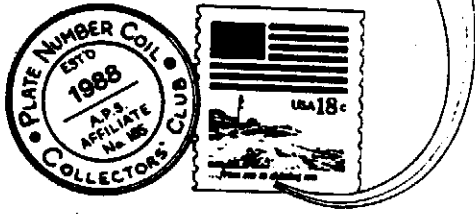


PNC³

Coil Line

Journal of the Plate Number Coil Collectors Club PNC³



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13th PNC³ Auction closes 3/18

Included with this month's *Coil Line* is the 13th auction of the Plate Number Coil Collectors Club. Also attached is a bid sheet, which must be used. This is a non-numbered page so your complete collections of the newsletter won't be missing anything important.

Auctioneer Joe Sedivy has prepared a 235-lot offering that includes plate number singles, strips of 3, 4, 5 and longer, imperfs, miscuts, plate, mat, tagging and other varieties, FDC and other covers, used singles and strips and some literature.

Among the higher minimum bid items are 10.9c Hansom Cab strips of 4 #s 3 and 4, an imperf, miscut pair of the 5c Circus Wagon, a commercial cover featuring the 18c Surrey #15 dated Sept. 21, 1981, a 29c Rushmore #2 Lenz Paper on commercial cover dated 8-19-91 and an 18c Flag #6 used single.

Remember to follow all bidding instructions. The bids must be in Joe's mailbox by Saturday, March 18 to qualify. Invoices must be paid within five days of receipt. This helps Joe close out the auction and get money to your fellow members.

Philatelic travels in California

By Ron Maifeld

The following is a summary of post offices visited during a trip to California between Jan 24 to 31.

The list of coils available will not be all inclusive, as I played some vendors at each location, but not all of them.

Sandwiched between visiting my son in Glendale and seeing my daughter's new home in Thousand Oaks, I planned to concentrate on visiting the Philatelic Centers listed in the 21st edition of "The Postal Guide to U.S. Stamps."

As usual, my experiences using the guide listings were frustrating, and reflected my findings on other trips around the country. In every case in the past where the published information was in error I have mailed in a Customer Complaint Card to the Postmaster. With one exception, I have never received an acknowledgment from the office in question. The one office that did reply,

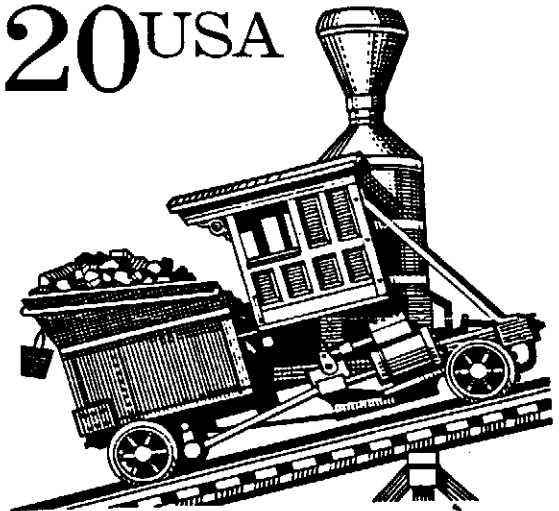
(Continued on page 52)

They're back-None too soon

Fears that the Transportation Coil Series had ended have proved unfounded. Below is a USPS illustration of a 20c Cog Railway stamp to be issued this spring. Also joining the list will be a 32c Ferry Boat. These are the first face-different (not counting the various gravure versions) Transportation Coils in nearly four years. (The Canoe and Tractor Trailer were issued May 25, 1991). More info can be found on the Snippets page.

Cog Railway 1870s

20^{USA}



If your information isn't included:

Please don't be offended. The mail was unusually heavy this month with all of the new material out there. That meant some of the info is still in the editor's mail basket waiting to be used. Rest assured the information will be used in the next couple of months.

But please don't let that discourage you from continuing to keep my postal carrier busy. Thanks to all who mailed early this month. We'll be back to the regular 15th of the month deadline for the foreseeable future. Please take into account the mail isn't going to reach me in less than two days, no matter where you post it. Joann Lenz is about 100 miles away from me and first class always takes two days. You can always fax -1-419-352-7900.

SNIPPETS

New Numbers

New "G" numbers reported this month are A3135, A3426, A4426, and nonprofit A11111 and A21111. On the other hand some numbers previously reported have been deleted. See the next item.

Too Many Twos

There appears to have been some confusion in reporting "G" stamp numbers containing the digits 2222. Four separate strips with that cylinder combination were previously listed, but because no one has come up with two of them those two have been dropped. A2222 and S2222 in perforated form apparently don't exist. If anyone has proof to the contrary, let us know.

The 3c Stamp Shortage

Stories about the shortage of 3c make-up postage abound in the philatelic press. Tom Maeder has raised an interesting point related to the problem. He has noted that a March 1989 *Coil Line* article said that 6,381 rolls of 500 and 8,508 rolls of 3,000 of the Hand Car Transportation Coil were reported to be in storage in BEP and USPS vaults. Are they still there? Does USPS have plans to distribute them to alleviate the 3c stamp shortage? Be on the lookout.

Correction

The description of the presorted first class "G" stamp that appeared here last month was in error. Those stamps are printed on surface phosphor paper. The blue background ink does not contain taggant, and it is the tagged paper that shows through the blue ink. We don't know why that happens to the extent it does. Another point of interest with these stamps is that the final digit in the combination number is not a printed numeral. Instead it is a blank spot in the blue background cylinder that allows the white paper to show through. A blue digit on the same color background would be invisible. The white number actually represents the light blue cylinder.

PNC Catalog Numbering Change

Editor Rich Nazzari reports that a numbering system change in the *Plate Number Coil Catalog's* Contingency section has become necessary. The monetary value in the numbers will be replaced with the letter designation of each issue. Thus the "F" stamps become CF-XXXX rather than C29-XXXX. The switch was necessary because of the new "G" presort stamp. Under the old system it would appear as C25-S11111 and could be confused with stamps from the "E" issue. (The 25c Earth stamp) The new presort will be CGFP-S11111. This change will be reflected in the next edition of the catalog, but is valid now.

Many New Coils Coming

There will be seven new coil stamps issued between March 10 and June 10. Here's a rundown: Nonprofit (5c) Butte, bulk rate (10c) Automobile, presorted first class (25c) Juke Box, presorted first class card (15c) Auto Tail Fin, first class 32c Flag Over Porch, post card 20c Cog Railway Locomotive, and first class 32c Ferry Boat. The last two are transportation coils and are attractive designs. The others leave much to be desired.

Nonprofit "G" Coil

The nonprofit "G" coil stamp with a value of 5c is available from the Philatelic Fulfillment Service Center and is not supposed to be released to post offices. The USPS item number is 7918A. Some have leaked out and are available from Salt Lake City philatelic. The stamp was printed by ABNC and has a plate number interval of 24. This has turned into a "for collectors only" stamp.

Stamp Venturers' PN Intervals

The plate number intervals on SV coils are related to the plate number combinations, not whether they are perforated or rouletted. PN S1111 has an interval of 33 and was printed on a Champlain press, while S2222 has an interval of 36 from the Schiavi press.

Back Number Brain Teaser

The inquiring minds of Kurt and Joann Leaz are behind this sequence data (left column) for Stamp Venturers' back numbers, but the number analysis is ours. The numbers progress in the following cycle:

3L	-3
4R	+7
1R	-3
2L	-3
5R/5L	+7/-3
2R	-3/+7
1L	-3
4L	-3
3R	+7
PN	-3

Puzzled? The alphanumeric (left column) are the back numbered stamps relative to the plate number, as if you are looking through the stamps from the front. The algebraic numbers (right column) are the distance moved by the back number in relation to the plate number and the last back number position, where + is to the right and - is to the left, as if you are looking through the stamps. The pattern is cyclical so it does not matter where it starts at the beginning of the roll. A back number will appear within a PS5 five times in each 330 stamps. (2L, 1L, PN, 1R, 2R) Thus a back number will appear on the PNC only once in each 330 consecutive stamps.

Back Numbers Mint & Soaked

Reports are still coming in about the location, color and font size of back numbered "G" coils. Until recently the small font numbers were exclusively at the top and the large ones at the bottom of the stamp. Now there is a report of the large font appearing at the top. On mint stamps the top numbers all seem to be in black ink. The bottom numbers are deep royal purple. Soaked stamps seem to produce many colors. We've seen rust red, lavender and magenta. If your experience with these numbers is different, let's hear about it. Stamp Venturers says the digit size (font) difference is due to web speed during spray on. We don't understand that explanation. Web speed would only affect the shape horizontally, but the major change in size is vertical.

Vacation Time

There will be no Snippets in the April issue of *Coil Line*. We're off to see the Wizard. Aloha.

Letters

Matching plate numbers and back numbers

To the Editor:

How to find coinciding back numbers and front plate numbers.

I made two rulers 330 spaces long space 1/16-inch apart. I notched one in red every 10ths mark, the other in red every 33rd mark. Regardless of where I moved the plate number count to start-on stamp 0, 1, 2, 3 etc., the sequence of back numbers to plate number remained the same. Looking from the printed side of the stamp- whenever the back number is on the fourth stamp to the right of the front plate number (4R) the strip 33 stamps down the roll will have the back numbered stamp on the stamp to the right of the front numbers (1R) and so on in the following sequence.

3L, 4R, 1R, 2L, 5L/R, 2R, 1L, 4L, 3R, # on #

For less than \$10 you can find where the back to front location is. Count how far down the roll the # on location is and wait. Each time someone uses the machine, five stamps are dispensed. The closest machine to me with back numbers is about 20 miles.

My first try was 4R-just missed a # on #. Two days later \$3.20 netted me a 3R so I put the \$9.60 in the machine (in \$1.60 increments) and BINGO # on #. Several days later in the area I lucked out again and for \$3.20 I received a 2R so 132 stamps down the roll would be a # on #. The car was parked in a space where I could watch the machine. All I needed was 24 or 25 buys of 5 before I wanted to be at the machine again. Twenty-five customers later I was ready. For \$3.20 I had another # on # strip.

It works, have fun, you'll like it.

Louis F. Bauer
656 N. Edgewater Dr.
Plat City, FL 33565

Suggestions on back number collecting

To the Editor:

I suggest that we collect only back numbers that are on the back of the plate number stamps. When some thought is given it appears obvious that since we are PNC collectors there can be no other way. Yes, I realize that it will be very difficult for completeness. So be it.

For those who feel the need to collect back numbers without regard to placement on the PNC, let them realize that they have become back number coil collectors, which is a different specialty all together. Perhaps a new sub-category.

Let's not lose sight that we are concerned with the PNC stamp. The others in a strip show placement and act as a frame, nothing else.

Maybe the body of collectors will take an easier route (stranger things have happened) but I will look for the back number on the PNC stamp only. Early on in PNC collecting I saved 3 and 5 strips against all advice from those who were collecting longer. Later, I sold them the strips that they previously laughed at.

In parting, remember, it's called The Plate Number Coil Collectors Club, not the Back Numbered Coil Collectors Club. I can hear the whining already.

