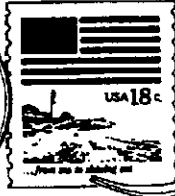
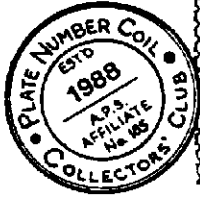


PNC³

Coil Line



Journal of the Plate Number Coil Collectors Club PNC³
<http://www.geocities.com/Heartland/Hills/6283/>
September 1, 1999
Vol. 12, No. 9
Whole Number 133

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3603 Bellows Ct.
Troy, MI 48083
248-528-1857

Board Members

Jim Perry, VP	Joann Lenz, At Large
Don Eastman Secy.	Dick Koenig, At Large
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909 Parker St.
Bowling Green, OH 43402
419-352-7900 (halallen@wcnet.org)

Editor's ramblings . . .

By Harold Brown

Judging by the mailbox (snail and e-mail) a lot of members have put their PNCs aside for a few weeks.

Therefore, members are going to have to put up with some of my ramblings on PNCs, *Coil Line* and related issues.

This is being written about 10 days before the Annual Meeting in Cleveland. I suspect there will be some lengthy discussions about how to increase membership, how to increase participation and what, if anything, the club can do about putting together a new edition of the PNC Catalog.

I'll start with the catalog because I honestly believe that is the key to the future of PNC collecting. No matter how strong this club might be now or later, if collectors don't have a fairly complete and up-to-date source for basic information (read catalog) interest will decline.

A decent catalog makes it easy to answer questions, find out what we're looking at under the magnifying glass, put a value on what we have and find out if what we have is unique or common as dirt.

It's human nature to find the easiest way to do things. Without a catalog, collectors, especially those with a specialty such as PNCs, are going to have to make an uncommon effort to find answers to questions.

I'm sure we could all just make a habit of calling certain members who we know have the knowledge, but I suspect their interest would begin to wane as the number of calls increased.

In short, I think the club needs to find a way to help Rich Nazar get a new catalog published or find a way to buy the rights and set a slew of dedicated members to getting the catalog updated and printed.

I don't expect a complete catalog could be published at once. Perhaps sections, and in a loose-leaf form that could be updated. It won't be a cheap catalog but at least we wouldn't have to start over each time. A lot of the older stuff is unchanged, some of it needs to reflect new information and prices. This would also provide collectors with the chance to purchase only the section or sections that interest

them. Thus, if you only like Transportation coils, you buy that section. Members should get a break on the cost but it should be available to anyone interested.

Perhaps updates could be published as an addendum to *Coil Line* on an as-needed basis as an incentive to membership. The pages wouldn't be numbered as a part of *Coil Line* but we could give instructions as to whether the information is new or a replacement page.

This might require a small increase in dues. But remember, the dues are essentially unchanged for the past eight years. What else costs you the same? Bet you wouldn't accept the same size paycheck as you did eight years ago!

I also expect the club Internet site and what should be included on it will be discussed. I know some people want *Coil Line* on line every month as it's published. If that's the case, what's the incentive to join the club? Maybe it doesn't matter. I don't know.

I've also heard a proposal to put all past issues on the site. There are costs involved with that plan, but perhaps dealers would buy ads and help defray the expense. Another method might be to put all back issues on a CD and sell it to anyone interested. The cost and means of producing a CD has dropped considerably, but this would take a committed group of volunteers. Maybe it would be better to hire a firm to do the work.

Finally, there's *Coil Line*. Based on the bulk of comments I receive, it provides what members expect. It's not a technical newsletter. From attending several regional meetings over the years, I have been amazed to find some people think the content is too technical. Just goes to show what's simple to one person is technical to another.

One thing I have heard loud and clear is that members don't want personal attacks being exchanged in the letters column. But a frank discussion is always welcome.

Whatever, take the time to share your views, share your knowledge and share your love of PNCs with the membership and others interested in the hobby. Hopefully, I've given you something to think about. The views are mine, not the club's or the officer's. If you've got an opinion, the same or different, share it and let's move ahead.

Letters

He'll stick with PS5s on the Berries coil

To the Editor:

My reasons for beginning to collect PNC, first as coils of 3 and now 5, was to get away from the USPS decision years ago to force collectors like myself to buy up to 20 stamps to collect one plate block issue (e.g. Scott nos. 1338D, 1703, 1787). Now the USPS is challenging the PN 3 or 5 format with four different images of berries similar as it did in 1993 when it issued four images for its Christmas coil, Scott #2799-02.

I will stick to the PN5 format for collecting because this gives me at least one of each image and follows an established format for myself. The fact that one of the images is not displayed without the plate number does not bother me, nor does the lack of "balance" of images. There is, however, a balance in color and design. Note the red and blue on either side of the blackberries.

I feel that stamp collectors should stick to the PN 3 or 5 format as the standard. It is accommodating to all past and current coil issues, including the berries. An increase would only be warranted if there were additional images included in the coil.

Let's keep the attraction for others, especially youngsters, to take up stamp collecting by subscribing to one format. Complicating collections with PN 8s and 9s does not serve to keep it simple. Numbered plate blocks were once collected in one format, four stamps. How many, like myself, took up collecting coils once plate block collecting got out of hand with blocks of 6, 8, 10, 12 and 20?

There's enough variety to be found in the collecting of PN 3s or 5s. Adding more stamps only puts more profits into the USPS' bottom line.

Bob Calotta
40 South St.
Highland Falls, NY 10298
rcalotta@ccsd.edu

Oh those permits, they keep us communicating!

To the Editor:

Tom Haire made some interesting observations last month in his letter. All I can say is, "But Sir! You're losing money!" But Tom probably doesn't care. Let me make my case.

If you're mailing 300 first-class flats per month, you're spending \$1,188 per year for postage. However, if you obtained a bulk rate mailing permit, your mailing rate would be lower depending on the weight of each piece and the manner of sort, of course.

Say you are mailing at the 2 oz or less (min) sorted to the first three digits (Std A), the rate is 30.5c per piece. The total would be \$1,098. Devote a bit more time and sort to the five digit rate, it's 26.1c per piece, or \$939.60 per year. Of course there is the \$100 filing fee per annum.

If mailings are for non-profit or further digitized (Zip + 4), rates are further reduced. And you can still use those bulk rate stamps with false franking.

The mailings are identified by small SA labels; orange "D", green "3", etc.; often stuck to your bulk mail (you got the top one of the stack).

Although the savings in this case may be seen relatively

insignificant, you can understand why mass mailers care.

Much of the confusion with permits comes with the forms used for presorts. In the past, USPS Form 3620 was the one sought for individual precancel use. Clerks often confused it with the more common 3602 PC used for bulk mailings where one carries in at least 200 items and weighs the posting. Now we have a different form which generates less confusion (Form 3615 - Domestic Mail Manual PO23.2.1 and PO23.4 refers).

Tom is correct in that one need use only the class of mail with the franking. The USPS has moved into more liberal areas in the past few years. One can now use precancels with non-precancels, fractionals with non-fractional, etc., as long as the amount equals or exceeds the first class (Std A) rate. There was a time when this was not allowed. The permit number is not necessary - but may help to get the mail through those clerks unfamiliar with their jobs.

Presenting the mail at the counter insures the item is properly franked with the right amount, allows the clerk to hand cancel and place it in a separate container which doesn't go through the facer/canceler machine, and gets the mail to its destination.

In reality, it usually gets dumped in with the rest, run through the machine, gets kicked out for lack of a phosphor trace (untagged), returned to sender or pen canceled or obliterated in some other manner, or

Plate Number Coil Price List

**I list many tagging errors, color errors,
And some recent coil imperfs.
I match any advertised dealer price and if
you have extra postage to trade I take it at
100% of face on any order.**

**Satisfaction is guaranteed and you have
14-day return privileges.**

**You can also subscribe to my no deposit
new issue service on any size plate strip
you collect.**

Give me a try.

You'll be glad you did!

**Al Haake
P.O. Box 290
Germantown, IL 62245**

Ph. 618-523-4716

Fax. 618-523-4795

Letters

secondarily canceled over the plate number which sends the recipient to the crying room and causes letters to the editor to originate as well as creating grist for articles in the future for *Coil Line*.

Dan Kauffman
dwkman@inreach.com

(Editor's Note: The cover that carried Dan's letter was franked with seven Wetlands stamps and hand cancelled Aug. 2, 1999 with three circular date stamps in Clear Lake Park, CA. It carries a red 1st Class stamp that Dan applied. The cover is back cancelled Aug. 09, 1999 in Albany, Mo. It arrived in the editor's mailbox Aug. 14. Although Dan's handwriting on the cover is clear and includes the proper 43402 Zip Code for Bowling Green, OH, the Zip for Albany, MO is 64402. Ah, what's 21,000 Zip Code numbers among friends?

Who says Transportation coil series is dead?

Dear Mr. Jaffer,

Although the Transportation Series issue is in demise, it is far from dead. Witness the relatively heavy trading in after-market sales and the frenzied acquisition of new re-issues of older printings.

I've often thought of what a coup it would have been to resurrect the series with a new issue at rate change times; such as the increase of Priority Mail from \$3 to \$3.20. How opportunistic it would have been to issue a new \$1.20 value depicting a dirigible, or like, at that time. Accompanying it one could use existing dollar values already printed, thereby reducing inventory on stockpiled reserves. Think of the value of sales, which would have accrued from those who pursue PNCs, thematic aviation, aircraft, etc. Every "Zeppelin" fan worldwide would have been clamoring for copies from the sales people.

The precedence of long term series has shown its worth by interest generated by issues like the "Great Americans" and other alliance countries with on-going series. There is plenty of grist for the new issue mill.

In view of your recognized marketing acumen, it is difficult to comprehend how this "golden egg" escaped your attention. Although tardy, it is still not too late to rectify the situation. And there will be further opportunities as rate changes and new values are instituted in the future.

As no public hue and cry has been voiced, though there were many tears, a new issue in the Transportation Series would gratify all the purveyors of it and prove the astuteness of yourself, and perhaps the CSAC of where the interest is and "Where the Bucks stop!"

Although this letter is directed to you, it will be shared with the PNC collecting community.

Sincerely yours,

Daniel W. Kauffman Jr.

(Another letter on back page)

ATTENTION

ATTENTION

ATTENTION

**Effective Sept. 1, I will be
disconnecting my fax machine.**

**With the large number of members
now using e-mail, the fax has
gotten little use and I wish to make
better use of the counter space.
Friends and family who call me to
talk will also be happy because they
won't have to listen to the beeps
after three rings!**

Harold Brown

WANTED TO BUY



Type A

Type B

Type C



Type A-B and Type B-A strips WANTED

**Wanted: Full or Partial Coil Rolls, Plate
Number Strips of 5 or longer.**

Michael C. Mules

**P.O. Box 342 Big Bend, WI 53103
(414) 318-0880 Fax (414) 662-5438**

CURRENT ISSUE ROLL SIZES

08/10/99

KEY: A-100, B-500, C-3000, D-10000
 EP - EMBEDDED PHOS UT - UNTAGGED
 SP - SURFACE PHOS [xx] - NUMBER INTERVAL
 BK - BLOCK TAG (NL) - LINERLESS
 OA - OVERALL TAG * **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 Sennett Security.

(33c) HAT [24]

#1111 A (LOW BLK 1)
 #1111 C (HI BLK 1)
 #3333 A
 #3343 A
 #3344 A
 #3444 A

(33c) HAT (SA) [24]

#1111 A
 #1131 A
 #2222 A
 #3333 A

(33c) HAT (SA) [21]

#1111 C

33c FLAG [24]

#1111 C, D
 #2222 A

33c FLAG (SA) [24]

#1111 A
 #2222 A
 #3333 A
 #3433 A
 #4443 A
 #4444 A
 #5555 A
 #6666 A
 #7777 A

33c FLAG (SA) [21]

#1111 C, D
 #2222 C, D

33c BERRIES (SA) [12]

#B1111 A
 #B2211* A
 #B2221 A
 #B2222 A

\$1 SEAPLANE [48]

#1 B
 #3 B (EP) (SHINY)
 #3 B (SP) (S-GLOSS)

20c COG RAILWAY [48]

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

10c CANAL BOAT [48]

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

5c CIRCUS [48][24][14]

#1 B, C (OA) [52]
 #1 B, C (UT) [52]
 #2 C
 #A1 D
 #A2 D
 #A3 D
 #S1 D
 #S2 D

3c CONESTOGA [48]

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

2c LOCOMOTIVE [48]

#1 B, C, D
 #2 C (DULL)
 #2 C (SHINY)

1c OMNIBUS [48]

#1 B, C
 #2 C (BK)
 #2 B, C (UT)
 #3 B, C (DULL)
 #3 B, C (SHINY)
 #3 C (SEMI-GLOSS)

22c U. SAM (SA) [24]

#1111 A

20c BLUEJAY (SA) [14]

#S1111 A

20c PHEASANT (SA) [24]

#1111 A

2c WOODPECKER [24]

#11111 D

1c KESTREL [24]

#1111 B, C (TYPE I)
 #1111* C (TYPE II)

(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

(5c) WETLND (SA) [21]

#1111 C (light color)
 #1111 D (dark color)
 #2222 D

(10c) AUTO [14]

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

(10c) AUTO (SA) [21]

#S111 D

(10c) GREEN BIKE [14]

#S111 B, D

(10c) G. BIKE (SA) [21]

#111 D
 #221 D
 #222 D
 #333 C, D
 #344 C

(10c) E&S(NEW) [24]

#11111 D

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

#11111 D

(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 B, C
 #222222 C
 #332222 C
 #S11111 D
 #S22222 D

(25c) JUKE (SA) [21][21][7]

#111111 C
 #222222 D
 #S11111 D
 #S22222 D
 #M11111 D (NL)

(25c) DINER [14]

#S11111 D

(25c) DINER (SA) [21]

#11111 D

Note: The Wetlands color differences are in the background. The #2222 background color does not match either of the #1111 colors.

SNIPPETS

By Alan Thomson

New Numbers

There are two new numbers to collect this month. Berries #B2211 is the fourth number in that issue. The other new item is from the 1¢ Kestrel, and although it uses the same 1111 cylinder digits as the original coil, it is different in many respects. Details are in the next item.

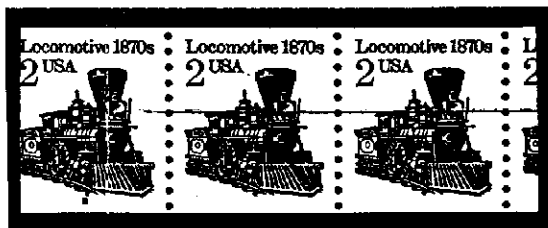
Second Run Kestrel Different

The Bureau of Engraving and Printing's second run of the 1¢ Kestrel coil is a different stamp than what was printed on the first run, even though the cylinder combination number is still 1111. This second edition was first found in a machine in California by Eugene Liu and was being sold, not as a change maker, but by itself. There are several differences and they are the result of the stamps being printed on a different press. The original came from the "D" press which is no longer in use. Because the layout of the offset sections of the "D" and the currently operating "F" press are not the same, new cylinders had to be made. The new cylinders resulted in three changes. The 1996 year date has become larger and is in a different font, the cylinder numbers are in a font with very pronounced serifs, and the order in which the ink colors were laid down has changed. Instead of black, yellow, cyan and magenta as on the first printing, the order is now yellow, magenta, cyan and black. This change in the order may have affected the end colors in the new version. The background in particular has a more orange cast to it. Enlargements of the bottoms of the two versions are shown below. The lower picture is the new stamp.



Destruction Slits on #2 Loco

David Kemp bought 1300 stamps from a 3K roll of 2¢ Locomotives that included destruction slits. The rest of the roll was untouched. Each slit starts on the right half of a stamp and extends across the next four stamps to the right. A gap of 85 unslit stamps separates each set of slit stamps. The printing appears normal but something was faulty somewhere across the web and the entire marked section should have been removed.



Woodpecker Tech Trivia

BEP has done most of its offset printing on either the "D" or the "F" press. The "D" is no longer in use. Only rarely has the Bureau resorted to the Optiforma press for printing coils. Part of the Honeybee coil printing came from the Optiforma as a result of press scheduling problems with the "D". The new Woodpecker is the second coil issue to come from the Optiforma, but for a different reason. The offset section of the "F" press could not be used because it has only four color stations and the Woodpecker required five colors. The Optiforma has six stations.

Birds - 2, Bees - 1

In the March 1999 issue of Coil Line there was a snippet about seam lines that have appeared on offset printed coils. The lines appear at fixed intervals between stamps and are caused by dirty offset blankets. They look much like the old Cottrell press joint lines. When the March item appeared only the Honeybee and the recent Kestrel coil were known to have seam lines. Now another bird has flown in. David Kemp reported finding some lines on the new Woodpecker coil. His were located at the zero position; that is, on the perforation row on the right side of the numbered stamp. Kim Cuniberti has also reported finding seam lines in that same position.

Wetlands Perf Hole Picture

Last month I mentioned the fact that two different perf hole sizes exist on the S1111 Wetlands coil. Brian Engler found the two types and has now provided actual size photo copies of each. The top photo has small holes and the bottom photo has the large ones. The size difference is easy to see, but you can also check the length of the paper bridge between holes. Small holes have long bridges and large holes have short bridges.



Another Large Hole Perf

Another coil from Sennett Security Products has been found to have large perforation holes. David Kemp discovered during his search for the Wetlands hole varieties that the new S2 Circus Wagon with the luminescent ink also has large perforation holes. Up to this point no one has reported small holes on this coil and that may signal that Sennett has new skiving cylinders that cause a bigger bite to be taken out of the paper. Same perforation gauge, but a bigger hole.

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:

Kenneth D. Pryor
3922 Mimosa Dr.
Bethel Park, PA 15102-3516

Susan Lee Tucker
2222 S. Mesa Sr. #24
San Pedro, CA 90731

Michael Jaffe
P.O. Box 61484
Vancouver, WA 98666-1484

David C. Andrews
14615 285th St.
Onamia, MN 56359-2869

Ronnie L. Little
5511 SE 2nd Pl.
Ocala, FL 34471

Frances W. Banker
711 Old Canyon Road #55
Fremont, CA 94536-1765

Reinstated:

Richard A. Lauster #1150

If all approved membership will be at 763.

Changes of address:

Bob Murrin
P.O. Box 10100
St. Petersburg, FL 33733-0100

Joseph Agris
400 Mulberry Ln.
Bellaire, TX 77401-4312

John Larson
306 S. Lasalle St.
Aurora, IL 60505-4226

(Continued on next page)

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.
jkpete@pacbell.net

PNC³ meetings

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

Please note that only two Regional Meetings are on the schedule for this fall. Now is the time to be planning winter and spring meetings. You don't have to be a "lone wolf" on planning a meeting. If you live in an area with other members, recruit them as helpers. Regional Meetings are to be arranged through John Peterson, Regional Meeting Committee Chairperson, 6605 Bell Bluff Ave., San Diego, CA 92119-1147. 619-265-2916.

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. 28, Cleveland, Ohio. The meeting will be held during the APS Stampshow at the Cleveland Convention Center on Lakeside Avenue. The Board meets at 10 a.m. and the regular meeting starts at 2 p.m. in Room 208. The show runs Aug. 26-29. There's lots to do in Cleveland, even if the rest of the family isn't interested in stamps.

There will be a regional meeting at SESCAL on **October 2** from 12 noon to 2 pm. It will be hosted by a prominent PNC³ member from southern California. Contact John Peterson for details: (619) 265-2916; 6605 Bell Bluff Ave. San Diego CA 92119-1147.

CHICAGOPEX '99 – Nov. 19-21 at Chicago's Rosemont Convention Center. John Dahlstrom will be the host. Details as they become available.

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 August issue was mailed July 26.

President: Gene Trinks, 3603 Bellows Ct., Troy, MI 48083.
gctrinks@sprynet.com

Distribution: Alan Thomson, P.O. Box 91, Northwood, NH 03261 or mrsnips@tds.net 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 Don Eastman, Secretary, 24 Bemis St., Berlin, NH 03570. east@landmarknet.net

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 Tom McFarland, Treasurer, P.O. Box 756 Princeton Jct., NJ 08550.

Advertising rates: Are \$42 for a full page, \$24 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

SEND FOR MY used PS1, mint PS5 and used PNC strips list. The prices are GREAT! A 33c SASE would be appreciated. John Himes, P.O. Box 453, Cypress, CA 90630-0453.

FOR SALE 2915A F/P 89888 \$3.50; 99899 10x10 \$9.00, 9.9999 CPV \$6.00. Many more at 1/2 Linn's Trends. Charlie Still, 15826 N.E. 184th St., Holt, MO 64048.

WANTED: PN5s or longer, Scott 1906a Electric Auto TYPE AB, #3, #4, #6. Write and give me your selling prices. Gap location of no concern. Glenn White, 1006 Grey Oak, San Antonio, TX 78213.

I'VE GOT lots of used singles from 1981 to present, also used pairs and used strips of various lengths. Send me a want list and I'll see what I can match. What have you got to trade?

Harold Brown, 909 Parker St., Bowling Green, OH 43402 or halallen@wcnet.org

REMEMBER, all members are entitled to two free 40-word ads per year. Additional ads (of any length) are available at 6 cents per word. Copy must be in the hands of the editor by the 15th of the month before you wish the ad to be published. The deadline for the October issue is thus September 15. Less than five percent of the membership uses even one of these ads. We've all got duplicates and most of us have blank spaces in the albums. What do you need. What don't you want to look at anymore? Tell your fellow members. It may be heresy but you don't even have to use a stamp!

Exhibiting

In light of the death of Dean Hawk, please forward all exhibiting reports directly to the Coil Line Editor, 909 Parker St., Bowling Green, OH 43402 or halallen@wcnet.org until further notice.

Membership

(Continued from previous page)

Changes of address:

C. Allen Worth
24707 S. Desert Dr.
Sun Lakes AZ 85248-9004

Jim Perry
12405 Charlotte Dr.
Lumberton, TX 77654-8998

James W. Kenyon
4500 Old Mystic Ct.
Salida, CA 95638

E-mail addresses:

Frances W. Banker --
YoGrannie@aol.com

Michael Jaffe -
mjaffe@brookmanstamps.com

Susan Lee Tucker -
Suebobstamps@sprintmail.com

Kenneth D. Pryor --
kpryor@1usa.net

Correction:

Karen Weigt -
karenweigt@cs.com
The editor sincerely apologizes to Karen for the incorrect spelling of her name in the August issue.

Change in phone number:

Michael C. Mules
Effective 9/25/99
414-318-0880 -- phone
262-662-5438 -- fax

Letters

Scott's making changes

To the Editor:

James Kloetzel, editor of the Scott Catalog, works about 12 hours a day, seven days a week from spring through October. He has been busy correcting, improving and revising the way PNCs and Great Americans are listed. Just brought to his attention is the tagged (error) of BEP's 23c USA Flag which was not listed in the 1999 Scott Specialized. Also brought to his attention was that a single of that stamp was incorrectly listed as having the plate number A1111.

He has also changed the terminology used to describe phosphorescent papers in accord with the descriptions recently revealed in the U.S. