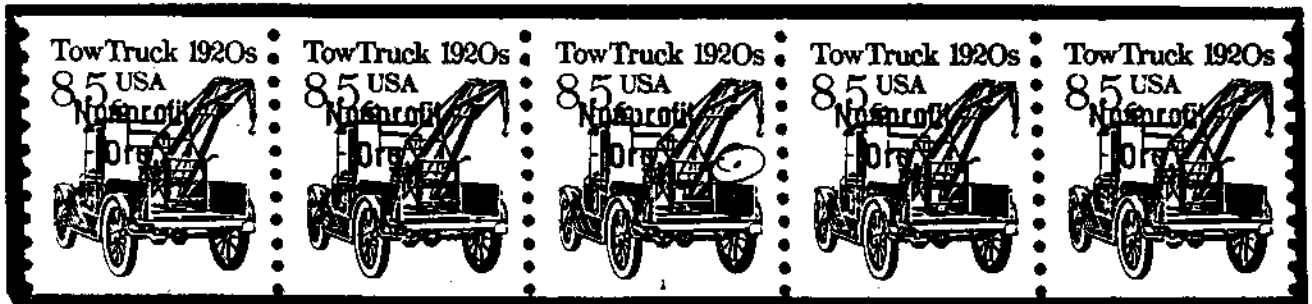
12.5c Pushcart

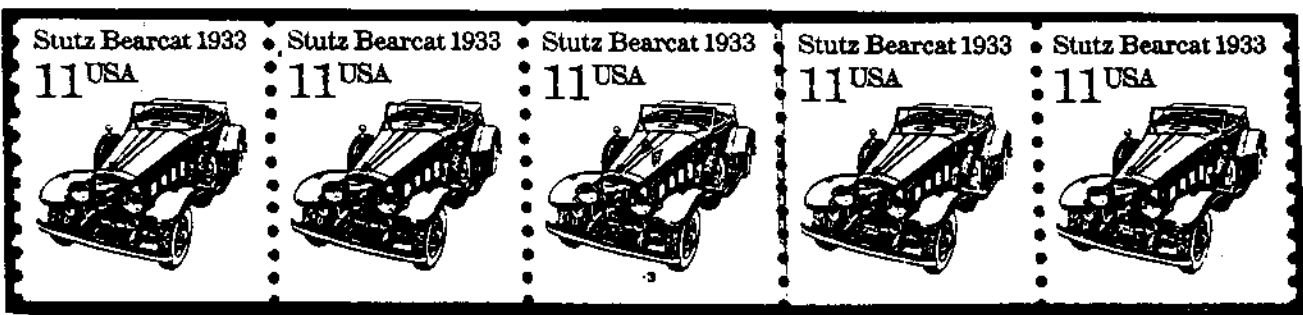
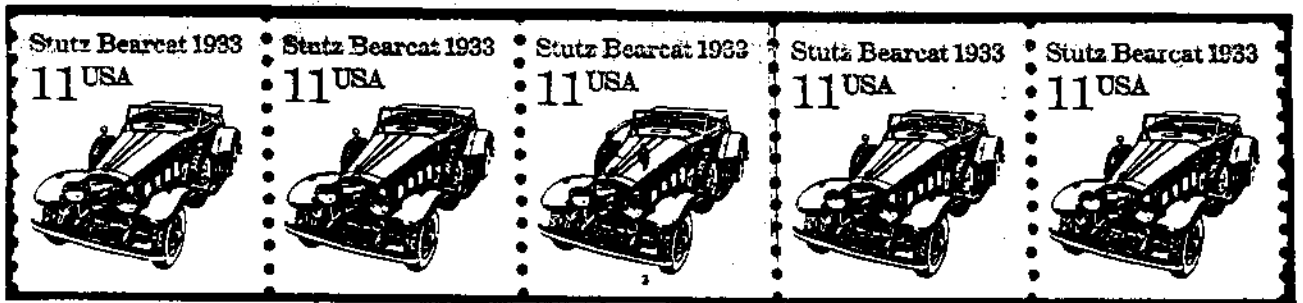
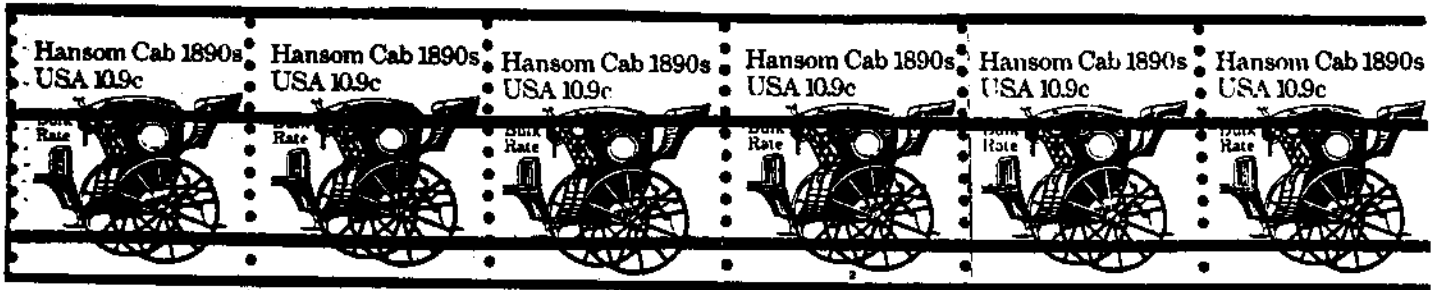
