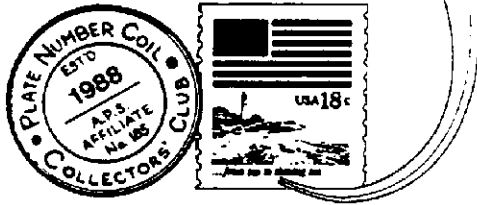


PNC³

Coil Line



Journal of the Plate Number Coil Collectors Club PNC³
<http://www.geocities.com/Heartland/Hills/6283/>
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Gene Ernst, President
15522 Windy Cove Drive
Houston, Texas 77095
(281) 855-0146

Dick Koenig, VP
Gene Trinks, Secy.
Jim Perry, Treas.

Board Members

Joann Lenz, At Large
Don Eastman, At Large
Tom Maeder, Past Pres.

Harold Brown, Editor
909 Parker Street
Bowling Green, OH 43402
(419) 352-7900 (Also Fax#)

It's auction time!

Club's 19th auction closes Saturday, July 25, 1998

Members and the club benefit from the proceeds

Grab a cool drink, sink into your easy chair and get ready to browse the 560-lot offering Club Auctioneer Joe Sedivy has prepared.

There's the usual wide range of material and price ranges that should entice members to enhance their collections.

The official bid sheet is attached to the back of this issue of *Coil Line*. You must use this form (photocopies are acceptable). Please make sure to follow all of the rules and be prepared to pay your invoice in a timely fashion. The club doesn't accept credit cards-sorry buying won't enhance your frequent flier miles.

Among the items up for bid:

- ◆ An 18c Flag #6 pair that has been hinged with a minimum bid of \$450.
- ◆ Two different lots offering an 18c Flag #3 PS3 with minimum bids of \$125 and \$175.
- ◆ An 18c Flag #6 PS 3 with very fine centering but a low plate number. Bid at least \$950 and it might be yours.
- ◆ A bunch of PS3 Transportation coils, including lots featuring the 5.9c Bicycle, the 9.3c Mail Wagon, 10.9c Hansom Cab and 20c Fire Pumper. All have minimum bids and some are at attractive levels.
- ◆ Auctioneer Sedivy reported there remains an element of club members who insist on setting minimum bids at or even above the levels of the retail market. Past experience indicates those items will get little attention from members. This is an auction-you don't have to give it away-just price it reasonably and let the market take care of itself!
- ◆ End of sermon-back to the lots:
- ◆ Strips of 5 account for the highest number of lots and some are as follows:
- ◆ An 18c Flag #1 graded XF with a minimum bid of \$250.
- ◆ A 20c Flag #4 graded Superb with a minimum bid of \$400.

- ◆ Individual lots featuring 5.2c Sleigh strips with plate numbers 3 and 5. Minimum bids are \$200 and \$100, respectively.
- ◆ Several lots of 9.3c Mail Wagon, all plate #5 with minimums ranging from \$180 to \$200.
- ◆ Individual lots of 10.9c Hansom Cab, #s 3 and 4 at \$250 each for a shot to add to your collection.
- ◆ One low minimum that might attract some bids is \$45 for a 20c Consumer PS5 #3. If you want to pay more, there's a similar lot with a \$75 minimum bid.
- ◆ There are also Flag Over Porch lots, featuring some of the tougher numbers, but with minimum bids of \$385.
- ◆ For those who missed out on the Variable Rate Coils, there are two lots of 1-18c strips with widely varied minimums of \$235 and \$125.
- ◆ A strip of 6 of Fire Pump #2 with a minimum of \$500.
- ◆ Strips of seven of 32c FOP #89899 F-VF, with minimums of \$195 and \$330.
- ◆ For the imperf collector there is a 20c Flag strip of 7 #8 at \$100, a 29c Flower strip of 6 #2222 at \$150, an Eagle & Shield strip of 6 #11111 at \$100; and two lots featuring plate number 9 of the 29c White House with minimums of \$115 and \$325, respectively.
- ◆ You'll find a sealed roll of the 32c Ferryboat in bubble pack of the Bronx Blue #5 variety. Minimum is \$200.
- ◆ All kinds of commercial covers, listed as Other Covers, to be politically correct.
- ◆ Please follow the bidding increments and rules. All of this make's Joe's life easier (not to mention his family) and gives you a much better chance of getting something you want for the collection.

Club mentioned in Associated Press column

The Plate Number Coil Collectors Club received four paragraphs of mention in the weekly Associated Press stamps column prepared by Syd Kronish.

Member Burt Robbins sent his clipping from the May 24, 1998 edition of the *Cape Cod Times*. This column is used in many Sunday newspapers. Included as a contact was the name and address of Treasurer Jim Perry. It would be interesting to know if this generates any new members.

SNIPPETS

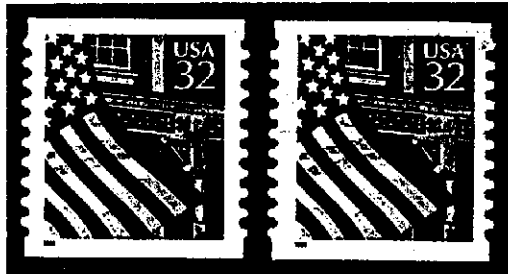
By Alan Thomson

New Numbers

There are three new numbers this month. Flag 77777A has been found. The new (25¢) Diner coil is S11111 and the new (5¢) Wetlands coil is S1111.

New 10/10 Die Cut Found

A new peak and valley configuration for the 10/10 size die cut has turned up on Flag Over the Porch coils with an "A" suffix. It seems to be confined to the new "A" cylinder printings and may not appear on all ten of the numbers. What makes this mat cutting different is that instead of having an L10PV/R10VP layout, it is L10VP/R10PV. One might think this is another invert but it isn't. Proof of that lies in the fact that the cutting is neither clean nor made up of horizontal slits. Instead, each peak is connected to the valley of the abutting stamp by tiny tabs of paper. There are three or four tabs per peak. So far five "A" numbers have been reported with the new style; #22222A, #44444A, #55555A, #66666A and 77777A. These five numbers also exist with the old PV/VP layout. This variety was first reported by Jim Fowler when he found it on a used copy of #22222A. The new configuration probably exists on #33333A and may also be on numbers below 22222A. A comparative illustration is shown below.



PV/VP

VP/PV

First Used Split "9" Turns Up

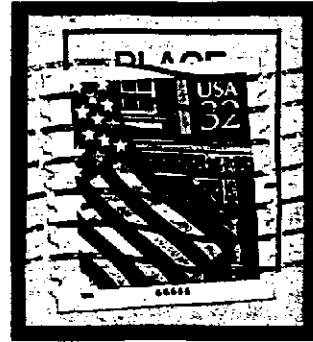
The first reported copy of a used single from the Flag split "9" has been found by Dick Koenig. He was sorting an on-paper mixture of coils when he discovered one copy of the SA Flag with a lone brown 9 at the bottom of the stamp. To this point no split "5"s have been reported.

Canal Boat #4 Has Two Taggings

Sleeve #4 on the 10¢ Canal Boat has been discovered to have two different kinds of tagging. It also has been determined to have been made into both rolls of 3,000 and rolls of 10,000. Evidence that's available points toward the rolls of 3,000 having been printed in February or March of 1997. They are on embedded phosphor (EP) paper. The rolls of 10,000 were printed on untagged paper in March of this year and are overall tagged with a tag break every 24 stamps. The break nearest the numbered stamp (1L) is on the perforations between 1L and 2L. Other locations may exist. This latest press run was done on the "F" press intaglio section. The "F" press normally has no tagging capability, but the fact that the tag breaks appear every 24 stamps indicates an offset station was used for tagging. Jim Nelson discovered the tagging differences.

Invert 12/11 is #66666

Last month I speculated that the new inverted die cut 12/11 was from cylinder combination #66666. The discovery copy (used) did not have a number. Now Dan Kauffman has found a cover with Flag #66666 and the stamp has the inverted die cut. It was mailed near Atlanta, GA, in March of this year. The stamp, cropped from Dan's cover, is shown below

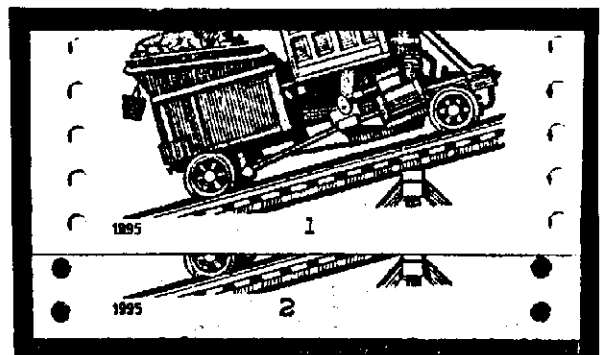


Die Cut Chart Revised

The appearance of the new 10/10 die cut configuration has necessitated putting the "A" suffix cylinder numbers into the chart. Up till now they were all the same 10/10 and there was no reason to list them. I have compressed all the information to keep the chart box about the same size. All "A" suffix numbers are listed to show which have only one reported style and which have been found with both styles. Please also note that the alphabetical type designators for the various die cut sizes have been eliminated. No one was using them and they create confusion with other letter types (for bubble back panels and die cut incision styles). I was asked to remove the letters and it's a good idea.

Cog Railway Number Off Center

Back in September of 1996 I wrote a short piece about the Cog Railway plate numbers. George Leduc had determined that the digit 2 was not centered on the bottom of the plate number stamps. No comparative picture of the two known numbers was shown. No centered #2 has since been reported, so all 18 rows must have had the offset digit. Below is a 75% reduction of a 4X6" comparison color photograph taken by Rich Nazar for the new PNC Catalog. Note the alignment of the trestle supports. Rich has made other magnificent micro-photography pictures for the new edition.



CURRENT ISSUE ROLL SIZES

06/11/98

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

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

UT - UNTAGGED
 [xx] - NUMBER INTERVAL
 (NL) - LINERLESS
 * **NEW NUMBER**

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 printer's plate numbers are listed.
 Example: Juke Box [24] for BEP, [14] for Stamp venturers.

32c PORCH FLAG [24][14]

#11111 A (SEMI-GLOSS)
 #11111 B, 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 ALL
 #66666 A 1995
 #77767 A
 #78767 A
 #91161 A
 #99969 A
 #S11111 D

32c FLAG (SA)[24][21][20][7]

#11111 A
 #22222 A
 #23222 A
 #33333 A
 #44444 A
 #45444 A
 #55555 A
 #66666 A
 #78777 A
 #87888 A
 #87898 A
 #88888 A ALL
 #88898 A 1996
 #89878 A
 #89888 A
 #89898 A
 #97898 A
 #99899 A
 #99999 A
 #11111A A
 #13211A A
 #13231A A
 #13311A A
 #22222A A
 #33333A A
 #44444A A
 #55555A A
 #66666A A
 #77777A* A
 #11111 C 1997
 #S11111 D 1996
 #V11111 3000 1995
 #M11111 A 1996 (NL)

23c LUNCHWAGON [48]

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

20c COG RAILWAY [48]

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

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 A, B, C [32]
 #2 C
 #3 C (DULL)
 #3 C (SHINY)
 #5 C
 #6 C, D

32c ROSE (SA) [24]

#1111 A
 #1112 A
 #2222 A
 #2223 A
 #2233 A
 #2333 A
 #3344 A
 #3444 A
 #4455 A
 #5455 A
 #5555 A
 #5556 A
 #5666 A
 #6666 A
 #6677 A
 #6777 A
 #7777 A

20c BLUE JAY (SA) [14]

#S1111 A

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

(5c) MTN (SA) [21] [15]

#1111 C
 #V22222 D
 #V333323 D
 #V333333 D
 #V333342 D
 #V333343 D

(5c) WETLANDS [14]

S1111* D

(10c) AUTO [14]

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

(10c) AUTO (SA) [21]

#S111 D

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

#S11111

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

#11111 C

#S11111 D

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

#S11111 D

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

#111111 B, C

#212222 C

#222222 C

#332222 C

#S11111 D

#S22222 D

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

#111111 C

#S11111 D

#S22222 D

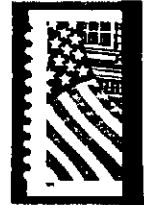
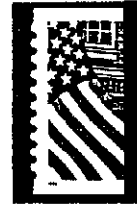
#M11111 D [7] (NL)

(25c) DINER (14)

#S11111*

1996 Flag Die Cuts by Plate Number

L12VP/R12PV
 L11VV/R12PP
 L11PP/R10VV
 L10PV/R10VP
 L10VP/R10PV
 L10VV/R11PP
 L12PP/R11VV



In the above designations, P and V are "peak" and "valley". In the left illustration the serpentine cut starts with a peak at the top and ends with a valley at the bottom. That is the old type of L10/R10. The right illustration shows the new L10/R10 cut of VP/PV, which is found on "A" suffix numbers only.

Cuts 10/11 and 12/11 are inverted cuts of 11/10 and 11/12 and are in bold type below.

#11111 - L10/R10

#22222 - L10/R10

#23222 - L10/R10

#33333 - L10/R10

#44444 - L10/R10

#45444 - L10/R10

#55555 - L12/R12, L10/R10

#66666 - L12/R12, L11/R12, **L12/R11**, L11/R10, L10/R11

#78777 - L11/R10, L10/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

#89898 - L11/R10, L10/R10

#89899 - L10/R10

#97898 - L11/R10, L10/R10

#99899 - L11/R10, L10/R10

#99999 - L11/R10, L10/R10

"A" Suffix #'s All 10/10

11111A - PV/VP

13211A - PV/VP

13231A - PV/VP

13311A - PV/VP

22222A - PV/VP, VP/PV

33333A - PV/VP,

44444A - PV/VP, VP/PV

66666A - PV/VP, VP/PV

77777A - PV/VP, VP/PV

Note: Do not confuse the new 10/10 VP/PV with the 12/12 VP/PV.

How Do I Develop a Source for PNC Commercial Covers?

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

Good question! There are as many ways to develop a source for PNC commercial covers as there are collectors with each method attuned to that collector. The following is to be considered a common sense approach based on a consensus of ideas from several successful cover collectors. The reader should consider all of what is written and modify to the personality and needs of the reader.

First and foremost, is the commitment of the collector. Without a strong commitment, success will not be forthcoming. For those of you who can not get out and about or live in a small community away from the hustle and bustle of a city there is a set reply to your question for the most part. All of us have relatives and friends. That's your first start. But, just do not ask them to collect PNC covers, most will not know what you are talking about. Show them, give them some of your duplicate covers. Talk or write about how to open an envelope for a sophisticated collector like yourself.

If for some reason they just do not get it, have them save all covers and you can go through them. There just has to be a church or churches in your community. Talk to the pastor, minister, rabbi, priest, etc., or the administrative assistant. Show them what you are looking for, leave samples, ask to post a notice on their bulletin boards, leave a box or plastic bag with a sign on it with your name and "deposit envelopes here" sign and always schedule a regular time to pick up what has been left. Always go there at that time. Call if you can not make it and get there as soon as possible. Regularity is vital to success.

Try the local insurance office and most important of all, try the doctor's office. Try any store and remember ask and show them what you want. Also, the local post office lobby trash barrel can be loaded with PNCS. Go there after hours and check through the discarded letters. You may find a treasure. I have and so have many others, especially the precancel commercial covers. After one goes through the trash barrel, put everything back into the barrel and make sure that you-clean up better than when you started.

The key to success in any of the above is to be positive in your approach in asking. Be patient in explaining what you are asking. Show and leave examples. Keep a regular pick up schedule. If the question of the security of the name and address on the cover comes up, deal with it forthrightly. The cover is for your collection or for the collection of other collectors. Offer to mark out the name and address if that will help ease any anxiety. Some companies or organizations are reluctant to help because of this issue and you have to ameliorate this concern.

The above works well. There are many other angles to the above and I am sure that other members of the PNC3 can and I propose add their experiences in a continuing dialogue in the "Coil Line." Second, and for those of us who live in a larger community. Much of the above still goes, so read the above carefully and adapt what is written to your set of circumstances. You, of course, have a much better opportunity to develop sources for PNC commercial covers, just because of the larger size of your community with many more and larger business concerns. Developing a source be it in small community or in a larger one takes time and a collector will have to have patience. Just because you show someone what you collect is probably not going to get you what you want. You must be friendly, explain, discuss, and show what you need. Showing part of your collection along is another good idea.

The point here is to educate by showing.

The first part of this writing is also apropos for those who live in a metropolitan area. The following is divided into two parts. The first, is to develop local sources and that is much the same as is mentioned above with friends, relatives, churches, local insurance agents, hardware stores, doctor's offices, and etc., being the basic sources. The second, is to develop a source for covers that has a large metropolitan or national base of operations. Start with your telephone book. Any payment center like loan companies, banks, utilities, mail order companies (some are even located in small towns), and etc. are prime examples of sources that all of the known PNC commercial cover hunters are successful with. Now, where does one start to ask-front desk? You can try, but experience says your success in getting to talk with anyone besides the front desk is minimal. Ask to talk to

the head of the mail room or manager of that department. Then, put your best foot forward and sell your mission with smiles, samples, and good will. If the name and address security issue comes up, be forthright and say what you are going to do with all the covers that you keep. Also, and most important, pitch the final sell point, that you will return all correspondence and checks found in the envelope by the next time you come to pick up the bag or box of covers.

What? "We do not loose checks in the mail. All our mail is carefully opened and checked." That's a usual response, but not at all accurate. Many of these large companies, have automatic opening machines that dump the covers into a large plastic bag and no one looks at the discarded envelopes. All companies miss checks in the mail. Over the years, I and my friends have returned many thousands of dollars worth of orders and checks that were missed in the opening process. Hard to believe, but, sadly true. This is your best selling point. In spite of all of this many of these business concerns will dismiss your request immediately and that's it-but, for you, the hunter, only a temporary set back. After a week or so, find out who is the boss of whom you spoke with and try again. If that fails do not despair, try again several months later as personnel change.

How am I doing after losing my longtime national source for PNC commercial covers? Great! Using the above as the base of operations, I have made contacts with two national payment centers, one a finance company and the other a well known national charity. It takes time to sell and convince and I am patient. In the interim, I do pick up and sort covers from three local companies and I do get all the PNCs available from the Tucson area. That's why a national source is needed, but, if one is not available, the name of the game then becomes "TRADE" with other collectors around the USA. Wow! The PNC3 roster lists all members and their interests. Write! That's a marvelous way to expand PNC horizons, gain a multitude of friends and expand your collection.

The hunt for PNC commercial covers is fun. It takes time to develop but when established, it takes even more time going through all those covers looking for PNCs and those illusive commemorative stamps. Who needs TV and all those movies from Hollywood. The drama of a find is at hand. Look for those PNCS, mis-perfs, color mis-registrations, imperfs, color lacking, etc. If I can find them and I have for many years, so can you. Try it. you will like it.

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To soak, or not to soak, that is the question!

By Dan Kaufman

P.O. Box 133

Clearlake Park, CA 95424

Often one hears the debate on whether soaking stamps from covers or leaving them on the entire is preferable. Naturally, this depends on the individual's own inclination, but there are other considerations and this article outlines and advises about some of them which you may not have thought about.

Firstly, stamps on cover can provide excellent postal history in regard to rates, routes and regulations. Current stamps identify the differing rates for different classes of mail, and denote their usages. Bulk mailings, even with false franking, identify classes and associated costs by virtue of the nominal values of the stamps used thereon. Lesser value stamps suggest lower classes of mail. In addition, a cover canceled at points other than its origination helps track how and where the mail has traveled. It is interesting to trace the routes and times of missent mail and project what may have happened in its passage.

The acceptance or rejection of a cover into the mailstream is often reflective of postal regulations. It may also reflect the knowledge and expertise of the postal clerks it encounters along the way - sometimes good, sometimes bad. Regardless, it becomes postal history. Often stamps are soaked off a choice piece because of the desire for a used single and defeats the history and display of ancillary marking and other interesting facets. Usually, if a used single is preferred, these items can be swapped for one, with a monetary boot.

Secondly, the accumulation of multiple covers does present storage problems if large amounts of items are kept. However, the numbers of covers generally encountered doesn't present an insurmountable storage problem if they're carried to stamp shows and traded or sold, or disposed of through free ads, which one is entitled to by being a member of the Club. Admittedly, soaking reduces bulk.

Although I enjoy the opportunity of sorting through many covers each month, I do not soak indiscriminately. The determination of whether a stamp will join the ranks of a single used is the appearance of the cover. Is the cancellation clear and complete; clean and undamaged; and/ or does it display unusual markings or usages? Also does the cover represent a collectable in regard to size and availability. Failure of any of these factors relegates a numbered item into my stock of soaked PNCs. There are ample good covers to justify a stern grading, and unless rarity dictates leaving well enough alone, the stamp will meet a watery fate.

And last, in regard to the soaking of some numbers, there has been some comment in the past about PNCs with the reluctance to release from the backing paper. Some of the tougher FOP numbers are particularly susceptible to this phenomenon. When soaking these issues, if after a reasonable time of immersion and a resistance to separate readily, cease and desist! Continued attempts to separate will result in the damage or destruction of the item. Let it dry, then soak in Ronsonol and proceed with the separation as with labels, etc. The paper will be stiff but lay the stamp face down on a hard surface and slowly peel away the paper. There may be residual glue but continued application of the naphtha will reduce it and it can be wiped away. I don't know why some of these numbers are difficult. Perhaps a different formula which has been improved with time. However, without diligent care, a good specimen can be reduced to the trash by thins and tears. Soak if you must, but don't forget the history book!

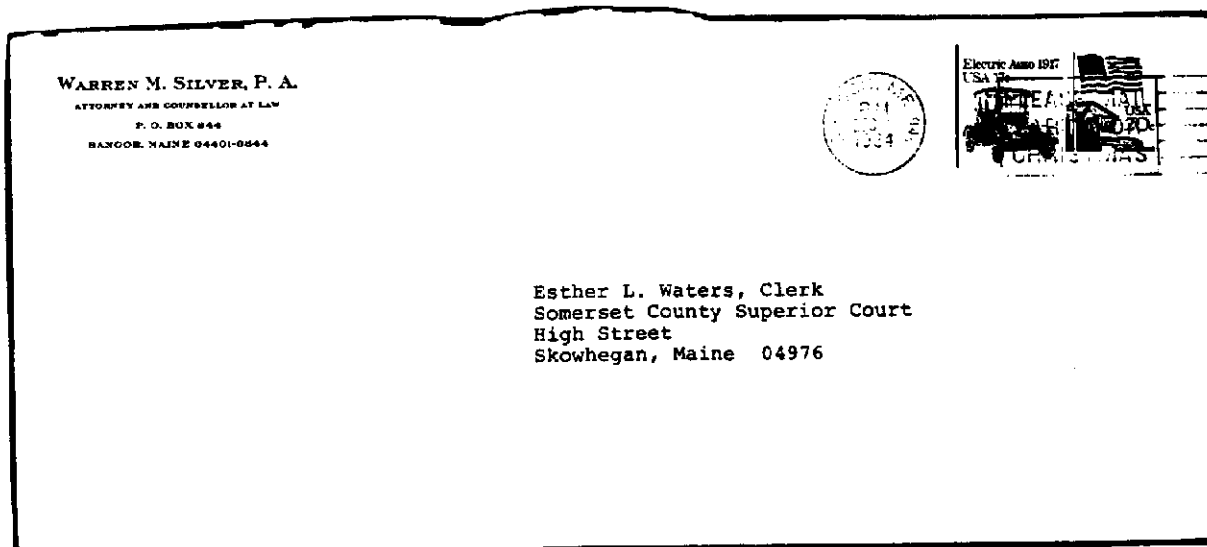
COMMERCIAL COVERS

Installment #88

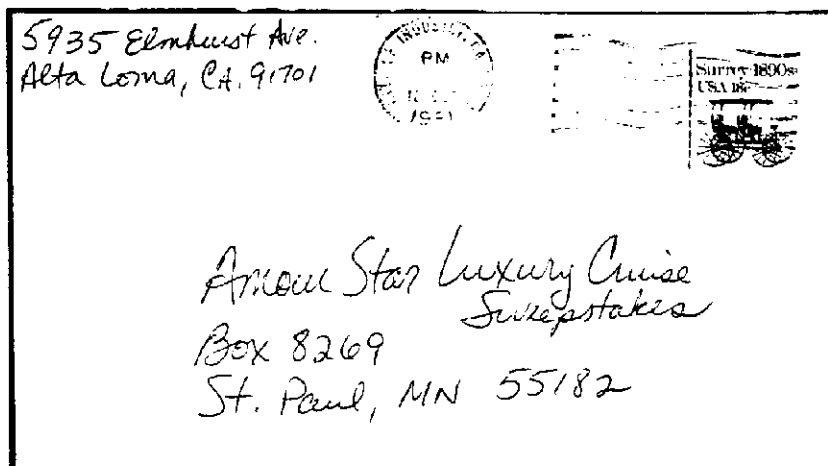
Rob Washburn
P.O. Box 840
Skowhegan, Maine 04976-0840
(207) 474-8021 (evenings)

JUST MISSED

Back in the early years of PNCs, most of the coils were printed on the Cottrell press. Not only did these early PNC issues have plate numbers, usually 24 stamps apart, but most also had joint lines. A joint line is a vertical line of ink found between the plate number stamp and the stamp to its right. It is formed when the edges of two curved plates do not meet exactly on the press and the small space between the plates takes ink and prints a joint line. These joint lines vary in intensity from light to dark. Sometimes, the printing is shifted a little right or left, and the entire joint line ends up entirely on the number stamp or the stamp to its right. Joint lines on cover are almost as tough to find as PNCs, but very few of us collect them. Because I like to collect varieties on cover, I've held onto a few over the years. The following covers feature such joint lines. Unfortunately, these covers just missed being prized PNC covers.



17c Electric Auto cover with a very dark blue joint line (12/4/84 cancel).



18c Surrey cover with dark brown joint line, used a couple weeks before the first class rate increased to 20c (10/12/81 purple machine cancel).

Frank L. McNamara, Jr.
2233 Wisconsin Ave., N.W.
Suite 222
Washington, D.C. 20007



9.3c Mail Wagon Prec.



5.9c Bicycle Prec.

BANKCARD HOLDERS OF AMERICA
2225 THE SPRINGMAY SUITE 1022 WASHINGTON DC 20006
SPECIAL NOTICE OF CASH BENEFITS

5.2c Sleigh Prec.

Electric Auto 1917
USA 17c

17c Electric Auto Prec.

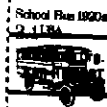
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42X
MR-
74
FAR

W. MS BURG
VA. 1986



3.4c School Bus Prec.

HOBAL PARK
N.Y. 11001

ADD'L AMT. PD.

F. S. Lightfoot

4c Stagecoach Prec.



Acadia
P.O. BOX #490
MANCHESTER, NH 03105



10.9c Hansom Cab Prec.

IMPORTANT
AUCTION LISTING ENCLOSED

Robert M. Washburn
Apt. 2
128 Mt. Pleasant Ave.
Skowhegan, ME 04976

Carlucci Jewelry Gallery
175 Fifth Avenue
P.O. Box 858
New York, New York 10159



FIRST CLASS MAIL
ZIP+4 PRESORT
KE517

12c Stanley Steamer Prec. on postcard

MARTON BEAULIEU

N. Gray
150 Moosehead Blvd
Bangor, Maine
04401



Clerk of District Court
Skowhegan District Court

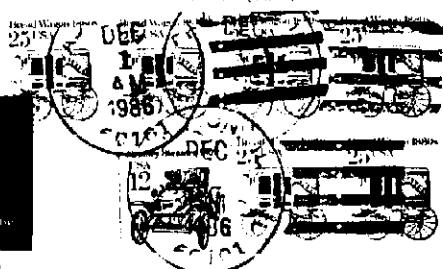
1c Omnibus (5/2/88 cancel)

H & H STAMPS AND COINS

P. O. Box 853
Chicago, Ill. 60610

MAIL INSURED

-234 322 567



R. WASHBURN

12c Stanley Steamer on insured mail (12/1/86 cancel)

10001 Shea
St. Louis, MO. 63123



20c Pumper with nice dark joint line (1/25/83 cancel)

ANDERSON, MERRILL, NORTON & RELYEA
ATTORNEYS AT LAW
61 MAIN STREET
BANGOR, MAINE 04401-6376



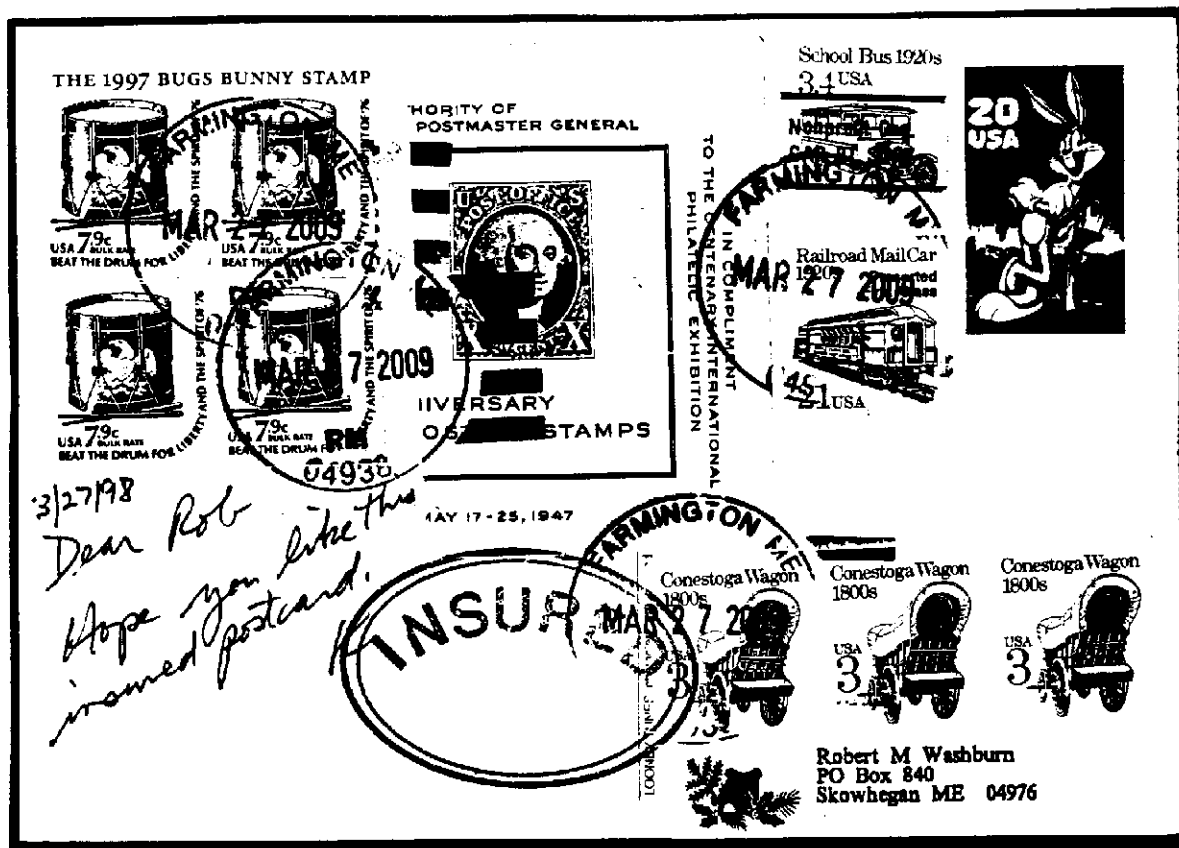
Esther L. Waters, Clerk
Somerset County Courthouse
Skowhegan, ME 04976

22c Flag #1 and 17c Electric Auto
This cover just missed being a scarce PNC combo cover.

New EKU cover reports this month include: 29c Flag/Mt. Rushmore #2 (4/2/91), 32c Flag/Porch #13311A (5/11/98), 22222A (3/18/98), 44444A (5/5/98), 55555A (4/27/98), 32c Yellow Rose #7777 (1/19/98), and 19c Fishing Boat #A6667 (4/7/94).

My thanks go to Dan Forgues, Jack Ward, Joseph Perret, Paul Leffel, John Lettes, Ken Cherry, and Richard Beecher for their reports.

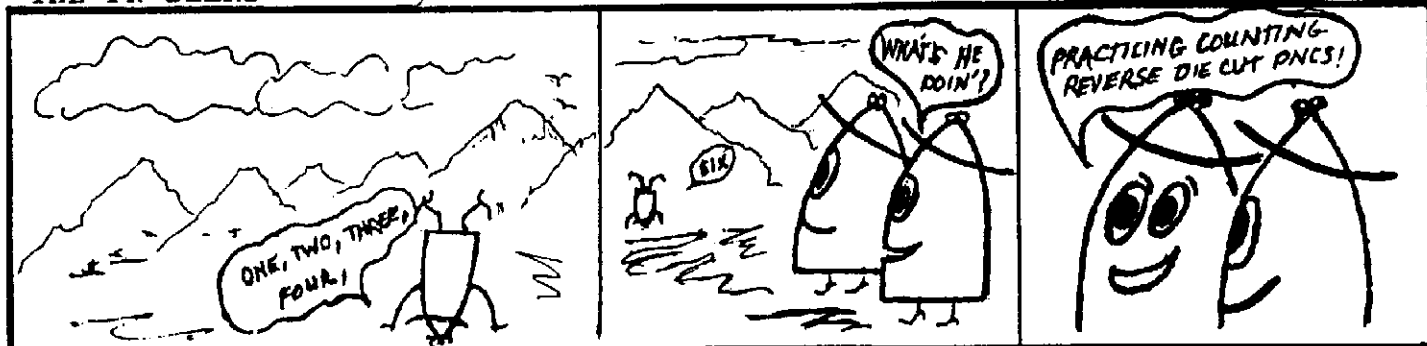
COVER OF THE MONTH



The above Bugs Bunny 20¢ postal card features a 21¢ Railroad Mail Car #1, plus a few other coils and the 10¢ portion of a CIPEX souvenir sheet. The total postage of 95¢ covered the 20¢ post card rate plus 75¢ for insurance (\$50 or less). Insurance service is not supposed to be available for post card mailings. The postal card received four March 27, 2009 cancellations in error. (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.)

THE PN SEERS

by Dan Kauffman



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:

Faisal Qureshi
32450 Plumwood Lane
Beverly Hills, MI 48025

Clifford J. Campbell
544 Garfield Dr.
Perrysburg, OH 43551-1617

Beverly E. Chapman
1606 Irwin Drive
Waterford, MI 48327-1930

C. Martin Raymer
850 Wilkinson Trace #112
Bowling Green, KY 42103

Dr. Charles T. Helfrich
128 Frankie Drive
Richmond, KY 40475

Changes of address:
John D. Galu
6 Elm Road
Middletown, NY 10940-7208

Leslie E. Sheldon
1850 Humbolt Road #34
Chico, CA 95928

John E. Alberstadt
4707 Summerland Trail
Eria, PA 16506

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., San Diego, CA 92119-1147 or call 619-265-2916.

PNC³ meetings

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

Regional Meetings are to be arranged through Dick Koenig, Regional Meeting Committee Chairperson, P.O. Box 31872, Tucson, AZ 85751.

Please contact Dick as far in advance as possible.

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

Annual Meeting - Saturday, Aug. 29, 1998 at Stampshow '98. The time and location of the meeting will be announced. Stampshow, sponsored by the American Philatelic Society, will be held Aug. 27-30 at the Santa Clara Convention Center in Santa Clara, Calif.

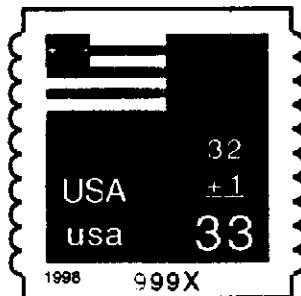
E-mail addresses:

Changes and new addresses will be listed monthly.

John F. Hallgren -
johnf@tampabay.rr.com

Mike Murray
mike_murray@radixtek.com

Alan Thomson
mrsnips@tds.net



Flag over Chalkboard
Postal math 101
D. Iams

COIL LINE

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

9 BY 12-INCH envelope of clippings from *Linn's, Stamp Collector* and the *Postal Bulletin* all relating to PNCs. Price lists, Trends, announcements, columns by Rabinowitz and others, most from the '80s. First post card gets them. Burt Robbins, 21 Pheasant Way, Centerville, MA 02632.

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

SPRING HOUSE CLEANING - Excess PS5s priced low for quick sale. Also a few PS3s. Send SASE for bargain list. (32c postage will be refunded). Lou Atkinson, 46 Union Ave., Pittsburgh, PA 15202-2919.

PNC AUCTION INCLUDES Transportation coils, Flags and misc. coils. Mint & used in strips of 3 & 5. Closing date August 28, 1998. Write for free list. P & E Stamps, POB 871, Naugatuck, CT 06770.

NEW MEMBER WOULD LIKE to meet someone in the SF Bay Area who can help me decipher *Coil Line* and explain the finer points of PNCs. Michael Murray, Sunnyvale, CA 650-944-1275 (w) or mike_murray@radixtek.com

FREE MAIL SALE CATALOG featuring plate strips of 3 and 5 in VF, NH condition. AMR is always accepting consignments and willing to purchase. The next Mail Sale is Aug. 8, 1998. We have a no questions asked cash refund policy. Your satisfaction is guaranteed. Catalogs are FREE for the asking. Write to AMR, P.O. Box 86, Flourtown, PA 19031.

Letters

Commercial cover reports from New England at end

To the Editor:

In the Southern New England area these PNCs and PNBs were found on commercial covers from about 122,000 pieces postmarked May 2 through May 30.

32c Flag/Porch [L/S]- 11111- 4; 22221- 2; 22222- 6; 33333- 8; 34333- 3; 44444- 2; 66646- 1; 91161- 2. Total- 28.

32c Flag/Porch [S/A]- 11111 [1996]- 1; 22222- 10; 23222- 10; 33333- 3; 44444- 54; 45444- 53; 55555[10/10]- 21; 66666 [11/10]- 7; 66666 [11/12]- 25; 66666 [12/12]- 7; 78777 [11/10]- 12; 88888 [10/10]- 4; 88888 [11/10]- 5; 89878 [11/10]- 4; 97898 [11/10]-4; 99899 [11/10]- 3; 99999 [10/10]- 18; 99999 [11/10]-85; 9.9999 [11/10]- 2; 11111A [10/10]- 81; 13231A- 92; 13311A [10/10]- 123; 22222A [10/10]- 63; 33333A [10/10]- 9; 55555A- 37. Total- 733.

32c Yellow Rose [S/A] [1997]- 1111- 1; 1112- 9; 1122- 4; 2222- 2; 2223- 1; 4455- 3; 5555- 27; 5556- 1; 5566- 11; 6666- 60; 7777- 62. Total- 181.

32c Statue of Liberty- PNB- V1111- 19.

32c Yellow Rose- PNB- S1111- 13 Others- None. Grand total: 974.

Regretfully, this is my last PNC commercial cover report.

I have thoroughly enjoyed sharing these statistics, on a monthly basis for quite a while, for whatever use they may have been, but I now have stopped picking up covers weekly from my utility source, and so has my successor. Therefore, no more PNC items to report. I should now have more time for my own collecting ambitions. I thank all who have expressed kind comments for this endeavor.

Best regards,
Rolly Grandahl

(Editor's note: Thanks for all the effort and good luck in your pursuits. Going through that many covers must make you an honorary postal clerk).

Commercial covers from the Southwestern United States

To the Editor:

Following is a listing of the PNC commercial covers found May 1, through May 31, 1998 from a national insurance company and a ladies wear mail order company.

32c FOP - S11111-2; 22221-1; 22322-1; 34333-2; 91161-7; 99969-4.

32c FOP S/A - M11111-1; S11111-1; 11111-18; 22222-54; 23222-11; 33333-13; 44444-60; 45444-24; 55555-54; 55555 (12/12)-9; 66666-63; 78777-28; 87888-1; 87898-9; 88888-34; 88898-2; 89878-14; 89888-8; 89898-5; 89899-1; 97898-3; 99899-5; 99999-160; 11111A-59; 13211A-3; 13231A-37; 13311A-44; 22222A-13; 33333A-38; 44444A-139; 55555A-45.

32c Yellow Rose PNB- S1111(15)- 21; S1111(30)-8; Liberty V1111-19.

32c Yellow Rose S/A - 1111-9; 1112-2; 1122-15; 22222-15; 2223-2; 2233-14; 2333-13; 3344-16; 3444-1; 4455-28; 5455-2; 5555-93; 5556-3; 5566-20; 5666-22; 6666-26; 6677-4; 7777-146.

Circus Wagon S1-1; S2-6.

23c Lunch Wagon - 4-3.

The valley die cut variety on the new 'A' suffixed FOP SAs have not been found in any abundance thus far. Only very small quantities of 22222A, 44444A, 55555A and 66666A of the valley type have been found. Does anyone know of other plate numbers with this die cut variety? Please write with information.

Anyone looking for used PNCs or PNBs on commercial cover is encouraged to write. Happy hunting on the new numbers.

