

# PNC<sup>3</sup>

# Coil Line



Journal of the Plate Number Coil Collectors Club PNC<sup>3</sup>

<http://www.geocities.com/Heartland/Hills/6283/>

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## Renewal time for PNC<sup>3</sup> members; special questionnaire on back side

Included in the envelope with this issue of *Coil Line* is your official 1998 membership renewal notice.

Please follow the instructions to make the renewal process easy for you and for those club officers involved in keeping the records.

Note that renewal by Jan. 1, 1998 saves you \$2. Early renewal also saves the time and expense of sending special reminders that you forgot to take care of this matter.

The back side of the renewal form contains a member survey designed to help encourage folks to get involved in the club operations. More participants mean less work for everyone else and more time for those involved to enjoy the hobby.

"We are looking for volunteers (as always) and this time we're also looking for candidates for elective office," said President Eugene Ernst. In this election, Dick, Jim and I are ineligible (in accordance with our bylaws) to run for our current offices. Due to changes in my life, I will not run for elective office. As immediate past president, I will be a member of the board and will be active with several committees, assuming they want me," Ernst said.

The survey also includes questions about the Internet.

In addition, there is a question about Plate Number Booklet Panes. "The board is of mixed opinion on these. Strange that we still have only two issues, with one number on each issue and two varieties per issue," Ernst said.

All renewal-survey forms are to be sent to James Perry, P.O. Box 20120, Beaumont, TX 77720. Please do not send these forms to anyone else.

Note that all dues categories remain unchanged. The basic membership has been \$10 since the club was founded, nearly 10 years ago.

Space is also provided on the survey form for comments and suggestions about the club, *Coil Line* and any other related item. The officers, editor and others appreciate constructive suggestions for the club—you have to take the time to let us know what's on your mind.

## PNC<sup>3</sup> auction #18 has 555 lots, closing date of Dec. 22, 1997

If the weather in your area has been anything like northern Ohio lately, you might be looking for something to read while you sit in front of the fireplace.

Auctioneer Joe Sedivy has put together a 555-lot auction featuring plate number coil material for all levels of collectors. Make sure to read and follow the instructions and bidding increments and be ready to pay for your lots when you receive the invoice. Joe spends a lot of time putting the auction together to help members slim down their duplicates and generate a little money for new material. The sellers look forward to their checks and Joe looks forward to closing the books so that his family doesn't think he's become part of the computer.

Following are some of the lots that struck the *Coil Line* editor as interesting. You don't have to agree and are encouraged to check out the listing closely.

- ◆ Lot 12, an 18c Flag #1 strip of three.
- ◆ Lot 15, an 18c Flag #3 strip of three.
- ◆ Lot 37, a 10.9c Hansom Cab PC #3 strip of three.
- ◆ Lot 49, a 20c Fire Pumper #2 strip of three. There are several other interesting Fire Pumper strips.
- ◆ Lot 143, a 20c Consumer #2 strip of five.
- ◆ Several strips of five or more common items that may help some newer PNC enthusiasts fill in some gaps in their collections at attractive prices.
- ◆ Lots 245 & 246, strips of five of Eagle and Shield A33334 with XF grading.
- ◆ Several lots of CPV strips in various fonts and denominations.
- ◆ Lot 342, an imperf 10.1c Oil Wagon PC PS-6 #1 with black precancel.
- ◆ Lot 410, a 29c Mt. Rushmore Toledo Brown #7 strip.
- ◆ Lot 420, a 32c FOP strip of 8 with the split 9 variety-9999 on one stamp and brown 9 on the next stamp.
- ◆ Don't forget the 29c linerless specimen coil Lots 552-555, proceeds of which benefit the club.
- ◆ None of the lots in the sale belong to the editor.

## Letters

### How plate numbers get 'listed' in Coil Line

To the Editor:

I'm not precisely sure what transpired at the SESCAL regional meeting, because all I have to go on are what I read on the front page of *Coil Line* last month and a phone call on October 6 from Tom Meader. Apparently some people think there is a problem with plate numbers shown in the journal.

Tom, being the polite and pacific guy he is, only told me Yellow Rose plate numbers had been discussed and that he wanted me to tell the membership what criteria I use to enter new numbers in the chart.

I'll be glad to do that here but before I do, a little history is in order.

I instituted the Roll Size and Plate Number chart in March of 1994, hoping that it might fill an informational void and help the membership locate strips. At least they would have a guide of some kind. If my memory serves me correctly, during the ensuing 43 months just two numbers appeared in the chart that were later withdrawn as not being genuine. One of those was plainly just a bad report. The other was the now well known SA Flag with the hopping light blue 9 that caused a report of "98878". The story withdrawing the number appeared in the March 1997 *Coil Line*.

The system I use to validate new numbers has five levels in diminishing order of reliability.

1. I have in my personal possession or have personally examined a single copy of the numbered stamp.
2. I have received a color photograph or a clear photocopy of the numbered stamp where the digits are not obscured by smudges or cancellation ink.
3. A close friend and trading partner assures me he has the strip in hand, is looking at it while we talk, and has carefully checked any yellow digit to be sure it is being read correctly.
4. The number is reported to me by two or more parties independently of one another and the report stands up to varying degrees of questioning. How well I know the parties, their past reliability, the vehemence of the reporter and a logical look at the possibility of such a number being real are all considered.
5. The plate number has been reported in a philatelic publication.

Obviously this is not a foolproof system. If there are constructive suggestions that will still allow timely reporting yet improve reliability, I'm certainly open to them.

As for the Yellow Rose numbers specifically, the current list contains 17 numbers. I have 15 of them in my collection. The 16th (#6666) is a number that I and four other members saw on numerous press rolls in BEP's "F" press room. It may not be for sale yet but it soon will be. Is it the 17th number (#4444) that this is about? Yes, that number may turn out not to exist but it's not certain yet. And if it does prove to be bogus, despite having been accepted through rule #4, is that really a serious problem?

Just because you can't find it or order it from a dealer doesn't mean it doesn't exist. The fact that dealers have not found some of the Rose numbers accentuates the need for the *Coil Line* list.

Alan Thomson  
PO Box 91  
Northwood, NH 03261

### New Internet site looks good from here

To the Editor:

Congratulations on a superb start for the PNC3 website. Since I was the #18 visitor, I can see that it has not been up very long, but what you have is excellent and well presented (I personally don't care for the red lettering, but that's just one opinion.)

The introduction is excellent and portrays the PNC3 mission very well. However, as we get new non-member visitors to the site, I think it would be prudent to make the Membership Application available as soon as possible—a very high priority for us to continue to grow.

I got the wrong impression with the little "NEW" tags; I thought they were up and running—but I couldn't bring up any of those boxes.

Again, I want to say: A Job Well Done.

John F. Hallgren  
via e-mail

### Club website online and being expanded

To the Editor:

By now most of you have either visited the new PNC3 web site and have seen the site developing.

The press release announcing the site is out and already Linn's has published an article about the site.

I have been busy adding pages and most recently have concentrating on inserting my data file for the US Philatelic Offices. I sure could use your help to make this a comprehensive listing. Please go to the additions/update form on the web site and send me any information that you have about US Philatelic Offices.

A project waiting on the back burner is the PNC checklist. Hope to get to that within the next month or so.

I would welcome your comments and or suggestions as to what should be included on the page. Any help in securing information would be appreciated.

I have a few ideas that I still want to incorporate into the site, but these will be implemented as time permits.

Again, as time permits, I will be listing our site on the various search engines and getting other philatelic sites to list ours.

For those that do not know, the PNC3 web site is at "<http://www.geocities.com/Heartland/Hills/6283/>".

Please bookmark it when you get there.

PNC3 Webmaster,  
Ron Maifeld

### Commercial cover report from New England

To the Editor:

In the Southern New England area these PNCs were found on commercial covers from about 108,000 pieces postmarked October 3 through October 30, 1997:

32c Flag/Porch [L/S]- 11111- 12; 22221- 1; 22222- 8; 22322- 2; 33333- 11; 34333- 9; 44444- 8; 77767- 10; 91161- 2; 99969- 1; S11111 [1995]- 1. Total- 65.

32c Flag/Porch [S/A]- 11111 [1996]- 50; 22222- 85; 23222- 27; 33333- 92; 44444- 206; 45444- 234; 55555 [10/10]- 132; 55555 [12/12]- 12; 66666 [11/10]- 18; 66666 [11/12]- 69;

666666 [12/12]- 26; 78777 [11/10]- 63; 87898 [11/10]- 1; 88888 [10/10]- 24; 88888 [11/10]- 21; 89878 [11/10]- 59; 89888 [11/10]- 4; 99999 [10/10]- 86; 99999 [11/10]- 15. Total- 1224.

32c Yellow Rose [S/A][1997]- 1111- 11; 1112- 21; 1122- 32; 2223- 3; 2333- 1; 5555- 9; 5566- 1. Total- 78.

32c Statue of Liberty- PNB- V1111- 21.

32c Yellow Rose- PNB- 17.

Others: 8 values totaling 10.

Grand total: 1415.

Rolly Grandahl  
via e-mail

### Yellow Rose found slightly misperfed

To the Editor:

I just found a 32c yellow rose slightly misperfed, (misserpentinecut?).

The perfs are between the 3 and 2 of the "32". I know it's not much but

I thought it's interesting. Have any others showed up?

Teresa Wajek  
via e-mail

(Editor's note: The Nov. 17 issue of *Stamp Collector* reports a full imperf roll. The newspaper said a collector bought the roll intact from dealer Jacques Schiff. The roll contained the number 5555. Based on printing methods, there could be 17 more rolls out there.)

### Caveat Emptor on the FOP rolls in the safe

To the Editor:

In response to Robert Coffelt's article in the November *Coil Line* about FOP coils thought to be in storage in BEP vaults, all I can say is CAVEAT EMPTOR. Any collector who wants to pay \$250 for a FOP strip is looking for potential disappointment (remember the 20c Fire Pumper #12 or #14).

As for myself, I try to get all my strips at the post office for face value or by trading with other collectors. If a strip costs me much more than a few times face, it probably won't find its way into my collection.

Richard Beecher  
2523 Kenilworth Ave.  
Los Angeles, CA 90039

### Commercial covers from the Southwest

To the Editor:

This is a listing of the PNC commercial covers found October 1 through 31 from a national insurance company.

32c Flag over Porch - 11111-6; 22221-1; 22222-11; 22322-1; 33333-4; 34333-4; 44444-25; 45444-1; 77767-1; 91161-2; 99969-2.

32c Flag over Porch Self Adhesives - 11111-29; 22222-39; 23222-28; 33333-33; 44444-145; 45444-94; 55555-115; 66666-32; 78777-15; 87888-11 87898-2; 88888-12; 89878-12; 89888-2; 89898-5; 97898-5; 99999-48;

M11111-2.

Others: 10c Canal Boat 3-2; 23c Lunch Wagon 4-1.

32c Yellow Rose SA - S1111(15)-10; S1111(30)-2; Liberty V1111-8.

32c Yellow Rose SA - 1111-14; 1112-7; 1122-3; 2222-3; 2223-1; 2233-1; 2333-7; 3344-21; 3444-1; 4455-9; 5455-1; 5555-11; 5556-2; 5566-1; 5666-5.

The number of Yellow Rose plate numbers found on commercial covers is still rather low. Yellow Rose coils do not appear to be very popular with businesses or households, and many collectors have told me local post offices never stocked them. Collectors needing covers or used singles are encouraged to write.

David Kemp  
509 S. Grinnell  
Tucson, AZ 85710

### Commercial cover report from Alaska!

To the Editor:

Incidence of PNC commercial covers by number received in Juneau, Alaska, mostly mailed from Alaska and Washington.

