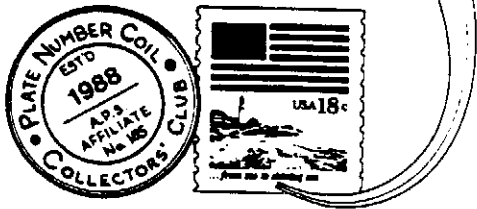


PNC³

Coil Line

Journal of the Plate Number Coil Collectors Club PNC³



June 1, 1994
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PNC ballot included with this issue

The ballot for Plate Number Coil Collectors Club officers and board members is attached to the front of this issue of *Coil Line*.

It was attached to the front so that no one could honestly say they missed the ballot. In the past the ballots and information have been mailed separately.

Included in this issue are several short biographical sketches of the candidates. Please read this information.

To vote, simply remove the ballot from the front of *Coil Line* and follow the directions for mailing. All ballots must be received by July 8, 1994.

609 lots listed in latest PNC3 auction

PNC3 Auctioneer Joe Sedivy has outdone himself, putting together a 609-lot auction for members this month.

There are Transportation coils, gaps, Flags, varieties, imperfs, misperfs, miscuts, constant plate and mat varieties, tagging varieties, other varieties, FDCs, other covers, used singles, used pairs and longer and books.

Most of the items have minimum bids but there are also some without minimums.

Among the highlights (and this list will vary with the collector) are two 18c Flag No. 6 used singles, used Toledo Browns, a strip of three of the 20c Flag No. 4, and two of No. 6, a strip of 3 of 20c Pumper No. 2, lots of Honey Bees with seamlines, several Eagle & Shield 22221 tagged strips ranging from 3 to 9, several VRC errors, a cover with Lenz tagging Mt. Rushmore and collections of commercial covers.

A bid sheet is attached to the back of *Coil Line*. Please read and follow all instructions. Use the bid sheet, as Joe will not accept any other form. Photocopies are OK.

All bids are due by June 18, 1994.

Please be prepared to pay your invoice when it arrives.

Ken Lawrence featured speaker at Regional Meeting in Plymouth, Mich.

By Harold Brown

Plate Number Coil collectors deserve credit for the interest in modern United States definitive stamps, Ken Lawrence told the April 23 Regional Meeting of the Plate Number Coil Collectors Club in Plymouth, Mich.

The meeting attracted 53 people, many who were members. It was the largest gathering yet at a Regional Meeting. It was the fifth such meeting to be held at Plymouth. There was talk the APS may hold its Spring Meeting at Plymouth in the next couple of years.

Lawrence, of State College, PA, is secretary of the American Philatelic Society, on the Board of Governors of the Bureau Issues Association, a writer for *Linn's Stamp News*, author of the *Plate Number Coil Handbook* and editor of the *Philatelic Communicator*, the journal of Writers Unit #30.

He said the "passion" of PNC collectors has rekindled an interest in modern U.S. definitive stamps that earlier developed for the definitives of the 19th century. Lawrence explained that the speculative period of the 1970s and resultant crash of the stamp market, along with the huge plate blocks created by the USPS, dealt a serious blow to the hobby.

"A handful of collectors who retained those old traditions gravitated to PNCs and brought other interests to rebuild the interest in specialist U.S. collecting."

(Continued on page 103)

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Letters

Self adhesives to remain in Check List

To the Editor:

In response to those folks that would like to see the Self Adhesives stay on the PNC Check List, no problem, you got it. Let no one say that it was me that tried to limit someone's collecting interests. Clearly I fold easily to special interest groups, and I have probably just ruined my chances to ever get elected President.

They have been pulled out of the main body of the miscellaneous stamps and will now have their own category, surprisingly enough called "Self Adhesives". A change I would also recommend to Richard Nazar for the PNC Catalog. Its an easy compromise, for those who do not collect these stamps, there will not be empty holes in the middle of their check list. For those who do collect them, they are conveniently gathered together. By the way the great outcry was two letters I received, one vote each way, and the two letters printed in the May Coil Line.

Having received the many revisions back from Michael Lipson (thanks Mike) I made the corrections he has suggested and am now ready for a final review. With all this checking there is a chance that the next time the list is printed there won't be as many errors. Alan Thomson doesn't know it yet but I am sending him the latest version of the Check List for final review, hope he doesn't mind.

Steve McCourty
P.O. Box 56
Lakewood, WA 98259-0056

Commercial covers from the Southwest

To the Editor:

The following is a statistical report on PNC commercial covers received at the national ladies wear mail order company in Tucson, AZ from April 4 to May 2, 1994.

29c Flag WH - 1-1; 2-19; 3-5; 4-29; 5-10; 6-45; 7-218; 8-190; 9-2; 10-77; 11-95; 12- 91; 13-101; 14-1.

White House 1-4 and 6 continue to decline as stocks of these are used by postal patrons. WH 9 and 14 continue to be scarce. The print totals for 9 and 14 are substantial and indicate there should be no shortage given some time for the SSU (Self Service Unit - they stock stamp dispensers in post offices and other public buildings). All Stated that they were still using either 2 or 5 in the machines and that current stock is generally plentiful.

The free offer to PNC3 members for a SASE is continued. There are plentiful supplies of WH 2-8 and 10-13. Just let me know what you need and I will send

you the best available at that time. If you would like a 9 or 14, send an additional SASE and I will add that to the list of fellow collectors desiring them also, and send when available.

Dick Koenig
P.O. Box 31872
Tucson, AZ 85751

Regional Meetings take planning & time but can be beneficial for everyone involved

To the Editor:

We have had several inquiries asking the same questions regarding planning a PNC3 Regional Meeting and thought it would be appropriate to let the membership know from the Regional Meeting Committee's statistical analysis of the past three years of meetings how to best plan. These requests come at the time when a report has been received from Joann Lenz, host of the regional meeting at the Plymouth Stamp Show April 23, that 53 attended the meeting. That number is the record high and clearly illustrates all the known aspects in planning such a meeting.

A member must have the desire and some time to plan a meeting. It does not just happen. It is a fun time but it takes a bit of work. The main purpose of a regional meeting is to gather PNC3 members at one place to talk and exchange information and to promote the club to nonmembers.

Choose a local stamp show (Saturday is best), at least three months ahead of the show date. Coordinate all activities with the appropriate people. Work out a plan of activities, including one of the PNC slide shows and try to arrange a guest speaker or panel. A meeting should last a minimum of two hours to allow for the planned program and a trade and talk session. Advertising the meeting is a necessity. Two mailings to area PNC3 members are a must as well as contacting all local/area stamp clubs.

The RMC has developed a set of guidelines, based on successful regional meetings, be it 8 or 53 in attendance, at a large, well-known Champion stamp show or a local show. The success of a regional meeting is not based on attendance but on what was accomplished and the feeling that members and PNC guests go away with. Go for it. Many great PNC friendships have been developed through meeting members and other PNC collectors at a regional meeting. Send for a copy of the RMC guidelines to plan a regional meeting.

Dick Koenig
RMC Chairperson
P.O. Box 31872
Tucson, AZ 85751

Commercial covers from New England

To the Editor:

Commercial cover report from southern New England area from about 110,000 covers postmarked March 28 through April 26, 1994.

29c Flag/WH - 1-0; 2-12; 3-2; 4-4; 5-9; 6-10; 7-83; 8-20; 9-2; 10-39; 11-69; 12-142; 13-31; 14-2. Total 425.

Others - 1c omnibus (RE) 2-1; 20c Flag 14-1; Earth-1222-1; F (29c) Flower 2222-1; 29c Flower (perf) S2222-3; 29c Flag/Mt. Rushmore (grav.) - A22211-1; 29c Eagle (SA) 111-1. Total - 11.

Finally found a WH #14, one with Manchester, NH 031, 8 Apr 1994 PM and the other with Stamford, CT 063, 15 Apr 1994 OM. Hope earlier known uses are reported. Also found SA Eagle 111 with Manchester NH 031, Apr 18, 1994 PM. Also gratefully received 29c VRC (Unisys) No number, with a Springfield, MA 0111, 15 Apr 1994 PM.

Rolly Grandahl
3 Grandview Terrace
East Windsor CT 06008-0137

Help sought in series of articles on VRCs

To the Editor:

My name is Kevin Shah and I am interested in writing an article or short series on Variable Rate Coils. I would like to begin with the July issue at the earliest. Over the last year I have accumulated some of the most unusual strips and covers. I do not wish to showcase every single piece I have but I wish to put some research into a topic that we can all have fun with-and learn something too.

That is why I am reaching out to other PNC3 members who would like to share what they have in their collections and stocks. It is very encouraging to see what Cam Wolff is trying to achieve (Letter in May issue). I spoke with Tom Maeder a few weeks ago about my desire to write, and he was encouraging me to "go for it."

My specific goals are to catalogue the known software glitch errors, other EFOs and to showcase those creative and unusual setennant strips and covers out there in collector land. Although my articles will have a serious, specializing side to them, I would also just like to give VRCs some exposure, and perhaps illustrate the lighter side of VRCs-like a cover with denominations matching someone's birthdate, or an unofficial FDC with mixed franking. I may use a table for such things as "how many low denomination setennants in shiny gum with plate numbers." Or, a table on the relative or absolute scarcity of blanks with a plate number.

Basically, the membership's response to a request for help will determine what I am able to do. If at first I

get little response, then I will do an illustrated article to get the ball rolling.

A summary of the areas in which I would like help follows:

- Collectible strips, unusual setennant combinations, scarce strips, etc.
- Covers, creative exotic, foreign, fun philatelic usages, all appropriate mail categories, FDCs, etc.
- EFOs, especially software glitches, errors and their causes.
- Miscellaneous, stories, problems, receipts, coil roll labels, etc.

I guarantee that all names will be held in confidence and to encourage response, I will reimburse all postage and photocopy costs to those who help out.

I will also share the proverbial spotlight.

Kevin Shah
P.O. Box 1674
Pacifica, CA 94044
415-757-6962

Include the self adhesive stamps

To the Editor:

I have read many articles and letters to the editor about the new self adhesive stamps with numbers. Several writers have lamented that these are really not coils and maybe shouldn't be maintained on the PNC listing. I agree that they are not really coils but merely strips of stamps. However, I am a collector of stamps that happen to be different from most of the otherwise similar appearing same issue; these have a tiny number along one of the edges of the stamp. The collecting and all other aspects of obtaining and studying these with the tiny number is what makes up my enjoyment of my hobby.

The fact that until recently these tiny numbers were only found on coil stamps should be ignored and the scope of the PNC3 should be increased to cover all numbered stamps. Maybe the name of the group should be modified to indicate the broader collecting interest of its members. It is my opinion that most members share my enjoyment preferences. Mint, used, singles or strips, it makes no difference, we enjoy collecting the ones with the tiny numbers.

Paul Arnold
1007 Turner St.
Clearwater, FL 34616

Please note: The deadline for the July issue of *Coil Line* will be Saturday, June 11. This means all material must be in the hands of the editor by that date. Fax available at 352-7900.

SNIPPETS

New Numbers

The flood of new numbers continues. White House #15 has been found by Ken Moreau. The Eagle & Shield set has grown another notch with the addition of A141211111. There are two new Fishing Boat plates; A7679 and A7779. This 19¢ issue has grown to 11 numbers. Four of the 11 are Type I and the other seven are Type II. ABNC is certainly giving us a "parting shot" as it leaves the scene.

What Are They Thinking About?

What in the world is going on in the collective minds of USPS' Stamps Division? Perhaps we are giving them too much credit to say they are thinking at all. The announced reissue of the 10¢ Tractor Trailer, this time printed by gravure, has got to be a classic case of memory loss. (Or is it a case of the people with some memory having been fired?) This stamp probably ranks at the top of the all-time failure list of US stamps, yet we're going to have another go at it. The fact that the Tractor Trailer could be used on either presorted first class or bulk (third class) mail required an endorsement on the envelope telling postal workers what class of mail was being used. That meant significant additional cost and labor to the mailer. The utter failure of this stamp was the reason the 23¢ Flag, the 23¢ USA, and the Eagle and Shield stamps were produced. Now that the mailing public has them, who needs this piece of postal nonsense? We say give it a proper burial, not revive it.

Stamps, Etc. Error

If you're going to order any 23¢ Lunch Wagon #3 coils with embedded phosphor paper and dull or shiny gum, watch out. The April - June *Stamps, Etc.* catalog has the USPS stock numbers reversed. The correct number for the dull gum variety is 57913. The correct number for the shiny gum type is 57914. Three times we have ordered dull gum using number 57913 and that's exactly what we got.

Membership

With the return of a few stragglers in the past two weeks, the membership renewal process is about finished. Treasurer Gene Ernst reports that the renewal percentage was 93.35%. We lost 45 people but have already signed up 48 new members and the count stands at 705. Twelve of the departees were kind enough to tell us why they were leaving. Most were for health or age reasons, not because of lost interest. PNC collecting is still growing.

Certified Trivia

Although it has nothing to do with PNC collecting, this may be of interest to tagging addicts. USPS has printed new Certified Mail labels. They are still green, but the serial numbers begin with a "Z", rather than a "P", and there is a small rectangle of tagging on the left side. When a postal employee was asked why the new labels are tagged, she replied that certified mail is now machine processed. We had hoped for a more detailed explanation and still wonder how the "machine" distinguishes between the tagged postage and the adjacent tagged label. Anybody have any answers for this one?

Perfed SA Coils Are Trouble.

In his May 9 *Linn's* story, Michael Schreiber indicated that future self adhesive coil stamps will have only ONE perforation row every 18 stamps. We expected each stamp to be separated from its neighbor by perforations. The single row of perforations is reported to be to the right of the numbered stamp, and that spells trouble for PNC collectors who save strips. The strip of 18 one buys from PFSC will be torn at the perforations, precluding even a numbered pair. But we all know that someone is going to get hold of a roll, even though such a sale is prohibited, and use a pair of scissors to make PS5s. Guess how big the price of those will be.

Member Bob Shuman, in discussing the possibility of faking a no-number strip of 18 on current SA coils, pointed out that all one has to do is remove the numbered stamp and replace it with a plain one. Would a similar switch work on the perforated type to make numbered strips? Not without easy detection. The fake would not have the perforations to the right of the numbered center stamp.

All the SA coils are printed only for collectors, either for FDCs or in mint strips. There is no "carry the mail" concept here at all. Why couldn't USPS think the situation through to meet collector interest, and place the single line of perforations as far from the plate number as possible? USPS doesn't like the creation of instant rarities, but with the expected arrangement, that's what will happen. By the way, there are about 278 plate numbers in a SA coil roll. The Postal Service stamp crew has bungled again.

More Tagged "Junk"

Member Leonard Piskiewicz received a replacement for a lost copy of *Coil Line*. Over three months later the errant bulk mailed copy showed up in his mail box. That alone is not so unusual, but the missing envelope had an inverted machine cancel in the lower left corner. The circular date stamp bore the original mailing date. There were no other marks. Some detective work answered how the facer/canceler was activated. Part of the wavy cancel lines were missing, and the unprinted area had pressure sensitive gum on it. Apparently Piskiewicz' envelope was the top one in a bundle and carried a routing sticker; in this case an "S" sticker. A check of "S" stickers (and a few other types) revealed they are heavily tagged. The machine read the sticker as a stamp and applied the cancel. Of course none of this explains why this piece of bulk mail was fed into a facer/canceler or where it was for over three months. Ah! The mysteries of mail handling...

Still Searching

At the time of writing there are 11 E&S double digit cylinder number combinations that have been found. But that leaves three others that USPS says ABNC printed and we haven't found. Hunters are still looking for A1011101010, A1110101011, and A1211101010.

Questions?

In the March issue of *Coil Line* we opened Snippets to questions from the membership. So far the editor has received none. Surely there must be some items that would be of interest to readers. Don't be shy. Write.

COMMERCIAL COVERS

Installment #57

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

This month's article features the 29¢ (denominated) Flower coil. The F (nondenominated) Flower coils were the subject of my January, 1992 article. The denominated Flower exist with two types of separations--regular perfs and rouletted. The rouletted version was issued first, on August 16, 1991 in Rochester, New York. The perforated version was issued six months later on March 3, 1992, also in Rochester, New York. The rouletted version exist with two different plate numbers, S1111 and S2222. The perforated version exists with only one plate number, S2222.



Governor's Square
2700 University, Suite 204
West Des Moines, Iowa 50265



FIRST CLASS MAIL
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PERMIT NO. 6905

*Rob Washburn
P.O. Box 840
Skowhegan, ME
04976*

The earliest known usages of 29¢ Flower (denominated) PNCs on covers going through the mailstream are as follows:

<u>Plate Number</u>	<u>Earliest Known Usage On Commercial Cover</u>
S1111 rouletted	8/8/91
S2222 rouletted	11/12/91
S2222 perforated	1/11/92

(Continued on page 104)

Ken Lawrence (Continued from page 97)

He said sophisticated PNC collectors broadened into other modern areas.

The program was illustrated with slides of various stamps from the Liberty Series which began in the 1950s. He discussed at length the modern presses on which this material has printed.

"You can't do this type of collecting without joining groups like the APS, BIA, Precancel Society and PNC3. It's a social activity not the type you do off in a closet somewhere," Lawrence said.

He explained how the Liberty Series coil stamps provide opportunities for plate number collecting and illustrated this with slides. A slide of a miscut 4c Lincoln coil showed a counting number used by Bureau of Engraving and Printing employees. "I always thought this was a forerunner of PNCs," Lawrence said.

Coil labels are popular with some PNC collectors and Lawrence illustrated paper leader strips from the Liberty Series as a tie-in. Other tie-ins include precancels, line pairs and gaps.

Lawrence said his favorite method of collecting PNCs is used singles but he also enjoys the varieties.

In discussion after the program the "hot" item was the outlook for a new PNC Catalog.

Gene Trinks said he had seen some page proofs that looked good but the catalog is still a long way from being

published. Lawrence said he had been asked to write the introduction but he hadn't been given a deadline as of April 23. He said the author, Rich Nazar, was trying to organize the catalog on the basis of paper types, which Lawrence said is not the way most people collect.

Lawrence said he encouraged Nazar to reflect the majority of collectors but did not know how effective his suggestions had been. "I still don't know which way he has decided to go."

Before Lawrence's program, Trinks gave a brief outline of the formation of the Plate Number Coil Collectors Club and the role the Detroit area (Plymouth is a western suburb) collectors played in the formation. He also spoke about pre-club meetings at Ameripex in 1986, at the 1987 Stampshow in Boston and other times when interested collectors met informally.

Trinks also mentioned the urging of Steve Esrati to put together a formal organization. A get well card was passed among the group to sign for Steve, who underwent bypass heart surgery late in the winter and could not make the meeting. Steve has been a consistent participant in the Plymouth Regional Meetings.

Steve publishes *The Plate Number and Great Americans Review*. In the most recent issue he pledged to try to keep publication on schedule, depending upon his health.

(Continued on page 104)

THE PURPLE MACHINE CANCEL HANDBOOK

By Rob Washburn and Carl Ditsch

Purple machine cancels made their debut in 1972 and were phased out starting in 1982. This informative handbook gives you the details concerning this chapter of U.S. postal history. All known cities which used purple machine cancels are listed, as well as the dial types and slogan/killer types. The book also contains the earliest and latest known usage dates for each type. Illustrations of the dial types and slogan/killer types are included. If you have an interest in purple machine cancels, you should have this handbook.

\$10.00 postpaid

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

Commercial Covers (Continued from page 102)

As you can see, the rouletted S1111 and the perforated S2222 have EKUs prior to the official first day of issue.

All three numbers are fairly easy to find, although some dealers are charging a premium for the perforated S2222.

There was only one EKU report this month, the 29c Flag Over Mt. Rushmore #7 Toledo Brown...12/21/91.

I want to thank the following individuals for writing this past month with ideas and information: Tom Goetz, Cam Wolff, Richard Koenig, Richard Beecher, J. L. Simmons, Burt Robbins, Pedro Ortegon, and Jesse Halperin.

Ken Lawrence (Continued from page 104)

Immediately following the PNC meeting, Michael Schreiber of *Linn's Stamp News* presented a program on the Legends of the West stamps in the same room. Much of the audience (which was considerably smaller than for the PNC meeting) was made up of PNC3 members. Even after that program some members sat around the room talking and trading. In the area outside the gymnasium where the show and bourse were being held members pounced on and held onto two tables for the rest of the afternoon. Some were planning to head to the VRC machine at the downtown Detroit post office. Mostly, it was a time of sharing, trading and meeting people.

Exhibits related to PNCs or by members were Edward Kerr II's "Plate Number Coils From Flat Plate Printing to Now," which added credibility to Lawrence's talk, "The 1991 U.S. Flower Stamp," by John Grabowski and member Cam Wolff's "Katanga Overprints," which was part of a single frame competition.

The USPS had some coils that attracted attention and a good stock of most other U.S. stamps, some of which had officially gone off sale.

Web Hall, who lives in Richmond, IN, near the Ohio line about an hour west of Dayton, flew himself and three other people to the show, landing at a nearby suburban airport. Gene Kiehlmeier and his wife drove in from Erie, PA, as they have done in past years. Gene and his wife discovered the Erie Blue version of the 22c Flag over the Capitol stamp while searching through commercial covers.

It was an international gathering with at least one name on the registration sheet from Canada.

If there is a Regional Meeting or Annual Meeting scheduled near you, plan to attend. You'll meet some fine people more than willing to share information, help you figure out what you've found, and share in your

enjoyment of PNCs. Don't sell your knowledge or experience short. And it's a good way to learn. Members are interested in helping others learn and just because you might consider yourself a novice, there's no reason to be embarrassed about the questions you might ask. There's something for everyone to learn and enjoy.

Special of the month

4c Stagecoach P/C, No. 3, 4, 5, 6

17c Auto No. 7

20c Flag No. 3, 10

25c Flag BT No. 1, 7

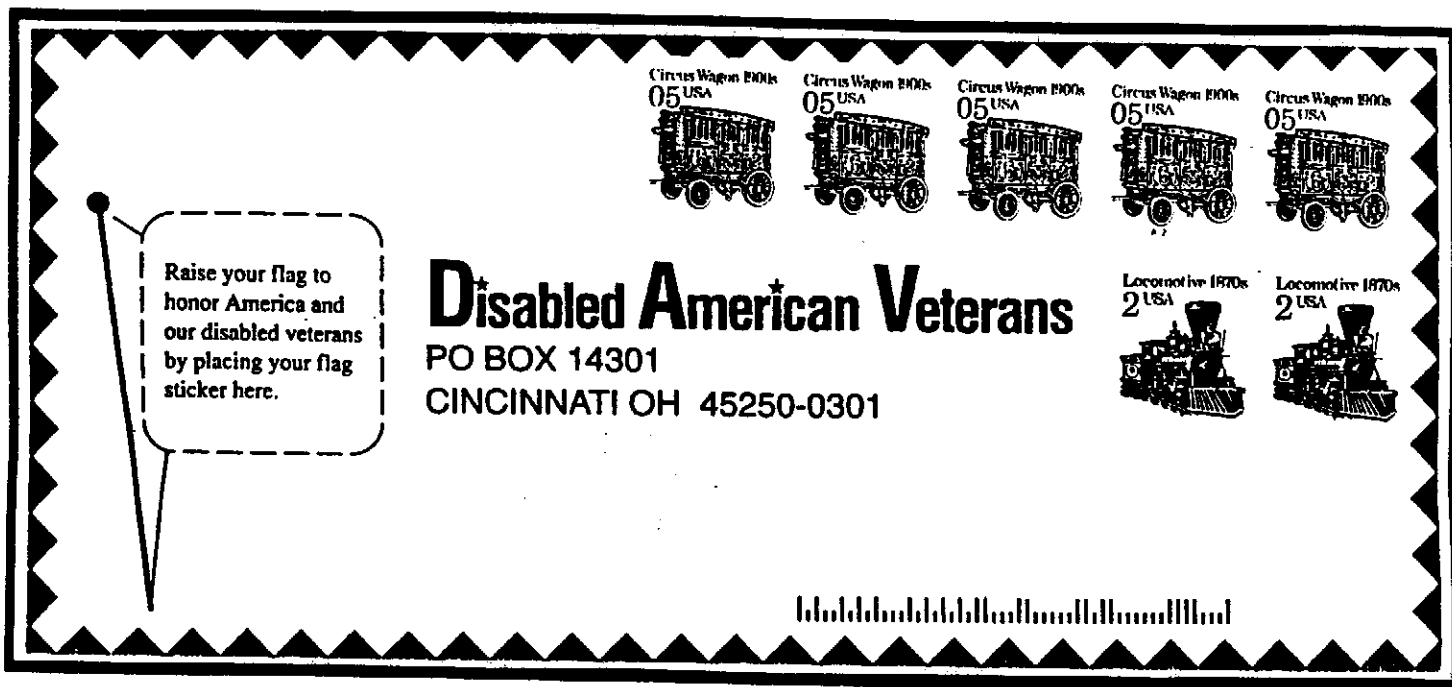
25c Flag Phos. No. 5, 15

	PS-3	PS-5
F-VF	3.50	4.00
VF	4.00	4.50
XF	4.50	5.00

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A.S. Cibulskas
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Stamford, CT 06902
Phone 203-359-9918

COVER OF THE MONTH



The above cover featuring the 5c Circus Wagon #A2 is a self-addressed, stamped envelope which was provided by the Disabled American Veterans. The D.A.V. has used large quantities of U.S. coils for many years on mailings such as the one above. (Cover courtesy of Ken Cherry.) (If you have a candidate for Cover of the Month, please send a photocopy of your cover against a black background to Rob Washburn, P.O. Box 840, Skowhegan, Maine 04976.)



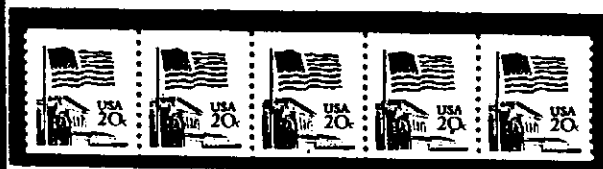
A
\$425.00



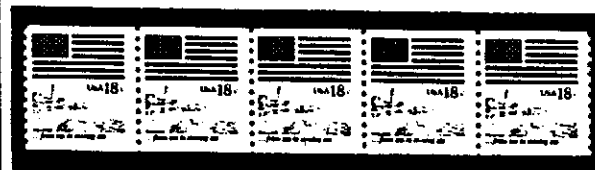
B
\$350.00

Price list of other
USED PNC's for SASE

Max Hickox
Box 21081
Denver, Colo 80221



20c Flag #4 \$575



18c Flag #1 \$295

Doug Iams, 1885 Victoria Landing
San Jose CA 95132

Membership

Names of applicants are published for members to review. Any member who questions the suitability of a prospect should contact the Chairperson of the Membership Committee, Joann Lenz, 37211 Alper Drive, Sterling Heights, MI 48312 with the objection. The committee will recommend for or against membership.

Membership will reach 705 if all applicants are approved. The count includes late renewals.

New applicants:

John S. Hackmann
3 Cyprus Point
Collinsville, IL 62234-5201

John E. Peterson
6605 Bell Bluff Ave.
San Diego, CA 92119-1147

Rachel Denk
3996 Clayton Ave.
Los Angeles, CA 90027

George Kubal
P.O. Box 1196
Hewitt, TX 76643-1196

Walter M. Zarzycki
26101 Rose Marie Drive
Flat Rock, MI 48134-9449

Donald L. Stark
3181 Mere Pt. Road
Brunswick, ME 04011

Carl J. McMurphy
3822 Spadoni Lane
Gig Harbor, WA 98335

Philip E. Wahlon
2321 Hill Lane
Redondo Beach, CA 90278

Lowell S. Stanley
800 Post Boy Court
Towson, MD 21286

The following are late renewals and are reinstated:

Robert Walsh, Betty Rolland, Karl G. Frese and Thomas Lipari (life member).

Applicant's name misspelled when announced:

Donald E. Traber

Change of address:

Minh Tran
256 S. Waverly
Dearborn, MI 48124

Leslie E. Sheldon
236A W. East Ave. #122
Chico, CA 95926

Thomas B. Haire
112 Fern Creek Dr.
Flat Rock, NC 28731

Dr. Helmut C. Newman
RD Pine Hill Park Rd.
Valatie, NY 12184

Donation:

Sam Frachsman (postage).

Ads

A 29c MT. RUSHMORE LENZ PAPER #2, F/VF PS7, \$600. By phone only, before 11 PM EDT. No dealers. Thomson, 603-942-5461.

WANTED: OLD STAMP MACHINES, gumball & nut machines (parts also), anything coin operated, old punchboards. Early U.S. postal cards (mine & unused with illustrated ads), postal artifacts, Wayne A. Hise, 813 Elden St., Herndon, VA 22070. 703-437-5949.

COLLECTOR DISPOSING OF 12-year accumulation for PNS5/PNS3 etc. Priced 25 percent below-discount dealer prices. Send large SASE for huge list. Dealer inquiries welcomed. John Matthews, 23221 Redbud Ridge, Valencia, CA 91354.

PAYING \$50: 29c Mount Rushmore A11111 FDC (July 4, 1991) with cancel other than pictorial FDOI. Write first with description/photocopy. Also looking for any PNC FDCs with U/O cancels. Glen A. Estus, P.O. Box 451, Westport, NY 12993.

AT FACE, YOUR MINT postage same as cash, use full face when ordering from my competitive PNC-5 price list, Brian McPherren, Box 1786 Tacoma, WA 98401-1786.

AUCTION #11 - CLOSING DATE JUNE 18, 1994

LOT	SCOTT #	DESCRIPTION	MIN BID
A. Plate # Pairs			
1	1891	18c Flag, #3, F-VF	55.00
2	1901	5.9c Bike, #3, VF, line XF	4.00
3	1901a	5.9c Bike PC, #5, LINE GAP, XF, line XF	35.00
4	1901a	5.9c Bike PC, #5, LINE GAP, XF, line VF	25.00
5	1901a	5.9c Bike PC, #6, LINE GAP, VF, line VF	25.00
6	1901a	5.9c Bike PC, #6, GAP 1/4L, XF, line XF	35.00
7	1907	18c Surrey, #1, F-VF, line F	12.00
8	1908	20c Pumper, (2), #2, F-VF, line XF, #3, VF, line VF	30.00
9	1908	20c Pumper, #8, VF, line VF	10.00
10	1908	20c Pumper, #8, XF, line XF	25.00
11	8 Diff., 1901, #3, 1903, #1, 1905, #1, 1906, #1, 1907, #1&5, 1908, #5&10, ALL F-VF, lines F//VF	25.00	
B. Plate # Strip of 3			
12	1891	18c Flag, #2, F, # just clears bottom	15.00
13	1891	18c Flag, #2, XF, finger print on gum of R stamp	22.00
14	1891	18c Flag, #2, XF-S	15.00
15	1891	18c Flag, #4, F-VF	4.00
16	1891	18c Flag, (2), #4, XF, #5, F-VF	8.00
17	1895	20c Flag, #1, XF	4.00
18	1895	20c Flag, #2, F-VF	5.00
19	1895	20c Flag, #4, S	30.00
20	1895	20c Flag, #6, XF	75.00
21	1895	20c Flag, #6, F-VF	—
22	1895	20c Flag, #8, VF-XF	3.00
23	1895	20c Flag, #8, F	—
24	1895	20c Flag, #9, F-VF	2.00
25	1895	20c Flag, #9, F	—
26	1895	20c Flag, #12, F-VF	—
27	1898ab	4c Stage PC, #3, XF, line VF, GAP 2L	4.75
28	1900	5.2c Sleigh, #1, F-VF, line VF	2.50
29	1900	5.2c Sleigh, #2, F-VF, line VF	2.50
30	1900a	5.2c Sleigh PC, #5, VF, line VF	6.50
31	1901	5.9c Bike, #3, VF, line XF	6.00
32	1901	5.9c Bike, #3, F-VF, line F-VF	3.00
33	1901	5.9c Bike, #4, F-VF, line XF	5.00
34	1901	5.9c Bike, #4, XF, line VF-XF	5.00
35	1901	5.9c Bike, #4, XF, line VF	7.50
36	1902	7.4c Buggy, #2, XF, type IIA paper	4.00
37	1903	9.3c M Wagon, #2, F-VF, line VF	4.00
38	1903	9.3c M Wagon, #3, F, line F-VF	15.00
39	1903	9.3c W Wagon, #4, F-VF, line F	15.00
40	1904	10.9c Cab, #1, XF-S, line S	10.00
41	1904	10.9c Cab, #1, F, line F-VF	10.00
42	1904	10.9c Cab, (2), #1, F-VF, #2, VF, both lines VF	12.00
43	1904	10.9c Cab, #2, VF, line VF	7.50
44	1905	11c Caboose, #1, XF, type I paper	3.00
45	1907	18c Surrey, #9, F-VF, line VF	8.00
46	1907	18c Surrey, #16, F-VF, line VF	8.00
47	2 Diff. 1907, #5, F-VF, line XF, 1908, #13, F-VF, line F-VF	5.00	
48	1908	20c Pumper, #1, F-VF, line VF	15.00
49	1908	20c Pumper, #2, F, line F	50.00
50	1908	20c Pumper, #7, F, line XF	26.00
51	1908	20c Pumper, #8, F, line F	20.00
52	1908	20c Pumper, #11, F-VF, line F-VF	25.00

53	2005	20c Consumer, #3, F-VF, line VF	20.00
54	2112	D Eagle, #1, XF	4.00
55	2115	22c Flag, #1, F-VF	—
56	2115	22c Flag, #1, F, # just touching	—
57	2115	22c Flag, #3, XF	8.00
58	2115	SAME	—
59	2115	22c Flag, #3, F-VF	—
60	2115	22c Flag, #4, XF, perf fault at L	3.00
61	2115	22c Flag, #5, XF	—
62	2115	22c Flag, #7, F-VF	4.00
63	2115	22c Flag, #17, F-VF, short diag. tear at right perf	5.00
64	2115	22c Flag, (7), #5,7,8,17,18,20,22, F-VF/VF	14.00
65	2115B	22c Flag, #T1, VF	—
66	2123a	3.4c Bus PC, #2, F, line F	3.00
67	2132b	12c Steamer PC, B press, #1, VF	7.00
68	2228A	4c Stage, F-VF overall tag	5.00
69	2265	21c M Car, #1, F-VF, faint red offset on back	2.00
70	2280	25c Flag, (4), #5, prephos. F-VF	8.00
71	2281	25c Bee, (3), #1&2, VF, plus D press line pair	4.00
72	2518	F Flower, #1111, XF	1.00
73	2518	F Flower, #2222, VF, finger print on gum	1.00
74	2518	F Flower, (5), all#'s F-VF	15.00
75	2523	29c Rushmore, #1, VF	1.25
76	2523	29c Rushmore, #4, F	1.25
77	2523	29c Rushmore, (8), 1-4,6-9, all F-VF	16.00
78	O139	D Official, #1, VF-XF	24.00
79	2 Diff., O135, #1, VF-XF, O139, #1, F-VF	25.00	
80	15 Diff., F-VF, lines F-VF, face value \$10.46	11.00	
81	15 Diff., F-VF/XF, line F-VF/S, Rabinowitz list \$31.94	10.00	
C. Plate # Strips of 4			
82	1900	5.2c Sleigh, #1, F, line F	4.00
83	1900	5.2c Sleigh, #2, F-VF, line F-VF	4.50
84	1903a	9.3c M Wagon PC, #4, F, line F, perf fault at R does not affect PS-3	7.00
85	1904a	10.9c Cab PC, (2), #1, VF, line XF, #2, PS-3, F-VF, line VF, #1 is GAP 1/4 L, #1 has brown mark on back of stamp with #, #2 has LINE GAP	15.00
86	1907	18c Surrey, #7, F, line F-VF	20.00
87	1908	20c Pumper, #8, F, line F	45.00
D. Plate # Strip of 5			
88	1895	20c Flag, #2, F	4.00
89	1895	SAME	4.00
90	1895	20c Flag, #9, VF	5.00
91	1895	20c Flag, #10, F-VF	3.25
92	1895	20c Flag, #11, XF	10.00
93	1895	20c Flag, #12, F-VF	4.00
94	1895	20c Flag, (4), #2,3,8,11, F-VF, #3 has 50% tag shift	20.00
95	1895	20c Flag, #12, VF-XF	5.00
96	1895	20c Flag, #12, XF perf fault at R	5.00
97	1897	1c Oruni, (2), #5&6, F-VF, low, lines VF, type II paper	8.00
98	1898ab	4c Stage PC, #3, F-VF, line VF, GAP 2L	4.50
99	1898ab	4c Stage PC, (2), #3, VF, lines F-VF, GAP 2L	6.00
100	1898ab	4c Stage PC, #4, F-VF, line F-VF, GAP 2L	4.50
101	1900	5.2c Sleigh, (2), #1&2, F-VF, lines VF	10.00
102	1900	5.2c Sleigh, #3, F-VF, LOW, line XF	130.00
103	1900a	5.2c Sleigh PC, (2), #1&2, VF, lines VF-XF	17.00
104	1901	5.9c Bike, #3, F, line F-VF	7.00
105	1901	5.9c Bike, #4, F-VF, line VF	7.00

106	1901a	5.9c Bike PC, #5, F-VF, line F-VF, LINE GAP, black speck on back of stamp 1R	45.00	160	2115	22c Flag, #5, XF	5.00
107	1902	7.4c Buggy, #2, F-VF	6.00	161	2115	22c Flag, #7, F, # is touching	5.00
108	1902	SAME	5.00	162	2115	22c Flag, #7, VF	6.00
109	1902	7.4c Buggy, #2, VF	---	163	2115	22c Flag, #8, F-V	1.50
110	1902	SAME	6.00	164	2115	22c Flag, #10, F-VF	---
111	1902a	7.4c Buggy PC, (3), #2, VF	6.00	165	2115	22c Flag, (9), #'s 2,4,6,10,16,18,19,22,T1,F-VF/XF	15.00
112	1903	9.3c M Wagon, #1, 3 stamps L of line F-VF, 2 stamps R of line just F, line F-VF	---	166	2115	SAME	15.00
113	1903a	9.3c M Wagon PC, (2), #1&2, VF, lines VF, GAP 2-1/4	16.00	167	2115	SAME	15.00
114	1903a	9.3c M Wagon PC, #3, VF, line XF, GAP 1-1/2 R	---	168	2126a	6c Tricycle PC, #2, F-VF, # just clears	---
115	1903a	9.3c M Wagon PC, #4, F-VF, line XF, GAP 1-1/2 R, type I paper, centering is high	50.00	169	2136	25c B Wagon, (5), #1-5, VF	---
116	1903a	9.3c M Wagon PC, #4, VF, line VF, GAP 1-1/2 R high centering	40.00	170	2150	21.1c Letter, #111111, VF	2.50
117	1903a	9.3c M Wagon PC, #4, VF-XF, line VF, GAP 1R	20.00	171	2255	7.6c Carreta, #1, VF	1.50
118	1903a	9.3c M Wagon PC, #4, VF, line F-VF, GAP 2L	16.00	172	2261	16.7c Popcorn, #1, F-VF	2.25
119	1904	10.9c Hanson, #1, F-VF, line F	14.00	173	2262	17.5c Race Car, #1, F-VF	2.00
120	1904	10.9c Hanson, #1, VF, line VF, tiny black mark on l	25.00	174	SAME		2.00
121	1904a	10.9c Hanson PC, (2), #1&2, VF, lines VF, LINE GAP	35.00	175	2263	20c Cable Car, #2, VF, block tag shift 2mm left	3.00
122	1904a	10.9c Hanson PC, #2, F-VF low, line XF	19.00	176	2263	20c Cable Car, #2, VF block tag	2.00
123	1905a	11c Caboose PC, #1, VF, type I paper	4.00	177	2265	21c Mail Car, #1, F-VF	2.00
124	1905a	11c Caboose, #2, XF, light pencil mark back 3L	1.00	178	2266	24.1c Tandem, #1, F-VF	2.50
125	1905a	11c Caboose, #2, XF	2.00	179	2279	E Earth, (2), #1111, VF-XF	4.00
126	1906	17c Auto, (5), F-VF, lines F-VF, #1&4 #'s just clear	10.00	180	2279	E Earth, #1211, F-VF	2.50
127	1906a	17c Auto PC, (2), #5A&6A, VF, lines VF-XF, GAP 2L	9.00	181	2279	E Earth, #1222, F-VF, high	3.00
128	1906a	SAME	9.00	182	2279	E Earth, (4), #1222, VF	5.00
129	1906a	17c Auto PC, (2), #5A, VF, line XF, GAP 1L, #6A, VF, line XF, GAP 2L	9.00	183	2280	25c Flag, #1, F-VF, block tag,	3.00
130	1906a	17c Auto PC, (2), #3C&4C, F-VF, line VF, GAP 1/8L, type I paper	5.00	184	SAME		6.00
131	1906a	SAME	5.00	185	2280	25c Flag, #1, VF-XF, block tag,	5.50
132	1906a	SAME	5.00	186	SAME		6.00
133	1906a	17c Auto PC, (2), #5C&7C, VF, lines XF-S	39.00	187	2280	25c Flag, (3), # 2, F-VF, #4&5, VF-XF, block tag	6.00
134	1907	18c Surrey, (2), #13&14, F-VF, lines VF	5.00	188	2280	25c Flag, #4, XF, block tag	3.00
135	1907	18c Surrey, (2), #13&14, F-VF, lines XF	7.00	189	2280	25c Flag, #7, VF-XF, block tag	---
136	1907	SAME	5.00	190	2280	25c Flag, #9, VF-XF, block tag	---
137	1907	SAME	5.00	191	2280	25c Flag, #3, XF, prephos.	3.50
138	1907	18c Surrey, (2), #13&14, F-VF, lines XF-S	5.00	192	2280	25c Flag, #5, F-VF, prephos.	3.00
139	1907	18c Surrey, #15, VF, line VF	7.00	193	2280	25c Flag, #6, F, high & left, prephos.	7.50
140	1907	18c Surrey, #16, V-VF, line VF	7.00	194	2280	25c Flag, #6, VF, prephos.	10.00
141	1907	18c Surrey, (2), #15&16, VF, lines VF	14.00	195	2280	25c Flag, #7, F-VF, prephos.	2.50
142	1907	18c Surrey, (2), #15&16, F-VF, lines XF	18.00	196	2280	25c Flag, (2), #8&9, VF, prephos.	5.50
143	1907	18c Surrey, #16, XF, line XF	8.00	197	2280	25c Flag, #9, XF, prephos.	3.50
144	1908	20c Pumper, #6, F-VF, line VF	15.00	198	2280	25c Flag, (2), #10&11, F-VF	5.00
145	1908	20c Pumper, #12, F-VF, line F-VF	5.00	199	2280	25c Flag, #15, F-VF	4.00
146	1908	20c Pumper, (2), #12&14, F-VF, lines F-VF	10.00	200	2451 & 2451b	S Carriage, (2), #1, XF	2.00
147	1908	20c Pumper, (2), #12&14, VF, lines XF	18.00	201	2452B	5c C Wagon, (2), #A1&A2, XF	2.00
148	1908	20c Pumper, (2), #12&14, F-VF, lines F-VF	9.00	202	2452B	5c C Wagon, #A1, VF	---
149	1908	20c Pumper, (2), #12&14, VF, lines XF	18.00	203	2453	5c Canoe, #1, VF-XF	2.00
150	1908	20c Pumper, #14, F-VF, line F-VF	5.00		2454	5c Canoe, #S11, VF-XF	---
151	1908	20c Pumper, #15, XF, line XF	4.50	204	2457	10c Trailer, #1, F-VF	2.00
152	1908	20c Pumper, #15, F-VF, line VF	4.00	205	2464	23c L Wagon, #3, F-VF, dull gum mot. tag	2.75
153	1908	20c Pumper, #16, XF, line VF-XF	5.00	206	2464	23c L Wagon, #3, F-VF, shiny gum mot tag	3.00
154	1908	20c Pumper, #16, XF, line XF	5.00	207	2468	\$1 Plane, #1, XF	6.50
155	2005	20c Consumer, #3, VF, line VF, light black specks front back throughout strip	35.00	208	2468	\$1 Plane, (2), #1 VF, type III in paper, #3, VF	13.50
156	2115	22c Flag, #1, VF	7.00	209	2468	\$1 Plane, #3, XF	6.50
157	2115	22c Flag, #1, VF-XF	12.00	210	2518	F Flower, #1111, F-VF	2.00
158	2115	22c Flag, #3, VF	35.00	211	2518	F Flower, #1111, VF	2.50
159	2115	22c Flag, #3, VF-XF	40.00	212	2518	F Flower, #1111, VF-XF	3.00
				213	2518	F Flower, #1211, F-VF	15.00
				214	SAME		15.00
				215	SAME		10.00
				216	SAME		10.00
				217	2518	F Flower, #1211, VF	15.00
				218	SAME		15.00