John A. Horan
403 Darwin Dr.
Snyder, NY 14226

Smaller target ought to be a premium

To the Editor:

The smaller the target the back number has to hit ought to allow for some premium. Perhaps now some PS3s will command higher prices than PS5s and especially so if the back number is on the plate number stamp. I think I will find a way to use a clear mount and cut a square out of the album page at just the right place so that the back numbered stamp could be viewed-from the back.

Peter Wurzbach
605 Ashford Dr.
Coppell, Texas 75019

Confusion on Electric Auto precancels

To the Editor:

Linn's *Plate Number Coil Handbook* by Ken Lawrence lists the three different precancels of the 17c Electric Auto by the size of the word PRESORTED: Type "A" being 2.2mm high and 11mm long; Type "B" as 2mm high and 12.5 mm long; and Type "C" as 2.1 mm high and 13.5mm long.

The *1995 Plate Number Coil Catalog* lists Types A, B & C with the same lengths listed above.

Now comes an article by Dilmond D. Postlewait on page 36 of *Linn's Stamp News* dated Jan. 30, 1995, which is sure to cause a lot of confusion. He lists the length of PRESORTED on the three versions as 11.3mm, 12.9 mm and 13.4mm, which the Precancel Stamp Society identifies as 1906-2.1, 1906-3.1 and 1906-4.1. He further states that the BIA Durland Standard Plate Number Catalog lists the three versions, respectively, as types B, A and C. Types A and B are switched, Type B being the short length PRESORTED, and Type A the middle length PRESORTED.

What I have called Type AB, they call Type BA, and what I have called Type BA, they are calling Type AB.

I don't know if there is any way to get an agreement on this. As for me I am going to stick with the *1995 Plate Number Coil Catalog*.

Everett F. Wheeler
P.O. Box 203
Mountain Home, AR 72653

Tucson no longer source for PNC material

To the Editor:

Tucson is looking for a new philatelic clerk and a relief philatelic clerk. Both Lynn Foraker, the very fine philatelic clerk who worked very hard the past few years building up a fine philatelic window, and the relief clerk, Mary Ann McManus, have informed me that they have been transferred to other post office positions as of the end

Letters (Continued)

of January. It appears that added duties and responsibilities not related to the position of philatelic clerk were factors in the change. This is sad for all collectors as well as for the USPS.

For now, the window is closed and all orders should be withheld. I will update the membership as warranted.

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

Does back number disappear when soaked?

To the Editor:

I guess the prime question no one seems to address is "What happens to the back number upon soaking?"

I'm not going to soak mine until I find out!

Daniel Kauffman
P.O. Box 133
Clearlake Park, CA 95424

(Editor's Note: I've soaked a couple and found that the number stays but is lighter and purple after soaking. I watched closely and didn't leave the stamps in the water any longer than needed.)

Catching up on commercial cover reports

To the Editor:

Following are the reports on commercial covers for the past two months from the ladies mail order company in Tucson. Totals are combined.

29c Flag/WH - 1-1; 2-23; 3-20; 4-16; 5-9; 6-21; 7-218; 8-43; 9-5; 10-190; 11-288; 12-23; 13-43; 14-7; 15-77; 16-122; 18-0.

32c G - A1111-8; A1313-1; A1314-1; A1324-1; A2212-1; A 2213-1; A2214-14; A3113-1; A3314-4; A3324-1; A3433-12; A3436-1; A4427-1; A5417-1; S1111-9 (perf); S1111-4 (Roul); S2222-12 (roul).

I have seen one true commercial cover with WH #18. It was after the rate change. Let us know if you find one. Make sure to complete the WH set now.

Also, let me or Harold Brown know what you are finding on the G covers.

I sadly report the PNC covers are now being picked at the source before I and my friends get a chance to go through all the envelopes. Most of the listed covers are damaged in one way or another. We're trying to solve this situation to everyone's satisfaction.

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

Commercial cover report-Northeast

To the Editor:

Report from about 100,000 covers from Southern New England Nov. 28 through Dec. 28, 1994.

29c Flag/WH - 1-0; 2-49; 3-3; 4-2; 5-1; 6-6; 7-40; 8-9; 9-14; 10-30; 11-120; 12-12; 13-7; 14-24; 15-50; 16-24; 17-0; 18-0. Total. 391.

Report on about 110,000 covers Dec. 28, 1994 through Jan. 26, 1995.

29c Flag WH - 1-0; 2-37; 3-0; 4-2; 5-1; 6-2; 7-20; 8-0; 9-2; 10-17; 11-82; 12-6; 13-4; 14-10; 15-28; 16-15; 18-0.

Total - 226.

G 32c Old Glory - A1324-1; A2214-44; A3113-4; A3314-13; A3323-4; A3324-1; A3433-1; A3436-58; A4427-13; A5327-1; A5427-26; S1111 (P)-23; S1111 (R)-69; S2222 (R)-27; 2222-1. Total 286.

Also noted was an increase in the use of low-face value PNCs as makeup postage, thank goodness!

Rolly Grandahl
3 Grandview Terrace
E. Windsor, CT 06088-0137

Northwest perspective on commercial covers

To the Editor:

I grabbed onto the opportunity to accumulate "G" numbers from their inception, using material that comes in massive amounts from a local service facility. The area covered includes Eastern Washington, Northern Idaho and South Central Oregon. Here are the findings from approximately 250,000 envelopes for the month of January.

A1111-2; S1111-10; S1111 (R)-94; A1112-3; A1313-17; S2212-8; S2213-54; S2214-3; S2222 (R)-69; A3113-1; A3433-8; A5327-3; A5427-2. Total - 274.

Particularly noticeable was the increased discovery of PNC's on the lower three values including a wide range of numbers. I discovered 10 of the 13 reported numbers during the first two days of sorting, the balance came slowly and were among the least reported numbers.

Howard Foster
2503 S. Tekoa
Spokane, WA 99203

Results of order from Philatelic Fulfillment

To the Editor:

I received the following numbers from my order from Philatelic Fulfillment in Kansas City:

32c G BEP (roll of 100) 2222
32c G ABN (roll of 100) A5427
32c G SV (roll of 100) S2222
32c G ABN (roll of 500) A1111
32c G ABN (roll of 3000) A1111
32c G SV (roll of 3000) S1111
32c G SBN (roll of 3000) A1111
25c G Presort (roll of 3000) S1111

Richard Beecher
2641 Locksley Pl.
Los Angeles, CA 90039

20.5c Fire Engine PNCs exist on FD programs

To the Editor:

Approximately Jan. 20 I wrote a letter to the Postmaster, San Angelo, TX. The reason for my letter was quite simple. Of the 2,500 ceremonial programs that were produced and released by the POD for the 20.5c Fire Engine, why were none ever found with any plate numbers on them? Was there a reason that they have not shown up?

On the evening of Feb. 3 I received some marvelous

information that we all should be aware of. The philatelic clerk at the San Angelo, TX, post office called me with the answer. In fact he will be sending me a photocopy of a ceremonial program that he owns showing the plate number. He has even assured me that he knows of another collector that has a second ceremonial program with a plate number stamp on it. All of the PNC3 members who collect this piece of the pie can now add this program with plate numbers to their want list. As I was told, most of the programs were searched through and picked over by area collectors wanting the programs with the plate numbers. Knowing the interval for the plate numbers on the 20.5c Fire engine coil, one can calculate that only about 100 programs were produced that contained a PNC.

I feel there are probably other similar situations out there that should be questioned and the answers looked into. As a matter of fact, I was the individual that reported the finding of the 20.5c Fire engine on souvenir pages to Steve Esrati for an update in the *Plate Number Coil Catalog*. The 1990 edition reported none being found. The 1991 edition reports the discovery. Not looking for my name in print, I just feel that some more serious detective work should be done to answer the why's and where's of some of the material that some of our club members want in their collections.

I will be sending Richard Nazar the photocopy of this ceremonial program with the PNC on it for verification. Then Richard may update his catalog and all collectors can be aware that the material exists.

I will also be sending Dr. Scott Pelcyger a photocopy of this program. He is editor of the *Specialized Catalog of First Day Ceremonial Programs and Events* as that publication also now needs updating.

Bruce Menia
Educational Director EFOCC
751 Elm Avenue
Selkirk, NY 12158

Ads

OWN A BACK NUMBERED COIL. Prices below are for large font top or bottom as I choose. For both double price and add 25 cents. Strip of 9 (\$3.20); 7 (\$2.80); 5 (\$2.40); 3 (\$2.00); Pair (\$1.70). All postage paid. No plate numbers provided. Frank Covey, 16 Grandview Drive, Macomb, IL 61455-9705.

YAKIMA STAMP, POSTCARD & COVER Show, Saturday, May 13, 9 a.m. to 6 p.m., Cavanaugh's at Yakima Center, 607 E. Yakima Ave., Yakima, WA 98901 Free admission, free parking, door prizes. For info call 509-452-9517.

G STAMP PS5 AVAILABLE for trade A1324, A3113, A3314, A3324. Will trade even. Send list of numbers available. Ed Wigger, 1123 Baldwin St., Mechanicsburg, PA 17055.

COMPLETE SET OF 1906 17c Automobile (22 strips mounted on Scott pages), XF-S PS-3, Rabinowitz catalog value \$273.50. Accept reasonable offer. Jim Cate, 7354

McCormack Dr., Hixson, TN 37343. Phone 615-842-6253.

FOR SALE: 2604 E&S A1111 PS 7, \$1.50; 1899 # 3 or 4 PS7, \$1.25; 1898 A #3 or 4 PS 5, .60; 1897 # 5 or 6 PS7, .35 (fine only). One each of the following, call first: 2605 E&S tagged 22221 PS5, \$12; 1901A #5 & 6, PS 5, XF-S, \$200 for pair, 1901A #5 PS5 XF-S, \$100; 1904A #2 PS3 VF-XF, \$20; 2123A PS5, F, \$160, line does not touch; 1903A PS5 VF-XF, \$25. Ken Moreau, 402 Coronation Dr., Franklin, MA 02038. SASE please. 508-528-9028.

TRADING G PNC COVERS on a cover for cover basis. Do send want and duplicate lists. Also trading for pre-cancel and service inscribed PNC commercial covers. Dick Koenig, P.O. Box 31872, Tucson, AZ 85751.

WANTED: PNC COILS & older issues in long strips and rolls, imperf., miscut, est. John Tison, P.O. Box 8775, Newport Beach, CA 93658. Buy, Sell or Trade. Fax 800-255-3141.

2115a IMPERF COILS \$8 -/Pr., 10 or more prs. \$7 ea. Pl. # 8 strip of 7, \$300. Pl. #8 Pr (Ave), \$15. Mike Wenkel, 3488 Labourn Dr., Woodbridge, VA 22193.

WILL TRADE PS-3&5s your wants if poss. for used Federal Duck stamps on or off license. NO FAULTS PLEASE! Linn's Trends basis. Joe Sedivy, P.O. Box 41602, Chicago, IL 60641

EVERYTHING 40-60% OFF CATALOG . . . PNC Mail Sale! PS2, PS3, PS5, used singles, used strips, first class and junk mail covers. . . over 1,000 items, including paper and printing varieties. Trades possible. LSASE for catalog. Mac Johnson, 279 Roan, Eugene, OR 97401.

WHY PAY MORE!!!! G Rate

VF PS 5 \$4.00 each

A1111, A1112, A1211, A1212
A1313, A1324, A1433, A2211
A2212, A2213, A2214, A3113,
A3314, A3323, A3324, A3433,
A3435, A3436, A4427, A5427

S1111 Perforated or Roulette,
S2222 Roulette, S1111 with back number \$4.25

25c Bulk Rate S1111 coming soon.

PNCs Unlimited

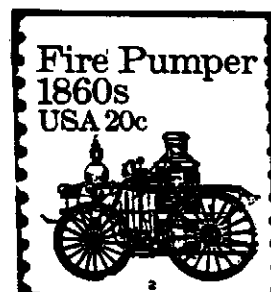
P.O. Box 38,
Bruce, WI 54819

20¢ Pumper #2 Varieties

By Rob Washburn

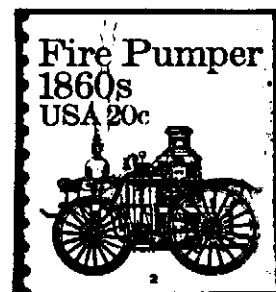
I recently received my new Plate Number Coil Catalog. It's a great reference, and I highly recommend it to all PNC collectors. Besides my avid interest in PNC commercial covers, I also collect varieties, especially the old Cottrells. In looking at the varieties listed under the 20¢ Pumper #2, I noticed that there are two different crack varieties on the number stamp itself (position IL) which are described and illustrated in the Catalog. I realize the Catalog doesn't have the space to include every variety, but I am aware of at least five different distinct crack varieties for that particular stamp. I offer the following information to help you distinguish each of the five types known to me. (Because the cracks are faint and difficult to reproduce, the drawings of the cracks are enhanced.)

Type I Vertical crack extending upwards from top of right side of "e" of "Fire"
(This is the same variety illustrated in the new Catalog as Type I.)

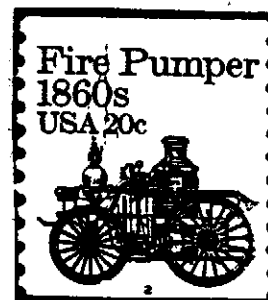


Type II Vertical crack extending upwards from top middle of "e" of "Fire"; also another faint vertical crack approximately parallel to and to the right of the first crack; crack extending from the right edge of "e" of "Fire" downwards to the right edge of the bottom loop of "e"; two approximately parallel vertical cracks extending downwards from bottom edge of "e" to top of "0" of "1860s"; crack extending downwards from bottom of "0" of "1860s" through top left edge of "2" of "20" down through the bottom left edge of "2" of "20" and continuing downwards; also faint crack extending downwards from bottom left edge of "s" of "1860s" towards "0" of "20"; short crack extending upwards from apex of "A" of "USA"; crack from bottom of right leg of "A" of "USA" to top of ram.

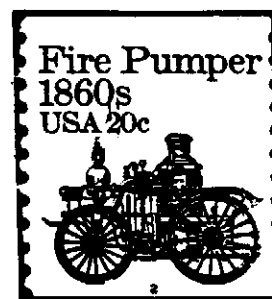
(I can't tell for sure, but this may be the same variety illustrated in the new Catalog as Type II.)



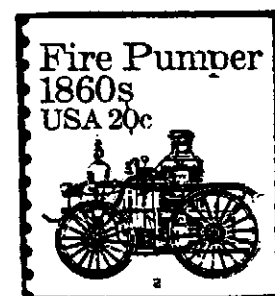
Type III Vertical crack extending upwards from top right edge of "e" of "Fire"; crack extending from right edge of "e" of "Fire" downwards to the right edge of the bottom loop of "e"; two approximately parallel vertical cracks extending downwards from bottom edge of "e" of "Fire" to top of "0" of "1860s"; crack extending downwards from bottom right edge of "0" of "1860s" through top left edge of "2" of "20" down through bottom left edge of "2" and beyond; also small crack extending upwards from the upper right corner of the second section of the ram of pumper almost touching the crack extending downwards from the bottom left edge of "2"; also short faint crack extending downwards from bottom right edge of "2" of "20"; also crack extending downwards from bottom right edge of "6" of "1860s" down to the apex of "A" of "USA"; crack from bottom right leg of "A" of "USA" down to the top of the ram of pumper.



Type IV Vertical crack extending downwards from bottom of "0" of "1860s" through top left edge of "2" of "20" downwards and slightly to the left of the edge of "2" of "20" and then continuing downwards; small crack extending upwards from the upper right corner of the second section of the ram of pumper which almost meets the previously described crack; crack extending downwards from bottom left edge of "s" of "1860s" towards "0" of "20"; crack extending downwards from bottom right edge of "2" of "20".



Type V Vertical crack from bottom middle of "s" of "1860s" to approximately middle of top of "0" of "20"; crack from middle of "0" of "20" extending downwards.



In the May, 1990 issue of Coil Line, variety specialist Al Cibulskas theorized that the various crack varieties on the Pumper #2 are actually one plate crack "existing in multiple forms corresponding to incremental stages of the printing process". Certainly, the cracks are very similar on some of these varieties, but there are subtle differences, i.e. slightly different placement or shape of the crack. I think it's quite possible that most, if not all, are actually different distinct cracks from different rows of the plate. This would explain why there seem to be almost as many Pumper #2s around with crack varieties as without. I'm certainly open to any of your ideas and comments on this subject. If you own any 20¢ Pumper #2 used singles, strips or covers, check them out and let me know what you find. Thanks.

The "G" strips: Pick your position

By Conrad Keydel

I am prompted to respond to Gene Trinks' call in the January Coil Line for the beginning of a dialogue on collecting format preferences with respect to the recently released back-numbered "G" coils produced by Stamp Venturers.

There is no question this new phenomenon on US coils has sparked interest among PNC collectors, even as we have been inundated by the avalanche of ABN "G" coil plate numbers. However, I am not sure the dialogue should be focussed on trying to form consensus. It was probably adherence to the then current coil collecting format consensus that tripped up so many collectors in the "early PNC days" to which Gene refers.

There are obviously many factors involved in the shaping of a particular collecting format preference but not the least of these is being open to, and aware of the possibilities. The evolution of strip format to PS5 and beyond has largely been driven by the discovery of collecting possibilities that dictated longer strip formats. And with the back-numbered "G" coils there certainly are lots of possibilities. Not counting variations in numeral size and color that have been reported, there are 20 distinctly different, equally difficult positions of the back numbers with respect to the plate number when we take both the top and the bottom back-numbered printed positions into account.

Unfortunately, at this time we do not have much solid information on how the back numbers are/were produced. What little information has appeared in print has been confusing and sketchy at best. Michael Schreiber's article/report on back numbers that appeared in Linn's (Jan 23, 1995, p20) is a case in point. The information provided, apparently obtained through a conference call initiated by Linn's which included Richard Sennet and other seemingly knowledgeable individuals from the Stamp Venturers' organization, raises more questions than it answers.

For example, the Schreiber article explains the rationale for back numbering as an effort to provide an inventory tool for users of large coil rolls. Yet, where is the logic in this when coil rolls are back numbered with the lowest number at the outer end of the roll? The only users of large coil rolls that I am aware of who strip their coils from the inside out are some philatelic clerks who do so for their own convenience. Opening the coil roll at the hub enables the coil wrap and label to be left essentially intact to help hold the roll in place with repeated handling over the course of time.

The article goes on to explain the reason back numbers are found at the top edge of some rolls and at the bottom edge of others. A single jet head apparently applies the dot matrix style of numbers on "two rolls" at once.

Although not stated, this would seem to imply what might logically be deduced, back numbers are applied during coil roll processing. According to the article only one font size for the numerals was employed. Variations in the width of the numerals are explained as a function of the speed of the "printing process." I assume this refers to the speed with which the coil strip passes the jet head printer. However, this would not seem to explain the variations in numeral height that have been reported. (See Figure 1.)

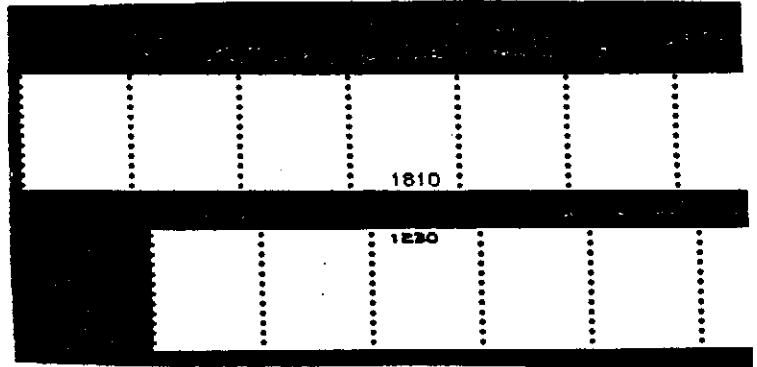


Figure 1

A related area which requires clarification concerns Sennet's reported assertion, "...the numbers should not drift from the top or the bottom within a roll ..." Figure 2 shows a coil strip with a top position back number apparently displaced so that a small portion of the bottom position back number from the adjacent row is included on the strip. A strip from the same roll viewed from the front and a "normal" back-numbered strip for comparison are also shown. Top to bottom the split-numbered strip is slightly wider (< 1mm) than the "normal" strip, but it appears well centered from the front.

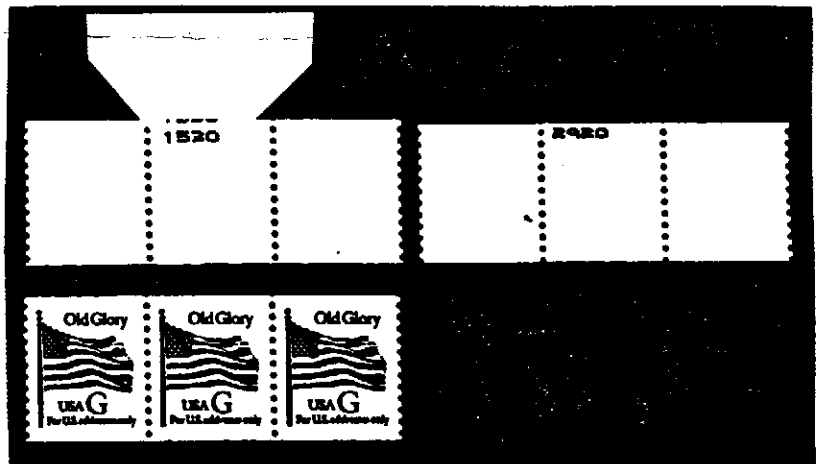


Figure 2

Finally, the discussion of the color of back numbers is
(Continued on next page)

really bewildering. The title of the article proclaims, "only one ink for G back numbers", yet, distinctly black, as well as, violet/purple numbers have been observed by collectors. Coming after he reportedly stated only one FDA-approved ink was used to print the numbers, Sennett's off-hand comment that a lighter violet noticed first during production eventually varied to a darker violet seems so much mumbo jumbo, more appropriately scripted to a discussion of the 'emperor's new' ink.

Gene's comment with respect to collecting format as it relates to the display of back numbers raises an issue that surfaced earlier. The discovery of various features visible only from the back, (e.g. paper types) prompted suggestions for folding back some portion of the strip. Personally, the potential for perf damage aside, I am not very keen on the idea of folding back strips. I really do not see any need or have any desire to view both sides of a strip at once. Further, following Gene's suggestion, one would still be left with the decision whether to collect the 3L or 3R position. And what about those back-number positions that lie within a PS5? The fact that the presence of the back number is discernible from the front may simply obviate the issue.

Not surprisingly, there already is some evidence collectors are considering a strip with a back number on the plate-numbered stamp as a desirable item. At least two dealers I know of are advertising such plate strips at a premium. One is buying at \$10 and selling at \$20 this type of PS5. I must say, the thought of paying that kind of money for a strip that is readily available at a fraction of that cost from the local vending machine makes me cringe. It is true, you may have some scrap to dispose of, but even that can be minimized with a little planning. To that end I would like to offer a few tools to assist and encourage collectors who might like to try their hand at assembling a back-number collection from their local vending machines. While some of the information which follows may not be new, I believe it will be of benefit to state it here.

First, the order with which the various plate number(PL#) back-number(B#) positions with respect to the PL# appear from a vending machine roll of 3000 is as follows:

PL#-3L-4R-1R-2L-5L/(5R)-2R-1L-4L-3R-PL#

For those collectors seeking to obtain a particular B# position, e.g. on the PL# position, applying the following key after purchasing a sufficient number of stamps to obtain any one of the above positions will provide the exact number of stamps to the next PL# with B# as well as the identity of the B#.

Next PL#B# = PL#B# + 330

3LB# + 300
 4RB# + 260
 1RB# + 230
 2LB# + 200
 5LB# + 170
 2RB# + 130

1LB# + 100
 4LB# + 70
 3RB# + 30

Once you have calculated the number of stamps that remain to obtain the position you seek, you can make a decision whether to buy now or wait. To check the progress of the roll on a subsequent visit, you need only purchase enough stamps to obtain a B#.

Now, suppose you have been successful in obtaining a top printed B# on the PL# strip and you are ready to try to locate a similar bottom printed strip. What are your chances of finding such a bottom printed roll with exactly the same B# on the PL# stamp? In other words, what are your chances of locating another roll of the same B#/PL# sequence type? This is certainly a more difficult task but, again, perhaps not as difficult as it may first appear.

Since the PL# on these coils repeats every 33 stamps while the B# progresses by tens, there are only 33 distinct roll sequence types. Further, the nature of the back-number application process dictates that matching top and bottom back-number printed coils will be printed for any roll sequence type.

By using the following formula in conjunction with the key above, the roll sequence type in a particular vending machine can be easily determined. For example, the first B# that could show up on a PL# stamp would be 0010, the next 0020, and so on through 0330. After that the cycle repeats. A PL# stamp with B# 0340 on the PL# is from the same role that produced B# 0010 on a PL# stamp. We would call this a Type 1 role number sequence.

The roll sequence type, when the PL#B# is less than or equal to 330, equals the PL#B# divided by 10. For a PL#B# larger than 330, subtract the largest multiple of 330 less than or equal to the PL#B# and divide by 10. (Note: the division by 10 is done only to simplify the roll sequence type number designations.)

So far, here in the Detroit area, 8 roll number sequence types have been identified from 11 different vending locations. They are:

Types 1, 10, 12, 22, 23, 28, 30, and 32.

Of these, one type, Type 30, has been found at four different locations, three times bottom printed, once top printed. It may very well be, because of the particular production methods and subsequent packaging and distribution routines employed, certain roll Types tend to be concentrated in particular geographic locations. A survey of the various roll Types being found across the country might prove interesting and useful. I would be interested in participating with others of like mind in such an investigation and exchange of information.

Happy Hunting!
 Conrad Keydel (313) 821-2531

Back numbers coils: A new collectable

By Frank Covey

Stamp Venturers printed the "G" stamps with the red "G." The perforated rolls of 3,000 and 10,000 with the red "G" have printed numbers on the backs of the coils at 10-stamp intervals. Stamp Venturers also produced red "G" perforated rolls of 500 and rouletted rolls of 100. These have no back numbers.

These numbers on the gum side of the coil have come to be called back numbers. The 10th stamp from the beginning of a roll of 3,000 is numbered 0020. The last stamp from a roll of 3,000 has 3000 on it. Since only every 10th stamp is numbered, all numbers in end in 0.

Back numbers were printed with a jet spray printer. This type of printing uses a series of small dots to form the numbers. because they are very close together, they run together and visually appear as one printed number instead of a series of dots. The back numbers tend to slant a bit because the vertical dots do not align exactly.

The purpose of the back numbers is to make counting of large roll remnants easier. For example, if you have a partial back numbered roll of 3,000 with the number 1000 showing as the first stamp of the roll, then 999 stamps have been used from that roll and 2,001 remain.

It might have made more sense to have the first stamp on the roll be numbered 3000, because the person counting the remaining stamps on the roll could take a direct reading without having to know the size of the original roll or do the subtraction. Perhaps this will be a later development.

According to Michael Schreiber's article on page 20 of the Jan. 23, 1995 *Linn's Stamp News*, the back numbers were put on two rolls at a time in one pass of the printer. This explains why some of the numbers appear at the top of the stamp and others appear at the bottom. This same article states that only one type size was used.

On the samples I have, however, I have observed that there are two print sizes. These can be distinguished by counting the dots that make up the vertical bar of the zero which is the last digit in every number. Magnification is needed to see this clearly. The larger size has four dots which make up the vertical side of the 0, while the small size has only three dots on the vertical side of the 0.

The one short size I have seen has the numbers jammed against the perfs to the right edge of the stamp as viewed from the back. I have samples of the large size on both the top and the bottom of the stamp. The small size I have seen only at the top of the stamp. Is there a small size number on the bottom?

In addition there are at least two colors of ink used to print the back numbers, purple and black. I have observed only the black. When soaked from an envelope, the back numbers can still be read but the color may change to red or violet.

Other collectors will be happy to get a letter from you

with a back number on the stamp. These can be seen and read through the envelope by holding the envelope up to a strong light and viewing the stamp from the back. It's best not to use a security envelope as a plain white envelope (the least expensive kind) gives the best viewing.

How will back numbers be collected? At least one dealer is charging \$25 for a PS5 with a back number on the back of the stamp with the plate number. Such a combination only appears about once every 350 stamps. There is some variation here because it makes a difference where the plate number is in relation to the back number when the coil begins.

It's possible to collect back numbers like precancel gaps with the back number found on each position relative to the plate number in the PS collecting length you prefer. This is possible because while the back numbers are 10 stamps apart, plate numbers on the perforated Stamp venturers coils are 33 stamps apart.

Shown in Figure 1 (next page) are strips of 13 in SAFE clear album pages (Product 829), which hold six strips of 13. In Figure 1, the plate number S1111 is always on the stamp in the center, yet the back number moves one stamp to the left as the eye moves from the bottom of the page to the top. Also, note because I have shown only every third strip from the roll, the back numbers increment by an even 100. One needs to buy at least 600 stamps to illustrate the movement in increments of 100 over six different strips. Note also that some strips of 13 have two back numbers on them as the number creeps in from the other side.

The rolls of 10,000 have 5-digit back numbers as shown in Figure 2 (next page). The ones I have seen are the large variety, 4 dots on the vertical leg of the zero. Plate numbers on the rolls of 10,000 are also 33 stamps apart. Five-digit back numbers come on both the top and the bottom, but I have seen only the large five-digit back numbers. Do small digits exist?

Both the 4-digit and 5-digit back numbers with the large type are centered on the back of the stamp. This is true whether the number is on the top or bottom. The small number is shifted right of center as viewed from the back. You can own a back numbered stamp by finding a machine that vends coils of 3,000 with the red "G" stamps. You may have to buy 10, 32-cent stamps to get a back number but there is a chance you will have to buy five or less stamps.

You can also get back number stamps by calling 1-800-STAMP24 which is Philatelic Fulfillment's new ordering number. You can do this anytime of the day or night, seven days a week. The order number for the roll of 10,000 is 7908 and for the roll of 3,000 is 7797.

Dealers you do business with will no doubt let you have back numbered stamps without plate numbers at very low prices as most of the ones with whom I have talked consider these as scrap postage. I have an ad in this issue of *Coil Line* offering these at face plus postage.

I would be interested to hear about your finds. Happy hunting.

Frank Covey, 16 Grandview Dr., Macomb, IL 61455

Figure 1



Figure 2



CURRENT ISSUE ROLL SIZES

KEY

2/10/95

A-100, B-500, C-3000, D-10000

EP - EMBEDDED PHOSPHOR PAPER

SP - SURFACE PHOSPHOR PAPER

29c WHITE HOUSE

#1	A
#2	A, B, C
#3	A, B, C
#4	A, B
#5	B, C
#6	A
#7	A
#8	A
#9	A, B, C
#10	A
#11	A
#12	A
#13	A
#14	A, B
#15	A, B
#16	A
#18	A

(10c) TRACTOR TLR

#11	C
#22	C

(10c) EAGLE & SHIELD

#A1010101010	B, C, D
#A1011101010	C
#A1011101011	C
#A1011101012	C, D
#A1110101010	C, D
#A1110111010	C, D
#A1111101010	C, D
#A1111111010	C, D
#A1211101010	C
#A1411101010	B, D
#A1411101011	C, D
#A1412111110	D
#A1412111111	C, D
#11111	B, C
#22221	B, C
#22222	B
#22222 (DULL)	B
#33333	B
#S11111	D

23c LUNCH WAGON

#2	A, B, C
#3	A, B (SP)
#3	A (EP, DULL)
#3	A (EP, SHINY)

19c FISHING BOAT

#A1111	C
#A1112	B, C
#A1212	B
#A2424	B, C
#A5555	B
#A5556	B
#A6667	B, C
#A7667	B
#A7679	C
#A7766	B, C
#A7779	B
#S111	B, C

23c USA

#A1111	D
#A2222	D
#A2232	D
#A2233	D
#A3333	D
#A4364	D
#A4443	D
#A4444	D
#A4453	D
#1111	B, C
#1111 (DULL)	B
#S111	D

1c OMNIBUS

#3	B, C
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3c CONESTOGA

#3	C
----	---

2c LOCOMOTIVE

#2	C
----	---

5c CIRCUS WAGON

A3	D
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Thanks for info go to: No changes

The Gs Roll Sizes

ABNC - # Interval 24

A1111	500, 3000, 10000
A1112	100, 500, 3000
A1113	?
A1211	500
A1212	500
A1222	100
A1311	100
A1313	100
A1314	100
A1324	100
A1417	100
A1433	100
A2211	500
A2212	500
A2213	100
A2214	100
A2223	100
A2313	100
A2333	?
A3113	100
A3114	?
A3135	?
A3314	100
A3315	100
A3323	100
A3324	100
A3423	?
A3426	100
A3433	100
A3435	100
A3436	100
A4426	100
A4427	100
A4435	100
A5327	100
A5417	100, 3000
A5427	100
A5437	100

A11111 (NONPROFIT)	500, 3000
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A21111 (NONPROFIT)	500, 3000
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BEP - # Interval 24

1111	100
------	-----

2222	100
------	-----

SV - # Interval below in ()

S1111 ROULETTE (33)	100
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S1111 PERF (33)	500, 3000, 10000
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S2222 ROULETTE (36)	100
---------------------	-----

S11111 PFC (33)	500, 3000
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AV - # Interval 18

V11111 SELF ADH	5004
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0.1¢ PROVISIONAL HANDSTAMP

Thank you for your interest in the 0.1¢ postage paid handstamp. We are only sending the cancellation out on our 6" x 9" manila 20 weight catalog envelope (with catalog) and will not send cancellations out on postcards, etc.

"GRAB-BAG" CANCELLATION — We will be pleased to send one of our catalogs along with an example of our cancellations. However, we cannot send a specific cancellation in any particular color, or guarantee that the cancellation will be neat or clear, or that the envelope will arrive in good shape. We can only send one example per person, and the charge is our regular catalog price of 50¢.

CHOICE CANCELLATIONS — If you are looking for clear, neat cancellations, of specific varieties or colors, then we must charge for this special service and handling: \$7.50 for each cancellation. These are guaranteed to arrive in good shape — if there is damage to the envelope it can be mailed back and we will replace it immediately.

Please send one address label for each envelope ordered. Please allow 4 weeks for delivery, via bulk mail.

----- cut here -----

Name _____	Recd _____
Address _____	Posted _____
Town, State _____	

Check here if you want one catalog with a "grab-bag" cancellation @ 50¢ 50¢
 (I understand specific types or colors cannot be requested and that the quality only average) **ONLY ONE PER PERSON.**

CHOICE CANCELLATIONS that can be requested in any quantity and guaranteed to arrive in good shape:

QUANTITY	DESCRIPTION	COLOR	PRICE
	Redwood leaflet only	forest green	@ \$7.50 ea.
	Redwood leaflet only	magenta	@ \$7.50 ea.
	Redwood leaflet and tree	forest green	@ \$7.50 ea.
	Redwood leaflet and tree	magenta	@ \$7.50 ea.

CALIFORNIA CUSTOMERS
 Please add 49¢ for each envelope ordered (for 6 1/2% sales tax)
TOTAL AMOUNT ENCLOSED \$

Will the Real Craig Dremann Please Stand?

By Ken Lawrence

When Craig Dremann called to complain about my articles that described and illustrated his so-called "postmaster's provisionals" of 1984, he swore he never had offered them for sale to stamp collectors, and never had profited from selling them. He even threatened to sue if I failed to retract what I had written. Since my reports were accurate, I told him where to go. Reproduced above at 63 percent of its original size is the order blank Craig Dremann sent to stamp collectors who inquired about his covers, offering "choice cancellations" [sic] for \$7.50 each. It was mailed to a *Linn's* reader on March 29, 1984, the very day that the Redwood City postmaster notified Dremann his handstamp markings could no longer appear on his bulk mailings.

In the December 1, 1994, *Coil Line*, Craig Dremann swore that all of his covers bearing these handstamps were postally used. Yet someone named Craig Dremann previously had acknowledged (*Coil Line*, May 1, 1993, page 75 and August 1, 1993, page 140) that the envelopes of his last mailing, posted on April 3, 1984, were required to have labels affixed and black marks applied that obliterated the handstamps, that he complied with the requirement, and after that he made no further bulk mailings with the markings and defaced the handstamps on April 4 so they could not be used again. Since many if not all 76 orders Craig Dremann says he sent to collectors must have been sent after March 29, and some after April 3, one of these Craig Dremann statements has to be false.

Perhaps an impostor is trying to discredit the real Craig Dremann by making nasty phone calls to me and by sending false reports to *Coil Line* in his name.

PNC3 Auction #13 - Closing date March 18, 1995

PNC3 AUCTION #13 - CLOSING DATE MARCH 18, 1995

LOT	SCOTT#	DESCRIPTION	MIN BID
A. Plate # Singles & Pairs			
1	CV31	(11) values NO # singles, 19c-29c dry gum VF	3.50
2	1901	5.9c Bike, PS-2, #3, VF, line XF	4.00
3	1901	5.9c Bike, PS-2, #3, VF-XF, line XF	3.00
4	1903	9.3c M. Wagon, PS-2, #1 F-VF, high, line XF	3.00
5	1908	20c Pumper, (2), PS-2, #2&3, F-VF, lines VF-XF	27.00
6	CV31	(5) NO # pairs mixed 19-28c values, dry gum, face \$2.83	4.00
7	CV31	(10) NO # pairs mixed values 19-32c, dry gum, face \$5.27	6.50
8	CV31	21c NO # pair, VF, dry gum, W/Irvine CA PO receipt	3.50
B. Plate # Strips of 3			
9	1891	18c Flag, #2, VF	15.00
10	1891	18c Flag, #2, XF	16.00
11	1895	20c Flag, #4, F-VF, low	20.00
12	1904	10.9c Hanson, (2), #1, F-VF, #2, VF, both lines VF	11.00
13	1904	10.9c Hanson, #2, VF-XF, line XF	7.00
14	1907	18c Surrey, #13, F-VF, line VF, paper Ia, perf fault @L	15.00
15	1908	20c Pumper, #1, XF, line XF	20.00
16	1908	20c Pumper, #11, XF, line S	30.00
17	1908	20c Pumper, #13, F-VF, line F-VF	1.75
18	2115	22c Flag, #1, VF	6.00
19	2115b	22c Flag, #11, XF	2.50
20	2123a	3.4c Bus PC, #2, F, line P	3.00
21	2280	25c Flag, block tag, #9, VF, 2 pulled perfs @L	3.00
22	2280	25c Flag, Prephos, #1, F-VF, 1 pulled perf @L, foot of # not printed (missing)	20.00
23	2523	29c Rushmore, #8, F-VF, high	3.50
24	O135	20c Official, #9, F-VF	12.00
25	O135	20c Official, #1, VF-XF	22.00
26		(15) diff. #1891/2609, F-XF, lines F-XF, better 1908 #6, 1891 #4, 2149 #1112, Dr. Bob list \$69.20	15.00
C. Plate # Strips of 4			
27	1903a	9.3c M. Wagon PC, #4, F, line AVE, perf faults @R do not affect PS-3	7.00
28	1904a	10.9c Hanson PC, #3, VF, line XF-S	150.00
29	1904a	10.9c Hanson PC, #4, F-VF, line VF	150.00
30	1908	20c Pumper, #1, F-VF, line F-VF	15.00
31	1908	20c Pumper, #1, VF, line S, perf faults @ top L	25.00
32	2005	20c Consumer, #1, F-VF, high, line XF-S, small black mark bottom of left stamp below U of USA	20.00
D. Plate # Strips of 5			
33	1895	20c Flag, #12, XF, 2 pulled perfs @R	4.00
34	1905a	11c Caboose PC, #1, F-VF, paper type I	4.00
35	1906	17c Auto, (2), #3, F-VF, line F-VF, #4, F-VF, line VF both type II paper	12.00
36	2124	4.9c B-board, (2), #3, VF, line XF, #4, VF, line VF	2.00
37	2115	22c Flag, #8, F-VF, top loop of 8 mostly missing	3.00
38	2115	22c Flag, #12, VF, high	3.00
39	2133	12.5c P-cart, #2, F-VF	2.00
40	2280	25c Flag, #1, block tag, E-VF	6.00
41	2280	25c Flag, #7, block tag, F-VF	6.00
42	2280	25c Flag, #6, prephos, F-VF	8.50
43	2280	25c Flag, #13, prephos, VF	3.00
44	2281	25c Bee, #2, F-VF, seam line @ 2R	10.00
45	2518	F Flower, #1211, F-VF	14.00
46	2518	SAME	14.00
47	2518	F Flower, #2222, VF	4.00
48	2523	29c Rushmore, #7, VF-XF	3.00
49	2523	29c Rushmore, #8, F-VF	5.00
50	2529	19c F-boat, #A1112, VF	5.00
51	2604	10c E&S, #A11111, VF-XF	1.00
52	2604	10c E&S, #A12213, VF-XF	12.00
53	2604	10c E&S, #A22113, VF-XF	1.00
54	2604	10c E&S, #A43426, VF-XF	2.00
55	2608B	23c USA, #S111, S	3.00
56		G Flag, #A1313, XF	3.50
57		G Flag, SAME	3.50
58	CV31	3c Shield, #1, S as PS3, dry gum, 1st stamp has hole in shield, perf fault between 4&5	16.00
59	CV31	19c Shield, #1, XF, shiny gum	4.00
60	CV31	23c Shield, #1, XF, shiny gum	4.00
61	CV31	19c Shield, #1, XF, dull gum	4.00
62	CV31	23c Shield, #1, VF, dull gum	4.00
63	CV31	29c Shield, #1, VF, dull gum	4.00
64	CV31	19, 23, 29, 50, 52c PS-5 Shield, #1, VF, dull gum	4.50

E. Longer Plate # Strips			
65	1898A	4c Stage, (2), PS-7, #3&4, F-VF, line VF	2.50
66	1904a	10.9c Hanson PC, PS-6, #3, VF horiz. line F-VF, perfs just touch S of 1900's, inking transfer on back, line gap	225.00
67	1906a	17c Auto PC, (2), PS-9, #3A & 4A, F-VF, line F-VF, gap at 4L on both	8.00
68	1906a	17c Auto PC, PS-10, #6AB, VF, line VF, gap 4R, # on 3rd stamp from left	90.00
69	2131	11c Stutz, (4), PS-7, #1-4, VF, lines XF-S	3.50
70	2256	8.4c W-chair, PS-7, #2 VF-XF, type III paper	6.00
71	2256	SAME	6.00
72	2523A	29c Rushmore, (2), PS-7, #A11111 & A22211, VF	7.00
73	2529	19c F-boat, PS-7, #A1212, XF	3.00
74	2609	29c W-house, PS-7, #8, XF	4.00
75		G Flag, PS-7, #S2222, VF-XF roulette	4.00
F. Imperf			
76	2452c	5c Circus, pair, NO #, blind perfs between 1900's, badly miscut, wheels touch bottom, trace at top, perfs at left straight edge at right, overall tag	200.00
G. Miscut			
77	1906	17c Auto, PS-7, #5, F vert. line F-VF, full # on top with Trace of wheels on top at 1&2 left	10.00
78	1906a	17c Auto PC, (2), PS-8, #3A full on top, F+ vert., trace of wheels at top of 4-6L, #4A, 80% at top no trace at bottom wheels just touch, F-VF vert, line XF, both gap 4L	8.00
79	2280	25c Flag, PS-5, #1, prephos. top row 40% of # at bottom no trace at top, F+ vert.	12.00
80	2280	25c Flag, PS-6, F-VF vert, top row, no trace of # at top just a trace of 117 on 3rd from left at bottom	30.00
H. Constant Plate & Mat Varieties			
81	1898A	4c Stage, (2), #1, F, line F-VF, #2, F, line VF, both perfs just clear at L, #1 just clairs bottom, #1 multislash at 1R, #2, multi slash at 2L both PS-5	-----
82	1904	10.9c Hanson, PS-5, #2, F horiz. perfs just touch at L. line F, low transfer at 2L	10.00
83	1906a	17c Auto PC, (2), PS-10, #3A & 4A, F-VF, lines VF, both gap 4L, #3 lom dot&line at 1L&1R, #4 lom dot 1L	10.00
84	1908	Pumper, PS-5, #15, VF, line F-VF, wounded P@1L	8.00
85	2124a	4.9c Buck PC, PS-8, #2, F-VF, line XF, low transf. @1R gap @ 2R	12.00
86	2124a	4.9c Buck PC, PS-11, F-VF, line VF, gap 2R, low transf. 1R, missing bottom of T 4L	14.00
87	2125	5.5c S-truck, PS-5, F-VF low, burning rubber at 2R	7.00
88	2128a	8.3c Ambulance PC, PS-5, #2, line gap, no period after Rt @ 1R	4.00
89	2129	8.5c T-truck, PS-5, #1, F-VF, dot below 8.5 at 1R	10.00
	2129a	8.5c T-truck PC, PS-5, #1, VF, dot below 8.5 at 1R	
90	2131	11c Stutz, PS-5, #3, F-VF, line F-VF, polishing cloth 2R	8.00
91	2131	11c Stutz, PS-5, #3, VF high, line XF-S, low transf. 2L	25.00
92	2131	11c Stutz, PS-5, #3, F-VF high, line XF, low transf. 2L	15.00
93	2604	10c E&S, PS-5, #A11111, VF-XF, broken yellow 1	6.00
94	2604	10c E&S, PS-7, #A22112, VF, broken yellow 1	6.00
95	2604	10c E&S, PS-5, #A22113, XF, broken yellow 1	6.00
96	2604	SAME	15.00
I. Tagging Varieties			
97	1899	5c Cycle, (2) #1&2, F-VF, lines VF-XF, top 2/3 of stamps untagged, #1 perf faults @R, #2 small stain @L/L corner	1.00
98	1899	5c Cycle, PS-5, #3, F-VF, line XF, tag gap 2-1/3L top right corner bent	1.00
99	1906	17c Auto, (2), PS-5, #1&2, F-VF, line VF, type II paper tag break 2-1/2L	20.00
100	2452	5c Circus, PS-10, #1, VF, tag gap 4-3/4 R	5.00
101	2529b	19c F-boat, PS-5, #A5555, S, untagged	5.00
102	2529b	19c F-boat, PS-7, #A5555, VF-XF, untagged	3.50
103	2605	10c E&S, PS-5, #22221, VF, tagged	7.00
104	2605	10c E&S, PS-5, #22221, F-VF, tagged, extra blue 1	12.00
105	2605	10c E&S, PS-5, #22221, F-VF, tagged bluebird var.	12.00
106	2605	10c E&S, PS-7, #22221, XF, tagged	20.00
107	2605	10c E&S, PS-9, #22221, XF-S, tagged	20.00
J. Other Varieties			
108	2605	10c E&S, PS-5, #11111, XF, Santa Ana Pink	7.00
109	2609	29c W-house, pair NO #, Chicago Blue, (poss. indigo) from 1st find written up in Linn's, From Plate #7, XF-S	20.00
110	CV31	23c Shield, pair, NO #, F-VF, dull gum, printed with 4 values on 2 stamps	3.00
111	CV31	29c Shield, pair, NO #, F-VF, dull gum, printed with 3 values on 2 stamps	3.00

112	CV31, 52c Shield, pair, NO#, F-VF, dull gum, printed with 4 values on 2 stamps	4.00	160	1902 7.4c Buggy, PS-3, VF, on size 10 philatelic cover BMC 9-12-85, overpays 22c rate by .02c	6.00
113	CV31 29c Shield, PS-5, NO#, F-VF, value on middle stamp shifted 2.5mm down from norm. dull gum	4.00	161	1903 9.3c M-Wagon, PS-2, #1, VF, with 3.4c Bus used on size 10 philatelic cover BMC 1-8-86 pays 22c rate exact, roll sealing tape stain on R stamp in pair	10.00
114	CV31 29c Shield, PS-5, NO#, dull gum, F-VF, with 6 values	6.00	162	1903 PS-2, #2, 2130 #1, 2132 #2, all VF, on 5x7-1/2 manila philatelic cover BMC 3-15-86 overpays 39c rate by 1.7c, light roll sealing tape stain on 9.3c pair	30.00
115	CV31 29c Shield, PS-5, NO#, dull gum, F-VF, with 9 values	9.00	163	1904 10.9c Hanson, #1 plus 2132 used on #10 philatelic cover overpays 22c rate by .09c, VF	25.00
116	CV31 29c Shield, PS-5, NO#, dull gum, VF, with 4 values	5.00	164	1906 17c Auto, #2, w/3-17c Carson & 22c liberty commem. on #10 cover hvy black box cancel 7-19-86 plus 34c postage due magenta hand stamp indicating over 7ozs. taped shut & tears from fat contents stamps not affected	15.00
K. F.D.C. by Aircraft			165	1907 18c Surrey, (6), #1, 5, 6, 8, 8, 14, F, on 6-3/4 - #10 covers 4 stamps w/nibber perfs	20.00
117	2112 D Eagle, pair, #2, F-VF, #on R stamp	8.00	166	1907 18c Surrey, #15, F-VF, tied by 9-21-81 BMC to #10 contest cover, 20% of # off bottom of stamp, from row 1	120.00
118	2115b 22c Flag, PS-3, #T1, VF	10.00	167	2005 20c Consumer, (2), #1 on gold color visa 6-3/4 reply window cover, perf fault at L, #4 on #10 cover F-VF, both with Feb 83 BMC	8.00
119	2127b 7.1c Tractor zip+4, PS-4, #1, on 2nd from L, F-VF	3.00	168	2115 22c Flag, #6, on 6-3/4 philatelic cover F-VF, BMC 12-10-86	40.00
120	2279 E Earth, PS-5, #1111, VF	7.00	169	2115 22c Flag, #6 on #10 lawyers cover, BMC 12-10-87 F-VF	40.00
121	2279 E Earth, PS-5, #1211, VF	8.00	170	2115 22c Flag, #7, on #10 ad cover for Tide detergent VF, BMC 5-21-86, stamp w/tear	25.00
122	2279 E Earth, PS-5, #1222, VF	7.00	171	2115 22c Flag, #13, on #7 utility reply cover BMC 5-5-87, VF	15.00
123	2279 E Earth, PS-5, #2222, F-VF	9.00	172	2115 22c Flag, (11), #2/22 all diff. on blue utility return covers most VF, #17&22 w/perf faults, 3 covers opened 2 sides	-----
L. F.D.C. by Artmaster			173	2115 #11, 2228 #1, on small greeting card cover, BMC 12-17-88 F-VF, over pays 25c rate by .01c, philatelic	6.00
124	1898 3c H-car, PS-4 + 3, #1, VF	9.00	174	2115b 22c Flag test, #T1, VF, on #7 insurance reply cover BMC, 10-15-87	8.00
125	1898 3c H-car, PS-4 + 3, #2, VF	9.00	175	2125 #1, 2257 #1, 2267 #1, used on PPC to DDR, XF, pays 33c airmail rate for post card to East Germany, see page 117 in Ken Lawrence book, BMC 11-2-87	35.00
126	2253 5c M-Wagon, PS-4 + 1, #1, VF	4.00	176	2149 18c Washington, pair, #1112 F-VF, on aerogramme to England, BMC 4-2-88, FD of 36c rate, philatelic	15.00
127	2262 17.5c Car, PS-5, #1, VF	8.00	177	2149 #1112 & 2150 #1111 on #10 philatelic cover, BMC 10-25-87, F-VF, over pays 39c rate by .1c	9.00
128	2262a 17.5c Car, PS-5, #1, VF	10.00	178	2262a 17.5c Race car, #1, on #10 window cover XF-S	10.00
129	2279 E Earth, PS-3, #1222, VF	5.00	179	2279 E Earth, (3), #1111, 1211, 1222, F-VF, on #6-7 utility covers, one is blue w/window	-----
M. F.D.C. by Colorado Silk			180	2280 25c Flag, (8), #4, 5, 7, 9-11, 13, 14, F-VF, on blue utility covers, only #4 block tag, few w/perf faults, most opened on 2 sides	-----
130	1902 7.4c Buggy, PS-3, #2, VF	10.00	181	2280 25c Flag, prephos, (189) mixed #'s & sizes, as expected some perf faults to be found in this size lot	25.00
131	1903 9.3c M-Wagon, PS-3, #1, # on L stamp, VF	15.00	182	2518&2280, (29) commercial covers all stamps w/faults mixed #'s & sizes	-----
132	1903 9.3c M-Wagon, PS-3, #2, # on L stamp, F-VF	15.00	183	2452B 5c Circus W, #1, on #10 cover VF, BMC 2-27-91 over pays 29c rate return address MI prison!	8.00
133	2131 11c Stutz, PS-2, #3, VF	7.00	184	2454 5c Canoe, #S11 on #10 window cover w/content, VF perfs machine cut at right, found on 6-4-94	3.50
134	2131 11c Stutz, PS-2, #4, VF	7.00	185	2518 F Flower, (68), 16 #1222, 52 #2222, F-VF, mixed sizes some perf faults found	7.00
N. F.D.C. by Gill Craft			186	2523 29c Rushmore, #2 lenz tag on #8 utility window cover BMC 8-19-91, open on 2 sides, 3 nibbed perfs on left	150.00
135	2254 5.3c Elevator, PS-5, #1, VF	5.00	187	2523 29c Rushmore, (5), #1, 3, 4, 6, 7, F-VF, on blue utility covers few w/perf faults opened on 2 sides	-----
136	2259 13.2c Coal Car, PS-5, #1, F-VF	5.00	188	2523 29c Rushmore, (78), mixed #'s & sizes, some w/perf faults	-----
O. F.D.C. by House of Farnum			189	2523 29c Rushmore, #6, lenz tag, XF, on #10 legal cover, BMC 4-10-92, (2) other #6 on same type of covers to show normal tagging	50.00
137	2130a 10.1c Oil W. red, PS-5, #2, VF	6.00	190	2604 10c E&S, #A88888, VF, on #10 window cover sealed w/contents founf on 9-24-93 from AAA travel agent	2.50
138	2254 5.3c Elevator, PS-5, #1, VF, strip at bottom of cover	5.00	191	2604 10c E&S, #A99999, VF, on #10 cover sealed w/contents short cut perf on left, pen mark on front UBBM	3.50
139	2258 13c Police W., PS-5, #1, VF	5.00	192	2604 10c E&S, #A1010101010 on #10 window cover, sealed w/contents, VF, perfs cut short on right, found on 6-4-94	3.50
140	2263 20c Cable Car, PS-5, #1, VF	9.00	193	(5) 2604, 2606, 2608A, #A22112, A88888, A1110111010, #S11111, #1111. all w/defects	10.00
141	2266 24.1c Tandem, PS-3, #1, VF	8.00	194	2605 10c E&S, #11111, F-VF, on dark green #10 window cover front & back, perfs cut short at L, found 3-18-94, sealed with contents	3.50
142	(23) diff transportation F.D.C NO #'s on plain #9 white covers, VF, include 2127, 2129a, 2258, 2264, 2266, 2468	7.00	195	2605 10c E&S, #21111, F-VF, on #10 cover sealed w/contents S.E. at R, found 7-22-94	4.00
P. Other Covers			196	2605 10c E&S, #22222, F-VF, on #10 cover sealed w/contents full perfs, found on 6-22-94	3.50
143	1891 18c Flag, (10), 4-#1, 2-#2, 1-#3, 2-#4, 1-#5, mixed cond. most w/perf faults, 3 covers faulty	15.00			
144	1895 20c Flag, #4 VF, on 6-3/4 window utility cover BMC San Fran. CA 9 July 1983	5.00			
145	1895 20c Flag, #4, on 6-3/4 cover double PMC, city of Industry CA 3 Dec 1982, VF	10.00			
146	1895 20c Flag, #8, on 6-3/4 cover PMC, VF, Bakersfield CA 1 Apr 1983	5.00			
147	1895 20c Flag, #8, on 6-3/4 window utility cover BMC XF	1.00			
148	1895 20c Flag, #14 sgle used for postage due on #10 SASE tied by red hand cancel Mar 23, 1988, VF, cover has 2 folds and postage due hand stamp in red	10.00			
149	1897 #4&6, 1908 #4 on #6-3/4 philatelic cover BMC 3-19-86, VF, to Ken Lawrence	8.00			
150	1897A 2c Loco, #8 used to make up 22c rate w/20c Truman on size 7 insurance return cover BMC Oakland CA 2 Nov 1987, see page 94 Ken Lawrence handbook	10.00			
151	1898 #1, 1903 #1&3 on philatelic size 9 cover BMC 3-23-86, VF, overpays 22c rate by .6c	40.00			
152	1898A 4c Stage PS-5, #3, on DAV return cover unsued, XF, # on 4th from L, used to make 22c rate	6.00			
153	1898A 4c Stage, (2), #3&4 one on each cover to make 29c rate on blue PA utility covers VF, BMC Feb 1991	4.00			
154	1898A #6 & 2149 #1112 on brown size 6-3/4 philatelic cover to make 22c rate, BMC 6-14-86, light water stain, note on back	6.00			
155	1899 5c Cycle, PS-4 #4 on size 7 insurance reply cover XF to pay 20c rate, see page 113 Ken Lawrence handbook	6.00			
156	1899 5c Cycle, PS-4, #2, VF, on 6-3/4 philatelic cover BMC 12-30-85 used in making up 22c rate	6.00			
157	1900 #1 & 1906 #4 F-VF, on 6-3/4 philatelic cover BMC 11-18-86 used to overpay 22c rate by .02c	20.00			
158	1900 5.2c Sleigh, PS-4, #2, VF plus pair of Dix 1c on size 10 philatelic cover BMC 2-10-86 used to overpay 22c rate by .08c	15.00			
159	1901 5.9c Bike, PS-4, #4, VF size 10 philatelic cover BMC 9-3-86, perf shift 3mm thru R of org. overpays 22c rate by 1.6c	10.00			

197	2609	29c W-house,(5),#2,3,6,7,8,F-VF, on blue utility covers opened on 2 sides,couple of pulled perfs	-----
198	2609	29c W-house,(50), mixed #'s on #6 LILCO reply covers opened on 3 sides, most stamps sound, F-VF	-----
199	2609	SAME	-----
200	(30)	mixed size covers w/ink jet cancels from mid-west area,NO #'s mixed stamps, cancels read, happy holidays, "we deliver" Chicago IL. ETC, dif. size fonts, some with pen marks on front(#'s & \$ amounts)	-----

Q. Used Singles

201	1891	18c Flag, #6, VF-XF, 2 short perfs bottom L	300.00
202	1900	5.2c Sleigh, #1, VF	4.00
203	1903	9.3c M-Wagon, #2, F, perfs just clear at L	2.50
204	1903	9.3c M-Wagon, #2, AVE,perfs just clear at L,#95% there	2.50
205	1903	9.3c M-Wagon, #3, AVE, perfs just touch at R	4.00
206	1903	9.3c M-Wagon,#4, XF,	10.00
207	1903	9.3c M-Wagon, #4, F-VF, centered high	6.00
208	1903a	9.3c M-Wagon PC, #2, F-VF,centered low	6.00
209	1904	10.9c Hanson, #2, AVE, perfs just touch at R	4.00
210	1904	10.9c Hanson, #2, AVE, perfs touch s of 1900's	3.00
211	1904a	10.9c Hanson PC,#2,F,#just clears,shows line gap	2.00
212	1904a	10.9c Hanson PC, #3, XF, few pulled perfs	20.00
213	1904a	10.9c Hanson PC, #4, F-VF,centered toR & low	20.00
214	1908	20c Pumper, #2,VF-XF, PMC	18.00
215	2609	29c Flag,(4),1,4,7,8, F-VF, DONATION LOT	-----
216		5 lbs unpicked coils, most look to be precancels F-VF	25.00

R. Used Pairs and Longer

217	1908	20c Pumper, PS-2,#2,F-VF, hvy hand cancel covers part of #, date 12-23-81	10.00
218	1895	20c Flag, PS-3, #4, F-VF, few pulled perfs	10.00
219	1904	10.9c Hanson, PS-3, #1, F, line VF,perfs just touch @L	5.00
220	1904	10.9c Hanson, PS-3, #2, XF-S, line S,light cancel to top	5.00
221	1906	17c Auto, PS-3, #3,F-VF vert. #90% at top, hvyer black 4 bar hand cancel Rockdale IL 10-29-85, missing perf at top left	1.00
222	2005	20c Consumer, PS-3, #4, F-VF, line VF	12.00
223	O135	20c Official, PS-3, #1, F-VF	8.00
224	2005	20c Consumer, PS-4, #4, F-VF, line F-VF	12.00
225	2115	22c Flag, PS-5, #12, VF	-----
226	2523	29c Rushmore, #6,F-VF, lenz tagging	25.00

S. Other Materials & Books

227		(7) mixed types of coil roll wrappers w/labels	-----
228		(17) diff types of coil roll wrappers w/labels 1981/92	3.00
229		THE PURPLE MACHINE CANCEL HANDBOOK the guide to collecting PMC,EK use, LK use,slogans dial types, ect. authors Rob Washburn & Carl Ditsch	10.00
230		Transportation and Plate No. Coil Issues by Dr. Joseph Agris, 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 PNCs from #1891-2279. There will be \$3.00 added to cover postage and mailer to the winning bids.	28.00
231		SAME	28.00
232		SAME	28.00
233		SAME	28.00
234		SAME	28.00
235		SAME	28.00

THE END

BIDDERS PLEASE READ

- 1)Number in () preceding a lot indicates the number of items in that lot
- 2)Lots with ----- have no minimum bid
- 3)For precancel strips gap positions are noted,if there is one, no note no gap
- 4)In case of a tie bid the lot will go to the bidder with the earliest post mark
- 5)All lots will be sold to the highest bidder at one increment over second high
- 6)Bids not conforming to bidding increments will be lowered to the next level
- 7)BMC = black machine cancel,PMC = purple machine cancel
- 8)R = right, L = left
- 9)late payments of invoice,longer than 5 days turn around, may result in the lost of your bidding rights inthe club auction for one year.
- 10)Please pay attention to the min. bids for lots and don't go below them.

BIDDING INCREMENTS		
\$ 1.00 -	\$ 4.75 -----	\$.25
5.00 -	9.50 -----	.50
10.00 -	49.00 -----	1.00
50.00 -	97.50 -----	2.50
100.00 -	495.00 -----	5.00
500.00 +	-----	10.00

Grading of Design

AVE	Number is cut and/or design touches perfs
F	Design is why off center, but cleat of perfs, the # just clears
F-VF	Design is still off center but better than Fine, the # is well clear
VF	The design is well centered on stamp
XF	The overall centering will be close to perfect
S	The design will be perfectly centered

Grading of Line

F	The line will not touch the perfs
F-VF	The line will touch the perfs
VF	The line will be 50% into perfs
XF	The line will be 100% in perfs
S	The line will be perfectly centered on perfs

Philatelic Travels (from page 37)

Cincinnati, OH, promised that the listing, now three years old, would be corrected in the next edition. The error still stands in the current issue.

* The first visit was to Ventura, CA 93001, where I found a very helpful clerk, Bill Pendergrass, but no Philatelic Window.

Bill apparently caters to the local collecting community, but has very limited philatelic stock. Scratch Ventura from the listings. Bill had G Stamps #A4427 in coils of 100.

* The next stop was at the regular windows at Oxnard, CA. Both offices, on South A St. and North C St. had G Coil # A5427 in rolls of 100.

* On the way to the Postique at Van Nuys, I stopped at Thousand Oaks and Woodland Hills. At both locations, the clerks had G stamps with plate #A5417 and the vendors had #A1111. In fact most vendors in Southern California had #A1111 with a few exceptions which will be noted later.

* I knew that I would be successful in finding a Postique in Van Nuys, since I had been there as late as August of 94, but I was surprised upon entering the lobby that the office had been remodeled and there were no longer the string of vendors dispensing a large variety of different denominations.

The Postique was open, but again remodeling had taken its toll, and the Postique no longer sported the neat revolving display case that I enjoyed seeing.

Clerk Bill McLaughlin was behind the counter and as helpful as usual. Bill had the following G Coils available: A5327 / Coils of 100; A1111 / Coils of 5000; S1111 25c Presort / Coils of 3000.

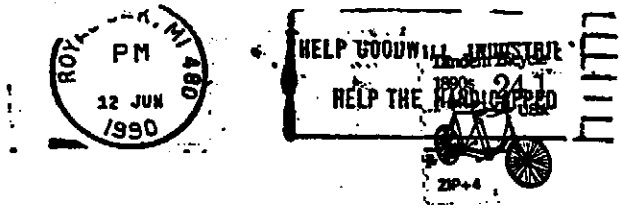
Bill did not have the back numbered Stamp Venturers version, but said that it was on order and should be available mid-February.

The Postique is located at 15701 Sherman Way, just off the 405 in Van Nuys. Hours are 11:30 am to 5 pm, Tuesday to Friday, and 9 am to 2:30 pm on Saturday. Phone (818) 908-6708.

(Continued on page 53)

Cover of the Month

GM **Millford**
Proving Ground
General Motors Corporation
Current Product Engineering
Tire - Wheel Systems
Milford, MI 48042-2001



The above cover featuring the 24.1¢ Tandem Bicycle #1 is tied by a 6/12/90 machine cancel which proves that it was used during the 24.1¢ First-class Zip+4 addressed, unsorted, first ounce rate period. (Cover courtesy of Carl Wicklund.) (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.)

Philatelic Travels (from page 52)

Bill suggested that I pay a visit to the bulk mail annex behind the main post office, where I could find vending equipment. There are two vendors which were dispensing several denominations and I found G #A1111, 3c Conestoga Wagon #3, 25c Yosemite #2, and 15c Tugboat #2. There was also a dollar vendor which I did not try.

* The next planned stops were to be at Burbank and Glendale, but Bill advised me that the Burbank Philatelic office was no longer there. Undaunted, and since Burbank was almost on the way to Glendale anyway, I decided to stop and check out the PO in Burbank.

After what seemed like an unusually long wait, I approached a clerk and found that indeed the Philatelic office has been closed for about a year, but the former philatelic clerk still has some of the stock, but she is not here today. A check with two of the clerks revealed that G Coil #A5427 was available in coils of 100 at that office. The lobby vendor provided 3c Conestoga Wagon #3 and the 5c Circus Wagon #1, both untagged.

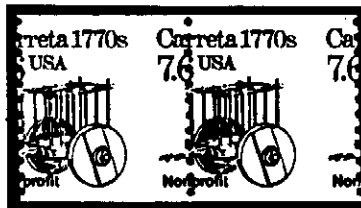
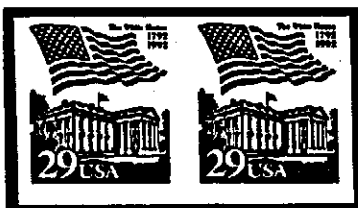
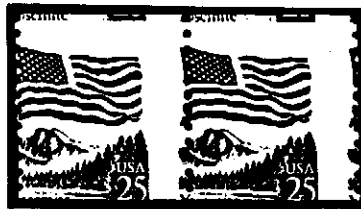
Take another listing out of the Postal Service Guide.

* By the time I reached the downtown Glendale Post Office, the Philatelic Office was closed for the day. Hours listed were 10 am to 2 pm, Tuesday through Friday. A helpful clerk who had G coil #A5437 said that Philatelic Clerk Shan Sung (phonic spelling) could be reached at (818) 502-3202.

The next morning I planned to head south for the ECA-GARD machine in Irvine, with stops along the way

(Continued on page 54)

BUYING ERRORS



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Philatelic Travels (from page 53)

in Inglewood, Redondo Beach, and Long Beach, all of which have Philatelic offices listed in the Postal Guide.

* After an early start and fighting rush hour traffic, I arrived at Inglewood to find the philatelic clerk Pat on vacation. The hours were listed as 10 am to 12:45 pm and 2 pm to 4 pm, Monday through Friday. A clerk at the Inglewood, Hillcrest Station had G Coil #A3436 in rolls of 100.

* From Inglewood, I headed west to the coast and went south down the Pacific Coast Highway. An unplanned stop at Manhattan Beach yielded a vendor dispensing the back numbered coils. In fact, both the offices in Manhattan Beach provided the back numbered coil, but the office at 15th & Valley was dispensing both the top and bottom numbered coils in one transaction.

After feeding what limited change I had into the machines, I headed for the local bank to replenish my supply of green and headed back to the vendor and feed the hungry critter until the sold out light came on. The last number on the coil read 2990 and I knew that #3000 was still in the machine. By now the office was open, but the vending technician was at lunch. The lone clerk accepted my offer of four dollars to cover the cost of the remaining stamps in the vendor and when I arrived back home the strip with #3000 was waiting in my mail.

* Again I headed down the coast to Redondo Beach, where I found that the Philatelic Clerk, Karen Maddox, was on vacation. The hours listed were Monday to Friday, 10 am till 1 and 2:15 till 4:55. Thursday's opening is at 11 am. The phone number for Redondo Beach is (310) 376-2472.

The were no coil vendors in the lobby, but Clerk #15 had G Coil #A3435 in rolls of 100.

* I arrived in Long Beach in the early afternoon, only to find that the stock of Philatelic Clerk Angie Craig was being audited and that she was closed for the next few days. Angie said that her office is normally open 11 to 1 and 3 to 5 weekdays. The clerks had G coil #A5327 in coils of 100. The vendors provided G #A1111, 5c Circus Wagon #1, 3c Conestoga Wagon #3, 20c Cable Car #2, and 1c Omnibus #3.

* The last stop of the day was at Irvine, where I found an operating ECA-GARD machine. The machine was dispensing the first printing, dull gum stamp, plate #1, with the original denomination format.

The G stamp number available at Irvine was #A5417 in rolls of 100.

* The final day of stamp hunting led me east and south east of LA. The eventual destination was to be the Orange Philatelic Center in Santa Ana, but time ran out and I did not get that far.

The first stop was at Downey where the new philatelic clerk, Jim O'Connell was holding forth. Jim provides a congenial atmosphere and hours of 11 to 1 and 2 to 4, Monday, Wednesday and Friday. The phone # is (310) 923-5465.

Jim had G coils S1111 with back numbers on the top in rolls of 3000, plus #A1212 in rolls of 500.

Although he had no coils of 100, the window clerks had #A3436. The vendor provided #A1111.

* The Philatelic office at West Covina, staffed by Gil Mattox, was a delight to visit. Gil is very knowledgeable and has a great stock, all displayed in a folder on the counter top.

Gil is open Monday thru Friday, 10 am till 5 pm, except for lunch between 1 and 2. The phone number there is (818) 960-1339.

G stamps available consisted of #A1111, A1112, A3436, S1111. Self Adhesives included Love #B555-20, Eagle & Shield Green #D54573.

* The Cerritos Branch of the Artesia Post Office was closed when I arrived. Although there was a sign indicating the existence of a Philatelic Office, no hours were posted. A lobby sign listed a customer service number as (310) 860-6694.

The lobby vendor yielded back numbered S1111 Stamp Venturers coils with the control number on the top.

* The final stop before heading back home was to the ECA-GARD machine at Monterey Park. This machine was dispensing the new second printing of the variable denomination coils with the shiny gum, and was still using the original printing format.

All in all, it was a good trip, with many new G plate numbers being added to my collection, plus the addition of two plate strips of 5 with the back number centered on the plate number stamp.

I have 4 duplicates of all the above A numbered coils and will trade for any other non-listed number in strips of 7 or I will sell strips of 24 outright. Send to Ron Maifeld, P.O.Box 54622, Cincinnati, OH 45254-0622.

Regional meeting held at ARIPEX

A Plate Number Coil Collectors Club Regional Meeting was held at ARIPEX Jan. 28 from 1 to 3 p.m. In attendance were 18 PNC collectors. PNC3 Vice President Dick Koenig chaired the meeting. Of those attending, 14 were members and two of the others plan to join.

There were many door prizes, including a tagged PNC strip of seven of the 10c Eagle & Shield, PNC First Day Covers and a PNC strip of the 18c Surrey #3. Prizes were donated by Molnar's Stamps, Mary Ann Lewis and Dick Koenig.

After introductions, all attendees participated in a discussion of the "G" PNCs and where different numbers were being found. Cooperation was tremendous and several trade networks were set up. Leonard Pisciewicz of Santa Clara, CA, gave a talk on the 10c Tractor Trailer private endorsements and Doug Iams of San Jose, CA, spoke on self-adhesive coil stamps.

The two-hour meeting ended with a lively trade session and show and tell items including a proper time usage of the 24.1c Tandem Bike on a commercial cover. A good meeting at a good show. We all had a good time.

Special thanks to Dwight Buschlein and J.L. Meyer of Riverside, CA, for their help in setting up the meeting and to all of those who attended.

Membership

Names of applicants are published for members to review. Any member who questions the suitability of a prospective member 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 772 if all applicants are approved.

New applicants:

George R. Berggren
P.O. Box 101
Port Costa, CA 94569-0101

Ronald M. Freewalt
6150 W. Patterson Ave.
Chicago, IL 60634-2534

Craig A. Lutz
P.O. Box 1283
W. Chester, PA 19380

Harvard A. Zago
71 Meadow Lane
Katonah, NY 10536-1413

A. Stanley Hietala
1585 McKinley Pk. Rd.
Tower, MN 55790

Richard R. Meier
P.O. Box 597
Hemet, CA 92546-0597

Stephan Kravitz
2703 Covered Bridge Road
Merrick, NY 11566

Change of address:

Jerry B. Grove
307 W. Van Matre #5000
Eglin AFB, FL 32542-6878

John L. Larson
1603 Wood Point Lane Apt. 2
Midland, MI 48642

Wayne Meyers
3459 W. Crocus Dr.
Phoenix, AZ 85023

Helmut Neuman
RD 5, Box 162
Valatie, NY 12184

Jerry Schmoyer
1517 Hubell Ct.
Virginia Beach, VA 23454-6210

Zip Code correction:

Irving Rish 60173-3987

PNC³ meetings

A monthly listing of scheduled Regional and Annual Meetings will be published in *Coil Line*.

Regional Meetings are to be arranged through Dick Koenig, Regional Meeting Committee Chairperson, P.O. Box 31872, Tucson, AZ 85751. Please contact Dick as far in advance as possible. There is a "lag" time needed to ensure publication so that members can plan and join in the festivities.

March 4 - Austin Texas Stamp Show. Palmer Auditorium, 400 S. 1st. 1 to 4 p.m. Contact Bob Gray, P.O. Box 12531, Austin, TX 78711.

April 22 - Plymouth Show, Plymouth, MI. Central Middle School. Contact Gene Trinks, 3603 Bellows Court, Troy, MI 48083. Details in April issue.

August 26 - Annual Meeting, St. Louis, MO at STAMPSHOW. Details to come. For general info contact the American Philatelic Society at P.O. Box 8000, State College, PA 16803 for information.

PNC programs are available

A series of slide shows and video tapes regarding Plate Number Coil collecting are available to members for use at local shows or club meetings.

For information and availability, contact Dick Koenig, Regional Meeting Chairperson, P.O. Box 31872, Tucson, AZ 85751. The only cost involved is for shipping the program back to Dick after its use.

Think Spring!

COIL LINE

Published monthly as the journal of the Plate Number Coil Collectors Club, also known as PNC³. Copy must be in the hands of the editor no later than the 15th of the month to be considered for the next issue. The February issue was mailed Jan. 21.

President: Gene Ernst, 15522 Windy Cove Dr., Houston, TX 77095 (713) 855-0146.

Distribution: Alan Thomson, P.O. Box 91, Northwood, NH 03261. Mailed under Bulk Rate permit No. 1, Northwood, NH 03261. Back issues are available but please write to Alan in advance detailing what you would like to obtain. Please include an SASE. There is a charge to cover costs.

Changes of address: Should be sent to and membership applications are available from Joann Lenz, Secretary, 37211 Alper Dr., Sterling Heights, MI 48312-2203.

Mailing list: Rental of the club mailing list is available. A one-time usage of labels costs \$50. Contact the secretary (above).

Dues: Are \$10 per year (\$15 for First Class mailing of *Coil Line*, \$15 for Canada and Mexico and \$20 for all others) and should be sent to Jim Perry, Treasurer, P.O. Box 20120, Beaumont, TX 77720.

Advertising rates: Are \$42 for a full page, \$22.50 for 1/2 page and \$12 for 1/4 page per issue. A check or money order made payable to PNC³ must be submitted with the advertising copy. All copy should be sent to the Editor, 909 Parker St., Bowling Green, OH 43402-2107.

Members: Are entitled to two, 40-word ads per year at no charge. Word ads are available at six cents per word per issue to nonmembers and those members who have used their free ads.



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