32c FOP - 11111-4; 33333-4; 44444-12; 66646-4; 77767-3; S11111-1. Total -28.

32c FOP S/A - 11111-1 10/10; 22222-5 10/10; 44444-1 10/10 (from Texas); 55555-2 12/12; 66666-2 12/12; 66666-1 11/12; 78777-11 11/10; 88888-1 11/10; 99999-16 10/10; 99999-7 11/10.

32c Ferryboat - 4-3.

Most of these covers were received by the Alaska boating registration office, run by the U.S. Coast Guard.

Rob Kutz  
140 Candlelite Dr.  
Carlise, PA 17013-2101

### Constant Plate Varieties on adjacent plate #'s

To the Editor:

When we collected intaglio, we saw CPVs disappear with the plate number involved. Now with the photogravure processes, the 'plate' itself does not change-just the cylinder involved. This means that constant plate varieties can be passed on like a virus. I found a CPV on the 1995 Juke Box that looked like a wiped off ink spot on the 9L stamp. I called it the 'Blue Comet.' (CL Jan. 1996).

Later that same year, I found the same CPV on plate #222222 as it first appeared on plate #212222. To me, this was a big deal, an historical first. No one seemed to notice, but now we can collect sets.

Last week I found another. There are two red dots-one on the top margin and a fainter one on the bottom margin of the 4L stamp of F/P both 87888 11/10 and 88888 11/10. Again, adjacent plate numbers.

We have in the 'Almost Ten' a new wrinkle. It comes in to different diecuts, 11/10 and 10/10. What if it could be found on 9.9899? On what diecut? Should we call it 'Short Change?'

Sherwood Day  
421 E. Bonita Ave. Pomona, CA 91767

# Coil Processing At BEP

By Alan Thomson

Massive change has taken place at The Bureau of Engraving and Printing's coil stamp processing facility. Almost nothing remains of the machinery and procedures that were in existence two years ago. Gone are the old Huck coiler and even the more modern Goebel coiler that made the familiar moisture activated gum coil stamps into bubble packs of 100 stamps. It has been a clean sweep.

The Bureau has divided its coil processing operation into two sections housed in separate rooms with different equipment. Half the processing operation is devoted to making small rolls of stamps and the other half to making large rolls. The dividing point is rolls of 100 and smaller. Large rolls are considered to be those of 500 stamps or more.

Notice that the small rolls are defined as rolls of 100 or fewer stamps. The machinery in use is fully capable of making rolls of 50 or even 25 stamps. That ability is unused. USPS has never ordered such small rolls.

The large coil section has the ability to make rolls in sizes of 500, 3,000, 10,000 and even 30,000 stamps. The largest size has been made only experimentally.

## Small Roll Coiling

The Goebel-made equipment in the small roll room is, to me, a marvel of engineering and versatility. Three identical perforating/die cutting/slicing/coiling/banding machines work in parallel, feeding a common conveyor belt that carries finished rolls to a single packaging machine. This simultaneous operation of three machines explains why we have found as many as three different plate numbers in a single flat of 50 bubble packs. Each machine could have a press web roll from a different sleeve or cylinder combination printing.

If the stamps being processed have moisture activated gum, a stroke perforator within the processor does the perforating and the die cutting section is made inoperative. If the stamps are self adhesive, the opposite is true.

The die cutting process employs a rotary cutter. Two sheets (the BEP calls them mats) of what appear to be thin flexible galvanized steel are magnetically held in place around a steel cylinder. The top edge of one abuts the bottom edge of the other, covering the entire curved surface of the cylinder. Each mat measures 12x20 images (stamps). The serpentine shape to make the die cut between the stamps has been punched into these mats so that sharp metal protrudes .001 of an inch out the other side. You can rub a finger over the extended metal and not cut your finger. It is the pressure applied during use that does the cutting.

After the separating feature is applied the rest of the steps are common to both types of stamp. The web rolls are sliced into 20 rows, wound into the desired size and banded.

The winding system deserves a more complete description because of its design ingenuity.

When the 20 strips come off the slitting knives they are divided into two groups of 10 strips, odd rows going to one grouping and even rows going to the other. One group is fed to an upper winding axle and the other to a lower axle. The axles are highly machined and have a

mirror finish. This division allows space between the rolls on each axle. Just prior to the roll count reaching 100, a new axle is automatically inserted through the side of the machine behind each active axle. Knives cut the feeding strips as the count hits 100, and the feed ends are caught on the new axles, held in place by a roller until the new winding has completed two or three revolutions.

The full rolls are banded and little bottomless wire baskets drop over each one. The baskets keep the rolls stationary in space as their axle is withdrawn out the side, much like removing shish-kabob from a skewer. The finished rolls drop to a small conveyor that empties onto the common belt feeding the packaging machine.

The axle insertion/extraction mechanism reminded me of a Gatling Gun, both in appearance and operation.

The conveyor that carries banded rolls to the packaging machine feeds the rolls randomly into five inverted conical bins. Gravity carries the rolls out the small opening at the bottom where a vibrator table aligns them with an open rectangular tube constructed of wire rod. Two parallel rods form each side. Rolls of stamps literally roll down these tubes to a counting device.

When a count of five is reached, the flow is blocked and all five sets of five rolls are mechanically picked up and dropped into the first half of a bubble flat that has just been formed from a large roll of clear plastic sheeting. After repeating this step for the other half, the filled flat of 50 rolls jumps forward and a printed panel made from a clear roll of sheeting is machine applied to the back of the flat. It is heat sealed and the flat is die punched to facilitate bubble separation.

The finished flats are hand packed, 16 to a carton and then stored for shipment.

## Large Roll Coiling

The operation of the one active large coil making machine is in some ways similar to its smaller counterparts. Instead of using a printed web of 20 rows, it requires 18 row webs whether it is processing self adhesive or moisture activated gum stamps. The latter are perforated in the same manner as small rolls. The die cutting of large rolls is quite different, however.

The same mat method is employed but instead of making a single die incision between stamps in each row, a single mat (18 X 21 images) cuts serpentine sides and straight top and bottom lines for each stamp. This leaves a complete frame of waste paper around every stamp. The waste is peeled off in a continuous band, shredded and disposed of.

The web is then slit between rows, leaving backing paper that is taller than the stamps. A current example of this configuration is the 1997 Flag Over the Porch coils of 3,000.

Self adhesive coils are then imprinted with a back counting number, wound on a cardboard core, wrapped in cellophane and sealed. The back numbering begins with 20 and counts forward in 20 stamp intervals. The largest number, therefore, appears first during use. Perforated stamps are similarly numbered, but rolled without a core.

Rolls of 3,000 are now hand packed, without a tray, in cartons that will hold either 20 or 40 rolls.

The large coil processing system at BEP is still evolving. Separate machinery to process linerless coils is being installed and could be in use as early as 1998. Testing is going on now.

# Die Cuts vs. Scott Numbers

By Alan Thomson

Some recent queries about what SA Flag Over the Porch die cuts and cylinder combinations are represented by Scott Catalog numbers suggest a discussion might be helpful.

The 1998 Scott Specialized Catalog has assigned the number 2915A to FOP SA coils with what Scott calls serpentine die cut 9.8 (commonly called perf 10). The unhappy part of this is that two different known die cut sizes measure perf 10, creating confusion as to what die cut and possibly what cylinder combination is being referred to. This is just one of the problems created by measuring these stamps with a perforation gauge.

If only the 2915A designation is used, the description could mean either die cut L11/R10 or L10/R10, each of which is pictured below. Most of the FOP cylinder numbers have been found with one or the other, or both of these cuts. For the PNC collector, or even a US singles collector, who wants both types, one catalog number cannot adequately describe both.



L11/R10



L10/R10

Sc. 2915A

But the situation becomes even more complicated when we look at the other Scott number that is used for the SA FOP coil printed by BEP and sold in bubble packs. The Catalog shows that number 2915C is assigned for a serpentine die cut of 10.9 (commonly called perf 11). Again, the catalog number can apply to either of two different die cuts both of which measure 10.9 with a perforation gauge. Number 2915C can mean either tooth count L12/R12 or L11/R12.



L12/R12



L11/R12

Sc. 2915C

Only two FOP cylinder combinations bear either of these die cuts. The early printings of #55555 and #66666 have die cut L12/R12. Cylinder combination #66666 is also known with cut L11/R12. If single unnumbered stamps or plate strips are offered by the Scott number only, with no other elaboration, you cannot possibly know what you'll get. Take for example an ad that offers a PS5 of Sc. 2915C. Is it #55555? Is it #66666 die cut L12/R12? Or is it #66666 die cut L11/R12? There simply is no way of telling. It could be any one of the three, and only a phone call or letter might clarify the issue.

Now let's muddy the water a little more for #66666. The most recent printing of that number is die cut L11/R10, which is Scott 2915A. And then stir in something else. There is also an inverted die cut on #66666 that counts L10/R11. Since it measures perf 10 with a gauge, it must also be 2915A. It's little wonder that collectors, especially PNC collectors, are confused.

After a long talk with the Scott Specialized catalog representative who handles coils, it became clear that Scott has no intention of changing its use of a perforation gauge to measure these die cuts, nor to assign more than the current one number (in each of the two cases cited here) that designates two different stamps. And forget about a minor letter sub listing for that inverted die cut. Collectors will just have to adjust.

Scott number 2915D, the 1997 BEP SA Flag Over the Porch coil with a space between stamps on the backing paper, suffers from the same "perf gauge syndrome" as 2915A and 2915C. Two different die cut sizes exist on this stamp, yet the 1998 Catalog describes it only as die cut 9.8. One version has a teeth count of L9/R10 while the other has L10/R10. Interestingly the footnote under 2915D mentions teeth count when comparing it to 2915A, but only incompletely. Could this be the "camel's nose in the tent"? I doubt it.



L9/R10



L10/R10

Sc. 2915D

The lesson here is don't depend on a Scott number for these SA Flag stamps if you're interested in getting a specific die cut type. Ads by the catalog number alone could be offering a very common type when that's not what you want. The value difference between a FOP #66666 11X12 and a 12X12 is significant. Both are 2915C. This holds true for other PNC cylinder combinations that are found under the 2915A and 2915D listings. Use care.

# SNIPPETS

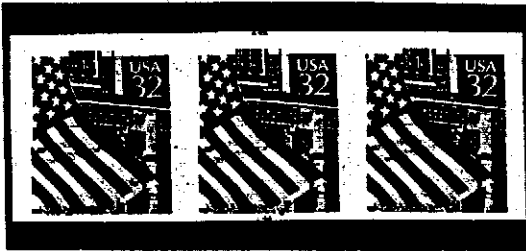
By Alan Thomson

## New Numbers

There are no new numbers this month. The Yellow Rose has given us a rest.

## Flag #44444444 Found

That's right! There are eight cylinder numbers on one stamp of this Flag Over the Porch miscut color shift found by David Kemp. The center stamp below shows five cylinder numbers at the bottom and three cylinder numbers at the top. The red and brown digits on the bottom are misaligned upward, so the red one is in the design and the brown half way in. If it were not for that, this could have been a case of full numbers top and bottom. The stamps are slightly oversize and that, coupled with the vertical movement of the red and brown numbers, places three digits at the top and five at the bottom. The upper slicing went horizontally between the first three digits and the last two elevated ones. Only one roll of this freak was found.



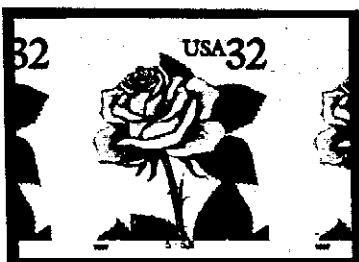
## Old Flag Numbers Appear

Here is a list of old FOP cylinder combinations that have come out of hiding. There may be others that have not been reported. Die cut sizes are shown after each number.

#66666 - 12X12, 11X12  
#78777 - 11X10  
#87888 - 11X10  
#89878 - 11X10  
#89888 - 11X10  
#89898 - 11X10  
#97898 - 11X10

## Yellow Rose #555.5

Who says there are no new decimal coils anymore? Here's another one to go with FOP #9.9999. Don Eastman found a Yellow Rose constant plate variety that has a tiny black dot between the green 5 and the black 5 in the cylinder numbers. The dot is not quite centered and is closer to the green digit. Don doesn't do names so I'll offer a provisional one, and call it "Three and a Half" (three 5's and a .5). The photocopy below has the dot slightly enhanced because it's small and hard to see without a magnifier.



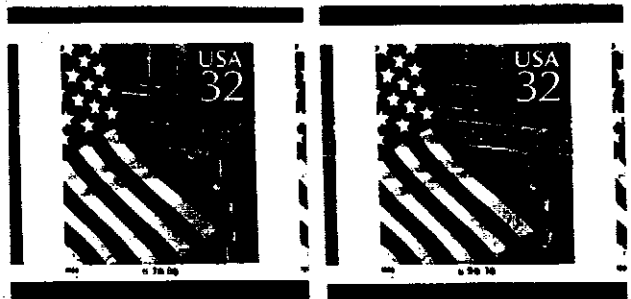
## Coil with Bottom Perfs

Jeff Fliszbein sent a photocopy of a used SV Mountain coil that has horizontal perforations well within the stamp's bottom margin. These Mountain stamps are perforated by a process called skiving, in which a metal cylinder with rows of raised bumps on its surface is forced against the web roll while rotating knives shear away the paper from its raised side. The tolerance between the knives and the metal protrusions is very small. Rather than removing little dots of paper, the knives turn the paper to dust. The extraneous row of holes appears genuine. However, perhaps these extra holes are a byproduct of an affixing machine operation.

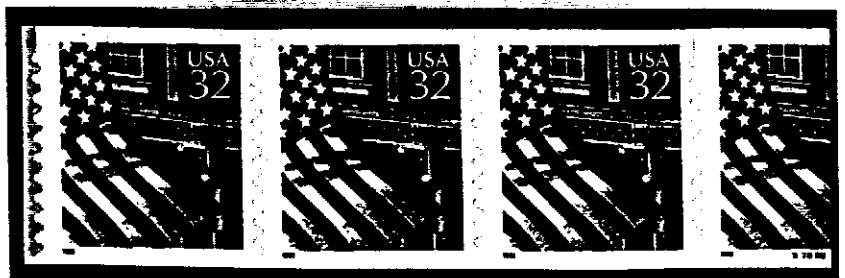


## (Twin) Spots Before Our Eyes

How about two different FOP cylinder combinations that share a common constant plate variety. And then add to them another pair that share a CPV. All very real, I assure you. Bob Novak found strips of #87888 and #89878 that have the same brown dot below the tiny 1996 date on the numbered stamp. Both combinations used the brown 8 cylinder. The explanation is easy, but the trick was in bringing these two strips together.



The other half of the story comes from Sherwood Day who found the same sort of thing with FOP #87888 and #88888, only this time the dots are red, there are two per stamp, and they're located at position 4L. A bright red dot is in the top margin above the stars and a pale red dot is in the bottom margin just below the corner of the building. Both combinations used the red 8 cylinder, leaving identical pairs of dots on one of the web rows. An example from #87888 is shown below.





# COMMERCIAL COVERS

## Installment #81

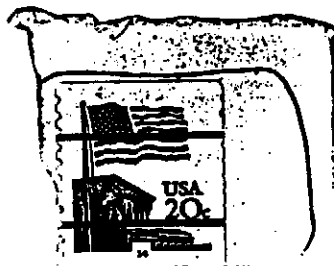
Rob Washburn  
P.O. Box 840  
Skowhegan, Maine 04976-0840  
(207) 474-8021 (evenings)



HAPPY NEW YEAR! The Yellow Rose coils have been out for a few months, and I've received some early usage reports:

<u>Plate Number</u>	<u>Earliest Known Usage Date</u>	<u>Plate Number</u>	<u>Earliest Known Usage Date</u>
1111	10/6/97	4455	9/18/97
1112	9/23/97	5455	No Reports
1122	9/8/97	5555	9/10/97
2222	9/8/97	5556	10/3/97
2223	10/7/97	5566	No Reports
2233	No Reports	5666	No Reports
2333	9/2/97	6666	No Reports
3344	9/4/97	S111	(from booklet of 15) 1/30/97
3444	9/17/97	S111	(from booklet of 30) 3/11/97

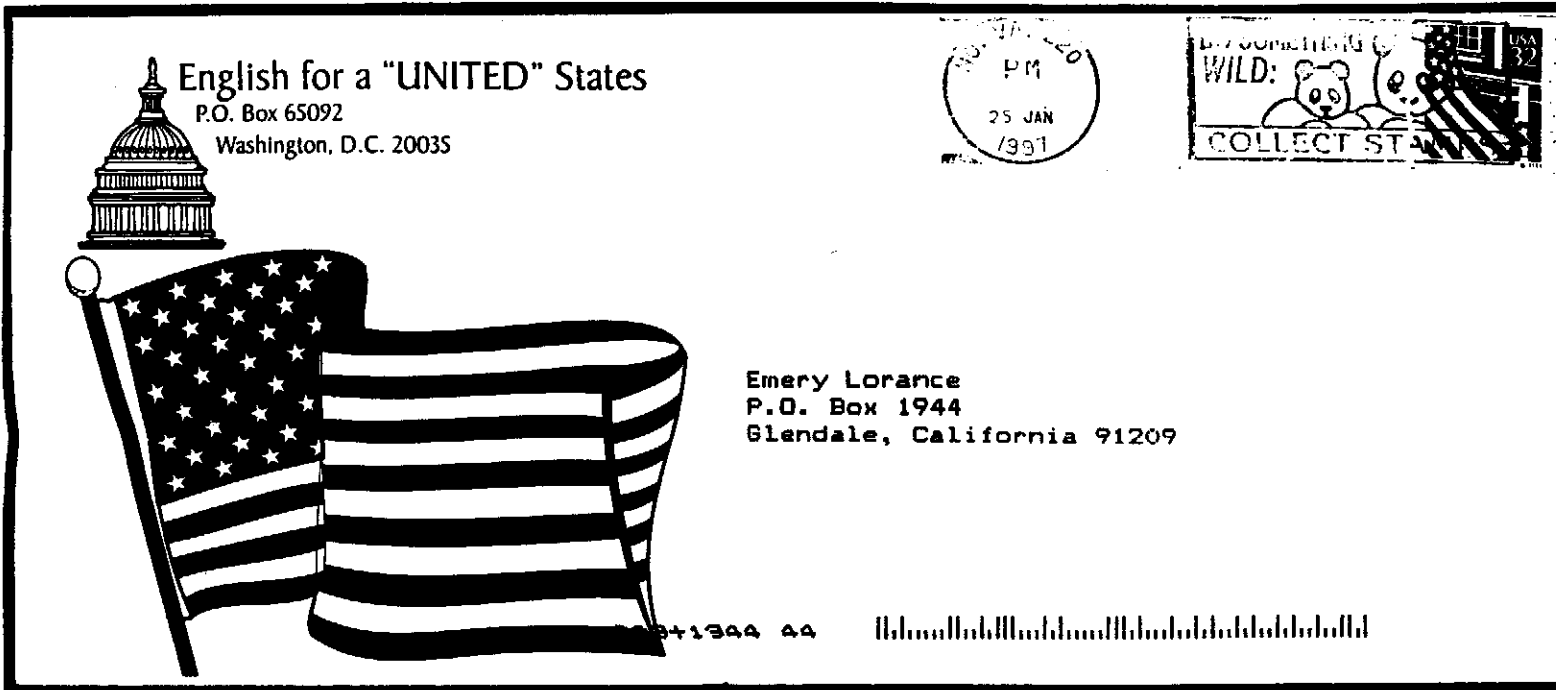
I'm sure most of these dates can be beaten, and I look forward to your updates/reports. It's still too early to tell which numbers will be toughest to find, but I would say possibly #2233.



In Installment #76, I lamented that I have been searching in vain since 1984 for a 20c Flag Precancel #14 commercial cover. Still, no such cover has been found, but Charlie Merrill wrote in and reported one on piece (see above).

My thanks go out to Charlie Merrill, Dave Kemp and Ken Moreau for their reports.

## COVER OF THE MONTH



Emery Lorange  
 P.O. Box 1944  
 Glendale, California 91209

The above cover featuring the 32¢ Flag Over Porch self-adhesive #S11111 is on a colorful red, white and blue illustrated envelope from English for a "UNITED" States. (Cover courtesy of Richard Beecher.) (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, ME 04976-0840.)

### **Yellow Rose information omitted in November issue**

Ooops! Due to a printing error and oversight, the Yellow Rose comcl cover incidence listing got folded over - obscuring the numbers and occurrences in last month's report (pp 162). This listing is resubmitted up to date for those interested.

#### **Yellow Rose**

1111	..	21	3444	..	5
1112	..	17	4455	..	7
1122	..	23	5455	..	2
2222	..	5	5555	..	11
2223	..	1	5556	..	1
2233	..	1	5566	..	1
2333	..	16	5666	..	1
3344	..	32	6666	..	0

Regards,

Dan Kauffman  
 POB 133  
 Clrk Pk CA 95424  
 (707)994-0540

# PNC BACK NUMBER CHECKLIST

PREPARED BY: JOHN LARIMER, 1042 CLUBLAND COURT, MARIETTA, GA 30068-2501 (770)973-5743 (PLEASE ADVISE OF ADDITIONS)

## WATER ACTIVATED

(5c) BUTTE

S111	BLACK	4T	4B	5T	5B
	PURPLE	4T	4B	5T	5B
	PINK	4T	4B		
S222	BLACK	4T	4B		
	PURPLE	4T	4B		
	PINK	4T	4B		
S333	BLACK	4T	4B		
	PURPLE	4T	4B		
	PINK	4T	4B	5T	5B

5c CIRCUS WAGON

S1	BLACK	5T		
	PURPLE	5T	5B	
S2	PINK	5T	5B	

(5c) MOUNTAIN

S111	PINK	5T	5B
------	------	----	----

(10c) EAGLE AND SHIELD

S22222	BLACK	5T	5B	
	PURPLE	5T	5T-U	5B

(10c) AUTOMOBILE

S111	BLACK	3T	3B	4T	
		4B	5T	5B	
	PURPLE	3T	3B	3M	4T
		4B	4M	5T	5B
S222	BLACK	5T	5B		
	PURPLE	3T	3B	5T	5B
S333	PINK	3T	3B	4T	4B
		5T			

(15c) TAIL FIN

S11111	PURPLE	5T	5B
--------	--------	----	----

(25c) JUKE BOX

S11111	BLACK	5T	5B	5M
	PURPLE	5T	5B	
S22222	PINK	5T	5B	

32c RED "G"

S1111	BLACK	4T	4B		
	PURPLE	4T	4B	5T	5B

32c FLAG OVER PORCH

S11111	BLACK	5T	5B	5D
	PURPLE	5T	5B	
	PINK	5T	5B	

## SELF ADHESIVES

(5c) BUTTE

S111	BLACK	5T	5B
	PINK	5T	5B

(5c) MOUNTAIN

V222222	BLUE	5M-U	
V333333	BLUE	5M	
V333323	BLUE	5M	
V333342	BLUE	5M	
V333343	BLUE	5M	
# 1111	GREEN	4T	4B

(10c) AUTOMOBILE

S111	BLACK	5T	5B	
	PINK	5T	5B	5M

(10c) EAGLE AND SHIELD

S11111	BLACK	5B		
	PURPLE	5T		
	PINK	5T	5B	5M

(15c) TAIL FIN

S11111	BLACK	5T **	5B **	
	PINK	5T	5B	5M

(25c) JUKE BOX

S11111	PINK	5T	5B	5M
# 111111	GREEN	4T	4B	

32c FLAG OVER PORCH

S11111	BLACK	5T	5B		
	PURPLE	5T	5B		
	PINK	5T	5B	5D	5M

(L10/R10)

# 11111	GREEN	4T	4B
---------	-------	----	----

(L9/R10)

# 11111	GREEN	4T	4B
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\*\* = NEW LISTINGS (2)

**KEY: T=TOP; B=BOTTOM; M=MIDDLE; D=DOUBLE; U=UPSIDE DOWN**

# 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.

## *New applicants:*

Bert Hazlewood  
4143 Heather Road  
Long Beach, CA 90808-1625

Fred B. Gerson  
4207 Parva Ave.  
Los Angeles, CA 90027

Donald R. Johnson  
15741 Butterfield St.  
Westminster, CA 92683

Gary P. Wulfsburg  
1503 Maymount Dr.  
Murfreesboro, TN 37130

## *Changes of address:*

Minh B. Tran  
3321 Famille Ct.  
San Jose, CA 95135-2307

Jack Schmidt  
1470 Estes Drive  
Florissant, MO 63031

Thomas B. Haire  
16725 Bobcat Dr.  
Fort Myers, FL 33908

John Carson  
5868 Westheimer A-1 #219  
Houston, TX 77057

Brian McPherran  
P.O. Box 45549  
Tacoma, WA 98445

Richard J. McCafferty  
1790 Imperial Golf Course Blvd.  
#301A  
Naples, FL 34110

Robert O. Read  
3955 Bigelow Blvd.  
Pittsburgh, PA 15213

## Slide shows available

Members interested in obtaining PNC slide shows for use at local club meetings and stamp shows should contact John Peterson, 6605 Bell Bluff Ave., Sand Diego, CA 92119-1147 or call 619-265-2916.

## PNC<sup>3</sup> 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.

It would be helpful if someone involved with the planning or attending the meeting would submit a report to *Coil Line*.

January 17, 1998 - ARIPEX at the Sheraton Mesa Hotel, Mesa, AZ.  
Contact Dick Koenig.

Feb. 7, 1998 Sarasota, Florida -  
(This is a change of dates)  
Sarasota National Stamp Exhibition  
10 a.m. Tom Haire indicates the operations manager of the show is looking for exhibits from PNC<sup>3</sup> members. Information and entry forms are available from Tom at 16725 Bobcat Dr., Fort Myers, FL 33908.

## Ads

WANTED: 10c Bulk rate Eagle & Shield All EFOs. Ken Moreau, 402 Corination Dr., Franklin, MA 02038

More ads on next page

## COIL LINE

Published monthly as the journal of the Plate Number Coil Collectors Club, also known as PNC<sup>3</sup>. 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 November issue was mailed Oct. 24.

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.

Changes of address: Should be sent to and membership applications are available from Gene Trinks, Secretary, 3603 Bellows Court, Troy, MI 48083. gctrinks@tir.com

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 PNC<sup>3</sup> must be submitted with the advertising copy. All copy should be sent to the Editor, 909 Parker St., Bowling Green, OH 43402-2107.  
E-mail - halallen@wcnet.org

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.

## Ads

SEND FOR MY used PS1, mint PS5 and used PNC strips list. The prices are GREAT! A 32c SASE would be appreciated. John Himes, P.O. Box 453, Cypress, CA 90630-0453.

PLATE STRIP OF 5, 89899, VF \$275. Will take a A4435 in partial trade. 402-476-1414. Dave Bize, Rt. 5, Lincoln, NE 68508.

BUYING: 25c Honeybee color shifts, unusual varieties. Send photo with your price. Also buying full rolls. Michael Mules, Box 342, Big Bend, WI 53103. Voice mail 414-318-0880.

HAVE EXTRA FOP #88898. Will trade for E&S #'s A32333 and A33334 or other items on my want list. REC, 1306 Midbury Ct., Arlington, TX 76015-1450. Phone 817-275-4362.

WANTED TO PURCHASE: Better individual PNC commercial covers or cover lots. Send covers or lot description to: David Kemp, 509 S. Grinnell, Tucson, AZ 85710. Also interested in buying mint EFOs and CPVs. Send photocopies, descriptions or on approval.

BACK NUMBERS WANTED: PS5, center on center; Circus Wagon, S1, 5-bottom-black; Tail Fin (SA), S11111, 5-top-black. John Larimer, 1042 Clubland Ct., Marietta, GA 30068-2501.

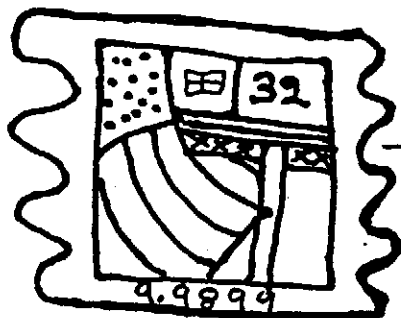
PNCs 1/3/5/7's offered on/off paper in 4 oz. lots. Unpicked for value. 4 oz. net \$30. 1 pound for \$100. A great find. 10 pounds available. Art Giese, Rt. 1, Box 94, Midway, TX 75852.

FOR TRADE: FOP SA 66666 12/12; 88898 10/11; 9.9999 11/10; PS8 FOP L/S 22222 misperf; E/S 33333 'Eagle Feather'; E/S33333 'Extra Blue'; Cog Rail 'June Bug; Ferryboat 'Boat in Tow' David Kemp, 509 S. Grinnell, Tucson, AZ 85710.

### E-mail addresses:

Gary Adlman - ssgerry@aol.com  
Harold Brown - Pncer@aol.com or hallallen@wcnet.org  
Tony Bruno - tbbee@aol.com  
R.L. Buse Jr. - StampPat@aol.com  
Jim Carmack - jhcstriker@aol.com  
Dave Cockrill Quarterly Coils - qtlycoil@erols.com  
Everell Chadwick - evchad@juno.com  
J.D. Coelho - perfaholic@snet.net  
Steven Cripe-Mill Creek Ltd. - millcrk@oz.net  
Richard E. Crowe rcrowe@cris.com or richcrowe@aol.com  
Steve Crown - scrown@flash.net  
John Dahlstrom - Dahlstrom2@aol.com  
Ed Denson - edenson@asis.com  
Mike Davenport - miked@ionet.net  
Don Eastman - east-e@juno.com  
Gene Ernst - erernst@swbell.net  
Steve Esrati - StevStamps@aol.com  
Gene Estus - gestus@westelcom.com  
Rolly Grandahl - PNC3RLG@aol.com  
Gregg Greenwald - greenwag@mfldclin.edu  
Jerry Grove - jgrove@fwb.gulf.net  
Tom Haire - tbhaire@aol.com  
John F. Hallgren - JFridolph@aol.com  
Jesse Halperin - jesse@gate.net  
Ron Hayes - rhayes@hayesmarketing.com  
Peter Hoffman - peterh5292@aol.com  
John Hotchner - 104444.3217@compuserve.com

Thomas Jillson - TJjillson@TrivalentUSA.com  
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George Leduc - gpleduc@snet.net  
Joann Lenz - krj83a@prodigy.com  
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Ron Maifeld - ronmaifeld@juno.com  
Alan Malakoff - ammnj@erols.com  
Ken Martin - kpmartin@stamps.org  
Tom McFarland - tmcfarland@worldnet.att.net  
Brian McPherrin - mcstamp@ibm.net  
Howard 'Skip' Medlock Jr. - Red Raider Stamps & South Plains Mall Postal Station - Ustamps 4U@aol.com or 102073.673@compuserve.com  
Carol Morehouse - CMYRAM@aol.com or curt@ns.net  
Bob Novak - RNovak1941@aol.com  
Jim Perry - Eastexmojo@aol.com  
John Peterson - jkpetc@pacbell.net  
Dave Phelps - dphelps@max.stat.ia.us  
Alphonse D. Ponzillo - gemini529@juno.com  
Bill Proctor - paproctor@juno.com  
Philip F. Rose - srose@suffolk.lib.us  
Andrew Short - andystamp@aol.com  
Curt Stafford - curt@ns.net  
Rick Thomas - rickstesz@earth.sunlink.net  
Gene Trinks - gctrinks@tir.com  
Steve Unkrich - SUnkrich@aol.com



"SOMEBODY PLEASE  
FIND ME!!"

By SHERWOOD  
DAY

# PNC3 Auction No. 18 - Closing Date Dec. 22, 1997

LOT	SCOTT#	DESCRIPTION	MIN BID				
<b>A. Plate # Singles &amp; Pairs</b>							
1	2602	10c E&S, (10) diff # sgles A21112/A54445 F-VF	4.00	64	2115	(2), #11&12, F-VF	2.00
2	2602/2607	(37) diff. # sgles better include A33335 and A11-10-10-10-11, VF-XF	15.00	65	2115	(5), #4,12-15, F-VF-XF	11.00
3	1901a	5.9c Bike PC, (2), PS-2 #5, XF, line VF, #6, F-VF, line F-VF, both have line gaps	20.00	66	2115	(2), #20&21, VF, #20 gum fault L stamp only	2.00
4	1907	18c Surrey, PS-2, #2, VF # on right stamp		67	2134	14c Iceboat, #2, F-VF, high just clears top. line VF dull gum type II	.50
5	1907	PS-2, #7, VF, line XF-S	15.00	68	2136	25c Bread W., (3), #1,3,4, VF-XF	3.00
6	1907	(4), PS-2, 2/#6, 2/#8, 1-VF, lines VF-XF	4.00	69	2256	8.4c Wheel Chair, (10), #3, VF	20.00
7	1908	20c Pumper, PS-2, #2, VF, line VF	9.00	70	2279	E Earth. (2), #1111, VF-XF, #2222, F-VF	2.00
8	1908	PS-2, #2, VF, line XF-S	20.00	71	2280p	25c Yosemite, #5, F-VF	2.00
9	1908	(2), PS-2, #1&11, XF, lines XF-S, #1 has two scratches on gum at bottom, looks like parallel lines could be from printing process	20.00	72	2280p	(3), #9,13,14, VF	3.00
10	1908	(2), PS-2, #7, XF, line F-VF, #8, XF, line XF	35.00	73	2525	29c Tulip, (5), #S1111, VF-XF	4.50
11	2005	20c Consumer, (4), PS-2, #1-4, VF-XF, lines XF	10.00	74	O135	20c Official, #1, F-VF	8.00
<b>B. Plate # Strips of 3</b>							
12	1891	18c Flag, #1, VF	75.00	75	O135	#1, XF	7.00
13	1891	#2, F-VF, centering to right	5.00	76	O135	#1, VF	5.00
14	1891	#3, F-VF, low but # clear	75.00	77	O135	#1, XF	6.00
15	1891	#5, VF	95.00	78	O135	#1, VF	5.00
16	1895	20c Flag, (2), #2, F-VF, #3, VF	1.25	79	O139	D Official, #1, VF-XF	18.00
17	1895	#4, VF-XF, has three blind perfs are R	20.00	80	O139	SAME	15.00
18	1895	(2), #4&6, VF	25.00	81	O139	SAME	18.00
19	1895	#6, VF-XF	20.00	82	O139	#1, F-VF	8.00
20	1895	SAME	24.00	83	O139	#1, VF, 1 pulled perf at R, ink transfer back of right stamp only	20.00
21	1895	(8), #3,5,6,8,9,10,12,13, F-VF-XF, #10 SE at R	35.00	84	(22)	Diff, 1897/2525, F-VF-XF, line F-VF, better #'s 2115 #17, 2523, #1&7 Rabinowitz list \$52.37	15.00
22	1895	(3), #8-10, VF, #8 has some short perfs R&L	2.00	85	(14)	Diff, F-VF-XF, lines F-VF-XF, better #'s 1900a, #3&4, 1908, #1, 2129a, #2, cpl perf faults noted	28.00
23	1900	5.2c Sleigh, (2), #1&2, VF, lines XF	2.00	<b>C. Plate # Strips of 4</b>			
24	1900	#5, XF, line XF, two short perfs bot. R	55.00	86	1900	5.2c Sleigh, #2, VF, line XF	1.25
25	1900a	5.2c Sleigh PC, #1, VF, line VF	6.00	87	1900	#3, VF, line VF	70.00
26	1901	5.9c Bike, #4, VF, line F-VF	5.00	88	1900	#5, VF, line VF	50.00
27	1902	7.4c Buggy, #2, XF	5.00	89	1900a	5.2c Sleigh PC, #2, XF, line S	6.00
28	1903	9.3c Mail W., #1, VF, line XF	6.00	90	1901a	5.9c Bike PC, #5, F-VF, line XF, line gap	25.00
29	1903	#1, VF-XF, line S, 1 blind perf at L	3.00	91	1908	20c Pumper, #1, F-VF, low, line VF-XF	10.00
30	1903	#2, VF-XF, line S, small mark on back of middle stamp does not show on face	3.00	92	1908	#2, F-VF, high, line F-VF	50.00
31	1903	#2, F-VF, line F-VF, low and left but # clear	2.00	93	1908	#7, VF, line XF-S	30.00
32	1903	#3, VF, line VF-XF, few pulled perfs at L	6.00	<b>D. Plate # Strips of 5</b>			
33	1903a	9.3c Mail W. PC, #3, XF, line XF, line gap	20.00	94	1891	18c Flag, #2, F-VF	20.00
34	1904	10.9c Hansom, #2, F-VF, line F-VF	6.50	95	1891	#2, VF	30.00
35	1904	(2), #1, F-VF, line F, #2, F, line F	6.00	96	1891	#5, VF, low	4.00
36	1904	(2), #1, F-VF, line F-VF, #2, VF, line VF	10.00	97	1895	20c Flag, #2, VF, low	6.00
37	1904a	10.9c Hansom PC, #3, F-VF, line F-VF	160.00	98	1895	#3, VF-XF	3.00
38	1905	11c Caboose, #1, F-VF	2.50	99	1895	#9, VF-XF	2.00
39	1906	17c Auto, (4), #3-5,7, F-VF-XF, lines F-VF-XF	4.00	100	1895	(3), #10, VF	6.50
40	1906a	17c Auto PC, (4), #3-6, F-VF, lines F-VF, all gap 1L	5.50	101	1895e	20c Flag PC, #14, VF	35.00
41	1907	18c Surrey, #2, F-VF, line VF-XF	1.25	102	1895e	#14, F-VF	40.00
42	1907	#2, VF, line VF	1.50	103	1898a	4c Stage, (2), #4&5, VF, lines VF	1.00
43	1907	#8, VF, line VF	1.50	104	1899	5c Cycle, (2), #3&4, F-VF, lines F-VF	1.00
44	1907	#9, F-VF, line VF, 2 pulled perfs at L	2.00	105	1900	5.2c Sleigh, #1, F-VF, line XF	5.00
45	1907	#10, F-VF, line VF	4.00	106	1900	#2, XF, line XF, white spot on face of stamp at R looks like something was on plate at time of printing, blocks out UT buf AUTH.	5.00
46	1907	(4), #7,11,17,18, F-VF, lines VF-XF	12.00	107	1901	5.9c Bike, #3, F-VF, line VF	9.00
47	1908	20c Pumper, #1, VF, line VF, perf faults at L	15.00	108	1901	#3, VF, line XF	15.00
48	1908	#1, VF-XF, line F-VF	20.00	109	1901	#4, VF, line XF-S	10.00
49	1908	#2, VF, line XF	95.00	110	1901	#4, F-VF, low & right, line F-VF	6.00
50	1908	#7, VF, line VF	15.00	111	1901	#4, F-VF, line XF	9.00
51	1908	#7, F-VF, line VF	70.00	112	1901a	5.9c Bike PC, #4, VF, line VF	14.00
52	1908	#7, VF-XF, line F-VF	22.00	113	1902	7.4c Buggy, #2, F-VF	7.00
53	1908	#7, XF, line S	45.00	114	1903	9.3c Mail W., #1, VF, line VF	5.00
54	1908	#8, VF, line XF-S	45.00	115	1903	#2, VF, line XF	6.00
55	1908	#8, F-VF, line F-VF	70.00	116	1903	#4, F-VF, line S	18.00
56	1908	#8, F-VF, line XF	25.00	117	1903a	9.3c Mail W. PC, #8, F-VF low but # clears, line XF gap 2L	100.00
57	2005	20c Consumer, #1, F-VF, line XF	10.00	118	1904	10.9c Hansom, #1, VF, line XF-S	20.00
58	2005	#2, VF-XF, line S	12.00	119	1904	#2, F-VF, line F-VF, two specs on back of left stamp not visible from front	5.00
59	2005	#2, F-VF, line XF	15.00	120	1904a	10.9c Hansom PC, #1, F-VF, line XF, line gap	15.00
60	2005	(4), #1-4, VF-XF, line VF-S	45.00	121	1906	17c Auto, (4), #1-4, F-VF, lines F-VF	4.00
61	2112	D Eagle, (2), #1, VF, #2, XF	3.00	122	1906a	17c Auto PC, #4A, XF, line VF-XF, gap 2L	1.50
62	2115	22c Flag, (2), #1, XF, #2, F-VF	3.00	123	1906a	#6B, XF, line XF, line gap	11.00
63	2115	(3), #5,8,10, F-VF	4.00	124	1906a	#3C, F-VF, line XF, gap 1R	2.50

125	1906a	#5BA, VF vert. # just touches bottom trace of # at top, line S, line gap	40.00	194	2280P	#6, VF	7.50
126	1906a	#6BA, XF vert, low # cut 30% just a trace at top, line S, line gap	35.00	195	2280P	#6, F	4.00
127	1907	18c Surrey, #2, XF, line S	1.25	196	2280P	#6, XF	10.00
128	1907	#4, VF, line S	40.00	197	2280P	#6, VF high, tiny ink blob at top IR of #	3.00
129	1907	#7, VF, line VF	10.00	198	2280P	(2), #6&15, F-VF	10.00
130	1907	#7, VF-XF, line XF-S	18.00	199	2280P	(3), #10, F-VF, #8&13, VF. #8&13 few pulled perfs at R	6.00
131	1907	#9, VF-XF, line XF-S	7.00	200	2280P	#11, XF	2.50
132	1907	#10, VF, line XF-S	7.00	201	2280P	#15, VF-XF	4.00
133	1907	#11, F-VF, line VF	3.00	202	2280P	(12), #2,3,5-11,13-15, F-VF-XF, some short perfs noted	30.00
134	1907	#12, F-VF high, line XF	3.00	203	2280	(6), #2,3,8,, block tag, #9,13,14, prephos, F-VF	11.00
135	1907	#14, VF-XF, line XF-S	1.25	204	2281	25c Bee, #2, VF-XF C-press	2.00
136	1907	#16, VF, line XF	3.00	205	2452c	5c Circus W., #S1, S	.50
137	1908	20c Pumper, #6, XF, line XF	20.00	206	2454	5c Canoe, #S11, XF, dull gum	3.00
138	1908	#6, VF, line VF	10.00	207	2457	10c Tractor Trailer, (2), #1, XF	2.00
139	1908	#6, VF-XF, line VF-XF. small tear next to top perf left of line	12.00	208	2464	23c Lunch W.,(2), #3, shiny gum, 1-F-VF, # just clears 1-VF	4.75
140	1908	#14, F-VF, low but # clears, line VF	3.00	209	2464	23c Lunch W.,(3), F-VF mottled tag shiny gum	10.00
141	1908	#16, F-VF, line F-VF	2.00	210	2491	29c Pine Cone S.A., (10), #B1, XF	20.00
142	2005	20c Consumer, #1, F-VF, high & right, line VF	50.00	211	2518	F Flower, #1111, VF	3.00
143	2005	#2, VF, line XF	75.00	212	2518	(2), #1111, F-VF, #2222, F-VF pulled perfs at R	4.00
144	2112	D Eagle, #2, VF	3.00	213	2518	#1211, VF	13.00
145	2112	SAME	5.00	214	2518	SAME	14.00
146	2112	(2), #1&2, VF-XF	10.00	215	2518	SAME	16.00
147	2112	#2, VF-XF	4.00	216	2518	#1222, F-VF	3.00
148	2115	22c Flag, (2), #1, F-VF, # just clears, #7, VF	10.00	217	2518	#2211, F-VF	2.50
149	2115	#2, VF	2.00	218	2518	#2211, VF	3.00
150	2115	#3, VF, low	10.00	219	2518	#2222, F-VF	3.00
151	2115	#3, F-VF	22.00	220	2518	(3), #1111 & 2222, F-VF, also 2525, #S1111, F-VF	6.00
152	2115	#3, XF	35.00	221	(8)	2518.2525,2526, complete set of all #'s VF-XF	25.00
153	2115	#4, F-VF	4.00	222	2523	29c Rushmore, #3, F-VF	2.50
154	2115	#7, VF, looks like finger prints on gum	5.00	223	2523	#4, F-VF	2.00
155	2115	#13, VF	8.00	224	2523	#4, XF	2.50
156	2115	SAME	8.00	225	2523	#4, VF	2.00
157	2115	#14, VF	15.00	226	2523	(5), #4, VF	10.00
158	2115	#14, VF-XF	21.00	227	2523	#7, XF-S	2.50
159	2115	#20, XF	4.00	228	2523	(4), #1,3,6,7, F-VF-XF	9.50
160	2115	#21, VF	3.00	229	2523	(7), #1-3,6-9, F-VF-XF, few pulled perfs noted	20.00
161	2115	#22, F-VF	1.50	230	2523	(9), #1-9, VF-XF	22.00
162	2115b	22c Flag Test, #11, VF	2.50	231	2523a	29c Rushmore gravure, #A11111, XF	2.50
163	2115b	#11, VF-XF	3.00	232	2523a	SAME	3.00
164	2123a	3.4c Bus, (2), #1, VF-XF, line XF, #2, XF, line S	4.00	233	2525	29c Tulip, (3), #S1111, VF-XF	5.00
165	2123a	(2), #1&2, F-VF, line VF	5.00	234	2525	(2), #S1111 & S2222, VF	4.00
166	2126a	6c Tricycle PC, #2, XF, T-1 paper	4.00	235	2529	19c Fishing boat, #A1112, XF	2.50
167	2131	11c Stutz, (3), 1-#3, 2-#4, VF, lines F-VF-XF	3.00	236	2529	SAME	2.50
168	2132b	12c Steamer PC, #1, VF	15.00	237	2529	(10), SAME	20.00
169	2136	25c Bread W., #1, VF, T-1 paper	2.50	238	2529	#A1212, XF-S	1.50
170	2136	(5), #1-5, F-VF-XF	10.00	239	2529a	19c Fishing boat, #A5556, XF	2.00
171	2136	#4, F-VF	2.50	240	2529a	SAME	2.00
172	2136	(4), #1-4, VF	6.00	241	2529c	19c Fishing boat, #S11, XF	2.00
173	2255	7.6c Carreta, (2), #3, XF	8.00	242	2602	10c E&S, #A11111, XF	1.50
174	2255	(10), #3, VF	11.00	243	2602	#A12213, XF	10.00
175	2256	8.4c W. Chair, #2, VF, T-III paper	5.00	244	2602	#A12213, VF	16.00
176	2256	#2, VF, T-IIIb paper	1.50	245	2602	#A22113, XF	1.50
177	2256	#3, VF	11.00	246	2602	#A33334, XF	40.00
178	2256	(10), #3, XF	30.00	247	2602	SAME	40.00
179	2257	10c Canal B. (2), #1, VF	1.75	248	2602	#A33335, VF-XF	5.00
180	2257a	10c Canal B. overall tag, #2, XF	2.00	249	2602	#A34424, VF	2.50
181	2263	20c Cable car, (3), #2, VF	4.00	250	2602	#A34426, VF	2.50
182	2263	(2), #1&2, VF-XF	4.00	251	2602	#A43426, VF-XF	2.00
183	2264	20.5c Fire Eng., #1, F-VF	2.00	252	2602	(3), 2-#A43326, & 1-#A54445, XF	6.00
184	2266	24.1c Tandom, #1, F-VF	2.00	253	2602	#A11-10-10-10-10, VF	2.00
185	2279	E Earth, #1111, VF	1.25	254	2602	#A11-10-10-10-11, VF-XF	9.00
186	2280	25c Yosemite, #1, F-VF, block tag	4.00	255	2602	SAME	10.00
187	2280	#2, VF-XF	3.00	256	2602	(10) diff #A11112/A89999, VF	12.00
188	2280	#3, F-VF	2.00	257	2602	(23) diff, #A11111/A99999, VF	25.00
189	2280	(2), #1&9, VF	10.00	258	2602	(12) diff, #A10-10-10-10/A14-12-11-11-11, VF	18.00
190	2280	(3), #2&8 block tag, #2 prephos. VF, #2 block has water spots on gum	6.50	259	2603	10c E&S, (2), #11111&22221, XF	4.00
191	2280	(6), #1-3,5,7,9, F-VF-XF	18.00	260	2603	(2), #11111&22221, VF, #22221 has 1 pulled perf at left	3.75
192	2280P	25c Yosemite, #1, VF, prephos, perf crease on perfs 1 left of #	12.00	261	2603	#22222, F-VF, shiny gum	2.00
193	2280P	#1, VF	25.00	262	2604	10c E&S, (4), 2-#S11111, 2-#S22222, one with bottom back #08020 at 1L, all XF	7.50

263	2605	23c Flag, #A111, XF-S	2.00	332	2265	21c Mail Car. PS-7, #2, XF, T-III paper, red s in 1920s	6.00
264	2605	#A112, S	3.00	333	2609	29c Whitehouse, PS-7, #14, XF, S.E. at R	4.00
265	2605	#A212, S	2.00	334	2799-2802	29c Christmas, PS-9, #V1111111, XF, backing paper bent between stamps 8&9 at right, this is the normal way sent from K.C.	6.00
266	2605	(2), #A212, VF, one has fingerprints on gum	3.75	335	2890	Blue G Flag, PS-7, #A1314, VF	5.00
267	2605	#A222, F-VF	2.00	336	2890	PS-7, #A3426, VF	5.00
268	2605	(5) diff, #A111/A333, VF-XF	15.00	337	2914	32c FoP, PS-7, #S1111, VF, pink top back #01530 at 1R	5.00
269	2606	23c USA, #A1111, S	2.75	338	3132	25c Juke box, (10) PS-7, #M11111, XF, linerless type	25.00
270	2606	(8) diff, #A1111/A4364, XF	16.00	339	CV31	1c Variable, PS-9, XF, dull gum, old font	12.00
271		(3), 2606-#A1111, 2607-#1111, 2608-#S111, F-VF	7.50	340	44	Test coil, PS-6, F-VF, low, line F-VF, brown color	22.00
272	2609	29c Whitehouse, #2, VF	2.00	<b>E. Imperfs</b>			
273	2609	#6, XF	2.50	341	2115a	22c Flag, Pair, NO #, VF	5.00
274	2609	#7, S	2.50	342	2130b	10.1c Oil W.P.C., PS-6, #1, XF, black precancel	360.00
275	2609	(6), #1,3,4,7,8,10, F-VF-XF	14.00	343	2130b	Strip of 4, NO #, VF-XF, red precancel	10.00
276	2609	(10), #1-4,6-8,10,11,13, F-VF-XF	15.00	344	2523b	29c Rushmore, Pair, NO #, XF, No Gum water stained	-----
277	2609	(14), #1-8,10-14,16, VF-S	33.00	345	2523b	Strip of 4, NO #, VF-XF No Gum water stained	-----
278	2873	29c Santa, #V1111, VF-XF	2.00	346	2523b	SAME	-----
279	2886	G Flag, #V1111, VF	2.50	347	2523b	Pair, NO #, XF vert, imperf & miscut with 5% of 29 at bottom, 95% at top, full gum	35.00
280	2888	G Flag, #S1111, XF	2.75	348	2602	10c E&S, Pair, NO #, VF horiz., only 3-1/2 perfs at bottom of center and right side, left full imperf, cut into design at right	60.00
281	2890	G Flag, #A1314, XF, finger print on gum middle stamp	4.00	349	2603	10c E&S, Pair, NO #, XF	12.00
282	2890	SAME	4.00	350	2603	PS-6, #11111, XF-S	100.00
283	2890	#A3423, VF	3.00	351	2607c	23c USA, Pair, NO #, XF	40.00
284	2891	G Flag, #S1111, VF, w/top back #1920	12.00	352	2607c	PS-6, #1111, VF-XF	145.00
285	2891	#S1111, VF, w/top back #1590	12.00	353	2609a	29c Whitehouse, Pair, NO #, XF	5.00
286	2891	#S1111, VF-XF, w/top back #2250	12.00	354	2915a	32c FoP S.A., Strip of 4, NO #, XF, no die cuts	50.00
287	2893	G Flag, #A2111, VF	.75	<b>G. Misperfs</b>			
288	2893	#A2111, XF	1.25	355	1898a	4c Stage PC, (2), PS-6, #3&4, F-VF horiz. show gap 1L perfs between 9/0 of 1890s	40.00
289	2903	5c Mountain, (2), #11111, XF	1.50	356	1901a	5.9c Bike PC, PS-4, F-VF horiz, perfs thru s of 1870s	15.00
290	2905	10c Auto, (2), #S111, XF, one w/ top back # 2R	2.50	357	1904a	10.9c Hansom PC, PS-5, #1, F-VF horiz perfs into left side of H in Hansom	7.00
291	2905	#S111, VF-XF	1.00	358	1908	20c Pumper, PS-7, #16, VF horiz, perfs thru last R	5.00
292	2913	32c FoP, #33333, XF	3.00	359	2130a	10.1c Oil W. PS-39, #2, XF horiz. red precancel perfs thru i of OIL	5.00
293	2913	#66646, XF	3.00	360	2890	G Flag blue, PS-5, #A1112, VF horiz, perfs between o/l of Old	45.00
294	2913	#77767, XF	3.00	361	2913	32c FoP, Strip of 3, NO #, F-VF horiz., from roll of #44444, perfs between s/a of USA	-----
295	CV31	(3), 19c,23c,29c, all #1, F-VF, dull gum old font	15.00	<b>H. Miscut</b>			
296	CV31a	(3), 19c,23c,29c, all #1, F-VF, shiny gum old font	15.00	362	1900	5.2c Sleigh, PS-3, #2, F-VF vert, line F-VF, 80% of # at bottom 20% at top	3.00
297	CV31c	20c Variable, #1, F-VF, shiny gum mottled tagging	5.00	363	1900	PS-5, #5, VF-XF vert, line XF, 90% of # at bottom 10% at top	50.00
298	CV31c	23c Variable, #1, F-VF, shiny gum mottled tagging	5.00	364	1906	17c Auto, PS-5, #3, VF-XF vert, line VF-XF, 100% at top with trace of wheels, bottom 1/4 of strip looks untagged	8.00
299	CV31c	32c Variable, #1, F-VF, shiny gum mottled tagging	5.00	365	1906	PS-5, #4, F-VF vert, line XF-S, # 100% at top with a trace of wheels	5.00
300	CV32	19c Variable, #A11, VF, 3 small printer ribbon ? marks at bottom on face of left stamp	10.00	366	1906	(2), PS-7, #5, 100% at top, #7, 95% at top with no trace at bottom, both F perfs cut bumper at right, line F	13.00
301	CV32	(5), 19c,20c,23c,29c,32c, all #A11, VF	15.00	367	1906	PS-5, #4, F-VF vert, line F-VF, 75% of # at top no trace at bottom, T-II paper, "T" shaped tagging gap at 3L	4.50
302	CV32	(5), SAME	15.00	368	1906	PS-7, #5, XF vert, line XF, # 100% at top	12.00
303	CV32	(5), SAME	15.00	369	1906	PS-7, #7, VF vert, line VF, # 100% at top but just touches, w/plate var. dot upper left of E at 1R	12.00
304	CV33	20c Variable, #11, VF	5.00	370	1906a	17c Auto PC, (2), PS-10, #3A, F-VF vert, line F-VF, # 100% at top with trace of wheels, #4A, VF-XF, line VF, # 75% at top with just a trace at bottom	9.00
305	CV33	23c Variable, #11, VF	5.00	371	2280	25c Yosemite, Strip of 3, NO #, VF-XF vert, with 2mm registration bars at top of ea.	15.00
306	CV33	32c Variable, #11, XF	5.00	<b>I. Constant Plate &amp; Mat Varieties</b>			
307	(3), 2131, #3, 2260, #2, 2529A, #A5555, all VF	4.00	372	1898a	4c Stage, PS-5, #2, F-VF, line F-VF, multi slashes 2L	3.75	
308	(16) diff, with cat. val. \$71.50 not all 1st class rates, F-VF-XF	29.00	373	1898a	PS-5, #2, XF-S, line XF, multi slashes 2L	4.00	
<b>E. Plate # Strips of 6 or Longer</b>				374	1903	9.3c Mail W., PS-3, #1, F-VF high, line F-VF, w/early example of "weeping w" crack	25.00
309	1897a	2c Loco, PS-7, #8, VF, line XF, falling coal var.	8.00	375	1906a	17c Auto PC, (2), PS-10, #3A & 4A, F-VF, lines F-VF, gaps 4L, diagonal break in pc line 1L	10.00
310	1898ab	4c Stage, PS-7, #5, VF, line VF, line gap	8.00				
311	1898ab	PS-7, #6, VF, line XF, line gap	8.00				
312	1900	5.2c Sleigh, PS-6, #1, VF, line XF	8.00				
313	1903	9.3c Mail W., PS-6, #1, VF-XF, line VF	15.00				
314	1904a	10.9c Hansom PC, PS-6, #2, F-VF, low # just clears, line S, line gap	14.00				
315	1906	17c Auto, PS-7, #7, XF, line S	6.00				
316	1906a	17c Auto PC, #3A, VF, line VF, gap 2L	1.50				
317	1906a	PS-10, #3A, VF, line VF-XF, gap 4L	7.00				
318	1906a	PS-10, #4A, VF, line VF-XF, gap 4L	7.00				
319	1906a	(2), PS-9, #3A&4A, VF, lines VF, both gap 4L	10.00				
320	1906a	(2), PS-10, #3A&4A, F-VF, lines F-VF, gaps 4L	9.00				
321	1906a	(2), PS-10, #5AB & 7AB, VF, lines VF, gaps 5R	15.00				
322	2115	22c Flag, PS-7, #16, VF-XF	5.00				
323	2115	PS-7, #20, VF	4.00				
324	2115	PS-7, #21, VF	4.00				
325	2124a	4.9c Buckboard, PS-7, #3, VF-XF, line S, gap 3L	30.00				
326	2124a	PS-7, #4, VF-XF, line S, gap 3L	30.00				
327	2134b	14c Iceboat, PS-7, #2, VF, T-III paper	5.00				
328	2225	1c Omni, PS-7, #2, T-I paper, VF	3.00				
329	2256	8.4c Wheel Chair, PS-7, VF, #1, T-II paper	4.00				
330	2256	PS-7, #3, XF	15.00				
331	2261	16.7c Popcorn W., PS-7, #2, XF, T-III paper	6.00				

376	2124	4.9c Buckboard, PS-5, #4, F-VF, line VF, 2mm long buggy whip	8.00	422	3053	20c Blue Jay, PS-5, #S1111, F-VF, upward die cut shift see Oct. snippets for photo	-----
377	2124a	4.9c Buckboard PC, (2), PS-9, #1&2, VF, lines F-VF, double gap at 2R, from row 4 of web	8.50	423	CV31,	52c Variable, PS-5, #1, F-VF, old font, dull gum, no value on bottom stamp of strip	15.00
378	2128a	8.3c Ambulance PC, (2), PS-5, #1&2, XF, line XF, gap double bar break at 1L	13.00	424	CV31	52c Variable, PS-5, #1, VF, 8 values on 5 stamps, old font, dull gum	20.00
379	2131	11c Stutz, PS-5, #3, XF, line XF, drop transf. 2L	10.00	425	CV31	Variable, PS-7, F-VF, #1, old font, dull gum, values are 29c,52c,52c,52c,52c,52c,29c	20.00
380	2225a	1c Omni, PS-5, #3, XF, # is negative image type	1.00	426	CV31	Variable, PS-7, #1, VF, no values printed	50.00
381	2281	25c Bee, PS-7, #1 truncated w/scrif, XF-S, D press	27.00	<b>L. First Day Covers</b>			
382	2602	10c E&S, PS-5, #A21112, F-VF, broken yellow 1	5.00	<b>BY AIRCRAFT</b>			
383	2890	G Flag, PS-5, #A1111, XF, w/USE at 2R	8.00	427	1907	18c Surrey, PS-4, #1, F-VF	30.00
384	3054	32c Yellow Rose, PS-5, #4455, VF, w/falling aphids as first listed in Coil Line	12.00	428	1907	PS-4, #2, F-VF	30.00
385	3054	SAME	12.00	429	1906	17c Auto, PS-4, #1, VF	30.00
<b>J. Tagging Varieties</b>				430	1906	PS-4, #2, VF	30.00
386	1897a	2c Loop, (2), PS-10, #2, VF, line VF, #6, F-VF, line VF, tag gap 3-3/4L screw head at bottom	7.50	431	2127	7.1c Tractor, PS-3, #1, F-VF, 1c Mitchell to make 22.3c	6.00
387	1897a	(2), PS-10, #2, F-VF, line F-VF, #6, F, line VF, tag gap at 4-3/4 L, bar type	6.00	<b>OTHER</b>			
388	1899	5c Cycle, PS-5, #3, F-VF, line S, wavy tagging from 1/2 at L to 1/3 at R untagged	5.00	432	2127ab7.1c	Tractor Z+4, PS-4, #1 VF, on Complex show cover	3.00
389	2131	11c Stutz, PS-49, #3&4 included, VF, lines VF-XF, Freak tagging, bottom 1/2 untagged and top 1/2 very spotty tagging, chiller roller doubling shows on some of the stamps in the strip	10.00	433	2463	20c Cog R.R., PS-1, #1, plus 1897a & 1905 to over pay 32c rate plus PS-3, #1, tied by 2nd day pictorial Mt. Washington, history literature also enclosed	25.00
390	2133	12.5c Pushcart, PS-5, #2, VF, 9mm tag shift to left	2.75	434	(23)	diff transposition FDC, NO #'s on size 9 white covers, include 2127,2129a, 2258, 2264,2266,2468	-----
391	2523	29c Rushmore, (2), strips of 4&5, NO #, Lenz tagging stamps are XF-S, from roll with pl#2	9.00	<b>M. Other Covers</b>			
392	2523	SAME	9.00	435	1901a	5.9c Bike PC, PS-2, #3, VF, line VF, tied to size 6 white cover by black 10/20/87 Skowhegan, ME hand cancel, also 2231 & 1897a both NO#, to overpay 22c rate by .01c	10.00
393	2603	10c E&S, PS-7, #11111, XF, tagged error	10.00	436	1904	10.9c Hansom, PS-2, #1, F-VF, line F-VF, tied to size 10 cover by magenta 11/25/87 Skowhegan ME hand cancel, also 2262, NO#, to over pay 39c rate	10.00
394	2603	PS-7, #22221, XF, tagged error	7.00	437	1906	17c Auto, PS-1, #1, F-VF, to pay 2nd oz of .39c rate, tied to size 11 cover by Grand Junction, CO blk mach. cancel. Travelodge int'l reply cover	10.00
395	2603	PS-5, #22221, VF-XF, tagged error	6.50	438	2112	D Eagle, (2), PS-1, #1&2, F-VF on two size 6 covers	8.00
396	2603	PS-5, #22221, XF, tagged error	7.00	439	2126a	6c Tricycle PC, PS-1, #2, XF, on brown size 8 window cover from CARE	10.00
397	2603	PS-5, #22221, VF, tagged error w/extra blue 1	9.50	440	2129	8.5c Tow Truck, PS-1, #1, on white size 10 window cover from AMN, F-VF	7.00
398	2603	SAME, but shows a wiper blade mark 1/3 down	10.00	441	2135	17c Dog Sled, PS-2, #2, VF, tied to brown size 11 law cover to par 3oz rate by Guilford, ME roller cancel.	6.00
399	2603	PS-7, #22221, VF-XF, tagged error, w/extra blue 1, shows light wiper blade mark 1/3 down	11.00	442	2231	8.3c Ambulance PC, PS-1, #2, VF, on Chevy Chase window cover, with contents	15.00
400	2603	PS-7, #22221, VF, tagged error, w/blue bird on numbered stamp, has light wiper blade mark	8.50	443	2255	7.6c Carreta, PS-1, #2, VF, on size 10 Harpers, cover	7.00
401	2603	SAME but PS-5	8.00	444	2279	F Earth,(27), mixed size and #'s, F-VF, most opened on 3 side, perf faults noted	7.00
402	2603	SAME, but no wiper blade mark	8.50	445	2280p	25c Yosemite,(13), mixed size and #'s, F-VF, perf faults noted on some	3.00
403	2603	PS-7, #22222, XF, tagged error. shows light wiper blade mark	120.00	446	2280p	(25), #'s 11,13,14, on mixes size covers F-VF, some perf faults noted	6.00
404	2603	PS-7, #22222, VF-XF, tagged error w/extra blue 1, shows light wiper blade mark	140.00	447	2281	25c Bee,sgle NO#, F-VF, on small size utility window cover w/ experimental ink jet spray cancel, used only 2 days, 1/10/89 Stamford, CT	9.00
<b>K. Other Varieties</b>				448	2454	5c Canoe, PS-1, #S11, XF, on size 10 APS window cov.	5.00
405	1895	20c Flag, Pair, NO #, VF, Eire Blue	20.00	449	2463	20c Cog R.R., PS-1, #1, tied to USPS card by 2nd day pictorial cancel, FDC on reverse w/NO #, XF	4.00
406	1908	20c Pumper, PS-2, #2, F-VF, line S blind perfs at line only, full perfs at both ends	15.00	450	2466	32c Ferry, PS-5, #5, plus 2464&2940 NO#'s, tied to an insured size 7 cover by 12/17/96 Tempe, AZ, red southern ave station cancel, VF-XF, open at left (5), mixed size covers & #'s, F-VF, some perf faults noted	3.50
407	2255	7.6c Carreta, PS-5, #2, VF, T-III paper, light wheel lines	20.00	451	2466		3.00
408	2523c	29c Rushmore, strip of 6, NO #, XF, Toledo Brown	8.00	452	2518	F Flower, (23), mixed covers & #'s, F-VF, some perf faults noted	6.00
409	2523c	PS-9, #7, XF, Toledo Brown, slight perf bend between 6&7 from left	85.00	453	2518	PS-1, #1211 on size 6 cover, VF, tied by black Traverse City, MI cancel, cancel on #	12.00
410	2523c	PS-8, #7, VF-XF, Toledo Brown	120.00	454	2523	29c Rushmore, (4), #7 on size 6 covers tied by UT & NV BMC, F-VF, some uneven perfs	-----
411	2602	10c E&S, strip of 5, NO #, F-VF, missing bottom row of perfs	2.00	455	2523	PS-2, #2, F-VF, Lenz tagging, tied to size 6 cover by Seattle, WA BMC, short perfs at 1.	90.00
412	2602	PS-5, #A33333, F-VF, missing bottom row of perfs	8.00	456	2525	29c Flower,(2), PS-1, #2222, VF, on size 6 covers	1.00
413	2602	PS-7, #A12213, XF, light blue blob on top of 1st 1 in plate #	20.00	457	2529	19c Boat, PS-1, #A2424, F-VF, on pink NCSA postcard with perf fault at right	2.00
414	2603	10c E&S, PS-3+2 stamps, #22222, XF, large 3mmx9mm gold blob lower center R stamp	10.00				
415	2603	PS-5, #11111, XF, Santa Ana Pink	15.00				
416	2603	PS-7, #11111, XF, Santa Ana Pink	8.00				
417	2904b	5c Mountain SA, PS-5, #1111, top back #2840 at 1R downward knife shift at 2L, VF	5.00				
418	2912a	25c Juke Box, PS-5, #S11111, VF, w/center back pink #06670 on middle stamp, norm is top or bottom	7.00				
419	2914	32c FoP, PS-5, #S11111, XF, w/double top & bottom back #04280 at 1L	10.00				
420	2915a	32c FoP, PS-8, split 9 var. #9999 on one stamp and brown 9 on stamp 1R	450.00				
421	2915d	32c FoP SA, PS-7, #11111, VF, upward mat shift at stamp 1L of #'s	10.00				

458	2529	PS-5, #A7667, VF, onsize 7 cover to Germany tied by black Phoenix hand cancel 8/12/96, pays part of \$1.35 postage	2.00
459	2602	10c E&S, PS-1, #A11-10-10-10 on size 10 window cover from Cash Claim Center, Wallingford, CT	6.00
460	2602	PS-1, #A54444, F-VF, on size 7 window cover w/ Visa Gold cc, contents dated 8-24-92, nibbed perfs at left from affixing machine	8.00
461	(2)	2602, #A14-12-11-11-11, F-VF, S.E. at left, on size 11 window cover from Chrysler Corp.	10.00
		2607, #S11111, XF, on 6x9 white window cover from Marque 10-321, unopened	
462	2603	10c E&S, PS-1, #33333, F-VF, on blue size 10 window	6.00
463	2603	PS-1, #22222, F-VF, tagged error, on size 10 window cover from IDG Communications, sealed	10.00
464	2603	PS-1, #22222, F-VF vert, (3) #'s cut with trace of only 1 at top, Santa Ana Pink type, on size 10 window cover from The Kaufmann Fund, sealed	
465	2605	23c Flag, PS-1, #A212, F-VF, S.E. at right on size 10 cover w/ Investment Rarities Incorp. cc	6.00
466	2606	23c USA, PS-1, #A1111 on 4-3/4 x 8 white cover, with S.E. at right from affixing mach.	6.00
467	2607	10c E&S, PS-1, #S11111, VF, on size 10 window cover w/ Stamp Collector cc	5.00
468	2609	29c Whitehouse, PS-1, #5, VF, teid to size 6 cover by Traverse City, MI, 2-22-93 BMC,	-----
469	2609	(100), Mixed #'s and cover size, F-VF, some perf faults noted	3.00
470	2609	(15), PS-1, #4,6,7,10,11,15, mixed size covers, F-VF, some perf faults noted	2.50
471	2890	G Flag, (3), #A3433, F-VF, on size 6 covers, tied by UT black machine cancels	-----
472	2902	5c Butte, PS-1, #S111, on size 10 window cover from St. Vincent Meals on Wheels, tear at top left of cover and short perfs at right, F-VF. w/cut top back #02290	15.00
473	2905	10c Auto front, PS-1, #S111, on size 10 cover, unopened w/ The World Book Of Coles cc, S.E. at L.	-----
474	(2)	2911, 25c Jukebox, PS-1, #111111, on 5x7 window cover	10.00
		2912, 25c Jukebox, PS-1, #S11111 on size 11 window cover both at F-VF	
475	2913	32c FoP, PS-5, #33333, F-VF, on cover to Japan, tied by hvy Phoenix, AZ, black hand cancel, plus PS-4, #S1 of 2452D Circus Whagon	2.00
476	2915a	32c FoP, SA, PS-1, #88888, F-VF, tied by Southeastern, PA 9-5-97 BMC, w/ Pool & Spa Living cc, #'s just touch to last 8 cut	175.00
477	2915a	PS-1, #98878, XF, UNIQUE, tied by Bakersfield CA 26 Aug, 1996 PM, BMC, lot includes a copy of news clipping of find and color photo	250.00
478	2915a	PS-1, #9.9999, VF-XF, on size 10 window cover tied by Long Beach, CA AM 14 Apr, 1997 BMC w/Dorco Fiberglass cc	20.00
479	2523	29c Rushmore, (37), mixed sizes and #'s, 1-7, F-VF, some perf faults noted	5.00
480	O-135	20c Official, PS-1, #1, tied by Traverse City, MI 6-13-83 BMC, XF, Air Force cc. size 10 white cover	20.00
481	(2)	#2130a, #3 red 10.1c Oil W. on unopened Am. Express cov. #2133a, #1, 12.5c Pushcart, on American Express Travel cover, both VF	8.00
482	(5)	2259, #2, 2457, #1, 2602, #A22113 & A88888, 2604, #S22222, overall F-VF	15.00
483	(6)	2603, #11111, 22221, 22222, 2606, #1111, 2902, #S111, 2905, #S111, overall F-VF, mixed sizes	15.00
484	2913	FoP, (100), 10 diff #'s on mixed sizes covers, F-VF some perf faults noted	-----
485	2915a	FoP SA, (238), 15 diff #'s, mixes size covers, F-VF some perf faults noted	-----
486	2913&2915a	(220) mixed #'s on cover to mail order co. mixed condion from opening multi. sides	-----
487	(42)	NO PNC covers, 1996 ink jet slogan cancels F-VF	-----
488	(35)	ink jet slogan cancels	-----

**N. Used Singles**

489	1891	18c Flag, #3, F-VF	5.00
490	1901a	5.9c Bike PC, (2), #3&4, VF	-----
491	1903	9.3c Mail W., #1, XF	3.00
492	1903	#3, F-VF, low but # clears	8.00
493	1903a	9.3c Mail W. PC, #4, F-VF, low but # clears	5.00
494	1904	10.9c Hansom, #2, VF, few short perfs at top left	3.00
495	1904a	10.9c Hansom PC, #1, VF, gap at 2/5 L. low but # clears	1.50
		1 scuffed perf at bottom right	
496	1904a	#2, F-VF, high, line gap	1.00
497	1904a	#2, VF, perfs short but there at left	-----
498	1904a	#3, VF, line gap	6.00
499	1906a	17c Auto, #5B, VF vert. # cut 60% bottom 10% top	6.00
500	1906a	#4C, F-VF, S.E. at left	3.50
501	1907	18c Surrey, (2), #1&2, F-VF	-----
502	1907	(2), #10&11, F-VF, #11 w/perf fault top L.	-----
503	1907	#15, F-VF, short perfs at left but all there	5.00
504	2005	20c Consumer, #4, #1-4, F-VF	-----
505	2115	22c Flag, (16), all diff #'s, F-VF-XF	-----
506	2115	#14, F, low # just clears, S.E. at R	-----
507	2129a	8.5c Tow Truck PC, (2), #1&2, F-VF	-----
508	2136	25c Bread W., (5), #1-5, F-VF	-----
509	2491	29c Pine Cone, #B1, VF	1.50
510	2523	29c Rushmore, #2, Lenz tagged, F-VF	125.00
511	2453	5c Conoc, (15), Sea, #1-3, most VF, few short perfs	4.00
512	2468	\$1 Sea Plane, \$3, XF	1.25
513	2598	29c Eagle, #111, VF	1.50
514	2607	23c USA, (5), #1111, F-VF-XF, perfs on two cut short but all there	3.00
515	2609	29c Whitehouse, (13), #1-13, Vf, few perf faults noted	-----
516	2813	29c Love Sun Rise, #B1, XF	1.50
517	CV31c	20c Variable, #1 F-VF	4.00
518	CV31c	23c Variable, #1 F-VF	4.00
519	CV31c	32c Variable, #1, F-VF	4.00
520	CV33	20c Variable, #11, VF	4.00
521	CV33	23c Variable, #11, VF	4.00
522	CV33	32c Variable, #11, XF	4.50
523	O135	20c Official, #1, F-VF	3.50
524	O139	D Official, #1, F-VF	10.00
525	(50)	all diff flags, (2)1891, (9) 1895, (11) 2115, (12) 2280, (5) 2523, (8) 2609, mostly F-VF, some perf faults noted, two with PMC	5.00
526	(59)	all diff, all flags, F-VF	4.00
527	(14)	all diff on piece, no flags, F-VF, better include, 1901a, #3&4, 1904a, #1, 2126a, #2, creased, some perf faults from affixing mach. noted	10.00
528	(18)	all diff. no flags, F-VF, better include 2231 #1&2, 1906a #3A, 4A, 6A, a few with pencil marks on back, some w/short perfs caused by affixing mach.	10.00
529	(64)	all diff, all in complete sets, no flags, better include, 1901 2005, 2132, 2133, 2134, 2255, 2256, F-XF	25.00
530	(104)	mixed some dups, F-VF, some of everything, some perf faults noted, all off paper	10.00
531	(100)	mixed 22c-32c Flags, F-VF, some perf faults can be expected, all on paper	4.00
532	(100)	SAME	4.00
533	(100)	SAME	4.00
534	(220)	74 diff #'s, most have faults	2.00
<b>O. Used Pairs</b>			
535	1891	18c Flag, #1, XF, light black hand cancel	5.00
536	1891	#3, VF, PMC, 1 missing perf top R	20.00
537	1895	20c Flag, #6, F-VF, black hand cancel	12.00
538	(44)	PS-2&3, F-VF-XF, 1895/2609, #'s left stamp	5.00
<b>P. Used Strips of 3</b>			
539	1891	18c Flag, #1, VF-XF, face scuff on left stamp, BHC	30.00
540	1891	#1, F-VF, black hand cancel	30.00
541	1908	20c Pumper, #7, VF, line VF, black bar cancel	20.00
542	2005	20c Consumer, #2, XF, line S, BHC, 1 pulled perf at L.	8.00
543	2252a	3c Conestoga, #5, XF-S, BMC, St. Louis, 1-13-97	4.00
544	(29)	all diff. 1895/2889, F-VF-XF, #'s on middle stamp	10.00
545	(30)	all diff, F-VF-XF, better include 2280 #9 block, and 2280 #15, 2263 #2	15.00

**Q. Used Strips of 5 or Longer**

546	1907	18c Surrey, PS-8, #1. F-VF, line F-VF, # mostly covered by light hand cancel on 4th stamp	10.00
547	(21)	all diff. PS-5, nice clean lot. noted 2263 #2 with tagging shirt, F-VF-XF	15.00

**R Misc. & Books**

548		Transpotation and Plate No. Coils Issued by Dr. Joseph Agris. This is a collector's edition, leatherette 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. & regular PNC's from 1891-2279. There will be a \$3.00 adder to the hammer price to cover the cost of postage and mailer to all winning bidders.	28.00
549		SAME	28.00
550		SAME	28.00
551		SAME	28.00

THE FOLLOWING IS A SPECIAL CLUB DONATION  
 No buy bids will be excepted on this item!  
 PS-6, NO#, XF-S, special 29c Linerless test specimen coil as shown on the first page of June Coil Line. We are asking for bids on Pairs, lots 552-554, and on the entire strip of six in lot 555. If the total of lots 552-554 do not equal more than lot 555, than 555 win got to the highest bidder. If 552-554 total more, than those bidders will win the lots. Remember that all proceeds will go to the club treasury.

552		Pair as listed above	-----
553		SAME	-----
554		SAME	-----
555		Strip of 6 as listed above	-----

THE END

**BIDDERS PLEASE READ**

1. Number in ( ) preceding a lot indicates the number of items in the lot.
2. Lots with ----- have no minimum bid, ALL OTHERS DO.
3. For precancel strips if there is a gap it is listed.
4. In case of a tie bid, the one with the earliest post mark wins.
5. All winning bids will be adjusted to one increment over second high.
6. Bids not conforming to the bidding increments will be lowered to tje

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7. ALL BIDS MUST MEET MIN. BID OPENING.
8. R=right, L=left, BMC = black machine cancel, PMC = purple machine cancel, BHC = black hand cancel.
9. If you bid please be ready to pay for all lots won within 5 days of your receipt of the invoice. If not, please do not bid.

**BIDDING INCREMENTS**

\$0.25 to \$4.75	—	\$0.25
5.00 to 9.50	—	.50
10.00 to 49.00	—	1.00
50.00 to 97.50	—	2.50
100.00 to 495.00	—	5.00
500.00+	—	10.00

**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 bid sheets 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, \$50 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 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. That is lots with 5 items or less.
12. There is no buyer's premium at this time.

PNC3 Auction BID SHEET-Closing Date Dec. 22, 1997

NAME \_\_\_\_\_ PNC3 # \_\_\_\_\_

Home \_\_\_\_\_ Home  
 Address \_\_\_\_\_ Phone( ) \_\_\_\_\_

City \_\_\_\_\_ ST \_\_\_\_\_ ZIP \_\_\_\_\_

SIGNATURE \_\_\_\_\_  
 (ALL SHEETS MUST BE SIGNED)

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

LOT#	BID	LOT#	BID	LOT#	BID	LOT#	BID
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____

**PLEASE CHECK YOUR BIDS CAREFULLY!**

Please limit my purchase to \$ \_\_\_\_\_. Limits under \$50 are respectfully declined. Bid limits will be executed in the order (vertically) that you bid the lots.

Send complete SIGNED bid sheets to:  
 Joe Sedivy, PNC3 Auctioneer, Po.O. Box 41602, Chicago, IL 60641.