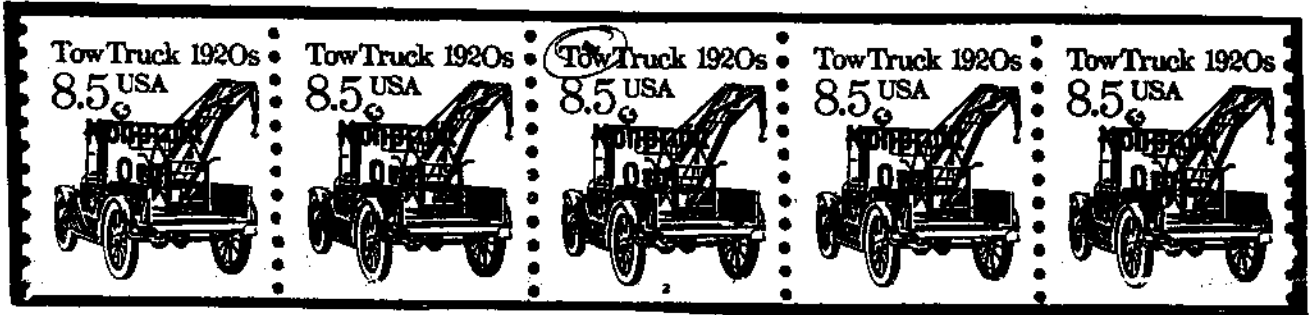
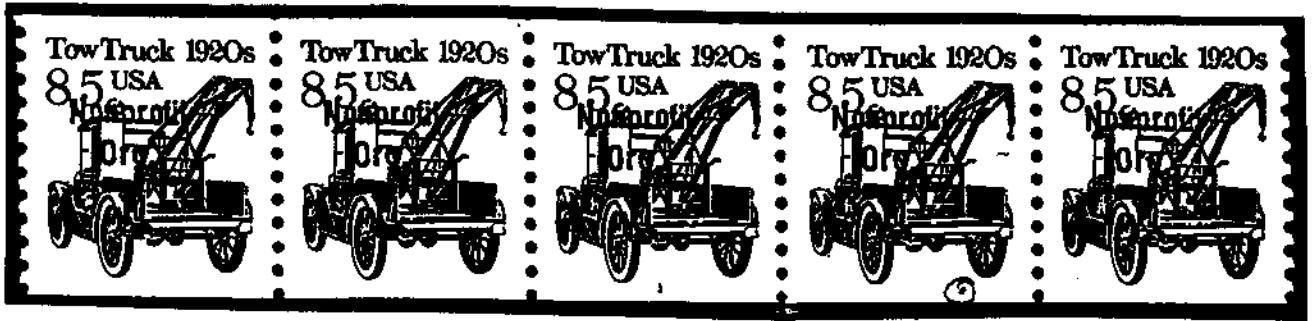
Plate No. 1, tagged. Dot under the 1 of the denomination on 2L.

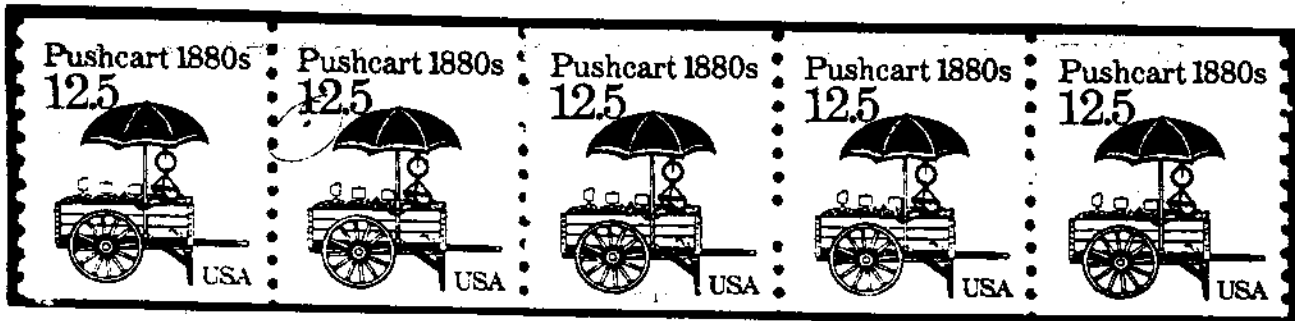
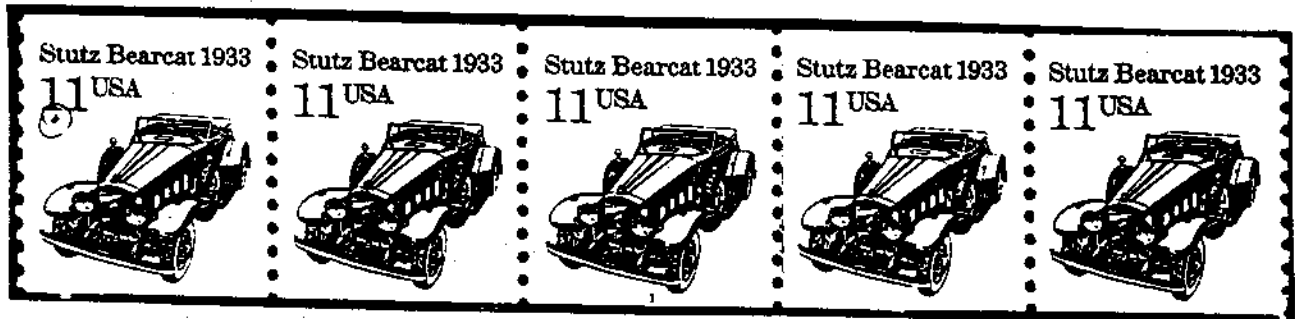
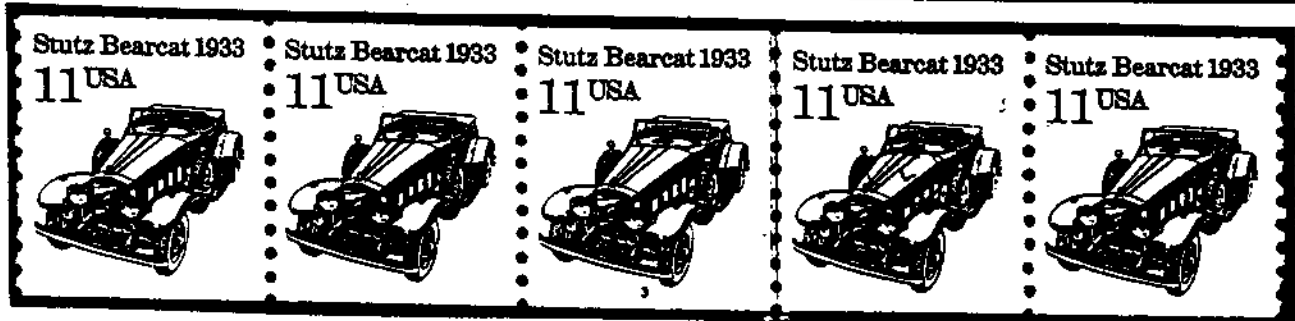
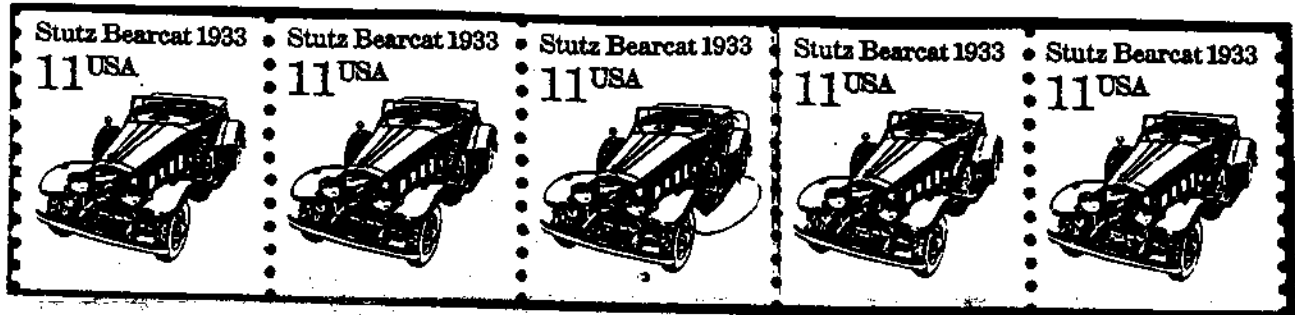
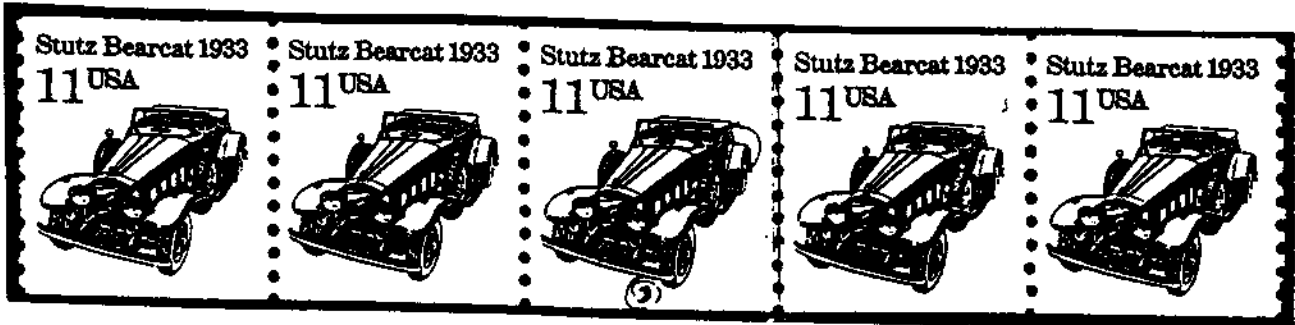
14c Iceboat

Plate No. 2, Cottrell. Chipped plate at the right side of the joint line about one-quarter of the way up from the bottom.

Plate No. 4. Additional line to the left of the joint line and parallel to it through the entire stamp.









Member Felix Ganz dies



PNC3 member Felix Ganz died Sept. 5 while performing a concert at Chicago Medical College, here he was Dean Emeritus. Felix was one of those luminaries of the philatelic world whose membership in our organization was an honor for us. He was commissioner and coordinator for Ameripex 86. At STAmPSHOW 89, he was chairman of judges for the philatelic literature competition.

Former Coil Line Editor Tom Maeder reports that Felix was happy to take the time to personally critique Coil Line. Solid technical advice was given, but he finally said "It doesn't matter what medal we award; the only real criterion is whether the members are pleased with their journal."

Although he was an honored exhibitor in several classical areas, Felix was nevertheless enthusiastic about PNCs. He believed that PNCs were worthy of competitive exhibiting, as long as covers were included to demonstrate usage.

Felix Ganz was a warm and interesting person. He was a member of PNC3 less than a year before his death—all the sadder for us that we had such a short time to draw upon his talents and enthusiasm.

We extend our heart-felt condolences to his wife, Cheryl.

PNC LITERATURE SALE

On all orders from PNC³ members post-marked on or before December 1, 1990, I offer my 1990 booklets, PNC VARIETIES and PNCs ON COVER at the following special prices:

PNCs ON COVER - \$6
PNC VARIETIES - \$11
or buy both for \$15

If you collect PNC covers or varieties, you can't do without these illustrated booklets. Buy now while supplies last.

Rob Washburn
P.O. Box 840
Skowhegan, Maine 04976

Exhibiting PNCs

The following six pages were provided by PNC member Bill McMurray from his 16-page PNC exhibit entitled "Tomorrow's Classics: U.S. Flag and Transportation Coil Issues of 1981." McMurray provided the examples to help entice other PNC collectors to develop exhibits. Among his future exhibit plans are SONEX 1991, Cheshire, CT; MANPEX 1991, Manchester, CT; and RIPEX 1991, Warwick, R.I.

McMurray may be contacted at P.O. Box 342, Westerly, R.I. 02891.

The Editor would be interested in receiving copies of exhibition pages from other members wishing to share their efforts with fellow PNC3 members.

Ads

FOR SALE: PNC5 20c Pumper No.'s 15 & 16 \$3.00 each plus SASE. Joe Valinsky, RD2 Box 40 Shermansdale, PA 17090.

FOR SALE: 25 Yosemite No. 6 PS5 F-VF NH, \$10.00 each. Supply limited. Emil Barondeau, 613 Naples, Corpus Christi, TX 78404

TRADE PNC PS5 and PS3 strip, FDC and labels. I also have non PNC FDCs to trade! Write for my latest lists and also my want list. Gerald Nichols 1670 Lyman Place, Los Angeles, CA 90027. I have color joint lines for Honey-bee.

10/26
@ 3 EA
10

The Great PNC Chase!

Starting in 1981 with the 18¢ Flag Coil, the plate numbering system used on the plates to print stamps was changed. Since the introduction of the rotary press method of printing, the plate numbers had been placed in a position where they were intended to be trimmed off by the manufacturing process. In the past, a partial plate number might have been found on a coil stamp by accident but now the number is included in the design of the stamp. The intent was to start each type of plate with the digit 1 and continue with consecutive numbers to represent the additional identical plates used to print the stamp.

18¢ FLAG
SINGLE



PLATE NO. 4

17¢ ELECTRIC AUTO
STRIP OF THREE



PLATE NO. 1

18¢ SURREY
LINE PAIR

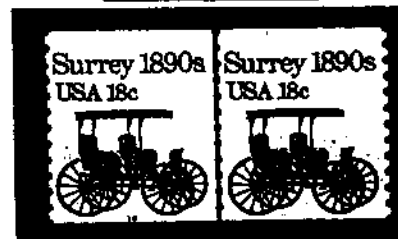


PLATE NO. 14

20¢ PUMPER
STRIP OF FIVE

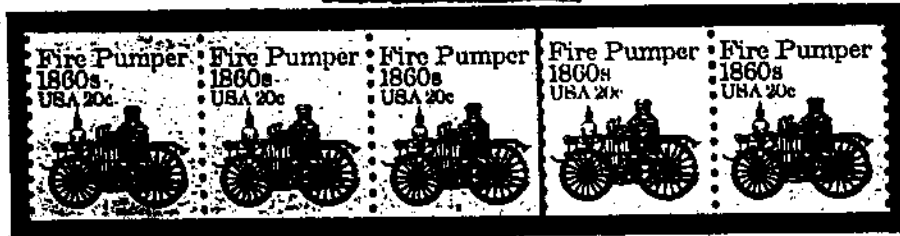


PLATE NO. 3



U. S. Flag & Transportation Coil Issues Of 1981

18¢ U.S. FLAG



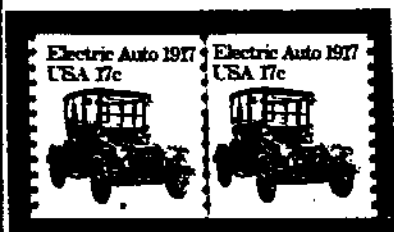
In 1981 the Bureau of Engraving & Printing started including a single or double digit on the face of coil stamps traceable to the actual plate number. This number provided a way to identify and shut down any press producing substandard stamps. This exhibit reports on discoveries made during the research of the 1981 United States Flag and Transportation coil issues.

On 03/22/81 new Postal Rates went into effect, and the first Stamp issued under the BEP policy to include a number in the stamp design was the 18¢ Flag coil issued 04/24/81. This stamp was followed on 05/18/81 by the 18¢ Surrey, the first stamp of the Transportation Series. Both stamps were issued to pay the new First Class - 1st Ounce Rate.

18¢ SURREY



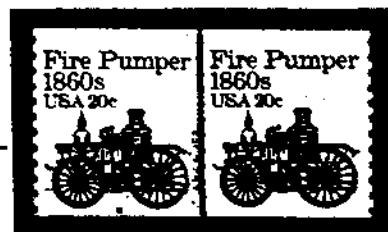
17¢ ELECTRIC AUTO



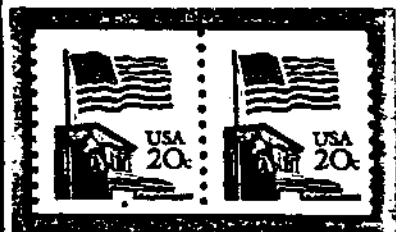
On 06/25/81 the 17¢ Electric Auto was issued, the second stamp in the Transportation Series, and the first produced for the new 17¢ First Class - Added Ounce Rate, and the untagged Bureau Pre-cancel Electric Auto for the new 17¢ First Class - Carrier-Route-Sort Rate.

The First Class - 1st Ounce rate was increased again on 11/01/81 to 20¢. Consequently the 18¢ First Class Rate was the shortest in U.S. history. This combined with the policy to include numbers on the face of the stamps, and the late to press dates of the plates, has created the Philatelic Treasures of the Twentieth Century. The 20¢ Pumper was issued on 12/10/81, the third stamp in the Transportation Series, to pay the new 20¢ First Class - 1st Ounce Rate. This stamp was followed by the 20¢ Flag coil on 12/17/81.

20¢ FIRE PUMPER



20¢ U.S. FLAG



The demand on the Postal Service to produce coil stamps for various Bulk Rates had increased greatly over the previous five years. This demand came about because the Bulk Mailers Discovered they received a much greater response if their letters had stamps on them instead of Bulk Mail Permits. The Postal Service responded to this demand with the issue of the 9.3¢ Mailwagon, the first produced for the Third Class - 5 Digit-Sort Rate, and the fourth and last Transportation Series issue for 1981 on December 15th.

HIGHLIGHTS:

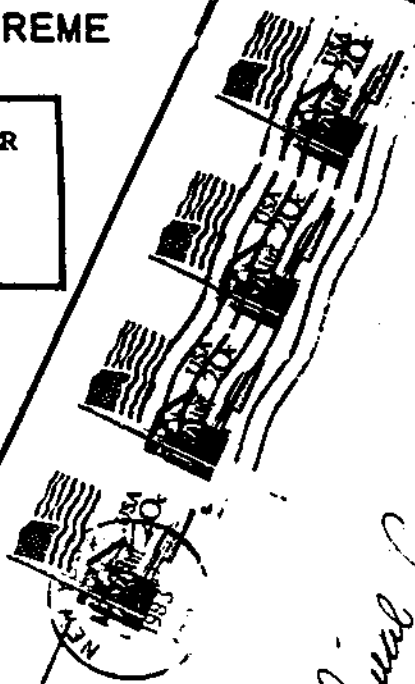
- * IMPERFS
- * MISPERFS
- * FALSE FRANKING
- * PURPLE CANCELS
- * PAPER & GUM TYPES
- * OVERPRINT VARIETIES
- * CHILL ROLL DOUBLING
- * 18¢ #6 FLAG ON COVER
- * IMPERF AUTO ON COVER
- * EARLIEST KNOWN USAGES
- * ALL KNOWN PLATE NUMBERS
- * BLACK OMITTED FLAG ON COVER

9.3¢ MAILWAGON



1981 FLAG OVER SUPREME COURT ISSUES

FOREIGN DESTINATION COVER
 Color Shift
 "RED STAR VARIETY"



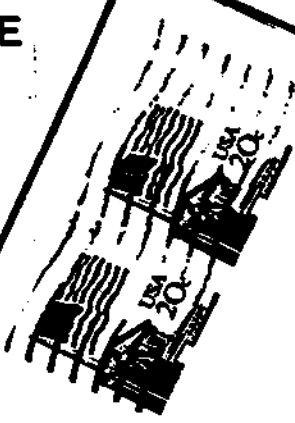
*M. S. Calderone, MD
 New York University
 51 West 4th St. 5 Fl.
 New York, NY 10003*

*International Biographical Center
 Cambridge CB2 3QP
 England*

20c Flag Coils showing correct usage for one ounce airmail rate to England on 3/18/83

1981 FLAG OVER SUPREME COURT ISSUE

DIPLOMATIC POUCH MAIL
from
PORT-AU-PRINCE, HAITI



Addison Wesley
South Street
Reading, MA 01867

UNION SCHOOL
P. O. BOX 1175
PORT-AU-PRINCE, HAITI

Carried from Haiti by
Diplomatic Pouch cover
entered U.S. mail system
in Washington, D.C.

22¢ FIRST CLASS
1ST OUNCE RATE

QUITO, ECUADOR

ELECTRIC AUTO COVER

POSTAGE WILL BE PAID BY ADDRESSEE
U.S. Embassy - Quito
P.O. Miami, FL 34039



MR W. H. RUNZLER
14526 SHERMAN WAY #1291
VAN NUYS, CA
91405

17¢ ELECTRIC AUTO COMBINATION WITH 5¢
TO PAY APO FIRST CLASS FROM QUITO, ECUADOR.

E F F E C T I V E
03/22/81 to 04/02/88

20¢ FIRST CLASS
1ST OUNCE RATE

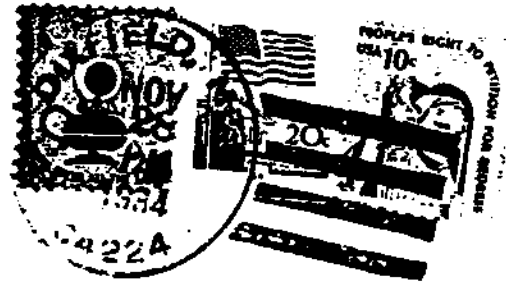
EFFECTIVE
11/01/81 TO 02/17/85

DEPARTMENT OF TRANSPORTATION
MAILING CARDS



Department of Transportation
Transportation Building
Child Street
Augusta, Maine 04333
Station 16
FIRST CLASS MAIL

PLATE NUMBER - 13



Department of Transportation
Transportation Building
Child Street
Augusta, Maine 04333
FIRST CLASS MAIL

PLATE NUMBER - 14

The above mailing cards were used to mail Driver Education Film between the Department of Transportation in Augusta, Maine, to Dixfield, Maine and Ellsworth, Maine and back. The postage is affixed to the card and then inserted into a slot on the package being mailed. The card is then reversed when the sender returns the package and new postage is affixed.

CODE LISTING "3000 STAMPS" COIL LABELS

Over three hundred completely different "3000 STAMPS" coil labels have been made since 1959. Most can be easily identified without recourse to our complicated Code system by simply noting such readily obvious features as denomination, design, date or color; "Surrey Emblem", for example, is brief and unmistakable! But Label Codes are essential in dealing with the alarmingly large number of labels that seem identical, but actually differ in small, subtle, easy-to-overlook details.

Once every label variation has been confirmed, Coding will become less vital. Our future "Illustrated Catalogue" will retain Codes as supplements to simpler, literate descriptions, helpful double-checks when variations confuse, but ~~otherwise redundant minutiae~~. Meanwhile, we Code all labels - even those which have no currently known varieties - until we can safely, confidently lay to rest every possibility of "variation".

A basic "3000 STAMPS" Label Code is written out in the following sequence: Diameter, Design, Dimension across "U.S. POSTAGE", Length (or absence of) Copyright Line, Vertical Span (if necessary); "3" Style; Stock Type; Color; Date. The alphanumeric Codes are often followed by additional notes, when required, for "Overprints", major errors and/or variations, and confirmed Plate Number/Gap Position attributions.

Diameter In 1959, at the beginning of the program, all "3000 STAMPS" labels measured @ 98mm in diameter; **J** this was reduced to the current @ 89mm width in late 1982, early 1983. Older "wide" labels are termed "Jumbo"s and prefixed with "J" in label Codes. New "reduced" labels have no special Code letter.

Design Three basic design forms are used on "3000 STAMPS" labels : Emblems, Arches and Splits. "Emblem" designs are dominated by a stylized representation of stamp artwork. Other details of typography are irrelevant; "Emblems" are always Coded "E". "Arch" designs feature the words "UNITED STATES POSTAGE" in an unbroken semi-circle (or "arch"!) around the top of the label. Few "Arches" were designed in "3000" size (most of which are more accurately described as "Emblems"), but these are Coded "A", "JA" when they measure @ 98mm wide. In "Split" designs, the words "UNITED STATES" and "POSTAGE" lie roughly opposite each other, separated (or "split"!) by the quantitative "3000"; members of this very large, very diverse group of labels are Coded "S", "JS" if they measure @ 98mm in diameter.

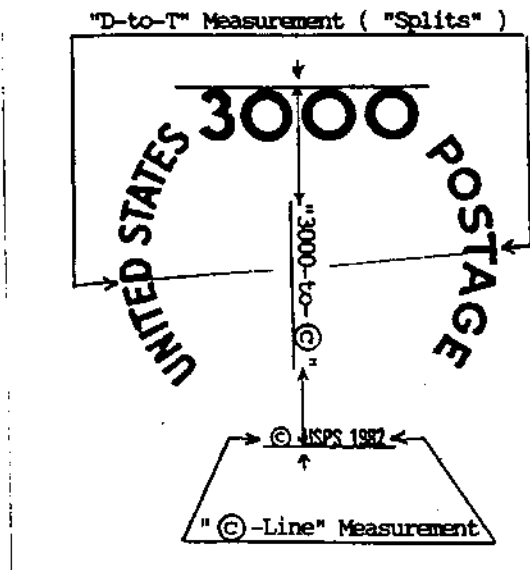
Dimensions All coil labels include the wording "UNITED STATES POSTAGE". This constant feature enables us to discriminate between different versions of same-denominated labels by measuring the variable distance between selected letters located roughly opposite each other across the total width of the design.

U-E On "Arch" designs, we measure from the outer edge of the upper prong of "U" in "UNITED" to the outer corner of the top angle of "E" in "POSTAGE"; this "U-to-E" span is measured to the nearest $\frac{1}{2}$ millimeter.

D-T For "Split" designs, we measure from the outermost angle of the letter "D" in "UNITED" to the final edge of the cross-bar of "T" on "POSTAGE"; this "D-to-T" measurement is taken to the closest $\frac{1}{2}$ millimeter.

© With few exceptions, labels printed for new coils issued after 1 January, 1978, feature a dated USPS copyright notice; we measure the full length of the copyright, from the outermost edge of the circled c to the farthest fragment of date. "©" lengths are taken to the nearest $\frac{1}{2}$ millimeter and listed immediately after the "D-T" or "U-E" measurement. Those older-issue labels that do not bear copyrights are Coded for "No Copyright" ("NC"); in those rare cases where they can yield essential, determining parameters for un-copyrighted labels, we measure the total length, to the closest $\frac{1}{2}$ millimeter, of the "Price Line" and substitute this "\$" span for the "NC" Code that would otherwise follow "D-T" or "U-E" measurements.

V A third, "Special Case" measurement is required to differentiate some extremely similar sets of "3000 STAMPS" labels, especially those for 17¢ Electric Auto. Listed as "V" for "Vertical", this is the overall distance, to the nearest $\frac{1}{2}$ millimeter, from an imaginary line drawn across the top of "3000" to an imagined line drawn across the bottom of the copyright notice, bisecting the design. Also known as "3000-to-©", we may have to use this (or a comparable vertical dimension) to help separate other complex label groups.



3000

"Pointed"

3000

"Celtic"

3000

"Old Blunt"

3000

"New Blunt"

"3" Style This refers to the peculiar shape of the "3" in the label quanticator "3000". There are three distinctive styles : "Pointed", "Celtic" and "Blunt", with two sub-styles for the latter.

F3 "Pointed 3" has a sharply pointed center bar; this style, Coded "F3", was used on many printed "Jumbo" labels, but was apparently phased out @ 1983, during the conversion to "reduced diameter" designs.

C3 "Celtic 3" resembles a double horseshoe with upper and lower strokes curled flatly past a long center bar; all three strokes are serifed, upper and lower serifs slant inwards. This unusual style, Coded "C3", seems restricted to Transportation/PNC labels designed and printed @ 1983-85.

B3 "Blunt 3" has two forms, both feature a squared, serif-less center bar set between two well-rounded strokes. "Old Blunt 3"s are fat, chubby numbers that appeared on many labels - especially "Emblems" - from the mid-1970s onwards; "New Blunt 3"s are a taller, thinner style introduced @ 1988. So far, the two forms have not been used on labels for the same coil issue, thus we can safely use "B3" to Code both variants.

Label Stock We have classed label printing stocks based on the paper-adhesive combinations found on PNC labels but, as we work backwards through older coil labels, we may have to re-evaluate our criteria and all categories. Currently, we list four Label Stocks, but only three have been found on "3000 STAMPS" labels.

LS I "Label Stock I" covers a broad range of papers from Glossy to matté, High-Brite to non-fluorescent, with either a crystalline or a wax-like adhesive base. "LS I" is exclusive to "Jumbo"-sized labels.

LS II "Label Stock II" is a self-adhesive paper introduced @ 1983 for "reduced" labels. "LS II"-Coded labels have a faintly shiny print surface and a highly glossy backing underneath the adhesive residue.

LS III "Label Stock III" is highly fluorescent and has only been found on "500" labels produced @ 1985.

LS IV "Label Stock IV" replaced "LS II" @ 1986. The paper is thinner, barely coated, often translucent, with a practically invisible matté backing underneath the residue of pressure-sensitive adhesive.

Color Label Color refers to the apparent shade or tint of the label data. Colors are matched and named according to the "Stanley Gibbons Colour Guide" with "pale" or "dark" occasionally used as color modifiers.

Date Label Date is taken from the label copyright when present. Label Dates are often convenient clues in separating same-denominated labels produced for one or more different coil issues as, for example, 25¢ Revere (un-dated), 25¢ Bread Wagon (1986), and 25¢ Honeybee (1988).

The preceding article was excerpted from "Label Mania 3" the publication of the Coil Label Study Group. Additional information is available from David E. B.-LaVergne, 27 Braddock Place, Boston, MA 02116-5816.

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