219	SAME	13.00
220	SAME	14.00
221	SAME	15.00
222	2518 F Flower, #2222, F-VF	4.00
223	2518 F Flower, #2222, XF	3.00
224	2518 F Flower, (6), #1111, 1222, 2211, 2222, F-VF, #1211, VF	32.00
	2526 29c Flower, #2222, F-VF	10.00
225	2523 29c Rushmore, (4), #1, 3, 4, 7, VF-XF	5.00
226	2523 29c Rushmore, #5, VF	3.00
227	2523 29c Rushmore, #6, F-VF	15.00
228	2523 29c Rushmore, (10), #7, F-VF, one has a few pulled perfs	5.50
229	2523 29c Rushmore, #8, VF	22.00
230	2523 29c Rushmore, (9), #1-4, 6-9, F-VF/XF, #3 has crease 2L and #7 have perf faults, 2523A 29c Rushmore, VF	4.00
231	2525 29c Flower, #81111, F-VF, slit perfs,	13.00
232	2529 19c Boat, (3), #A1112, F-VF	2.50
233	2529 19c Boat, #A1212, VF-XF	2.50
234	SAME	3.00
235	2529 19c Boat, #A1212, VF	3.00
236	2529A 19c Boat, #A5556, XF	2.50
237	SAME	5.00
238	2529b 19c Boat, A5555, VF, untagged	5.00
239	SAME	6.00
240	2604 10c E&S, (3), #s A21112, A22113, A43326, VF	1.75
241	2604 10c E&S, #A11111, XF	5.00
242	2604 10c E&S, (10), #A11111, VF	13.00
243	2604 10c E&S, #A12213, F-VF, low	17.00
244	2604 10c E&S, #A12213, XF	1.75
245	2604 10c E&S, #A21112, XF	1.75
246	2604 10c E&S, #A22113, VF	2.00
247	2604 10c E&S, #A22113, XF	5.00
248	2604 10c E&S, (10), #A22113, VF	1.75
249	2604 10c E&S, #A43323, VF	1.50
250	2604 10c E&S, #A43326, F-VF, perf crease 2L&1R	1.50
251	2604 10c E&S, #A43326, F-VF, all perfs creased	2.00
252	2604 10c E&S, #A43326, S	2.50
253	2604 10c E&S, #A43326, XF	3.00
254	2604 10c E&S, (10), #A43426, VF	2.25
255	2604 10c E&S, #A54445, XF	2.00
256	2604 10c E&S, #A77777, XF	2.00
257	SAME	2.00
258	2604 10c E&S, #A88888, XF	2.00
259	SAME	8.00
260	2604 10c E&S, (4), #A88889, A89999, A99998, A99999, XF	18.00
261	SAME	2.00
262	2604 10c E&S, (10), #A99999, VF	2.50
263	2604 10c E&S, #11111, XF	3.50
264	2607 23c Flag, #A111, XF	3.00
265	2607 23c Flag, #A111, VF-XF	2.50
266	2607 23c Flag, #A212, XF	2.50
267	2609 29c W House, 1, S	5.00
268	2609 29c W House, (2), #1&7, VF	6.00
269	2609 29c W House, (2), #2&8, VF	3.50
270	2609 29c W House #, XF	5.00
271	2609 29c W House, (2), #4&6, F-VF	5.00
272	2609 29c W House, (2), #5&10, VF	2.50
273	2609 29c W House, #8, XF	
274	2609 29c W House, #8, XF	
275	NO LOT	

276	2609 29c W House, #11, VF-XF	3.00
277	2609 29c W House, #13, XF	22.00
278	2609 29c W House, (9), #1-8&11, VF, 1-3 have perf fault	22.00
279	2609 29c W House, (9), #1-8&11, F-VF/VF, #2&3 have one pulled perf ea. #6 has a corner crease	22.00
280	2609 29c W House, (9), #1, 2, 5, 6, 7, 8, 10, 11, 13, F-VF	3.00
281	2480 29c Pine Cone, #B1, VF-XF	6.00
282	CV31a 19c Shield, #1, VF, dull gum	6.00
283	SAME	7.00
284	CV31a Shield, #1, VF, dull gum values are 19c, 23c, 29c, 50c, 5	7.50
285	CV31a Shield, #1, F-VF, dull gum, values 19c, 23c, 29c, 52c, 75c	
E Longer Plate # Strips		
286	1891 18c Flag, PS-53, #2, #in Middle, F-VF at 5R there is a punch marks from the back brakes surface on shoe	20.00
287	1891 18c Flag, PS-54, #2, VF-XF, # in Middle	40.00
288	1895a 20c Flag PC, PS-7, #14, VF	35.00
289	1900a 5.2c Sleigh PC, (2), PS-12, #1&2, XF, lines S, GAP 5	25.00
290	1900a 5.2c Sleigh PC, PS-10, #5, XF-S, line XF-S, GAP 5L	13.00
291	1904a 10.9c Hanson PC, (2), PS-7, #1&2, F, lines F, LINE GAP	15.00
292	1904a 10.9c Hanson PC, (2), PS-9, #3&4, F-VF, lines F-VF, GAP 3L, both strips have water stains on at least 5 stamps	50.00
293	1904a 10.9c Hanson PC, (2), PS-6, #4, PS-9, #3, XF, lines VF, GAP 3L, SPACE FILLERS, with stains & perf faults	20.00
294	1904a 10.9c Hanson PC, PS-8, #4, XF, line XF, GAP 3L, puncture between line and cab foot rest at 1R	75.00
295	1904a 10.9c Hanson PC, (2), PS-8, #3, PS-7, #4, GAP 3-1/4L AVE, SPACE FILLERS, with perf bends and marks at top	25.00
296	1906a 17c Auto PC, (2), PS-9, #3A&4A, VF, lines F-VF, GAP 4L	7.50
297	1906a 17c Auto PC, (2), PS-10, #3A&4A, VF-XF, lines VF-XF, GAP 4 Left	14.00
298	1906a 17c Auto PC, PS-11, #5A-B, F-VF, line XF, GAP 5R, # cut with 40% at top and bottom	7.50
299	1906a 17c Auto PC, PS-11, #5A-B, F-VF, line XF, GAP 5R, # cut with 10% at top and 80% at bottom	7.50
300	2131 11c Stutz, (4), PS-7, #1-4, XF, lines XF	5.00
301	2225 1c Omnibus, PS-7, #2, F-VF, tagged, type 1 paper	2.75
302	2256 8.4c W Chair, PS-7, #2, XF, type IIIa paper	6.00
303	2281 25c Bee, PS-18, #1, XF, tag shift 3mm L, joint line 12L 4 stamps to right of #, #1 is type short with full serif	35.00
304	2281 25c Bee, PS-7, #2, VF, joint seamline 2R	5.00
305	2281 25c Bee, PS-8, #2, F-VF, joint seamline 2R	13.00
306	2281 25c Bee, PS-9, #2, F, joint seamline 3R	10.00
307	2281 25c Bee, PS-9, #2, F-VF, joint seamline 3L	11.00
308	2281 25c Bee, PS-10, #2, F, joint seamline 5L	9.00
309	2281 25c Bee, PS-12, #2, VF, joint seamline 6R	12.00
310	2281 25c Bee, PS-12, #2, VF, joint seamline 6L	12.00
311	2281 25c Bee, PS-14, #2, F, joint seamline 8R	12.00
312	2281 25c Bee, PS-14, #2, F, joint seamline 8L, # just clear	11.00
313	2281 25c Bee, PS-15, #2, F-VF, joint seamline 9L	12.00
314	2281 25c Bee, PS-16, #2, F-VF, joint seamline 10R	11.00
315	2281 25c Bee, PS-17, #2, F-VF, joint seamline 11L	13.00
316	2281 25c Bee, PS-17, #2, VF, joint seamline 11R	13.00
317	2281 25c Bee, PS-18, #2, F-VF, joint seamline 12R	19.00
318	2281 25c Bee, PS-18, #2, F-VF, joint seamline 12L	19.00
319	2523 29c Rushmore, PS-7, #5, VF-XF	6.00
320	2523 29c Flower, PS-7, #62222, XF	5.00

321	2529	19c Boat, PS-7, #A1212, XF	3.00	359	2132	12c Steamer, PS-5, NO #, F-VF vert, line F-VF, from row 1, wheels just touch	4.00
322	2604	10c E&S, PS-7, #A1010101010, S	3.00	360	SAME		4.00
323	2609	29c W House, PS-7, #2, VF	5.00	361	2132	12c Steamer, (3), #1,2,NO #, VF vert. lines F-VF, type I paper, (2), #1&2, VF vert lines XF, type II paper,	45.00
324	2609	29c W House, PS-7, #7, XF	5.00	2132a	12c Steamer,(2), #1&2, VF vert. lines F-VF, type I paper both GAP 1/8 L, all have #'s 100% at top, all PS-8		
325	2609	29c W House, PS-7, #8, XF-S	4.00	362	2280	25c Flag, PS-5, #1 prephos, F-VF vert, row 1, # 40% at bot. no trace at top	30.00
F. Imperfs							
326	2112a	D Eagle, coil pair NO #, VF	30.00	363	2280	25c Flag, PS-6, F-VF vert, prephos. from row 1, 10% of #11 at bottom on stamp 3 from left	35.00
327	2130a	10.1c Oil Wagon, coil pair NO #, red inscription, X	9.00	I. Constant Plate and Mat Varieties			
328	2133b	12.5c Pushcart, coil pair NO #, XF	35.00	364	1898A	4c Stage, (2), PS-5, #1 VF, line XF, mult. slashes 1R, #2, F-VF, line XF, mult. slashes 2L	7.00
329	2136a	25c B Wagon, coil pair NO #, VF	5.00	365	1904a	10.9c Hanson PC, (2), #1, F, just touching, line VF-XF, #2, F-VF, line VF-XF, both strips have bottom 2 perf holes missing at 1L	45.00
330	2265a	21c Mail Car, coil pair NO #, F-VF	50.00	366	1906a	17c Auto, PS-10, #3A, F-VF, line F-VF, spot near perf #1 at 1R GAP 4L	6.00
331	2279a	E Earth, coil pair NO #, VF	50.00	367	1906a	SAME	6.00
332	2518a	F Flower, coil pair NO #, XF	20.00	368	1908	20c Pumper, PS-5, #15, F-VF, line F-vf, wounded P	10.00
333	2609a	29c W House, coil pair NO #, F-VF	15.00	369	2124a	4.9c Buck PC, PS-8, #2, F-VF low, line S, GAP 2R, low transfer 1R	12.00
334	2609a	29c W House, coil pair NO #, VF	8.00	370	2128	8.3c Ambulance, PS-5, VF, line XF, low 1 variety	
335	2609a	29c W House, coil pair NO #, VF-XF	8.00	2128a	8.3c Ambulance PC, PS-5, VF, line VF, GAP 1L, low 1 var.		20.00
336	2609a	29c W House, coil pair NO #, XF-S	8.00	371	2128a	8.3c Ambulance PC, (2), PS-5, #1&2, XF, lines VF-XF, GAP 1L with double bar break	5.50
337	2609a	29c W House, PS-5, #7, VF, some kind of light scuff or mark at tree line at 2L	150.00	372	2131	11c Stutz, PS-5, #3, XF, line XF, low transfer 2L	35.00
338	2136	25c B Wagon, PS-4, NO #, XF, all blind perfs almost looks imperf	10.00	373	2604	10c E&S, PS-5, #A111111, XF, broken yellow 1	7.00
339	2609	29c W House, PS-6, #4, perf variety, from right, perf, imperf,blind perf, imperf,blind perf, imperf, blind perf	100.00	374	2604	10c E&S, PS-5, #A22112, VF-XF, broken yellow 1	6.00
340	2609	29c W House, coil pair NO #, imperf between 2 perfs	----	375	2604	10c E&S, PS-5, #A22113, XF, broken yellow 1	10.00
G. Misperfs							
341	1903	9.3c M Wagon, single, NO #, VF horiz. perf thru k of bu	1.00	J. Tagging Variety			
342	1903	9.3c M Wagon, PS-5, #2, VF horiz. line Avg., perf thru k of bulk	----	377	1897	1c Omni, PS-5, #4, F-VF, line VF, most of strip untagged just a trace of tagging at top	20.00
343	1906	17c Auto, PS-5, NO #, VF horiz. perf thru A of Auto	20.00	378	1897A	2c Loco, (2), PS-11, #2&6, XF, lines XF, tag bar gap 5L	5.00
344	1906	17c Auto, (2), PS-6, #1&2, XF horiz. perf thru o of Aut	75.00	379	1897A	2c Loco, (2), PS-5, #8&10, VF, lines VF-XF, invert T tag gap at 3L	3.00
345	2225a	1c Omni, coil pair,NO #,perf between B-U of bus,XF hori	4.00	380	1897A	2c Loco, (2), PS-11, #8, F-VF, #10, VF, lines XF, invert T tag break 5L	8.00
346	SAME		5.00	381	1899	5c Cycle, (2), PS-12, #1, F-VF, #2, F, lines F-VF, invert screw at 5R	4.00
H. Miscut							
347	1897	1c Omni, PS-5, #1, F-VF vert. 40% of # at top no trace a	----	382	1899	5c Cycle, PS-7, #1, XF, line XF-S, appears almost untagged	21.00
348	1897	1c Omni, PS-5, #2, F-VF vert. 40% of # at top no trace at bottom wheels just touch, line F-VF	----	383	SAME		21.00
349	1897	1c Omni, (2), PS-5, NO #, F-VF vert, lines XF-S, typel paper, row 1 cut high, wheels just touch	----	384	1899	5c Cycle, PS-7, #2, XF, line VF-XF, appears almost untagged	21.00
350	1906	17c Auto, (2), #1 VF vert, live AVG.,#2, VF vert, line F-VF full # and part of wheels at top	10.00	385	SAME		21.00
351	1906	17c Auto, PS-7, #3, F vert., line F, type II paper, full # at top trace of wheels left of line, tag gap CT at 3L	10.00	386	1899	5c Cycle, (2), PS-7, #1&2, same as above	35.00
352	1906	17c Auto, PS-7, #5, AVG., line AVG., full # at top trace of wheels left of line, perf just touch bumper at R	9.00	387	SAME		35.00
353	1906a	17c Auto PC, (2), PS-8, #3A, F, line AVG. full # at top and trace of wheels left of line, #4A, F, line F, 90% of # at top, no trace at bottom, both GAP 4L	8.00	388	1899	5c Cycle, (2), PS-5, #1&2, F-VF, lines VF-XF, top 2/3 of strips untagged, #1 perf faults at R, #2, small stain L/L corner	2.00
354	1906a	17c Auto PC, (2), PS-10, #5AB, F-VF vert, 100% of# at top #7AB, F-VF, 95% of # at top, both lines VF, both have GAP 5R	25.00	389	1899	5c Cycle, PS-5, #3, F-VF, line XF, tag gap 2-1/3 L, corne crease top right	1.00
355	2115	22c Flag, PS-3, #7 60% at bottom no trace at top F vert.	1.00				
356	2115	22c Flag, PS-5, #8, 20% top 80% at bottom F-VF ver	1.00				
357	2124a	4.9c Buckboard PC, (4), 2-#1, 2-#2, #'s split 70% bottom 30%top, all lines XF, all have double GAP 2R, rows 3&4 VF vert all strips	8.00				
358	2124a	4.9c Buckboard PC, (2), #1&2, VF vert.,lines XF, #1 60 at top # 2 60% at bottom, both double GAP 2R PS-8359	3.59				

390 1899	5c Cycle, (2), PS-5, XF, line XF, type II paper, #3&4, clip invert tag gap at 3L	2.00	429 2115b	22c Flag, PS-3, #T1, XF	9.00
391 2133	12.5c Pushcart, PS-5, #2, F-VF, tag shift 9mm to R 3mm	2.50	430 2125	5.5c Star T., PS-4, #1, VF, # on 2 from L	5.00
392 2228a	4c Stage, (5), PS-5, #1, F-VF/XF, overall tag with break in center of c of 4c at 3L, 2L, 1L, 1R, 2R	70.00	431 2126	6c Tricycle, PS-4, #1, VF, # on 3 from L	3.00
393 2228a	4c Stage, (4), PS-5, #1, F-VF, overall tag with tag break on perfs at 2L, 1L, LG, 1R	50.00	432 2127	7.1c Tractor, PS-3, VF, include 1c Mitchel #1	7.00
394 2228a	4c Stage, (5), PS-5, #1, VF, overall tag with tag breaks at 3L, 2L, 1L, 1R, 2R	50.00	433 2127	SAME	6.00
395 2263	20c Cable, PS-5, #1, S, tag shift 3-1/2mm to R	3.50	434 2129	8.5c Truck, PS-3, #1, F-VF	5.00
396 2452	5c Circus W., PS-10, #1, VF-XF, tag break at 4-3/4	6.00	435 2129	SAME	5.00
397 2523	29c Rushmore, PS-5, #6, XF-S, Lenz tag, 1 torn perf at L	100.00	436 2130	10.1c Oil W. PS-3, #1, XF	3.00
398 2523	29c Rushmore, PS-7, #6, Vf-XF, Lenz tag	100.00	437 2131	11c Stutz, PS-2, #4, VF	3.00
399 2605a	10c E&S, PS-3, #22221, VF, tagged	30.00	438 2133	12.5c Pushcart, PS-2, #1, VF	3.00
400 2605a	10c E&S, PS-5, #22221, VF, tagged	35.00	439 2136	25c B Wagon, PS-3, #1, XF	5.00
401 2605a	10c E&S, PS-5, #22221, VF, tagged	-----	440 2136	SAME	6.00
402 2605a	10c E&S, PS-7, #22221, XF, tagged	50.00	441 2225	1c Ornni, PS-3, #1, XF, includes 1908 single NO #	6.00
403 2605a	10c E&S, PS-9, #22221, XF-S, tagged	55.00	442 2226	2c Loco, PS-3, #1, XF, includes 2149 single NO #	4.00
404 2609	29c W House, (4), #10-13, VF-XF, all show dead under lw,uv	13.00	443 2253	5c Milk, PS-3 plus pair, #1, XF	3.00
K. Other Varieties			444 2253	5c Milk, PS-5, #1, XF	4.00
405 1895	20c Flag, PS-5, #12, VF, 3 faint black lines in lower 1/2 of strip, from wiper blade	7.00	445 2253	5c Milk + 2262 17.5c Car, both PS-1, #1, VF-XF	8.00
406 1895	20c Flag, PS-5, #8, F, pinnacle of dome is red	-----	446 2257	10c Canal B, PS-5, #1, XF	6.00
407 2115	22c Flag, PS-3, VF, there is a / where # should be	-----	447 2262	17.5c Car, PS-3, #1, XF	4.00
408 2115	22c Flag, coil pair, NO #, ERIE BLUE	10.00	448 2262	SAME	4.00
409 2281	25c Bee, (2), coil pairs, NO #, F-VF, 1 has yellow blotches and the other has blade wiper marks	6.00	449 2452	5c Circus W, PS-5, #1, F-VF	3.00
410 2523	29c Rushmore, coil pair, NO #, wiper blade heavy ink on faces	15.00	450 2457	10c Trailer, PS-5, #1, VF	4.00
411 2523	29c Rushmore, PS-5, NO #, XF, red not brown rushmore	25.00	451 2604	10c E&S, PS-3, #A22113, VF	3.00
412 2523c	29c Rushmore, PS-5, #7, F-VF low, Toledo Brown	85.00	452 2609	29c W House, PS-5, #2, VF	3.00
413 2523c	29c Rushmore, PS-5, #7, XF-S, Toledo Brown	-----	M. First Day Covers By Artmaster		
120.00414	2523c SAME	135.00	453 1907	18c Surrey, PS-2, #1, F-VF	10.00
415 2523c	29c Rushmore, PS-7, #7, XF, Toledo Brown	140.00	454 2252	3c Conestoga, PS-5 + 3, #1, VF-XF	4.00
416 2523c	29c Rushmore, coil pair, NO #, VF, Toledo Brown	-----	455 2252	SAME	4.00
417 (4 pairs)	2280b Grey Trees, 2523c, Toledo Brown, 1 pair reg, 1 pair top of Georges head missing, 1 pair with electric eye mark at top, all VF, all with NO #	50.00	456 2262a	17.5c Car PC, PS-5, #1, VF	6.00
418 2605	10c E&S, PS-5, #22221, XF-F, with extra blue 1	75.00	457 2452	5c Circus W, PS-3 + 2, #1, VF	1.00
419 2609	29c W House, (2), PS-5, #6&7, F-VF, bottom of #'s missing	10.00	458 2453	5c Canoe, PS-3 + 3, #1, VF	3.00
420 CV31	single NO# value missing, XF	20.00	459 2457	10c Trailer, PS-3, #1, VF	3.00
421 CV31	single NO #, 29c value printed twice, XF	6.00	460 2526	29c Flower, PS-3, #2222, VF	4.00
422 CV31	single NO #, 52c value printed twice, VF	5.00	461 2609	29c W House, PS-3, #2, VF	4.00
423 CV31	coil pair, NO #, 1c value printed on perfs between, XF	5.00	N. First Day Covers By Gill Craft		
424 CV31	coil pair, NO #, 2-1c values printed on top stamp 3rd 1c value printed at bottom of top stamp just cut by perfs, bottom stamp has no value, VF	4.00	462 2130a	10.1c Oil W PC, PS-5, #2, XF, red over print	5.00
425 CV31	coil pair, NO #, VF, 29c value normal on top stamp, on bottom stamp it is shifted up 6 mm from normal	4.00	463 2256	8.4c W Chair, PS-5, #1, XF	5.00
426 CV31	PS-5, NO #, VF, 29c values on all, PRinted twice on middle stamp, dull gum	15.00	464 2259	13.2c Coal, PS-5, #1, XF	6.00
427 CV31	PS-7, NO #, F-VF, 29c value printed 11 times on strip, dull gum	30.00	465 2261	16.7c Popcoan, PS-4, #1, F-VF, # on 2 from L	4.00
L. First Day Covers By Artcraft			466 2280	25c Flag, PS-4, #1, XF, block tag, # on 2 from L	5.00
428 2005	20c Consumer, #2, pair, F-VF	4.00	467 2461	4c Steam, PS-5 + 3, #1, VF	3.00
			468 2453	5c Canoe, PS-5 + 2, #1, VF	3.00
			469 2457	10c Trailer, PS-5, #1, VF	5.00
			470 2464	23c Lunch W, PS-5, #3, XF	4.00
			471 2523	29c Rushmore, PS-5, #2, VF	5.00
			472 2523a	29c Rushmore, PS-5, #A11111, VF	5.00
			473 2529	19c Boat, PS-5, #A1111, VF	5.00
			474 2607	23c Flag, PS-5, #A212, VF	5.00
			O. First Day Cover By Others		
			475 2280	25c Flag, PS-5, #1, XF, block tag, BY HF	7.00
			476 2523	29c Rushmore, PS-3, #2, F-VF, BY HF	4.00
			477 2609	29c W House, PS-3, #2, VF, BY HF	4.00
			478 2280	25c Flag, PS3, #2, VF, plus sgle 740 & 756, BY Bailey	30.00
			479 U604	+1900 5.2c Sleigh, PS-3, #2, F-VF, No Cachet, Unaddressed	20.00

480 (23) diff. transportation F.D.C. No Cachet, NO #'s on #9 white covers, include 2127,2129a,2258,2264,2266,2468	7.00	510 2130a 10.1c Oil W. black PC, #1, on #10 window cover, F-VF	5.00
P. Other Covers		511 2134 14c Iceboat, #2, PS-4, # just clears	10.00
481 1891 18c Flag, #2, on #10 cover, 9-18-81 BMC, VF	10.00	2135 17C Dog Sled, #2, PS-3, # just clears, both 5-1/4 x 7-1/4 covers attractive custom calligraphy addressed	
482 1891 18c Flag, #4, on #10 cover, 8-17-81 BMC, VF	10.00	512 2136 25c B Wagon, (24), mix #'s 1-5, utility covers opened 3 sides F-VF, some perf faults	5.00
483 1891 18c Flag, (10), 4-#1,2-#2,1-#3,2-#4,1-#5, diff. sizes, some with faults,perfs and 1 with stain at bottom of cover	10.00	513 2262a 17.5c Race Car PC, #1, on #10 window cover, 3-14-89 back stamp Alderpoint CA, XF	10.00
484 1891 18c Flag, #4, on #6 cover, 12-3-82 double PMC, VF, 1 perf stain	10.00	514 (16) mixed 1st class utility window covers, F-VF, .25c & .29c rates	8.00
485 1891 18c Flag, #8, on #6 cover, VF, 4-1-83 PMC	5.00	515 2280 25c Flag, (17), #1,2,4,5,7,8,block tag, #2,3,5-11,13,14, prephos all size 10 covers, some perf faults,& rough opened	9.00
486 1895 20c Flag, size #10 cover with #9 on R of pair + NO # 2136, used from APO 34002	15.00	516 2280 25c Flag, #6, on Bell window cover, 3-28-89 BMC	3.00
487 1895 20c Flag, (3), #10-12, on #6 utility window covers, VF	14.00	517 2280 25c Flag, #15 on blue utility cover w/2228 to make 29c rate VF	----
488 1895 20c Flag, (2), #13&14 on window utility covers open on 3 sides	14.00	518 2280 25c Flag, (189), mixed #'s all prephos. mixed sizes some faults	25.00
489 1897 1c Omni, PS-4, #6 on #9 Bell South window cover, used to pay part of 29c rate XF	1.50	519 (29), 2518&2280, mixed covers & #'s, all faulty	----
490 (8) commercial covers 1897 #5, 1897A #4, 1897A #4 PS-5, 1897A #8 PS-2, 1898A #1, 1898A #1 PS-5, 1898A #3, 1898A #3 PS-2, F-VF, some w/faults, 3 opened on 3 sides	8.00	520 (3), Oversized covers, largest 6 x 10-1/2, 2115 #8, 2133a #1, 2254 #1, all F-VF	4.00
491 1898A 4c Stage, (2), #3&4, on blue utility covers, both Feb 91 cancels used to pay 29c rate, opened 2 sides VF	----	521 (3), Oversized covers, largest 5-1/2 x 7-1/2, 2149a #33333, 2265 #2, 2808 #A1111, F-VF	4.00
492 1907 18c Surrey, #3 on #6 cover to pay 20c rate,F-VF	35.00	522 2452B 5c Circus, PS-5, # on R stamp DAV return cover unused #A1	5.00
493 1907 18c Surrey,(5), #1,5,7,10,12, F-VF, size 6-3/4 covers, 7-81/10-81 BMC, some pulled perfs	45.00	523 2457 10c Trailer, #1 on Bright Ideas window cover w/deliver before Dec. 14,1992 VF, w/ enclosure, unopened	2.50
494 1907 18c Surrey,(6), #1,5,6,8,8,14, size 6-10 covers, couple with perf faults	25.00	524 2468 1\$ Plane, PS-2, #1 on R stamp on #10 window cover, Cert. mail	10.00
495 1907 18c Surrey, (3), #9,10,12, on #7 brown utility covers opened 3 sides used in late 81, F-VF	12.00	525 2518 F Flower, #1211 w/perf faults, on #10 cover w/additinal 2225, 30c rate ? 3-28-91 BMC F-VF	3.00
496 1907 18c Surrey, (4), #2,5,6,8, on #7 brown utility covers opened 3 sides, used in Sept. & Oct 81, F-VF	14.00	526 2518 F Flower, #1211 on #10 cover, F-VF, 3-7-92 BMC	25.00
497 1907 18c Surrey, #15, on size 10 contest cover, BMC 24 Sept,81 un-opened, with perf faults	75/00	527 2518 F Flower, (5), all #'s on size 8 covers	30.00
498 1908 20c Pumper, #15 on size 6 cover, # split 50/50, F-VF, Omaha 2-6-83 BMC	10.00	528 2518 F Flower, (68), 16-#1222, 52-#2222, mixed sizes, some faults	7.00
499 1908 20c Pumper, (7), #1-7, 5-utility & 2 size 6 covers, all used is 82 F-VF, some pulled perfs	40.00	529 2523 29c Rushmore, #2, LENZ TAGGING on #6 cover 8-1-91 Seattle BMC VF-XF	150.00
500 2005 20c Consumer, (2), #1 on #6 gold Visa window cover,7-Feb-83 #4, on #10 cover,2-22-83 BMC, #1 has perf faults on R, F-VF	8.00	530 2523 29c Rushmore, (78), mixed sizes and #'s, some w/faults	----
501 2005 20c Consumer, (4), #1-4, on #6-3/4 bank covers, F-VF	22.00	531 (2), 2604 #A111011110, & 2605, #11111, on unopened covers	10.00
502 2112 D Eagle, (2), #1&2 on size 6&10 covers, F-VF	5.00	532 2609, 29c W House, (13), #1-13, on yellow utility covers, opened on 2 sides, F-VF	5.00
503 2115 22c Flag, #6, on size 10 cover 12-17-87 BMCF-VF,	40.00	533 (5), 2604 #A88888, A22113, A1110111010, S11111, 2608A #1111, All with faults	12.00
504 2115 22c Flag, #7, damaged on #10 TIDE ad cover, 5-21-86 BMC	25.00	534 (12) diff sizes #6-10x13 covers all diff #'s, some w/ faults, includes 2280 #15, 1906 #4, 2523 #6, to name a few	----
505 2115 22c Flag, (22), mixed #'s,most Bell utility covers opened 3 sides some perf faults, 3 split #'sAVG/F-VF	14.00	535 O-135 20c Offical, #1, PS-2, on 12x14 cover tied by 3-17-86 cancel crease thru left stamp	30.00
506 2115 22c Flag, (14), #15-20, most Bell utility covers opened 3 sides some perf faults, 1 split #, AVG/F-VF	9.00	536 (17), mixed sizes & stamps, NO # w/ ink jet HAPPY HOLIDAY canc.	----
507 2115 22c Flag, (29), #21,22,T1,(4) just T, AVG/F-VF, Bell utility covers opened 3 sides some w/faults	15.00	Q. Used Singles	
508 2127a 7.1c Tractor, #1 on #9 window cover, machine cut perfs on L F-VF, CC/The national museum of women in the arts	5.00	537 1891 18c Flag, #6, VF-XF, 2 short perfs bottom L	300.00
509 2130a 10.1c OilW, black PC, #2, on #10 cover, machine cut pers on R	6.00	538 1891 18c Flag, #6, VF, rough perfs R some short perf L	200.00
		539 1891 18c Flag, #7, XF, hinge remnant	15.00
		540 1891 18c Flag, #7, VF	22.00
		541 1895 20c Flag, (13), 1-6,8-14, complete set, F-VF/XF	6.00
		542 1895a 20c Flag PC, #14, F-VF	40.00
		543 1900 5.2c Sleigh, #3, F-VF	85.00

544 1901 5.9c Bike, #4, F, perfs just clear at R	4.00	588 2005 20c Consumer, (2), PS-3, #1&2, XF, #1 hvy 4 bar cancel	25.00
545 1903 9.3c M Wagon, #4, F, # just clears bottom	10.00	589 2136 25c Bread W.,(5), #1-5, PS-3, VF-XF	10.00
546 1903 9.3c M Wagon, #6, F, design just cut by perfs at R, design high, 8 Aug 1985 BMC	150.00	590 2280 25c Flag, (4), #5,7-9, block tag, VF, PS-3	8.00
547 1903a 9.3c M Wagon PC, #2, VF	7.00	591 (6),PS-3, 1895,#9, 2115, #5&12, 2525, #2222, (2), PS-5, 2115, #16, all F-VF	4.00
548 1903a 9.3c M Wagon PC, #2, F-VF	8.00	592 2529 19c Boat, PS-3, #A1212, VF-XF, on piece	1.00
549 1903a 9.3c M Wagon PC, #4, XF	7.50	593 1897 1c Omni, (3), PS-5, #1,5,6, 2225, PS-5, #2, all VF	1.00
550 1904a 10.9c Hanson PC, (3), #1, #1&2, LINE GAP, all VF	8.00	594 1899 5c Cycle, (3), PS-5, #2-4, F-VF	2.00
551 1906 17c Auto, #2, F, United Way PMC	20.00	595 2115 22c Flag, PS-5, #12, VF	-----
552 1907 18c Surrey, #4, F, perfs just clear at R	3.00	596 (6), PS-5, 2128a, #1, 2131, #1,2,4, 2132, #2, 2260, #2, all VF, couple of split #'s	6.00
553 1907 18c Surrey, #11, F, hvy black 8-24-93 cancel, S.O.N.	3.00	597 (4), PS-5, all #1, 2226, 2228, 2452, 2252, all F-VF	1.00
554 2115 22c Flag, (19),1-5,7,8,10-13,15-20,22,T, VF-XF, T NO #	10.00	598 2468 1\$ Plane, PS-5, #1, F-VF low, red 4-12-91 hand cancel	-----
555 2115 SAME, #22 SE on R	10.00	599 2468 1\$ Plane, PS-5, #3, VF, red ?-4-93 hand cancel	-----
556 2256 8.4c W Chair, #3, F-VF, SE on R	1.00	600 On piece of large cover, 2523,(3), PS-5, #3,7,7, 2609,(2) PS-5, #3&7, plus plate block of 4/1864 plt#2,pair of C118with plt #1, plus 3 other transportation singles w/NO #	10.00
557 2259 13.2c Coal Car, #2, XF, with light red hand cancel	1.50	S. Books And Others	
558 2279 E Earth, #1211, F-VF	1.75	601 Label from box of 8-3000 rolls of 1903a, black printing on Yellow/Orange paper, reads (Item No. 740) series 1981, VF	30.00
559 2279 E Earth, (5), mixed #, 1111,1211,1222, VF	6.00	602 PNCs on cover by Rob Washburn	5.00
560 2280 25c Flag, #1, F, block tag, 2-5-94 BMC	2.50	603 SAME	5.00
561 2280 25c Flag, #1, VF, prephos, perfs machine cut short at R	15.00	604 PNC Varieties by Rob Washburn	12.00
562 2280 25c Flag, #6, VF-XF, hinge remnant	2.00	605 Transportation and Plate No. Coil Issues by Dr. Joseph Agris, 28.00. This is a collector's edition, leatherett bound and signed by the author. There are several color plates and more than 200 B&W photos, 360 pages in all. The book covers trans. and regular PNC from #1891-2279. Successful bidders will be billed an additional \$3.00 to cover postage and mailer.	
563 2280 25c Flag, #8, XF	.50	606 SAME	28.00
564 2280 25c Flag, (20), block tag #2-7,9, prephos #1,2,3,5-11,13-15, F-VF/XF, some with perf faults	19.00	607 SAME	28.00
565 2518 F Flower, #2211, F	2.25	608 SAME	28.00
566 2523c 29c Rushmore, #7, F-VF, Toledo Brown, cancel thru #	25.00	609 SAME	28.00
567 2523c 29c Rushmore, #7, VF-XF, Toledo Brown	40.00		
568 2523c 29c Rushmore, #7, F-VF, Toledo Brown, cancel thru #	45.00		
569 2523c 29c Rushmore, #7, VF, Toledo Brown, 2 short perfs at R	5.00		
570 2604 10c E&S, #A21113, XF	1.75		
571 2609 29c Flag, (4), #1,4,7,8, F-VF, DONATION,	-----		
572 CV31a 29c Shield, #1, F-VF,	3.50		
573 O-139 D Official, #1, VF	35.00		
574 (15), diff F-VF, linn's trends \$48.25, all over \$2.00 trends	20.00		
575 (45), mixed 1st class values, F-VF, mixed #'s	6.00		
576 2523 29c Rushmore, (100),mixed #'s on paper, some perf faults,F-VF	4.00		
577 2523 SAME	4.00		
578 (100), all flags, mixed #'s, F-VF, on paper, some faults	4.00		
579 SAME	4.00		
R. Used Pairs And Longer			
580 1900 5.2c Sleigh, PS-2, F-VF, 14 Dec 1985 BMC	100.00		
581 1903 9.3c Mail W, PS-2, #5, F, line AVG, perfs in a R, Oct 85 BMC, design high	150.00		
582 (6), 1906 #2,4,5, 1907 #3,4, 1908 #8, F-VF, all PS-2,	18.00		
583 (2), 1895, PS-3, #4, F-VF, low, 1908, PS-3, #1,VF-XF, line S, 11-30-82 cancel, missing top L perf	20.00		
584 1906 17c Auto, (3), PS-3, #1,2, (#2 on L stamp)	7.00		
1906a 17c Auto PC, PS-3, #3A, # on L stamp			
2135 17c Dog S, PS-3, #2, all strips F-VF			
585 1908 20c Pumper, PS-3, #2, VF-XF, perf faults on L,	60.00		
586 1908 20c Pumper, (6), PS-3, #3 on L stamp, PS-3, #4 on R stamp PS-2, #5&7, PS-3, #13, perf faults L, PS-5, #15 on R stamp, all are F-VF centering	5.00		
587 1908 20c Pumper, PS-3, #8, F-VF, perf seperation between 2 L stamps	4.00		

THE END

Remember to use the bid sheet attached to this issue of *Coil Line*. The sheet contains all of the instructions for bidding.

This auction closes June 18, 1994.

Bid early and good luck!

BIDDERS

1. Please use the bid sheet provided. I will not accept any bids not on this sheet. You can photocopy it if you need more.
2. Please sign your bid sheets. This constitutes acceptance of the terms of sale by you. Unsigned sheet will not be accepted.
3. This is a reserve auction and there are minimum bids on most lots. These are set by the consignors and must be met. Any bid below the MB will be refused.
4. "BUY" bids will be accepted. The bidder agrees to pay one increment over the second highest bidder.
5. "OR" bids are accepted on lots that are described as "SAME"
6. You can put a limit on your bidding, \$25.00 is minimum.
7. Lots are sold to the highest bidder at one increment over the second highest bidder. In case of a tie, the earliest posted bid will win.
8. Please double check your bid sheets CAREFULLY. The PNC3 auctions are not responsible for any incorrect bid that you submit.
9. Upon close of the auction you will be notified of your purchases. Please send your payments within 5 days.
10. Postage and insurance will be added to each invoice.
11. Any lot found to be not described accurately may be returned within (10) days of receipt, in the same condition that it was sent.
12. There is no buyer's premium at this time.

PNC3 AUCTION BID SHEET - CLOSING DATE: JUNE 18, 1994

Name _____	PNC3# _____
Home _____	Home _____
Address _____	Phone () _____
City _____	State _____ Zip _____

SIGNATURE _____ ALL SHEET MUST BE SIGNED.

Please enter the following bids for me in this mail auction.

LOT #	BID	LOT #	BID	LOT#	BID	LOT#	BID
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PLEASE CHECK YOUR BIDS CAREFULLY!

Please limit my purchase to \$_____ Limits under \$25.00 are respectfully declined. Bid limits will be executed in the order (vertically) that you list the lots.

Send complete SIGNED bid sheets to:

Joe Sedivy, PNC3 Auctioneer, PO Box 41602, Chicago, IL. 60641

Committee To Elect Dave Lewson

639 N. 7th

Clovis, Ca. 93612

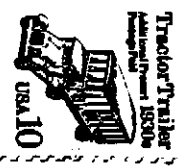
722-890951



W. H. "HARRY" ARMSTRONG
655 WEST STUART
CLOVIS, CALIFORNIA 93612



Committee to Elect Kent Hamlin
Clovis City Council
2570 Mitchell
Clovis, CA. 93811



DAVID D. RINDL

Friends To Elect Shirley Ingalls
2487 Keats Ave.
Clovis, CA 93611
Ph. (209) 298-6015



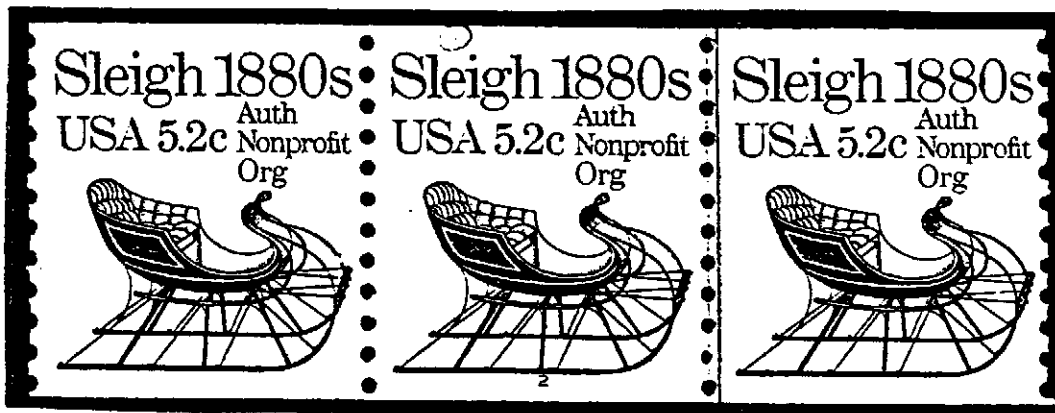
Political mailings bring out variety of uses
Charlie Merrill of Clovis, CA, found these covers as a result of a recent mayoral election in that city. The examples show a first class mailing (top), two using bulk rate stamps and another using the 10c Red Cloud in the Great American series for bulk mail. Merrill said his interest was sparked by an article in the Jan. 1994 *Coil Line* by Leonard Piszkievicz dealing with incorrect uses of regular stamps used for bulk mailing.

PLATE NO.	IMPERF	IMPREF MISCUT	IMPREF IN BETWEEN	TRANS PREF-IMP	TRANS IMP-PERF	IMPERF SPLICE	PERFED SPLICE	PERFED MISCUT	IMPERFED UNTAG ERROR	PERFED UNTAGGED ERROR	MIS PERFED	TRANS PER IMP TO PERF	PERFED SPLICE MIS-CUT MIS PER	ALBINO
NO #														
1	X													X
2	X						X	X					X	
3	X	X												
4	X		X											
5	X													
6	X	X		X	X	X								
7	X			X		X					X			
8	X	X		X								X		
9	X				X									
10	X													
11	X					X								
12	X													
13	X													
14														
15														

29c White House EFOs

Chart provided by John Tison, P.O. Box 8755 Newport Beach, CA 92658, 1-800-854-4487.

Anyone with additional information should contact John directly so that he can update the chart.



Constant varieties on 5.2c Sleigh

Rob Washburn was going through some strips at a recent show in Boxborough, MA, and found constant plate varieties on the 5.2c Sleigh. On the 5.2c tagged #1 there is a red dot above the "h" of the sleigh on 1L and above the "g" of sleigh on 1R. Rob believes these are layout dots but is not absolutely sure. In his book, *PNC Varieties* Rob reported only the layout dot above the "h" on 1L. This discovery also shows the dot on 1R. He found four strips of the same variety. As for the 5.2c #2, there is a red dot above the "e" of sleigh on 1L. This is also possibly a layout dot. He found two other confirming copies. The dots are circled on the illustrations.

