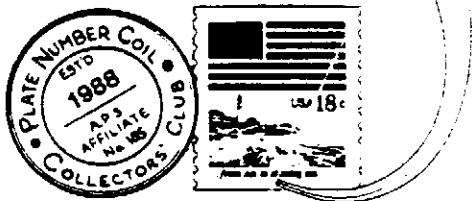


# PNC<sup>3</sup>

# Coil Line

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



February 1, 1997  
Vol. 10, No. 2  
Whole Number 102

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## Split 9 strips found

By Alan Thomson

The year 1996 ended with some startling news. On the 29th of December, Bob Novak reported he had found rolls of self adhesive Flag #99999 with split cylinder combination numbers.

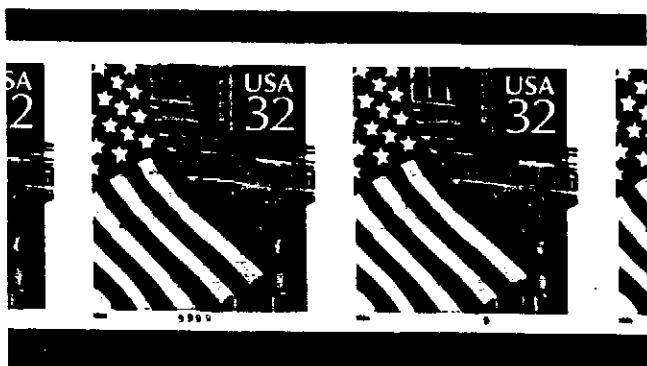
This discover differs from the split 5-5555 error strips in two respects. While the 5-5555 strips have the first digit split off to the left of the plate number stamp, the 9999-9 error strips have the last, or dark brown digit, moved over to the stamp to the right.

The single 9 that appears on the right hand stamp in the coil is also not in its proper relative position on that stamp. As can be seen in the photocopy below, the errant 9 is about one and one-half millimeters too far to the right. This causes a misregistration of the dark brown color on all stamps in the roll. The misregistration can be seen most easily where the porch roof overhang extends beyond the normal image area and into the right margin.

It can't be seen in the photocopy, but the split 9 error has a die cut of L10/R10.

Apparently BEP's modified Andreotti press is still causing alignment problems. These rolls may have come from a press run start-up and the auto-aligning feature did not have a chance to position the dark brown cylinder to print in its proper relative place. It still appears that the alignment feature can only handle small displacements and not the full width of a stamp.

It happened twice. Will it happen again?



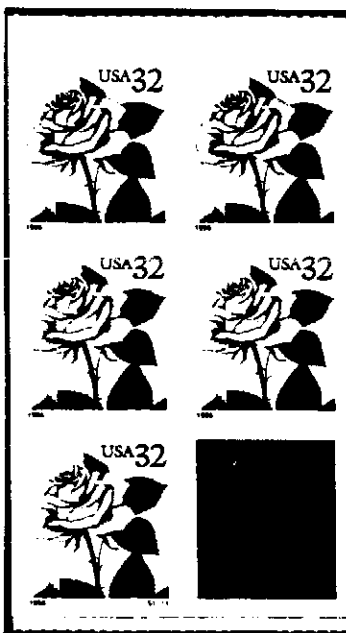
## Booklets offer numbered strips

The Yellow Rose booklets and the Statue of Liberty booklets slated for release Feb. 1 offer a new collecting opportunity for Plate Number Coil Collectors.

Unlike the self adhesive panes, the plate numbers on these booklets are actually printed on a stamp. The Yellow Rose photocopies below show the strips from the booklets of 15 (left) and 30 (right). The Yellow Rose booklet have been reported in vending machines around the country. As of Jan. 15, only one number, S1111, has been reported on each.

The illustrations below indicate a collecting format that seems to make sense.

(Continued on page 16)



### Inside this month:

Snippets and the roll size and die cut charts are loaded with information; Dan Kauffman provides a wrap-up on commercial cover reports; Auctioneer Joe Sedivy relates the trials, tribulations and late payments; and Rob Washburn continues his commercial cover series.

## Successful club auctions require teamwork to keep everyone happy

By Joe Sedivy  
PNC<sup>3</sup> Auctioneer

I called for lots to be sent into me in the June 1996 *Coil Line*. I asked that the lots be sent in no later than July 20. The lots came in slowly until the week of July 20, when I received close to 175 lots in two days. The way I work the auction is to review each lot to make sure that the grading and any faults are listed correctly.

To do this, I have to take each lot out of the envelope that you send them in and check for tagging, centering, gum and any defects, along with the number and those with a line. This is a time consuming project for each auction and when a consignor tapes the envelope shut and uses anything but Scotch Magic Tape, it only slows me down more.

As the lots come in I try to check them and start to put them in order by category and strip size. I start with singles and pairs and work up from there, ending with miscellaneous. As the lots come in I check them and I keep inserting more lots, trying to keep as close as possible one consignor's lots together. Of course, this is not always possible with all of the different types of lots a consignor may submit. Anyway, I try to have all lots in the proper order within a week I have received the last mailing, so that I can start to enter the lots on the computer. However, with auction #16, the one completed in late 1996, I was still receiving lots close to two weeks after the deadline. Some of this was caused by slow mail delivery. I could tell by the postmarks. There was also some late mailing by some consignors. Because of this, it took an extra three weeks to put the auction together and fax it to the *Coil Line* Editor.

Due to these delays, the auction finally made it into the October *Coil Line*, with a closing date for bids of Oct. 26. The bids started rolling in three days after the newsletter was out. I received the last bids, due to a problem with the post office, 10 days after the closing date. Normally, I wait five days to start to put out the invoices to winning bidders, so this slowed down the process again. If you do not have any winning bids, I do mail out a postcard to you to let you know you were not a successful bidder.

Once all of the bids are in and confirmed, I make out the invoices and mail them to the winning bidders, normally within a week and a half after the close of the auction. With this time frame I will normally start to receive checks within a week of my mailing. With auction #16, I had to call some bidders to get them to send in their money. I received the last check on Christmas Eve, almost two months after the closing date.

That is why I ask for a five-day turn around so that the process doesn't get so stretched out. I cannot pay the consignors that money that I owe them until all lots are paid for and the checks clear, and of course any lots on which I made a mistake in grading or describing to be returned. In the past this has been one or two lots per auction where I missed a fault. And, believe me, the winning bidders do look for all faults when they receive their lots.

Because of the delay in payment by winning bidders, I had

to wait until after the first of the year to start to mail back to consignors the unsold lots and checks for the material that did sell. I did receive several calls from consignors as to the results and their unsold lots. Please remember that if you sent in lots to be sold in a club auction, you would like your money as soon as possible, and not have to wait six months to be paid.

And for those of you who do not know, this is a volunteer post with the club and I do work a full-time job that sometimes has long-hours. I do this for the club because I like to work with stamps and people. Please be patient with me and try to reply as fast as you can to the invoices, so that we can speed things up.

For the new members in the club or those who have not consigned material, here are some things to remember:

- ◆ This is a club function that helps the club treasury and helps to keep the dues low.
- ◆ The club takes 10 percent of the hammer price of each lot, with a 50-cent minimum.
- ◆ All lots are sold to the highest bidder at one increment over the second-highest bid
- ◆ The earliest postmark wins in case of a tie bid, which happens quite often.
- ◆ The winning bidder pays for postage for the lots.
- ◆ Consignors must pay postage both ways.

A complete set of the rules, bidding increments and other information is published as a part of the auction lot list. Please read and follow the directions.

I hope that this article will help members to better understand how the club auction runs and why it is important to reply promptly so that we can all enjoy the benefits of this club activity.

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### Booklets offer (Continued from page 15)

From the \$4.80 booklet (15 stamps) the format is a block six, including the label, with the numbered stamp on the lower left. The \$4.80 booklets are in two sections, one on top of the other. The illustration shows the top section. Under it is a second pane divided into an upper set of four and a lower set of six. The upper and lower parts of the bottom pane separate along a roulette. The label is a die cut bullseye.

From the \$9.60 booklet, the format is also a block of six. The plate number is on the lower right stamp.

The \$9.60 booklet has five sections (total), looking like the illustration (except only the one section has a plate number). The sections separate along rouletted lines.

The editor and the PNC<sup>3</sup> think this type of stamp fits in with the idea of Plate Number Coils. How does the membership feel? Are you going to add these to your collections?

The only 'fear' seems to be that a lot of numbers will show up. Only time will prove or allay that fear. In the meantime, these stamps should be available at face in most areas of the country.

Do you have a different idea on format? Who will be the first to find one of these numbered stamps on commercial cover? With a late December release, some of these have to be around. Keep your eyes on the trash cans at the office. Meanwhile, let the editor know your thoughts on this development.

## Letters

### PNCs aren't stripped from Coil Line mailings

To the Editor:

I was pleased and delighted to receive my January *Coil Line* franked with an S333 Auto coil stamp. Unfortunately, considerable scuffing had damaged the lower portion of the stamp, rendering the plate number only half visible.

This is unusual as these covers do not pass through the cancellation equipment. They do, however, have ink spray zip numbers and bar coding applied and I assume this process 'nailed my numbers!' It also had a remote phosphorous bar code on the reverse, but no other markings.

To those who may question whether PNCs are stripped before mailing, let this be proof to the contrary.

Dan Kauffman  
P.O. Box 133  
Clearlake PARK, CA 95424

**Coil Line is your monthly  
'house call' on more than  
700 active collectors of  
Plate Number Coils.  
Advertising rates are low:  
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Half-page \$24 per month  
Quarter-page \$12 per month  
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Turn that special duplicate  
strip of 5 into cash so that  
you can by other strips you  
need. Got an extra 18c Flag #6  
taking up space in the stock  
book?**

**There just might be a member  
interested in a good deal that  
will benefit both of you!**

Send ad copy and payment to:  
Harold Brown, Editor  
909 Parker St.  
Bowling Green, OH 43402  
Payment must accompany ad

## Club has numerous programs available for use at club meetings and stamp shows

WANTED!

PNC<sup>3</sup> members to utilize the club's PNC slide programs.

The club needs members to promote PNC collecting and the PNC<sup>3</sup>. One of the very best ways to do this is to show one of the programs at a stamp club meeting or where ever there is a gathering of stamp collectors.

Many dates are available for February through May. Check with your club program chairperson.

You do not have to be a PNC expert, just someone who collects PNCs and belongs to the club.

All programs come with a written script. All one has to do is read and ad lib a bit. It's easy, informative and a great way to share your interest in PNCs.

There is no charge to use the program and the club mails the program free to any member. The club member is responsible for returning the program via priority mail and insuring the package for \$100. Contact Dick Koenig at P.O. Box 31872, Tucson, AZ 85751.

Following is a list of slide programs available:

- ◆ Ken Lawrence APS-PNC program. 80 slides with written text and audio. Describes all aspects of PNC collecting.
- ◆ Dr. Joseph Agris #1. 80 slides with written text. Describes the printing presses used to produce coil stamps and all flag stamps 18c to the 29c White House.
- ◆ Dr. Joseph Agris #2. 80 slides with written text. Describes all aspects of collecting PNCs from the 1c Omnibus to the 5.5c Star Route Truck.
- ◆ Dr. Joseph Agris #3. 80 slides with written text. Describes all aspects of collecting from 5.9 Bicycle to 12c Stanley Steamer.
- ◆ Dr. Joseph Agris #4. 80 slides with written text. Describes all aspects of collecting from the 12.5 c Push Cart to the 21.1 Letters.
- ◆ Dr. Joseph Agris #5. 80 slides with written text. Describes all aspects of collecting from the 20.5 Fire Engine to the \$1.00 Seaplane.

Not yet available is a slide program about tagging and paper types.

Also not yet available are two video programs, one of all the Agris slide programs and another about how the post office moves the mail.

# SNIPPETS

By Alan Thomson

## New Numbers

There is one new number this month. David Bize' has indicated he has a cover with SA Flag #98878 on it. That number is now in the roll size and die cut charts.

## Stamped Return Envelope Spreading

The use of solicitation return envelopes with stamps from the Transportation Coil series is spreading. The DAV has been doing this for years and now other charities are adopting the practice. I recently received a contribution request from the American Heart Association that included a return envelope bearing two Tugboats and a Locomotive. There were no plate numbers but the Tugs were from an early printing with block tagging. Two other organizations are using a configuration of one Lunch Wagon and three Conestogas. The Conestoga #5 appeared on one of them.

## PNC3 Website?

Member Frank Covey has put forth the idea of the Club establishing a website. He suggested part of the cost of maintaining a page could be offset by including dealer price lists for a dollar or two per month fee. On the surface it sounds like a good idea. The question arises, however, are there enough members on the internet to make it worthwhile? The list of web users in *Coil Line* is pretty small. Are there more of you out there? Does the membership want a site? Would dealers believe such advertising worthwhile? Write to editor Harold Brown or me and give us your opinion. If there is a good response, the Board could consider the suggestion.

## New SA Test Coils

It's decision time again for plate number coil collectors. Are the new test coils bearing plate numbers and printed by BEP and Avery Dennison respectively really PNCs? Even though they are not valid for postage, each has a plate number that repeats at a given interval, and each is in self adhesive coil form. They certainly look like PNCs. -- The BEP version is offset printed in black with a blue background and bears a cylinder combination of 1111. The reason four numbers appear on what looks to be a black monochrome stamp is that three layers of ink (creating the light blue background) were printed on the paper stock to block out its phosphorescence. All four digits of the number are printed in black and the interval is 21 stamps. The stamps are straight die cut on all four sides and have a space between them on the backing paper. The Avery Dennison version appears to be gravure printed in black, has a cylinder number of V1 and is on untagged white paper. It's completely die cut but the vertical edges have a serpentine cut that would mesh if the space between stamps were eliminated. The number interval is 15. Both issues are for testing SA stamp affixing machinery and are in the familiar "For Testing Purposes Only" scroll design.

## No SA Lunch Wagon

Contrary to early information, future printings of the 23¢ Lunch Wagon will have moisture activated gum.

## Response to Tough Numbers

There is some feedback from last month's item on difficult plate numbers. Apparently a number of rolls of SA Flag #89899 were found by a collector/dealer. As far as I'm aware his find brings the count to somewhere between 25 and 30 rolls. That's still pretty scarce. It was also pointed out to me that one dealer has been offering Conestoga #5 for some time. Sorry. I have not seen his price list since last April.

## The Rest of the Story

Space in last month's Snippets did not allow the whole SA Avery Mountain printing story to be told. We collectors have a tendency to sequence several multi-digit plate numbers of a given issue in ascending numerical order, and assume they were actually printed in that order. Often that is not the case. Last month I stated that V333323 was printed after V333343, but what was necessarily left out was that V333342 was printed after both of them. This indicates that the troublesome light blue #4 cylinder (digit position five) that was replaced by the light blue #2 during the V333343 printing, later was put back on press to make V333342. Repairs must have been made, and they must have been done well. V333342 went to press twice. The start dates for each press run are shown below.

V222222 - 11/29/95, 1/9/96, 4/17/96

V333333 - 4/18/96, 5/1/96

V333343 - 5/7/96

V333323 - 5/11/96

V333342 - 5/14/96, 6/18/96

## Overprint Feedback

Leonard Piezkiewicz kindly responded to last month's Snippet about Tractor Trailer overprints. He believes that some are real overprints and others are as I described them, endorsements that missed the envelope and hit the already applied stamp. Time may prove him to be correct, but right now there is little evidence the endorsed stamps are true overprints. I certainly encourage his ongoing search for unused examples, and he has asked that an appeal be made to members to help. He asked that you hunters out there check the local Yellow Pages under "Mailing Services" and contact mailers listed there. Often the accompanying ad indicates whether the company uses stamps. Inquire if the mailer has ever used such an overprint. If you find one that has, ask who printed them and if there are any remainders. You could be instrumental in a final answer. Let us know if you're lucky.

## Catalog Progress Report

Revision and updating of the Transportation section of the PNC catalog has reached the proofreading stage. Editor Rich Nazar tells me his new computer system has made the work go faster and other sections will soon follow. When the revised catalog hits the market, buy one. Its information is essential to PNC collecting. And you'll enjoy your hobby more.

## CURRENT ISSUE ROLL SIZES & NEW NUMBERS

KEY: A-100, B-500, C-3000, D10000

01/09/87

EP - EMBEDDED PHOS  
SP - SURFACE PHOS  
BK - BLOCK TAG  
OA - OVERALL TAG  
UT - UNTAGGED

### \* NEW #

[xx] - number interval

#### 32c PORCH FLAG [24][14]

#11111 A (SEMI-GLOSS)  
#11111 C (SHINY)  
#22221 B  
#22222 A, B (SEMI-GLOSS)  
#22222 C (SHINY)  
#22322 A, B, C  
#33333 A, C  
#34333 B, C  
#44444 A, B, C  
#45444 A  
#66646 A  
#66666 A  
#77767 A  
#78767 A  
#88969 A  
#S11111 D

#### 10c CANAL BOAT [48]

#1 [52] A, C (BK)  
#1 [52] B, C (OA)  
#1 [52] C (EP)  
#2 B, C  
#3 C

#### 5c CIRCUS [52][24][14]

#1 B, C (OA)  
#1 B, C (UT)  
#A1 D  
#A2 D  
#A3 D  
#S1 D  
#S2 D

#### 3c CONESTOGA [48]

#1 [52] A, B, C  
#2 C  
#3 C (DULL)  
#3 C (SHINY)  
#5 C  
#6 C, D

#### 32c FLAG (SA)[24][21][20]

#55555 A  
#56666 ?  
#66666 A  
#76777 A  
#87888 A  
#87898 A  
#88888 A  
#88898 A  
#88878 A  
#88888 A  
#88898 A  
#88899 A  
#97898 A  
#88878\* A  
#98888 A  
#98888 A  
#S11111 D  
#V11111 5000

#### 1c KESTREL [24]

#1111 B, C

#### (5c) BUTTE [14]

#S111 C, D  
#S222 C  
#S333 C

#### (5c) BUTTE (SA) [21]

#S111 D

#### (5c) MOUNTAIN[24][14]

#11111 B, C  
#S111 D

#### 32c FERRYBOAT [48]

#2 A  
#3 A (SHINY)  
#3 A (SEMI-GLOSS)  
#4 A (SHINY)  
#4 A (SEMI-GLOSS)  
#5 A (SHINY)  
#5 A (SEMI-GLOSS)

#### (5c) MOUNTN (SA) [15]

#V22222 D  
#V333323 D  
#V333333 D  
#V333342 D  
#V333343 D

#### 23c LUNCHWAGON [48]

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

#### (10c) E & S (SA) [21]

#S11111 D

#### (10c) AUTO [14]

#S111 B, C, D  
#S222 B, D  
#S333 B, C

#### 20c COG RAILWAY [48]

#1 A, B, C  
#2 A, B

#### (10c) AUTO (SA) [21]

#S111 D

## Flag Die Cut Types by Plate Number

Type a - L12VP/R12PV  
Type b - L11VV/R12PP  
Type c - L11PP/R10VV  
Type d - L10PV/R10VP  
Type e - L10VV/R11PP

(P and V are "peak" and "valley". The first and last shapes at top and bottom.)

#55555 - L12/R12  
#56666 - L11/R12  
#66666 - L12/R12, L11/R12, L11/R10  
#78777 - L11/R10  
#87888 - L11/R10  
#87898 - L11/R10, L10/R10  
#88888 - L11/R10, L10/R10  
#88898 - L10/R11, L10/R10  
#89878 - L11/R10, L10/R10  
#89888 - L11/R10, L10/R10  
#89898 - L11/R10, L10/R10  
#89899 - L10/R10  
#97898 - L11/R10, L10/R10  
#98878 - L11/R10  
#99899 - L11/R10, L10/R10  
#99999 - L11/R10, L10/R10

There are 27 collectible strips from 16 different numbers. There are two known error strips; #55555 split left and #99999 split right. The split 5 strip is known only with a L12/R12 die cut. The split 9 strip is known only with a L10/R10 die cut.

It appears that all numbers beyond #66666 may have two die cut types. Four of those are still unreported.

Information contributors: D. Bize

In the Roll Size Chart, plate number intervals are shown in brackets following the stamp name. If more than one is indicated, the order is that in which the different printers' plate numbers are listed. Example: Tail Fin [24] BEP, [14] SV.

#### (15c) TAIL FIN [24][14]

#11111 C  
#S11111 D

#### (25c) JUKE BOX [24][14]

#11111 B, C  
#212222 C  
#222222 C  
#332222 C  
#S11111 D  
#S22222 D

#### (15c) TAIL FIN (SA)[21]

#S11111 D

#### 20c BLUE JAY (SA)[14]

#S1111 A

#### (25c) JUKE BOX (SA)[21]

#S11111 D

## Letters

### What happened to acceptance of gum types?

To the Editor:

The membership speaks, the membership accepts but many dealers are still whistling and dancing to their own individual tunes. Starting last winter there seemed to be a need for a generally accepted group of terms to describe gum types. Member input was requested and the result of that input was published in the October 1, 1997 *Coil Line*. All were asked to accept and use the terms 'shiny, semi gloss and dull' to describe the three basic visual gum types. Collectors have accepted those terms, along with a couple of secondary dealers and Snippets. Great!

But it has been two months since, and confusion still reigns with dealers and PNC writers in the national stamp journals, *Linn's* and *Stamp Collector*. Gentlemen, you may not agree with what the membership of PNC<sup>3</sup> worked out, but you also did not offer any suggestions when input was requested.

One dealer did reply that 'most PNC collectors are not interested in gum types, just numbers.' Wow! That statement does not speak for all PNC collectors at all.

If we are going to collect PNCs, then dealers, writers and collectors need to speak the same language so that everyone can understand each other and benefit from that association, regardless of the level of collecting.

Come on everyone, let's accept what the membership wants for gum types, shiny, semi gloss and dull. In this time of declining PNC interest (?) let's not continue to add to the problem by being confusing. Adopt and use those terms that we all know and have been agreed up by the membership.

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

### Commercial covers from southern N.E.

To the Editor:

In the southern New England area these PNCs were found on commercial covers from about 163,000 pieces postmarked November 29, 1996 through January 2, 1997.

32c Flag/Porch- 11111- 16; 22221- 1; 22222- 18; 33333- 44; 34333- 4; 44444- 26; 45444- 30; 66646- 7; 77767- 77; 78767- 1; 99969- 4. Total- 228.

32c Flag/Porch- [S/A]- 55555- 26; 66666- 118; 78777- 140; 79777- 1; 87888- 4; 87898- 7; 88888- 116; 89878- 7; 89888- 4; 89898- 9; 97898- 2; 99899- 10; 99999- 701. Total 1145. Boy, 99999s are big in this area!

Others: 7 values totaling 27, including 9 "G"s and 9 Ferryboats.

Grand total: 1400.

Rolly Grandahl  
Via PNC3RLG@aol.com

### Commercial covers found in the Southwest

To the Editor:

Following is a listing of the PNC commercial covers found October 1 through December 31, 1996 from local newspapers and a national insurance company.

32c Flag over Porch - S11111-2; 11111-13-1; 22221-4; 22222-65; 23222-5; 33333-106; 34333-69; 44444-67; 45444-13; 66646-77; 77767-68; 78767-34; 99969-22.

32c Flag over Porch Self Adhesive - V11111-1; S11111-2; 55555-34; 66666-252; 78777-240; 87888-1; 87898-38; 88888-181; 88898-3; 89878-31; 89888-3; 89898-27; 97898-37; 99899-2; 99999-1,372.

32c Ferryboat - 2-4; 3-13; 4-2; 5-9.

20c Cog Railway - 1-1; 2-1.

Others - 20c Blue Jay SA S111-6; 23c Lunch Wagon 4-2; 32c Yellow Rose SA S1111-1.