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

LOT	SCOTT#	DESCRIPTION	MIN BID				
A.	Plate # Singles & Pairs						
1	1891	18c Flag, #3, XF	40.00	61	1901	#4, XF, line S	5.00
2	1900	5.2c Sleigh, (7), #1 (x4), #2 (x3) F-VF	8.00	62	1901	#4, F-VF high, line XF-S	3.00
3	1901	5.9c Bike, (4) #3 (x2), #4 (x2), F-VF	6.50	63	1901a	5.9c Bike PC, #4, VF, line VF, inclusion on # stamp just above bike seat, line gap	10.00
4	2602	10c E&S, (16) diff A211113/A1412111111, VF		64	1901	a#5, VF, line VF, line gap	60.00
			5.00	65	1901a	#6, F-VF, line VF, line gap	60.00
5	O-135	20c Official, (2), #1, F-VF	5.00	66	1901a	#6, VF, line VF, line gap	40.00
6	CV31	Variable, (24), 1-24c value, NO #, old font dull gum, VF	8.00	67	1902	7.4c Buggy, #2, VF	3.00
7	(20) diff PNS, F-VF/XF, \$5.16 face, 3 are pairs and 1 is hinged		5.00	68	1903	9.3c Mail W., #3, F-VF, line F-VF	10.00
				69	1903	(4), #1-4, F-VF/XF, line same	30.00
8	(350) diff. PNS, VF, 1981-1998 year of issue from longer strips high face value hard #'s include semi's & fractionals		195.00	70	1903a	9.3c Mail W.PC, #1, F-VF low, line VF	13.00
9	1891	18c Flag, PS-2, #6, VF, has been hinged	450.00	71	1903a	#3, VF-XF, line S, line gap	20.00
10	1900	5.2c Sleigh, (2), #1, XF, line XF, #2, F-VF, line F-VF	3.00	72	1903a	#6, XF-S, line VF, shows gap 2L	3.00
				73	1903a	#8, XF, line XF	100.00
11	1901	5.9c Bike, PS-2, #4, VF, line VF, R stamp is hinged	2.50	74	1904	10.9c Hansom, #2, VF, line VF	5.00
				75	1904	#2, VF, line XF	5.00
12	1901	(3), PS-2, #3 (x2), #4, VF-XF, lines VF-XF	6.50	76	1904a	10.9c Hansom PC, #2, F-VF # just touches, line XF-S line Gap	12.00
13	1903	9.3c Mail W., (4), PS-2, #1 (x2), #2 (x2), F-VF, lines F-VF	8.50	77	1904a	#4, VF, line VF	160.00
14	1904	10.9c Hansom, PS-2, #1, F-VF, line VF	4.00	78	1905	11c Caboose, #1, F-VF	2.00
15	1904	(2), PS-2, #1&2, VF, lines XF	7.50	79	1907	18c Surrey, #1, VF, line XF	35.00
16	1904	PS-2, #1, F-VF, line XF, R stamps hinged	11.00	80	1907	#4, F-VF, line XF	35.00
17	1904	PS-2, #2, XF, line VF	12.00	81	1907	(2), #15&16, F-VF, lines VF	8.00
18	1904	(2), PS-2, #2, F-VF, lines VF	6.00	82	1908	20c Pumper, #1, XF, line XF	15.00
19	1904a	10.9c Hansom PC, PS-2, #1, F-VF, line F-VF	—	83	1908	#7, XF, line S	40.00
20	1904a	PS-2, #4, F-VF, line VF	30.00	84	1908	(2), #7, XF, #8, VF, lines XF	95.00
21	1907	18c Surrey, (2), PS-2, #6, VF, #8, F-VF, lines VF	3.00	85	1908	(3), #7,8,11, VF, lines F-VF	30.00
				86	1908	#11, F, in at L, line F	13.00
22	1907	PS-2, #7, XF, line XF	14.00	87	2005	20c Consumer, #2, F, low & left, line VF	3.00
23	1908	20c Pumper, PS-2, #1, F-VF, line VF	4.00	88	2005	#3, F-VF, line F-VF	6.00
24	1908	PS-2, #1, XF, line XF	7.00	89	2005	#3, F-VF, line XF	6.00
25	1908	PS-2, #2, F, # just clears, line VF	—	90	2005	#3, F-VF, line XF	15.00
26	1908	PS-2, #2, XF, line VF, few short perfs @L	40.00	91	2005	(4), #1-4, F-VF, lines F-VF/XF	30.00
27	1908	PS-2, #2, VF, line XF	8.00	92	2115	22c Flag, #1, VF	4.00
28	1908	SAME	8.00	93	2115	(3), #1,3,14, VF	35.00
29	1908	(6), PS-2, #1,2,6,7,8,11, F-VF/XF, line same	40.00	94	2115	#7, F-VF low	4.00
30	1908	(5), PS-2, #1,2,7,8,11, VF, lines F-VF/XF	40.00	95	2115	#14, VF-XF	20.00
31	1908	PS-2, #11, VF, line F-VF	8.00	96	2280P	25c Yosemite, #1, XF	15.00
32	1908	PS-2, #11, F-VF, line XF	8.00	97	2915A	32c FOP, #88898, (10x11), F-VF	175.00
33	2005	20c Consumer, (4), #1 (x2), #2 (x2), VF, lines XF	8.00	98	2915A	#99899, (11x10), VF	20.00
				99	O-135	20c Official, #1, VF	7.00
34	2523c	29c Rushmore, PS-2, #7, XF, Toledo Brown	20.00	100	O-135	#1, F-VF	11.00
				101	O-139	D Official, #1, VF	14.00
35	O-135	20c Official, PS-2, #1, VF, # on R stamp	4.00	102	O-139	#1, VF-XF	30.00
36	O-139	D Official, PS-2, #1, VF, # on R stamp	8.00	103	O-139	#1, VF	10.00
B.	Plate # Strips of 3			104	(14)	Diff. transpotations, F-VF, lines F-VF, face \$7.39	7.50
37	1891	18c Flag, #1, XF, couple nibbed perfs @L	55.00	C.	Plate # Strips of 4		
38	1891	#1, VF	50.00	105	1901a	5.9c Bike PC, (2), #5, F-VF, #6, VF-XF, lines VF, both line gaps	75.00
39	1891	#1, XF	45.00	106	1901a	(2), #5&6, F-VF, lines V-VF, gap 1/8 L	75.00
40	1891	#2, F-VF centered to R	4.00	107	1903a	9.3c Mail W.PC, #3, F-VF low, line F-VF, line gap	15.00
41	1891	#2, VF	5.00	108	1904	10.9c Hansom, #2, F-VF, line F-VF	4.50
42	1891	#2, VF-XF	6.00	109	1904a	10.9c Hansom PC, #1, XF, line XF, line gap	17.00
43	1891	#3, VF	125.00	110	1908	20c Pumper, #2, VF, line VF-XF, one pulled perf @R	80.00
44	1891	#3, VF-XF	175.00	111	2005	20c Consumer, #2, VF, line VF-XF	10.00
45	1891	(3), #2,4,5, F-VF	20.00	112	2005	#3, VF, line VF	12.00
46	1891	#6, VF but low	950.00	113	2005	(4), #1-4, XF, lines XF	55.00
47	1895	20c Flag, #4, VF but high	26.00	D.	Plate # Strips of 5		
48	1895	(2), #4&6, VF	30.00	114	1891	18c Flag, #1, XF	250.00
49	1895	#4, VF-XF	30.00	115	1891	#3, XF, has perf bends at both outside stamps if taken off leaves a S PS-3	150.00
50	1895	#6, F-VF	25.00	116	1891	#7, XF	15.00
51	1895	#6, VF-XF	60.00	117	1895	20c Flag, #4, S	400.00
52	1895	#6, VF	35.00	118	1895	#9, F-VF, high & left, has perf crease at line and 1R	2.50
53	1895	#6, VF	35.00	119	1895	#12, F-VF high & left	6.00
54	1895	#6, VF	35.00	120	1895e	20c Flag PC, #14, S	40.00
55	1895e	20c Flag PC, #14, XF	25.00	121	1895e	#14, F-VF	25.00
56	1895e	#14, XF-S	70.00	122	1900	5.2c Sleigh, #1, F-VF perf just clear @R, line VF	3.00
57	1900	5.2c Sleigh, #1, F just in @R, line F	3.00	123	1900	#2, F-VF, line F-VF	5.00
58	1900a	5.2c Sleigh PC, #1, F-VF close @R, line F-VF	4.00	124	1900	#2, F-VF high & left, line S	7.00
				125	1900	#3, XF, line XF	200.00
59	1900a	#5, VF, line VF-XF, line gap	50.00				
60	1901	5.9c Bike, #3, VF, line XF	5.00				

126	1900	#5, XF, line XF	100.00	193	2468	\$1 Plane, (5), #3, VF-XF	25.00
127	1900a	5.2c Sleigh PC, #1, VF, line XF	3.00	194	2518	F Flower, #1211, F-VF	6.00
128	1901	5.9c Bike, (2), #3&4, XF, lines XF	15.00	195	2518	SAME	6.00
129	1901a	5.9c Bike PC, #5, XF bit high, line S, line gap		196	2518	SAME	6.00
			50.00	197	2518	#1211, VF	6.00
130	1901a	#5, F-VF, line S, line gap	65.00	198	2518	SAME	6.00
131	1901a	#6, VF, line S, gap 1/8L	65.00	199	2518	#1211, XF	6.00
132	1902	7.4c Buggy, #2, F-VF, T-II paper	6.00	200	2518	SAME	6.00
133	1903	9.3c Mail W., #2, XF, line XF	10.00	201	2518	#1211, VF	6.00
134	1903	#5, VF, line S	180.00	202	2518	#1211, XF	11.00
135	1903	#5, XF, line XF	200.00	203	2523	29c Rushmore, (9), #1-9, F-VF, several have minor perf faults	20.00
136	1903	#5, S, line XF	200.00	204	2523a	29c Rushmore, (3), #A22211, XF	4.50
137	1903a	9.3c Mail W.PC, #5, XF, line S	2.00	205	2525	29c Flower, (5), #S1111, VF-XF	7.50
138	1904a	10.9c Hansom PC, #1, F-VF, line F-VF, gap 1R		206	2529	19c Fishing Boat, (10), #A1112, VF-XF	20.00
			30.00	207	2529a	19c Fishing Boat, (5), #A5555, XF	5.00
139	1904a	#3, S, line XF	250.00	208	2598	29c Eagle, #111, S	3.00
140	1904a	#4, S, line S	250.00	209	2602	10c E&S, #A11111, XF	1.50
141	1905	11c Caboose, (2), #1, F-VF, T-I paper, both show the supreme court tagging	4.50	210	2602	#A12213, XF	10.00
142	1906a	17c Auto PC, #4B, XF, line VF-XF	15.00	211	2602	SAME	11.00
143	1906a	#1C, F-VF, line F pulled perfs @R	2.00	212	2602	SAME	11.00
144	1907	18c Surrey, #1, F-VF, line S	50.00	213	2602	#A33335, VF	5.00
145	1907	#7, VF, line XF-S	18.00	214	2602	#A34424, XF	2.50
146	1908	20c Pumper, #1, XF, line XF	100.00	215	2602	#A34426, VF	2.50
147	1908	#7, S, line S	100.00	216	2602	(10) diff, #A11112/A89999, VF	10.00
148	1908	#8, VF-XF, line VF-XF	100.00	217	2602	(20) diff, #A11111/A99999, VF	21.00
149	1908	#12, F-VF, line XF	2.50	218	2602	(12) diff, #A1010101010 /A1412111111, VF	18.00
150	2005	20c Consumer, #1, XF, line XF	100.00	219	2605	23c Presorted, #A111, VF-XF	2.00
151	2005	#2, XF, line XF, all perfs have been bent	-----	220	2605	#A112, VF-XF	2.00
152	2005	#3, VF, line XF	45.00	221	2605	(6), diff, #A111/A333, VF-XF	15.00
153	2005	#3, VF, line VF	75.00	222	2606	23c USA, #A1111, S	2.75
154	2005	#4, F-VF # just clears, line S	45.00	223	2606	(7) diff, #A2232/A4453, XF	15.00
155	2115	22c Flag, #3, F-VF	22.00	224	2609	29c Whitehouse, (4), #5,9,12,13, VF	8.50
156	2115	#3, VF	25.00	225	2813	29c Love, #B1, S	4.50
157	2115	#7, VF	4.00	226	2890	G Flag(blue), #A1314, VF-XF	3.00
158	2115	#13, XF	5.00	227	2890	(2) #A3426 & A4426, VF-XF	6.00
159	2115	SAME	9.00	228	2890	#A3436, XF	2.50
160	2115	#14, F-VF	10.00	229	2890	#A4427, XF	2.50
161	2123A	3.4c Bus PC, (2), #1 XF, line XF, #2 XF-S, line XF-S	2.50	230	2891	G Flag(red), #S1111, VF, has top black back#1920 on stamp with number	10.00
162	2125	5.5c Truck, (3), #1, F-VF low, 1 with perf faults		231	2891	SAME, but back number is 1590	10.00
			1.00	232	2893	G Flag, nonprofit, #A21111, XF	1.00
163	2126a	6c Tricycle PC, #2, VF, T-I paper	10.00	233	2915A	32c FOP, #87898, F-VF, (11x10)	4.50
164	2126a	SAME	4.00	234	2915A	SAME	7.50
165	2128a	8.3c Ambulance PC, #4, VF, line XF-S	4.00	235	2915A	#88888, F-VF, (10x10) no margins left on either side	8.00
166	2129a	8.5c Tow Truck, #2, S	4.00	236	2915A	#88898, VF, (10x11)	385.00
167	2131	11c Stutz, (3), #3, #4 (x2), VF, lines F-VF/XF	3.00	237	2915A	#89878, VF, (10x10)	385.00
168	2134	14c Ice Boat, (4), #1 (x2), #2 (x2), F-VF, lines XF		238	2915A	#89899, VF, (10x10)	385.00
			5.00	239	2915A	#89899, F-VF, (10x10) no margins left on either side	175.00
169	2136	25c Bread W., (5), #1-5, F-VF/XF	10.00	240	2915A	(10), #97898, F-VF, (11x10)	38.00
170	2150	21.1c Letter, #111111, VF	3.00	241	3054	32c Rose, #6777, VF	4.00
171	2150a	21.1c Letter PC, #111111, VF		242	1905a	11c Caboose, #2, F-VF, has some blind perfs @R	2.25
172	2228a	4c Stage, #1, XF, overall tag, B press	6.00	243	2131	11c Stutz, #3, XF, line VF-XF	
173	2252b	3c Conestoga, #6, VF-XF	1.00	244	O-135	20c Official, #1, F-VF	42.00
174	2255	7.6c Carreta, #3, XF	7.00	245	CV31	Variable, (18), #1, values 1-18c, XF, old font dull gum	235.00
175	2256	8.4c Wheelchair, #3, VF	12.00	246	CV31	SAME	125.00
176	2260a	15c Tug, #2, F-VF, overall tag	1.25	247	CV31c	(11), #1, VF, values 19-29c, old font dull gum	60.00
177	2261	16.7c Popcom W., (10), #1, VF	12.00	248	CV32	Variable, #1, VF, 20c value, new font shiny gum	6.00
178	2262	17.5c Race Car, (10), #1, F-VF/XF	12.00	249	CV33	Variable, #A11, VF, 29c value	4.00
179	2264	20.5c Fire Eng., (10), #1, VF	14.00	250	CV33	Variable, #11, XF, 20c value	5.00
180	2265	21c Mail Car, (10), #1, F-VF/XF	14.00	251	CV33	#11, XF, 23c value	5.00
181	2280	25c Yosemite, (6), #1-3,5,7,9, F-VF/XF	15.00	252	CV33	#11, VF, 32c value	5.50
182	2280P	25c Yosemite, #1, VF, light finger prints on gum	14.00	253	E.	Plate # Strips of 6 or Longer	
183	2280P	#1, XF	30.00	254	1891	18c Flag, PS-7, #2, S	33.00
184	2280P	#1, VF	20.00	255	1895	20c Flag, PS-11, #12, F-VF	6.00
185	2280P	#5, F-VF low	2.00	256	1895e	20c Flag PC, PS-7, #14, VF	30.00
186	2280P	#6, VF-XF	6.00		1898a	4c Stage, (2), PS-7, #3&4, VF, lines VF	3.50
187	2280P	#6, F-VF	4.00		1898ab	4c Stage PC, (2), PS11, #3&4, VF-XF, lines XF, both gap 2L	7.00
188	2280P	#6, XF-S	6.00				
189	2280P	(2), #6, XF, #15< F-VF	9.00				
190	2280P	#15, F-VF	2.00				
191	2280P	#15, VF-XF	4.00				
192	2457	10c Truck, (2), #1, XF	2.00				
	2464	23c Lunch W., (2), #3, F-VF, both gums	5.00				

257	1898ab	(2), PS-11, #5&6, XF, lines VF, gap 1L	7.00	312	2603	10c E&S, Pair, NO #, VF	6.00
258	1900	5.2c Sleigh, PS-7, #1, F perfs touch @L, line F-VF		313	2603	PS-6, #11111, XF-S	100.00
259	1900	PS-7, #2, F perfs just clear @R, line F	7.00	314	2609	29c Whitehouse, Pair, NO #, VF	6.00
260	1900a	5.2c Sleigh PC, (2), #1&2, VF, lines VF	10.00	315	2609	SAME	5.00
261	1900a	PS-43, #1&2, F-VF, line F-VF, gap 5R	13.00	316	2609	Strip of 4, NO #, VF-XF, there are some blind perfs at middle of strip	10.00
262	1900a	PS-48, #1, VF, #2, F-VF, lines same, gap 5R	13.00	317	2609	PS-6, #9, VF-XF	115.00
263	1901	5.9c Bike, PS-7, #4, F perfs just clear @R, line F	5.00	318	2609	SAME	325.00
264	1901a	5.9c Bike PC, PS-7, #6, VF, line XF, line gap	50.00	319	2613a	32c FOP, Pair, NO #, VF, dull gum	30.00
265	1903	9.3c Mail W., PS-6, #1, VF, line VF		320	2613a	SAME	30.00
266	1903	PS-6, #6, VF, line F	120.00	321	2613a	SAME	30.00
267	1903a	9.3c Mail W.PC, PS-14, #4, VF, line XF-S, gap 4R	9.00	322	2615A	32c FOP, Pair, NO #, VF	8.00
268	1904a	10.9c Hansom PC, PS-6, #3, F-VF, line F-VF, line gap	125.00	G.	Misperfs		
269	1904a	PS-6, #4, VF, line VF, line gap	125.00	323	1898	3c Handcar, PS-5, #1, F-VF, perfs between H/A of Hand, also miscut, # 75% at bot, 25% at top	12.00
270	1906a	17c Auto PC, PS-12, #5AB, F-VF vert, #just touches line F-VF, gap 5R	4.00	324	1898ab	4c Stage PC, PS-7, #5, VF, perfs touch s of 1800s has line gap	8.00
271	1906a	PS-12, #7AB, F-VF, # just clears, line F-VF, gap 5R	6.00	325	1906	17c Auto, PS-7, #7, F-VF horiz., line F, perfs touch bumper @R	6.00
272	1908	20c Pumper, PS-7, #2, XF, line S	500.00	326	2265	21c Mail Car, PS-5, #1, VF-XF horiz. perfs thru M of Mail	12.00
273	1908	PS-6, #7, F-VF low, line S	110.00	H.	Miscut		
274	1908	PS-6, #8, F-VF high, line VF	110.00	327	1897	1c Omnibus, PS-3, #2, F perfs just clear @R, line VF, # is 100% at top with part of wheels	6.00
275	2115	22c Flag, PS-7, #3, F-VF high	25.00	328	1897a	2c Loco., PS-7, #8, VF vert. line XF, full # at bottom and 25% of second # at top	5.00
276	2115	(2), #15, F-VF, #17, VF, bottom right corner missing from last	4.50	329	1897a	PS-7, #10, VF vert., line XF, # split 50/50	4.50
277	2115	PS-7, #17, XF	5.00	330	1898	3c Handcar, (2), PS-5, #1, VF vert, #2, F-VF vert, both have 100% of # at top. #2 shows 10% at bottom	10.00
278	2127a	7.1c Tractor, PS-7, #1, VF	2.00	331	1900	5.2c Sleigh, (2), #1&2, F-VF vert. lines VF, letters just clear at top	8.00
279	2128a	8.3c Ambulance PC, (2), PS-7, #1&2, VF, lines VF gaps 2L	3.50	332	1900	(12), PS-5, #1 (x6), #2 (x6), F-VF, lines F-VF #'s cut 10-75%, mixed lot	24.00
280	2128a	(2), PS-11, #3&4, F-VF, lines XF, gap 1-1/8R	6.00	333	1903a	9.3c Mail W.PC, PS-5, #8, XF vert, line XF, gap 1-7/8L 95% of # at bottom 25% of second at top	50.00
281	2129	8.5c Tow Truck, PS-7, #1, F-VF	3.50	334	1905	11c Caboose, PS-5, #1, VF vert, 95% of # at top, wheels just clear and no # at bottom	10.00
282	2255	7.6c Carreta, (2) PS-7, #1&2, VF	3.00	335	1906	17c Auto, PS-5, #3, VF vert, line F-VF, #100% at top	6.00
283	2256	8.4c Wheelchair, PS-7, #1, VF	2.00	336	1906	PS-8, #5, VF vert, line XF-S, # 100% at top	7.50
284	2280P	25c Yosemite, (2), PS-7, #2&3, F-VF	5.50	337	1906a	17c Auto PC, (2), PNS, #3C & 5A, VF vert, both have 100% of # at top, wheels just touch, both mint	15.00
285	2280P	(2) PS-7, #8&9, F-VF	5.50	338	1908	20c Pumper, PS-8, #2, VF vert, line XF, # split 50/50	100.00
286	2280P	(2), PS-7, #11&14, F-VF	5.50	339	2005	20c Consumer, PS-6, #4, VF vert, line F-VF, from row 1 of web large top margin only 90% at bottom	20.00
287	2492	32c Pink Rose, PS-7, #S111, S	3.00	340	2115	22c Flag, PS-3, #14, VF vert, Full # at bottom touches, trace of second # at top	6.00
288	2518	F Flower, (2), PS-7, #1111&2222, XF	5.00	341	2126a	6c Tricycle PC, PS-7, #2, T-I paper, VF vert, 90% at bottom, just a trace at top	10.00
289	2518	PS-7, #1211, VF-XF	13.00	342	2128	8.3c Ambulance, PS-5, #1, XF vert, line S, 100% at bottom, 50% at top from row 2 of web, this shows displaced number	15.00
290	2518	PS-7, #1211, VF	13.00	343	2128a	8.3c Ambulance PC, PS-5, #1, VF vert, line VF, gap 2L from row 1 of web # is missing, also shows no period at 2L	30.00
291	2523	29c Rushmore, PS-7, #5, XF	5.00	344	2128a	(2), PS-7, #1, VF vert, lines F-VF, gap 1-7/8L matche set from twin rolls: 1 strip 99% no low entry, other strip normal 1 at bottom with low entry 99% at top	75.00
292	2523c	PS-7, #7, VF, Toledo Brown	85.00	345	2132	12c Stanley, (3), F-VF vert, lines F, NO#, wheels clear	5.00
293	2525	29c Flower, (2), PS-7, #S1111&S2222, VF	6.00	346	2132	(3), PS-5, VF vert, lines F-VF, set of three with NO# and #1&2 at top 100%	25.00
294	2915A	32c FOP, PS-7, #87888, (11x10) F-VF	25.00	347	2134	14c Iceboat, PS-8, VF vert, line XF, # 95% at top 5% at bottom	40.00
295	2915A	PS-7, #89899, F-VF	195.00	348	2280	25c Yosemite, (2), PS-5, #1, VF-XF vert, match set from rows 1&2 of web, one strip has 95% of # at the	
296	2915A	PS-7, #89899, F-VF	330.00				
297	CV31	Variable, (18), PS-7, 1-18c values, old font, dull gum, all strips start and end with 1c value, XF	200.00				
298	CV31b	Variable, (2), PS-7, 19&29c values, #1, VF, new font dull gum	30.00				
299	CV32	Variable, PS-9, #A11, 19c value, XF	11.00				
F.	Imperfs						
300	1891	18c Flag, Pair, NO #, VF, also miscut, 1-1/2 strips showing at bottom	40.00				
301	1895	20c Flag, Pair, NO #, VF	4.00				
302	1895	PS-7, #8, S	100.00				
303	2115	22c Flag, Pair, NO #, VF	10.00				
304	2115	Pair, NO #, F-VF	4.00				
305	2136	25c Bread W., Pair, NO #, VF	12.00				
306	2280P	25c Yosemite, Pair, NO #, F-VF, also miscut so that the pair is shorter than normal, only 22mm high normal is 25mm	9.00				
307	2280	Strip of 6, NO # block tag, F-VF high, blue star field just clears top, some kind of mark on gum 4th stamp from left	12.00				
308	2281	25c Bee, Pair, NO #, VF	15.00				
309	2518	F Flower, Pair, NO #, VF	20.00				
310	2518	PS-6, #2222, XF	150.00				
311	2523	29c Rushmore, Pair, NO #, VF	12.00				

		bottom, the second has 5% at top plus 100% of second # at bottom	20.00	385	2252	PS-5, NO#, XF, 1st upward continuation of blazing wagon from lot 384	17.00
349	2892	Red G Flag, PS-7, \$S2222, XF vert, full # at bottom with 30% of second # at top	25.00	386	2252	PS-5, NO#, XF, 2nd upward continuation of blazing wagon from lot 384	17.00
I. Constant Plate & Mat Varieties							
350	1895e	20c Flag PC, PS-5, #14, VF, has Q variety	100.00	387	2280P	25c Yosemite, PS-3, NO#, VF vert, cut low shows three electric eye bars at top	3.00
351	1897a	2c Loco., PS-5, #3, VF, line VF-XF, has tail on T		388	2281	25c Bee, (10), PS-4, NO#, F-VF, all w/seam lines	20.00
		1L	7.50				
352	1897a	PS-5, #3, VF-XF, line XF-S, Smoking T @1L	10.00	389	2466	32c Ferryboat, Pair, NO#, VF, Bronx Blue	4.00
353	1897a	PS-6, #8, F-VF, line F, 2 lumps of coal at 1R	6.00	390	2466	PS-5, #5, VF-XF, Bronx Blue, also shows gouges thru "9" of 1900 @1R	125.00
354	1902	7.4c Buggy, PS-5, NO #, VF-XF, blown tire, T-II paper	40.00	391	2529a	19c Boat, PS-5, #A7779, XF, dble 9 variety	15.00
355	1904	10.9c Hansom, PS-3, #2, F-VF, line S, low entry @2L	25.00	392	2602	10c E&S, PS-5, #A11112, VF, broken yellow 1	6.00
356	1904a	10.9c Hansom PC, PS-5, F-VF, line F-VF, low entry at 2L	20.00	393	2602	PS-5, #A22112, XF, broken yellow 1	10.00
357	1905a	11c Caboose PC, (2) PS-5, XF, one shows Brake Shoe the other has Hoseline		394	2603	10c E&S, PS-5, #22222, VF, bluebird over wing	4.00
358	1906	17c Auto, PS-5, #5, XF, line S, reclining comma @1R	15.00	395	2603	PS-5, #22222, VF, extra blue 1	4.00
359	1906	PS-5, #5, F-VF, line F, reclining comma @1R	6.00	396	2603	PS-7, #22221, XF, extra blue 1	8.00
360	1906	PS-5, #7, F-VF vert # 80% at bottom just a trace at top, dot over E	8.00	397	2603	PS-7, #22222, VF, bluebird	10.00
361	1906	PS-5, #7, VF, line XF, oil drop		398	2603	PS-7, #33333, XF, brown egg over left wing	6.00
362	1906a	17c Auto Pc, (2), PS-12, #3BA & 4BA, VF, lines S, gap 4R, has 3 dot variety	30.00	399	2890	G Flag (blue), PS-5, #A1111, XF, USc @2R	10.00
363	1907	18c Surrey, PS-5, #1, Vf, line XF, lightning bolt		400	2904B	5c Mountain SE, PS-5, #1111, XF, downward knife shift @2L	3.00
364	1908	20c Pumper, PS-5, #15, XF, line XF, wounded P	115.00	401	2915A	32c FOP, PS-5, #87888, F-VF, brown dot over U @1L	15.00
			6.00	402	2915A	PS-5, #99899 (10x10), F-VF, w/red accent mark above "a" in USA @2L	20.00
365	2115	22c Flag, PS-5, #6, VF, flying saucer @2R	7.50	403	2915A	PS-3, #9.9999, XF, (11x10)	17.00
366	2123	3.4c Bus, PS-5, #1, F-VF, line F chiller roll doubling	80.00	404	2915A	PS-7, #9.9999, VF, (11x10)	15.00
		PS-5, #2, F-VF, line F, chiller roll doubling	80.00	405	3054	32c Rose, PS-5, #4455, F-VF, falling aphid variety	12.00
367	2123			406	CV31	Variable, PS-5, #1, F-VF, old font dull gum, has six 52c values printed	22.00
368	2123a	3.4c Bus PC, PS-5, #1, XF, line XF, no period @ 2R	12.00	J. Tagging Varieties			
369	2123a	SAME, but #2	12.00	407	1898a	4c Stage, (2), PS-3, #3&4, XF, line XF, untagged error	150.00
370	2123a	PS-6, #1, XF, line XF, gap 2R, no period @3R	9.00	408	1899	5c Cycle, Strip of 5, NO#, VF-XF, untagged error	6.00
371	2123a	SAME but #2	9.00	409	2225b	1c Omni, PS-5, #3, shiny gum, XF, tagged error	3.50
372	2123a	(2), PS-9, #1, VF, line VF, #2, XF, line VF, gap 3R, no period @4R on both	5.00	410	2454	5c Canoe, PS-5, #S11, dull gum	4.00
373	2124	4.9c Buckboard, PS-3, #4, VF-XF, line XF, buggy whip	20.00	411	2523v	29c Rushmore, PS-1, #6, F-VF, Lenz Tagging	50.00
374	2124	PS-5, #4, VF-XF, line XF, long buggy whip		412	2523v	PS-5, #6, VF, Lenz Tagging	45.00
375	2124a	4.9c Buckboard PC, (2), PS-7, #5, XF vert, lines XF, matched set from rows 1&2 of mat shows the rain cracks that start one one and continue on to second strip, dble bar gap @2R these type are always miscut	75.00	413	2529	19c Boat, (2) PS-5, #A5555, VF, untagged error	8.00
376	2128	8.3c Ambulance, PS-5, #1, XF-S, line XF, # low and shifted, from row one of web	65.00	K. Other Varieties			
377	2128	(2) PS-7, #1, VF, line VF, # low entry	22.00	414	2280	25c Yosemite, Pair, NO#, F-VF, burnt trees	15.00
				415	2280	Pair, NO#, VF-XF, burnt trees	45.00
				416	2466	32c Ferryboat, sealed roll in bubble pack of #5 Bronx blue color error, this roll of 100 should yield @- PS-5 & a sgle plus 89 un-numbered stamps	200.00
378	2128a	8.3c Ambulance PC, PS-7, #1, VF, line S gap 7/8L # low entry		417	2523c	29c Rushmore, PS-1, #7, VF, Toledo Brown, 1 short perf @R	35.00
379	2131	11c Stutz, PS-5, #3, XF, line XF, drop transfer @2L	8.00	418	2523c	Pair, NO#, VF but low, Toledo Brown, top of Washingtons head missing. This is only found on stamps from Pht#1	25.00
380	2131	PS-5, #3, VF, line XF, broken fender	8.00	419	2523c	PS-5, #7, XF, Toledo Brown with paper inclusion at top right on stamp with # looks like pulp piece, not stain	70.00
381	2134	14c Iceboat, PS-5, #3, F-VF, line F, chiller roll dblg	15.00	420	2523c	PS-5, #7, VF-XF, Toledo Brown	100.00
382	2134	SAME but #4	15.00	421	2603	10c E&S, PS-7, #11111, VF, tagged error	8.00
383	2226	2c Loco., PS-5, NO #, VF-XF but high, rail spike on center stamp	7.50	422	2603	PS-5, #22221, XF, tagged error, mark on R stamp looks like from roll sealing tape	8.00
384	2252	3c Conestoga, PS-5, NO#, XF, blazing wagon	17.00	423	2603	PS-5, #11111, XF, Santa Ana Pink, marks on two left stamps looks like from roll sealing tape	7.00

424	2603	PS-5, #11111, XF, Santa Ana Pink, from the original find in CA.	12.00	455	1907	Summit, NJ, F-VF, some perf faults PS-1, #8, on size 6 cover W/BMC 7/28/81 Westchester, NY, VF	----
425	2609	29c Whitehouse, Pair, NO#, XF-S, Indigo Blue	35.00	456	1907	PS-1, #9, on size 6 cover W/BMC. 8/7/81 USPS, NY, F-VF, stamp faulty	----
426	2912A	25c Jukebox SA, #S11111, XF, has red middle back number at 1L	7.00	457	1907	PS-1, #9, on size 6 cover W/BMC, 10/5/81 Hampstead, NY, F-VF	----
427	2915A	32c FOP, Single, NO#, cut (10x11), VF	35.00	458	1908	20c Pumper, PS-1, #6, on size 6 cover W/BMC 5/4/82 USPS, NY, F-VF, stamp cut at top by opener	----
L.	First Day Covers & Cancels						
428	1895	20c Flag, PS-3, #1, on Artmaster cover, F-VF	15.00	459	2005	20c Consumer, PS-1, #4, on size 6 cover W/BMC from North Jersey, NJ, 6/10/82, F-VF, top of stamp cut by opener	----
429	1898	3c Handcar, PS-4, #2, on Artmaster cover, F-VF, some toning of cover at top & right	3.00	460	2112	D Eagle, (2), PS-1, #1&2, on size 6 covers F-VF w/bmc	4.00
430	1898a	4c Stage, PS-2, #2, VF, on Artmaster cover	3.00	461	2115	22c Flag, PS-1, #5, tied to size 10 mule mail cover by Los Olivos, CA magenta hand cancel 10/4/86 (2) add'l stamps, NO #'s with add'l pictorial cancels, F-VF, stamps w/# has perf faults	----
431	2127	7.1c Tractor, PS-3, VF, on Artcraft cover	6.00	462	2115	PS-1, #6, tied by BMC 12/10/87 Houston, TX to size 10 cover, cancel touches #, F-VF	20.00
432	2127ab	7.1c Tractor PC, PS-4, #1, VF, on Complex Show cover	3.00	463	2115	PS-2, #13, tied to size 6 window utility cover by 9/7/88 Colorado Springs BMN, open 2 sides, F stamp has faults	5.00
433	2468	\$1 Plane, PS-2, #1, XF, on USPS Souvenir page	25.00	464	2452c	Circus W. PS-4, #S1, on unused DAV cover, VF	3.00
M.	Other Covers						
434	1891	18c Flag, PS-1, #1 on size 6 cover W/BMC 6/8/81 Newport, ME, VF	10.00	465	2452c	PS-4, #S2, on unused DAV cover, VF	3.00
435	1891	PS-1, #2, on size 6 cover W/BMC 7/26/81 Ft. Worth, TX, F-VF	----	466	2255	7.6c Carreta, PS-1, #2, on size 10 Harper's cover, VF	5.00
436	1891	PS-1, #2, on size 6 cover W/BMC 8/10/81 Raleigh, NC, F-VF	----	467	2256	8.4c Wheelchair, PS-1, #2, on size 11 window cover unopened from Congressional Dispatch, XF	4.00
437	1891	PS-1, #2, on size 6 cover W/BMC, 10/5/81 Columbus, OH, F-VF, perf fault @L	----	468	2281, 25c Bee, (2), #1&2, tied to utility window covers by BMC opened three sides, VF	3.00	
438	1891	PS-1, #3, on size 6 window cover W/BMC 7/25/81, Springfield, MA, VF	15.00	469	2466	32c Ferryboat, (4), #2-5 on size 6 covers, F-VF	6.00
439	1895	20c Flag, PS-1, #2, on size 6 cover W/BMC 7/21/82 Westchester, NY, F-VF, stamp has small faults	----	470	2493	32c Orange, PS-1, #V33453, tied to size 6 cover by Minneapolis, MN BMC, stamp is mis-perfed so that the pit # is on the bottom, VF, open on three sides, dated 1/3/97	75.00
440	1895	PS-1, #3, on size 6 cover W/BMC, 4/12/82 South Suburban, IL, F-VF, few pulled perfs	----	471	2513	F Flower, PS-1, #1211 tied to size 6 cover by BMC 1/21/92, Traverse City, MI, cancel over #, F-VF	6.00
441	1895	PS-1, #3, on size 6 cover W/BMC, 5/8/82 Flushing, NY, F-VF, faulty stamp	----	472	2523	29c Rushmore, PS-1, #2, Lenz Tagging, tied to size 6 cover by Seattle, WA, 6/17/91 BMC open 2 sides, F-VF, short perfs on left side	100.00
442	1895	PS-1, #3, on size 6 cover W/BMC, 6/7/82 Hicksville, NY, F-VF, perf faults @L	----	473	2523A	29c Rushmore Gravure, PS-1, #A111111, tied to size 6 cover by St. Petersburg, FL 1/31/95 BMC used to pay 32c rate with dove make-up stamp	5.00
443	1895	PS-1, #3, on size 6 cover W/BMC, 7/30/82 Grand Rapids, MI, F-VF, perf faults @L	----	474	2523c	29c Rushmore, (10), NO #'s Toledo Brown singles from 10 different towns, VF	----
444	1895	PS-1, #3, on size 6 cover W/BMC, 8/30/92 USPS, NY, VF	----	475	2602	10c E&S, PS-1, #A43335 on size 10 window cover from Center for Human Natural Nutrition, VF	3.00
445	1895	PS-1, #3, on size 6 cover W/BMC, 10/28/82 Tampa, FL, VF, stamp w/scuff	----	476	2602	PS-1, #A54444 on cover from Visa Gold with 8/24/92 dated contents, F-VF, nibbed perfs @L	6.00
446	1895	PS-1, #5, on size 6 cover W/BMC, 8/2/82 Hackensack, NJ, F, stamp faulty	----	477	2602	PS-1, #A1110101010, on size 10 brown window cover from Cash Claim Center, VF	5.00
447	1895	(13), complete run of #'s, on size 6 covers, F-VF, some perf faults noted	15.00	478	2603	10c E&S, PS-1, #33333, on blue size 10 window cover from What's Stopping You, F-VF	4.00
448	1898	3c Handcar, (3), PS-1's, #1-3, on size 6 covers used to make up 25c & 32c rates to utility, F-VF	5.00	479	2603	PS-1, #22222, w/ Extra blue 1, on size 11 window from IBC/Donoghue, VF	8.00
449	1901a	5.9c Bike PC, PS-2, #3, on size 6 cover to overpay by .1c the 22c rate tied by BHC 10/20/87 Skowhegan, ME, VF	5.00	480	2603 (3x), #11111, 22222, 33333, and #2604 #S22222, on 4 diff unopened commercial covers, mixed sizes	----	
450	1904	10.9c Hansom, PS-2, @1, on size 10 cover w/17.5c to over pay rate, tied by magenta 11/25/87 Skowhegan hand cancel, VF	5.00	481	2604	10c E&S, PS-1, #S22222, on size 9 cover from Kiplinger Letter, and there is a 5 digit center back #, VF	10.00
451	1906	17c Auto, PS-2, #1, tied to size 11 Travelodge cover by Albany, NY 8/4/86 BMC paying up to 3oz rate, F-VF, cancel touches #	5.00	482	2605	23c Presorted, PS-1, #A212, on size 10 cover form Investment Rareties, Inc. F-VF, stamp has SE @R	4.00
452	1906	PS-1, #1, tied to size 11 travelodge cover by 10/86 Grand Junction BMC paying 2nd oz, # touches bottom, some perf faults & creases	5.00				
453	1907	18c Surrey, PS-1, #5, on size 6 cover W/BMC 9/22/81 Green Bay, WI, F-VF, few perf faults	----				
454	1907	PS-1, #6, on size 6 cover W/BMC, 8/9/81,					

483	2607	23c USA,(2), PS-1, #1111, one cover opened the other is unopened, VF	3.00	516	1907	18c Surrey, #1, F-VF	3.50
484	2609	29c Whitehouse, (2), #5&9, tied to size 6 covers by BMC Traverse City, MI, VF	----	517	1907	(2), #9, F-VF, #10, VF, both w/ PMC	4.00
485	2902	5c Butte,(3), PS-1, #S111.S222, S333, VF on one opened and two unopened commercial covers	6.00	518	1907	#11, VF, w/PMC	3.00
486	2902	PS-1, #S111, on size 10 window cover from Dr. Clyde Oden Jr., VF, there is a 4 digit bottom back#	5.00	519	1907	#13, F-VF low	2.50
487	2905	10c Auto, (3), PS-1, #S111,S222, S333, all on unopened commercial covers, VF	6.00	520	2280P	25c Yosemite,(25),#6, overall F-VF	5.00
488	2912	25c Jukebox,(2), PS-1, #S11111, & S22222, on unopened VF commercial covers	4.00	521	2491	29c Pinecone, #B1, VF	1.50
489	2913	23c FOP,(2) PS-1, #66666, on size 6 utility window cover tied by 5/30/96 Manchester,NH BMC & PS-1, #22221 on size 6 cover tied by 3/21/98 Hartford, CT postmark, both VF	15.00	522	2523c	29c Rushmore, #1, Toledo Brown, VF-XF, SE @R, but still large margins	50.00
490	2914	32c FOP, PS-1, #S11111, tied to size 10 cover by 2/26/96 Colorado Springs, CO BMC, VF	3.00	523	2598	29c Eagle, #111, VF	1.50
491	2915A	32c FOP, PS-1, #89899 tied to size 10 cover by hvly son ods 3/3/98 Kingston NC, but # is clear, F-VF was folded in 3's as a return cover to Big Brothers, Big Sisters, opened a little ragged at top	250.00	524	2813	29c Love, #B1, VF	1.50
492	2915A	(8), #55555 (12x12), all the rest are (11x10)87888,87898,89878,89888,89898,97898, 99899, on size 6 utility window covers, VF	12.00	525	2913	32c FOP(9), #44444 & 45444, Variations on number positioning, F-VF	.50
493	2915A	(4), #89898 & 99899, (10x10), #89898 & 99899 (11x10) on size 6 commercial covers, VF	10.00	526	2915A	32c FOP, #88898, VF,(10x10)	10.00
494	2915A	(5), 11111A, 13231A, 13311A, 22222A, 33333A on size 6 commercial covers, VF	10.00	527	2915A	(7) diff #'s including 9.9999, VF-XF	9.00
495	2915A	SAME	4.00	528	2915A	SAME	9.00
496	2915A	(500) mixed size and #'s, faults can be expected	-----	529	O-135	20c Official,#1, F-VF	8.00
497	3054	32c Rose,(12), (7) diff #'s on size 6 utility window covers from CT & MA, VF	4.00	530	O-139	D Official, #1, VF	20.00
498	3054	(65), mixed size and #'s opened on 3 sides, F-VF	-----	531	(15) mixed PNC's with special cancels, ie. Dolphins, Stars Pandas, etc. overall F-VF	1.00	
499	3132	25c Jukebox, PS-1, #M11111, on window cover from American Protective Serv. Inc. (Digest Sweeps.) VF, but stamp cut close @L by affixing machine	20.00	532	(14) diff. fractional precancelled used sgles, F-VF, some with perf faults, include 4.9c #4,5,6, 5.9c #3&4, ect.	5.00	
500	O-135	20c Official, PS-2, #1, tied by 10/26/84. Silvertown, TX cancel that is over #, from Soil Conservation Serv. cover is 6x 11-1/2, VF	10.00	533	(35), mixed PNC's all with split #'s to various degrees, clean interesting lot	3.00	
501	2902,2603,2607, (5) diff #'s on mixed size junk mail covers, overall F-VF	5.00	534	534	(86), all diff PNC's, 1907/2913, F-VF, al little of everything, Linn's 7/97 Trends prices \$204.00	18.00	
502	2453,2454,2256,2129a,2602,2905,2130a,2261,2605,2606, (10) all diff. on mixed size junk mail covers, all with small faults, overall F-VF	----	535	535	(147) all diff PNC's, F-VF, Linn's July trends \$367.00	30.00	
503	2453,2256,2457,2602,2603,2905, (10),all diff #'s on mixed size junk mail covers, all with small faults	----	536	536	(100) mixed used on paper, F-VF, many FOP	4.00	
504	(76) NO PNC's, ink jet cancels with (31) diff 1997 holiday slogan cancels, most opened 3 sides, F-VF	----	537	537	SAME	4.00	
N.	Used Singles		538	538	SAME	4.00	
505	(3) 1891, #3, 1907, #7&10, all F-VF, w/PMC	4.00	O.	539	Used Pairs		
506	1895 20c Flag, #14, VF, Untagged Error, short perfs @R&dhm	-----	539	539	1903a 9.3c Mail W.PC, #4, XF, line VF-XF	2.00	
507	1900 5.2c Sleigh, #1, VF	4.00	540	540	1904 10.9c Hansom, #2, F-VF, line F-VF	1.00	
508	1900 #2, VF	3.50	541	541	(30), all diff.#'s, with #'s on left stamp, F-VF	2.00	
509	1900 (2), #1, XF, #2, VF	4.00	542	542	(50), all diff. #'s, with #'s on left stamp, F-VF	5.00	
510	1900a 5.2c Sleigh PC, (2), #3, XF, gap 1L, #5, XF, line gap	2.00	543	543	(30), all diff. #'s, with #'s on right stamp, VF	2.00	
511	(2) 1901a, #4, F-VF, 1904a, #6, F-VF, both small faults	9.50	544	544	(45) SAME	4.00	
512	(3) 1901a, #5, F-VF, 1904a, #1&2, F-VF, all w/split #'s	8.00	P.	545	Used Strips of 3		
513	1903a 9.3c Mail W.PC, #4, VF	2.00	545	545	(24), all diff #'s, Linn's July trends as sgles. \$49.+, F-VF	12.00	
514	1904a 10.9c Hansom PC, #2, F-VF, low, line gap	4.00	546	546	(18) diff #'s, F-VF	2.00	
515	1906 17c Auto, (7), complete set of #'s, #5 w/two short perfs overall VF-XF	10.00	547	547	(31) diff #'s, 1895/2523, F-VF/XF, a few w/hvy cancels, and 1 or 2 with stains	20.00	
			Q.	548	Used Strips of 5		
			548	548	(4) diff F-VF	.50	
			549	549	(22) diff, 1895/2523, F-VF/XF, few w/hvy cancel,also 2 or 3 w/weak or parcial split perfs.	20.00	
			550	550	2523c 29c Rushmore, #7, Toledo Brown, on peice, tied by Jan ? 1993 Denver, CO BMC, XF	45.00	
			R.	551	The following are donations to the club, PLEASE LOOK & BUY		
			551	1900a	5.2c Sleigh PC, PS-5, #3, VF, line VF, perf bends @2L	----	
			552	1900a	PS-5, #5, VF, line F-VF, perf bend @2L, stain on back of 1R	----	
			553	1907	18c Surrey, PS-2, #2, on right stamp, F-VF	-----	
			554	2451	4c Steam Carriage, PS-5, #1, XF, tag break at line	-----	
			555	2523	29c Rushmore,(5), PS-5, #4, VF	6.00	
			556	2525	29c Flower, (5), PS-3, #S1111, VF-XF	4.25	
			557	(10) diff PS-5, \$16.00+ on Dr. Rabinowitz last list, \$2.67 face F-VF/XF	3.00		
			558	2523	29c Rushmore, (4), #7, on size 6 covers, F-VF, with UT & NV cancels	----	
			559	2609	29c Whitehouse, PS-1, #5, on size 6 cover tied by Traverse City, MI 2/22/93 BMC, VF, 3 pulled perfs at lower left	----	
			560	(144) diff used PNC's mounted on album pages made by Ron Hayes, F-VF/XF, a few faults noted	----		

THE END

Please use the bid sheet on the following page for you bids. Follow the instructions. Remember-the earliest postmark wins the lot in the event of a tie. The closing date is Saturday, July 25, 1998.

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 postmark 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 next level.
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 July 25, 1998

NAME _____ PNC3 # _____

Home Address _____ Home 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	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, P.O. Box 41602, Chicago, IL 60641.