I would like to hear from my fellow dumpster divers out there. Please drop me a line if you have covers to trade.

Anyone interested in PNCs on commercial cover (or as used singles) are encouraged to write. Best of luck and good hunting!

David R. Kemp  
509 S. Grinnell Ave.  
Tucson, AZ 85710

### Southwest is 'hotbed' for commercial covers

To the Editor:

This PNC commercial cover report from the national ladies wear mail order company in Tucson, AZ, for the period December 1 through 31, 1996 includes:

32c Flag over Porch - 11111-17; 22222-12; 22322-1; 33333-38; 44444-27; 45444-14; 66646-12; 77767-39; 78767-8.

32c Flag over Porch Self Adhesive - 55555-10; 66666-52; 78777-129; 87898-4; 88888-70; 89898-2; 97898-1; 99999-268.

It's not clearly apparent that the lick and stick FOPs are fast fading from the scene. Be sure that you have all of the PNCs. Contact fellow cover collectors (see membership list) or cover dealers. The keys to a complete collection appear to be 22221, 22322, 34333, 66666 and 99969.

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

### PNC<sup>3</sup> members receive awards at Thamespex

The following Plate Number Coil Collectors Club exhibitors won awards at the recent Thamespex '96.

- ◆ Alphone D. Ponzillo, Vermeil for 'U.S. Transportation 17c Electric Auto.
- ◆ Dean M. Hawk, Silver for 'U.S. Flag Coils 1969-1982.

Thamespex '96, an APS sponsored show, was held Oct. 27, 1996 in Waterford, CT. Thamespex is the annual show of the Thames Stamp Club.

There were four award levels, Gold, Vermeil, Silver and Bronze. The PNC Presidents Award was available but was not awarded.

-Tony Bruno

INCIDENCE OF REPORTED PNC COMMERCIAL COVERS BY NUMBER

"HOWGOZIT" Chart

Flag Over Porch (perf)

11111 ..... 4611  
 22221 .. 26  
 22222 ..... 2368  
 22322 .. 22  
 33333 .....  
 34333 .. 54  
 44444 .....  
 45444 ..... 1739  
 66646 ..... 3187  
 66666 .. 78  
 77767 ..... 1872  
 78767 ..... 205  
 99969 . 0  
 S11111 .. 11

Flag Over Porch (self-adhesive)

55555 ..... 249  
 56666 . 0  
 66666 ..... 1608  
 78777 ..... 2467  
 87888 .. 68  
 87898 .. 54  
 88888 ..... 1088  
 88898 . 0  
 89878 .. 94  
 89888 .. 8  
 89898 .. 56  
 89899 . 0  
 97898 .. 23  
 99899 .. 24  
 99999 ..... 1177  
 S11111 .. 21  
 V11111 .. 3

Ferryboat

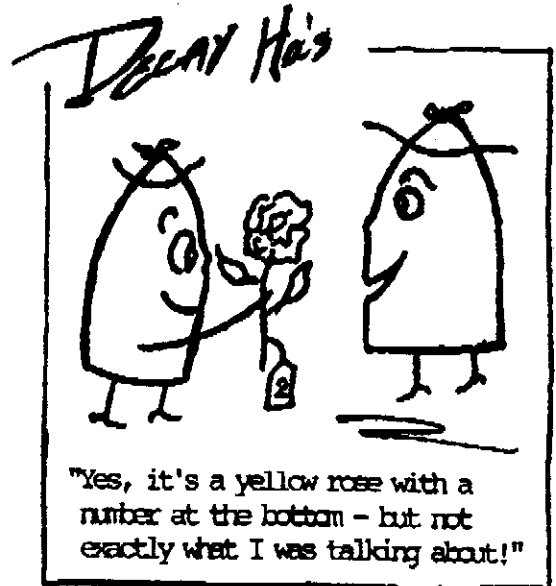
2 ..... 408  
 3 ..... 1262  
 4 ..... 319  
 5 ..... 228

Coq Railway

1 .. 6  
 2 .. 3

Conestoga Wgn

3 .. 11  
 5 . 0  
 6 .. 5



**EVALUATING THE VALUES**

PNC3 subscribers to Linn's Stamp News were likely deeply involved with the December 30, 1996 issue (#3556) wherein were listed U. S. Plate Number Coil Trends of Stamp Values. As a general rule, most items were followed by a minus sign signifying a reduction in valuation. The higher priced items generally showed increases due to lesser availability.

How do these prices relate to the real world and are they an accurate and reliable guide for items you may wish to buy or sell?

As an ongoing feature in Coil Line, this chart informs you of reported numbers of current issues used commercially on a regular basis. How does it compare with Linn's Trends?

Let's evaluate the "G" used prices which, of course, is some of what the "Howgozit" is about. Reference April '96 (#92) Coil Line, page 49. Trends lists single used F-VF stamps from a nominal 75¢ low to a \$3.50 high. Great prices to get - heavy to have to pay! Individually, the list shows no value for the 25¢ Presort. That's right, there just aren't too many of those around. (more)

## EVALUATING (con't)

The common A111 calls for \$1. The less common A1112, A1212 and A1311 are priced at \$2.50. A1222 which shows a 215 reported number warrants a \$3.50 price tag while A1113 of which only 5 were reported can be had for \$2.50. Realistic? A2211, only 1 reported shows the high \$3.50. A1314, as common as the previously mentioned A1112 at \$2.50, demands yet another dollar! And so does A3114 which was more widely distributed than A3423 and A3435 which call for the dollar less amount. A more glaring example is S2222, the far and above runaway of all the "G"s and is still showing up in mixtures, can be had for only one dollar! How about a nickle? A penny?

I realize all of these stamps can still be "manufactured" and pricing may just be an extension of perceived mint availability. But perhaps it should be more closely tied to printed quantities. I've never claimed Trends to be a good price basis - particularly for used, and non-existent for covers. However, many dealers use this guide for their wares for lack of anything better. Just be informed and let your desires be your guide. Most dealers are malleable in this market area and will go along with a learned point of view and offer to buy.

This display graph includes all Coil Line reported commercial covers through the January '97 issue plus approximately 100 PNC covers from a CA disposal co. dated to Jan. 1997. The water activated numbers are still showing up in modest amounts from all sources. The self-adhesives are still in low supply on some numbers and overwhelming on others like the all 9s, all 8s, and 78777 which show up in triple digit amounts from everywhere. The Ferryboat incidences are dwindling to nothingness and will be discontinued after this report.

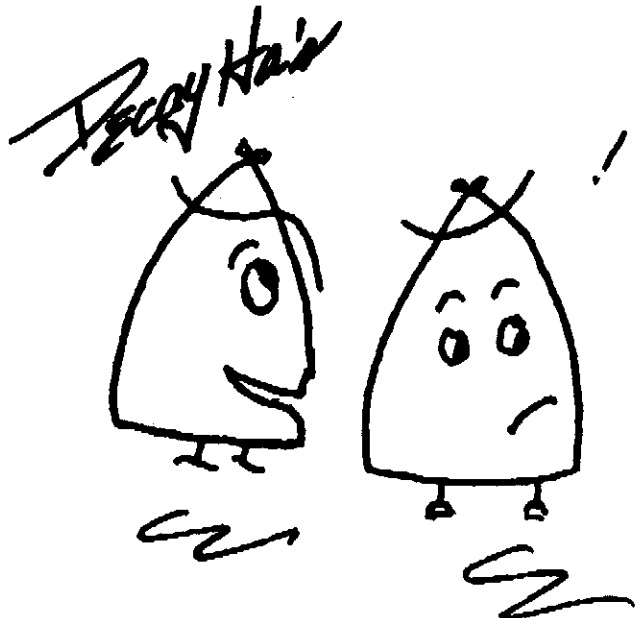
Some FOPs are in extremely low supply and it behooves any member to report and share information on these items if found in your area. Keep a sharp lookout and apply the identification procedures as outlined by Alan Thomson if you opportune to purchase rolls and are unable to identify the numbers by sight.

As this sees print, we'll have additional FOP issues with a 1997 year date and, of course, new numbers.

It will be interesting to see how the new PNBs will affect the PNC community. Will they be as avidly sought after as were the coils a while back and yet going on? Or will they water down number collecting as has happened to some collecting areas in the past? Will we remain purists clinging to coils only?

We'll have to wait and see.

Dan Kauffman



"What do you think will eventually happen to us PNC Bulletheads?"

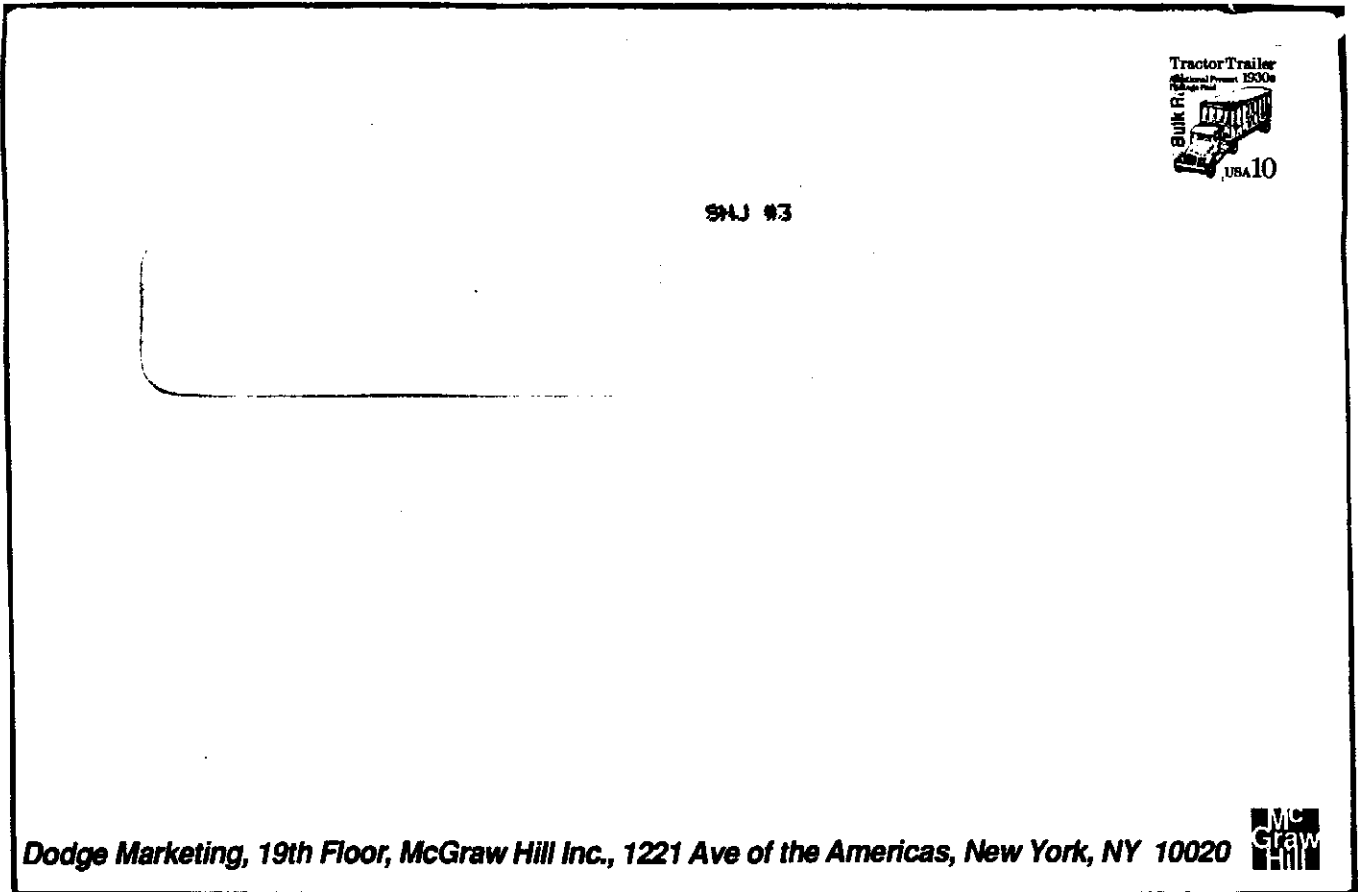
"Like Plate Numbers, they'll probably put us in a booklet!"

# COMMERCIAL COVERS

Installment #75

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

## 10¢ TRACTOR TRAILER "OVERPRINTS"



*10¢ Tractor Trailer #1 with red "Bulk Rate" overprint*

HAPPY NEW YEAR! This month's article features the 10¢ Tractor Trailer coil and its overprints. If you aren't familiar with these so-called overprints, check out the above cover. The "Bulk Rate" overprint runs down the left side of the stamp and is in red ink. There are other known "Bulk Rate" overprint configurations in both black and red ink, and I have also seen red "First Class" overprints. Besides the Tractor Trailer overprint types you'll see in this article, there are two additional types pictured in the 1995 Plate Number Coil Catalog. In fact, these overprints are given quite a bit of coverage in the 1995 PNC Catalog. If you haven't read that catalog section lately, it states that the 10¢ Tractor Trailer coil created problems for mass mailers using the stamp because there is no service endorsement on the stamp. The Postal Service required the mass mailers to endorse each mailing with an indication of the proper mailing category (Bulk Rate, First Class, etc.) being utilized. Reportedly, a Postal Service notice gave customers the right to "precancel" their own stamps with such designations, thus giving birth to these overprints.

WELLS FARGO BANK

P.O. BOX 808021  
PETALUMA, CA 94975-8021

Do Not Forward



10c Tractor Trailer with red "First Class" overprint



**I**nside: Important message to American Express Cardmembers that may affect your future travel plans.



10c Tractor Trailer with red "Blk. Rt." overprint

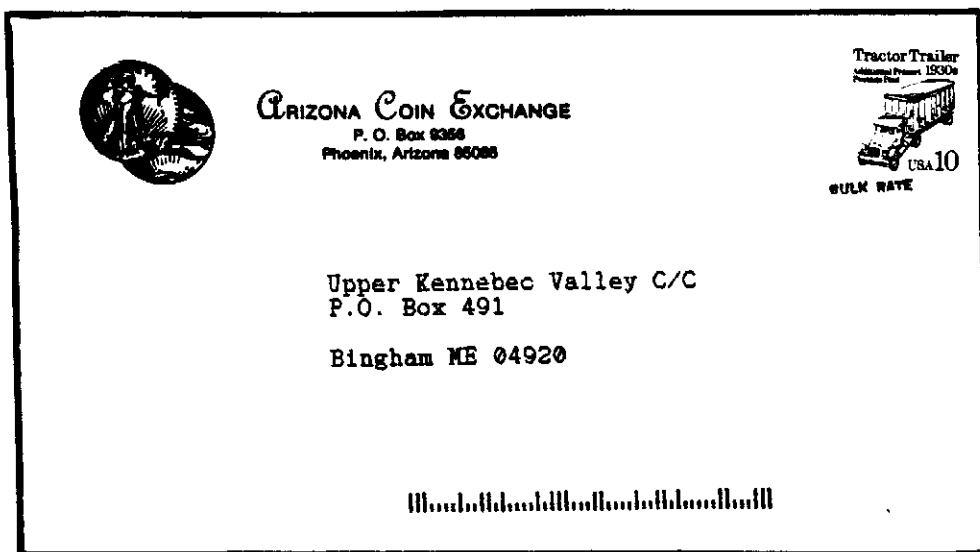
**KAUFMANN'S**

400 FIFTH AVENUE  
PITTSBURGH, PA 15219-9981

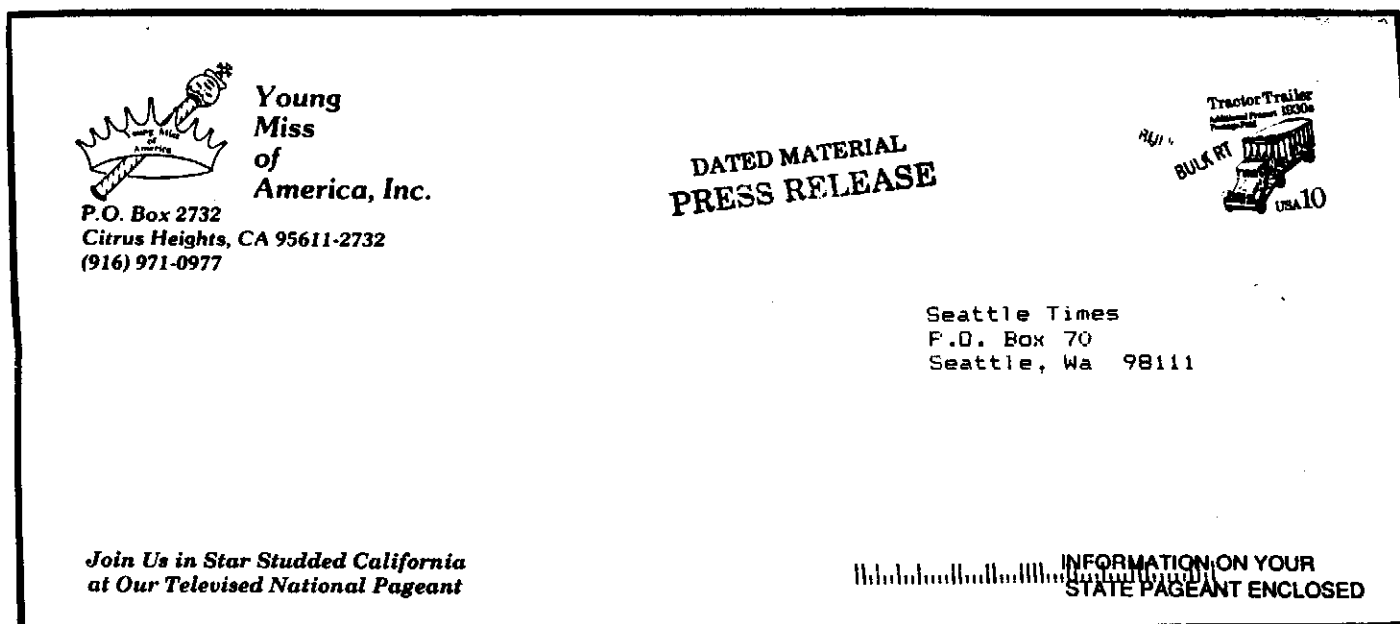


10c Tractor Trailer with black "BLK RT" overprint

In last month's Snippets (Coil Line 1/1/97 pg. 3), Alan Thomson made some very interesting comments concerning these overprints. Alan stated that these overprints are not true overprints at all, rather they are "probably endorsements that missed the envelope and hit the stamp". Alan stated that from his examination of several covers, he has come to the conclusion that the overprints were applied after the stamps were already affixed to the envelopes. Alan pointed out that no mint copies with the overprints are known, and that the red overprints are prohibited by USPS regulations. Alan, also also stated that the overprint information in The 1995 Plate Number Coil Catalog may be omitted next time around.



*This "BULK RT" endorsement actually ties the stamp to the cover*



*Another endorsement tying the stamp to the cover*

The endorsements appearing on the above two Tractor Trailer coil covers certainly prove that they were applied after the stamps were affixed. Still, I question whether such service endorsements were applied after the stamp was affixed in every instance. Compare the Bulk Rate overprints on the two covers on the next page with the first cover pictured in this article. All three covers show remarkable consistency in the placement of the overprint. The overprints are square to the stamp, and I have a hard time believing that these overprints were

actually intended for the envelope but hit the stamp instead. It's possible, but I have my doubts.



TRAVEL ALERT

M. M. Montgomery  
Deer, Montgomery, Inc.



\*\*\*\*\* 5-DIGIT 94707  
Lucy Tuann  
428 Boynton Ave.  
Berkeley, CA 94707-1702



Also, check out another "First Class" overprint cover I have, similar to the one shown on the second page of this article. Both covers have overprints which are square to the stamp.

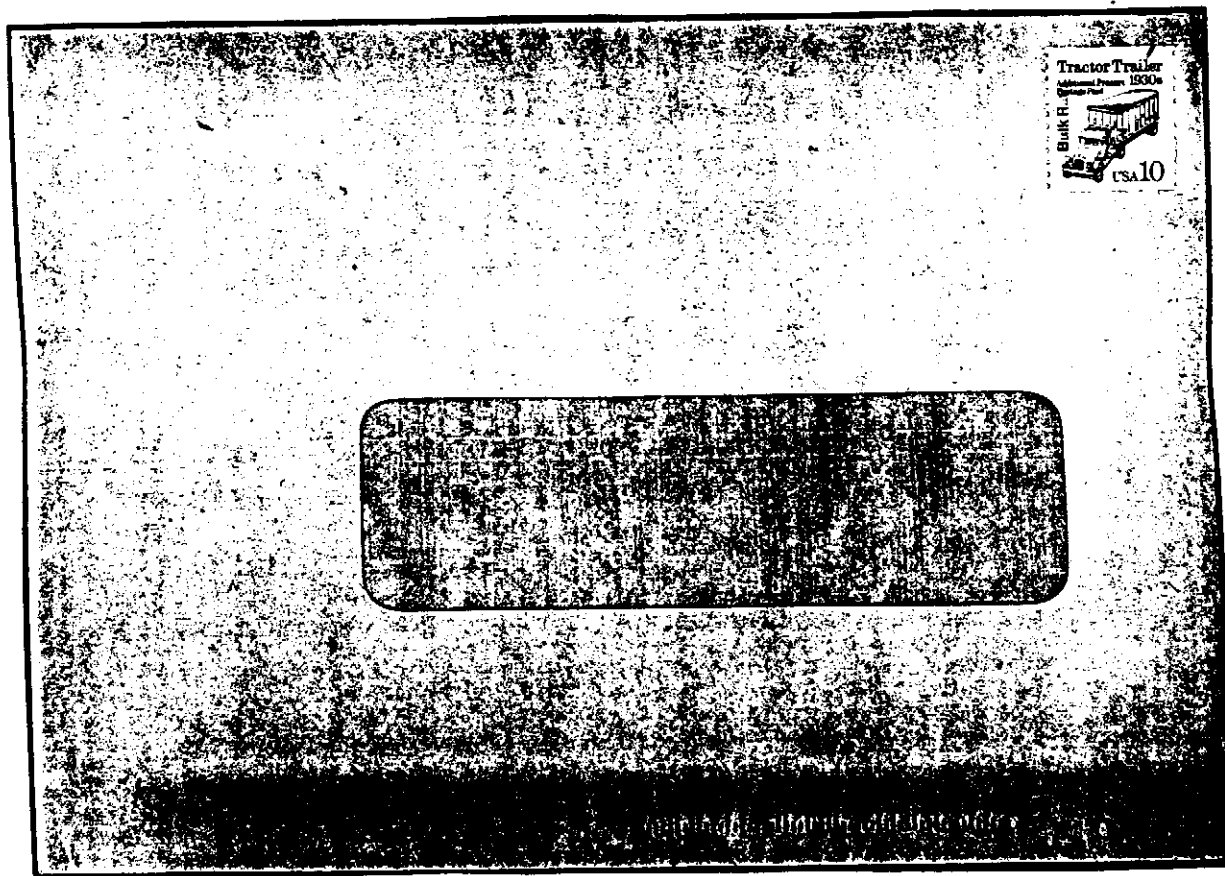


Important: Your Automatic Flight Insurance coverage has been expanded.  
Please read the enclosed Description of Insurance.

Mr. William M. Kennedy Jr.  
1212 Main St.  
Melvin, MI 48454-9769



So far, all of the covers I've seen with overprints running up the left side of the stamp have overprints which are square to the stamp. Could these have been overprinted prior to the stamp being affixed to the envelope? Are there mint examples out there somewhere? I think that there might be. Check the next cover out.



This overprint is like the one pictured on the first page in this article, as well as the two shown on the top of the previous page, but this one has a little something extra. There is a red ink smear in the upper right of the stamp which does not run over onto the envelope. It's the same red ink as the overprint. If this overprint had been applied after the stamp was affixed, I think there would be some red ink extending off the stamp onto the envelope, but there isn't. Whether this proves that this stamp was overprinted before affixing, I'm not absolutely sure, but this evidence certainly suggests that it could be so. I don't think we should give up the search for mint overprinted strips quite yet. As for whether it should matter if we call a stamp overprinted or not depending on whether the "overprint" is placed on the stamp prior to being affixed or after, I don't know, but that is subject to debate. The Scott Catalog definition of overprint does not make any such distinction. Lastly, I know of another coil with such an overprint, but which has not, so far, been given the same coverage in The PNC Catalog as the 10¢ Tractor Trailer. That cover, featuring the 19¢ Fishing Boat, is pictured on the next page. The overprint is entirely on the stamp, but I don't understand why this cover has two BULK RATE endorsements. Could this be an indication that the stamp was overprinted prior to being affixed to the envelope?

Bruce Gooden  
FIRST CARD\*  
P.O. Box 2025  
Elgin, IL 60121-9913



BULK RATE

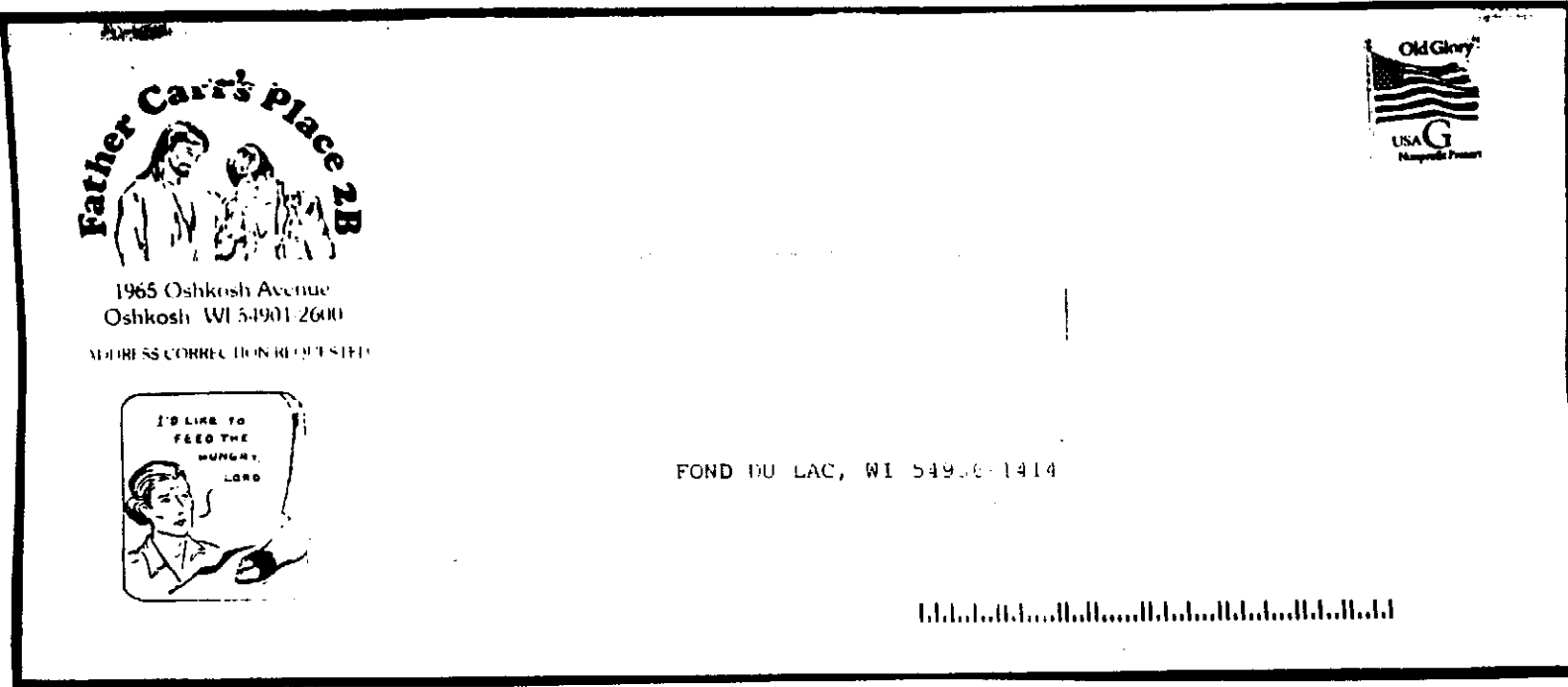
Bryan Campbell  
316 Canterbury Road  
Westfield, NJ 07090



19c Fishing Boat with black "BULK RATE" overprint

I've received a few new earliest known usages on cover reports: 32c Pear self-adhesive (9/22/95), 32c Pink Rose #S111 (9/19/95), 29c Snowman #V111111 self-adhesive (12/20/93), 23c Flag #S222 (thin red 2) (4/3/92), and 23c USA #A2233 (4/1/94). My thanks go out to Len Piskiewicz, Ron Hayes and Scott Adams for their reports.

### COVER OF THE MONTH



The above cover is an example of a commercial usage of the 5c G coil. Because this stamp was not widely distributed to mass mailers, such usages are seldom seen. (Cover courtesy of Bob Mohr.) (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 04976-0840.)

# 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:

None

## Changes of address:

Alex Kesselman  
1301 Custer Road #202-324  
Plano, TX 75075-7429

Brian McPherran  
13323 15th Ave. Ct. E  
Tacoma, WA 98445-3573

Stephen J. Schnabel  
30 Comstock Dr.  
Wrentham, MA 02093-1852

Anthony Maves  
N4570 1150 St.  
Prescott, WI 54021-7612

## Ads

WILL SELL PNC (PS5) approximately \$20 face (my choice) plus used on paper at retail included to make up a combined \$25 value for \$25. (Ex. \$19.00 mint, \$6 is used). Tom Leeder, 656 West End Ave., Carthage, NY 13619.

JOIN DOZENS OF OTHER club members and send for my free PNC used singles list. I've got a wide selection and they're priced to sell. You can pay with cash or with 32c postage, and I'll even consider trading with you if you have solid material to trade. Don't delay because some on my list are one-of-a-kind and it's first-come, first served. A 32c SASE would be appreciated. John Himes, P.O. Box 453, Cypress, CA 90630-0453.

## 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*.

Make your plans now so that members have plenty of time to make their plans to attend.

**Feb. 1, 1997 - Sarasota National Stamp Exhibition.** Contact Tom Haire at 112 Fern Creek Dr., Flat Rock, NC 28731. After Oct. 1 at 16725 Bobcat Dr., Fort Myers, FL 33908.

**August 23, 1997, Milwaukee, WI - Annual Meeting of the Plate Number Coil Collectors Club.** The meeting will be held during the American Philatelic Society's annual Stampshow. The time and location of the meeting will be announced later.

## PNC programs are available

A series of slide shows regarding Plate Number Coil collecting are available to members through 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.

## Ads

FOR TRADE: Eagle & Shield #33333 with the 'eagle feather' variety. Also some other EFOs and would be interested in trading for EFOs, other strips of five or First Day Covers. Randy A. Fisher, P.O. Box 2072, Northlake, IL 60164.

(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 January issue was mailed Dec. 23.

**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 - PNCer@aol.com

**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

PLATE NUMBER SINGLES from panes for sale. MNH, my choice, all different. 20 - 3c comm. plate singles - \$1; 12 - 5c comm. plate singles - \$1. SASE please. Norman Ellis, 568 Forest St., Kearny, N.J. 07032-3608.

Each member is entitled to two free 40-ad words per year. Additional adds are 6c per word per month. Please send copy no later than 15th of the month to Harold Brown, 909 Parker St., Bowling Green, OH 43402 or pncer@aol.com or halallen@wcnet.org.

### E-mail addresses:

Tony Bruno -  
tbbee@aol.com  
Philip F. Rose -  
srose@suffolk.lib.us  
Ron Hayes -  
rhayes@hayesmarketing.com  
Elizabeth Jones - liz@saltspring.com  
Curt Stafford -  
curt@ns.net  
John Hotchner -  
104444.3217@compuserve.com  
Peter Hoffman -  
peterh5292@aol.com  
Thomas Jillson -  
TJillson@TrivalentUSA.com  
Bob Novak - RNovak1941@aol.com  
Jim Perry - Eastexmojo@aol.com  
Joann Lenz - krj83a@prodigy.com  
Ken Martin -  
kpmartin@stamps.org  
Gregg Greenwald -  
greenwag@mfdclin.edu  
Carol Morehouse -  
CMYRAM@aol.com  
Ken Lawrence - apsken@aol.com  
Harold Brown - PNCer@aol.com or  
halallen@wcnet.org  
Steve Esrati - StevStamps@aol.com

J.D. Coelho -  
perfaholic@cyberbury.net  
Rick Thomas -  
rickstesz@earth.sunlink.net  
Michael Lipson -  
mlipson@mitre.org  
Gene Estus -  
gestus@westelcom.com  
Richard E. Crows  
rcrowe@cris.com or  
richcrowe@aol.com  
Gene Trinks - gctrinks@tir.com  
Howard 'Skip' Medlock Jr. - Red  
Raider Stamps & South Plains Mall  
Postal Station -  
Ustamps4U@aol.com or  
102073.673@compuserve.com  
Ed Denson - edenson@asis.com  
Rolly Grandahl -  
PNC3RLG@aol.com  
Mike Davenport  
miked@ionet.net  
Steve Unkrich - SUnkrich@aol.com  
Alan Malakoff -  
AMMalakoff@aol.com  
John Dahlstrom -  
Dahlstrom2@aol.com

## Articles about PNCs in other publications

- ◆ 'Second self-stick U.S. test coil surfaces in coil rolls of 3,000,' *Stamp Collector* Dec. 16, 1996, pg. 1. Article by Wayne Youngblood that also offers free examples to readers.
- ◆ 'Maybe the Porch stamps aren't all that bad,' *Linn's Stamp News* Dec. 9, 1996, pg. 50. Michael Baadke's Refresher Course column which points out the many varieties.
- ◆ 'Year reas as 1998 on Bureau's Mountain,' *Linn's Stamp News*, Dec. 9, 1996, pg. 36. Reports in the date found on the bottom of the nonprofit Mountain stamp that should have been 1996.
- ◆ 'Number on Rose Stamp Booklets,' *Linn's Stamp News* Dec. 9, 1996, pg. 2. Michael Schreiber's article on the new booklets that provide a number on the bottom stamp in the pane.
- ◆ 'Statue of Liberty,' *Stamp Collector*, Dec. 30, 1996, pg. 21. Details the Feb. 1, 1997 issue date for this second folded booklet that will provide a plate number on a stamp.
- ◆ 'PNC Pages,' *The Page and Panel Journal*, November 1996, pg. 11. Update by Gerald Blankenship about USPS Souvenir Pages with plate numbers.
- ◆ 'New plate number coil numbers' and 'Plate Numbers on Recent United States Coil Stamps,' *Linn's Stamp News*, pg. 14.
- ◆ 'Lunch Wagon reissue to be water activated,' *Linn's Stamp News*, Jan. 6, 1997, pg. 10.
- ◆ 'PNC dealers won't be bullied by USPS order,' *Stamp Collector*, Jan. 6, 1997, pg. 9. Steve Esrati's monthly column deals with how strip length developed and how the post office relented to allow dealers and collectors to use the so-called scrap from precanceled coil stamps.

PAID ADVERTISEMENT

**FOR SALE:** The following items will all be sold to the highest offer over the minimum requested. A LSASE is required.

A photocopy of the main items will be sent upon request. More than one page is 25 cents per page.

**LOT #1:** Entire PNC collection. All major numbers except 18c Flag plate #6, and 29c Flag Toledo Brown. All are strips of five except 18c Flag #1 and #3 and 20c Flag #4 and #6, which are strips of 3. There are lots of duplicates in both strips of five and in threes. *Linn's Trends* values total \$13,730.00. Minimum accepted offer of \$4,000.00

**Lot #2:** PNC Coil Wrapper Labels. Over 175 of the 500 coil wrappers (30 different) 12 different of the 3,000 wrappers. 2 of the 10,000 5-cent Circus Wagon. Minimum accepted offer of \$25.00

**Lot #3:** First Day Covers. Plate numbers 1 through 6 of the 20c Fire Pumper. #1 is a pair on Aristocrat. #2 is a strip of four on Artcraft. #3 is a strip of 3 on Artmaster. #4 is pair on Colorano. #5 and #6 are pairs on Fleetwood. Minimum accepted offer of \$300.00

**Lot #4:** EFOs. 25 different imperforate pairs, no numbers. Includes 6 different flag pairs, 20c Consumer Education, 2c, Locomotive, 6c Tricycle, 9.3c Mail Wagon, 10.1c Oil Wagon, 10.9c Hansom Cab, 12.5c Pushcart, 13.2c Coal Car, 14c Iceboat, 17c Electric Auto, 17c Dog Sled, 18c Surrey, 20c Cable Car, 21c Railroad Mail Car, 25c Bread Wagon, 23c USA, F Flower, 10c Eagle & Shield, 25c Honey Bee. Minimum accepted offer of \$400.00.

**Lot #5:** Legends of the West Album. Includes the error sheet, a First Day of Issue canceled sheet of 20, a set of used, a set of First Day of Issue postal cards, a set of mint postal cards, 2 sets of mint stamps showing both sides of the stamp, and two hand-painted First Day Covers by Ham. Minimum accepted offer of \$200.00

**Lot #6:** Over 50 Commercial Covers of the 20c Fire Pumper, all with Plate Numbers. This includes over 20 purple cancels, a certified cover, a registered cover, a returned to sender cover and others., including a #14 with a nice cancel. Minimum accepted offer of \$500.00

All inquiries should be sent to the following address:

**Richard J. Lucia  
P.O. Box 7010  
Erie, PA 16510**

## CONSIGNMENT SHEET

Photocopy this page. A separate sheet is required for each lot.

PNC<sup>3</sup> AUCTION - CLOSING DATE:

## PLEASE NOTE:

1. Use a separate consignment sheet for each lot.
2. Keep this entire page intact and attach lots in a glassine with tape to the top half (do not use staples). I understand that this may not be possible with longer strips.
3. LIMIT YOUR CONSIGNMENTS TO 25 LOTS.
4. As I still find that there is no totally acceptable definition of a commercial cover, all covers will be listed as First Day Covers or Other Covers. There will be no exceptions to these listings.
5. If you do not state a minimum bid, your lot(s) will go to the highest bidder regardless of the price(s) realized.
6. Do not enter anything under Lot # on the consignment sheets.
7. For more sheets photocopy this one.

8. Bidding increments: \$0.00-\$4.75/25¢      \$5.00-\$9.50/50¢      \$10-\$49/\$1      \$50-\$97.50/\$2.50  
                                  \$100-\$495/\$5      \$500+/\$10

## Owners Identification

Name \_\_\_\_\_ PNC<sup>3</sup># \_\_\_\_\_

Address \_\_\_\_\_

ZIP \_\_\_\_\_

Phone (\_\_\_\_) \_\_\_\_\_

Lot #	Scott #	Description of material	Must Conform To Bidding Increments Minimum Bid
-------	---------	-------------------------	---

It is assumed that all mint material is never hinged, with undisturbed gum, sound perfs, etc.. If otherwise, please note under Faults. Used materials are assumed to be unhinged, with sound perfs, etc.. If otherwise, please, note under faults.

For COTTREL issues please grade both design centering and line centering  
Centering-Overall for non-Cottrel issues or Cottrel designs(see grading notes)

(circle)

AVE F FVF VF XF S

Centering (line) Cottrel issues only (circle)

AVE F FVF VF XF S

Faults(describe)

Buyer # Hammer

PNC<sup>3</sup> Auctions  
 c/o Joe Sedivy  
 P.O.Box 41602  
 Chicago, Il. 60641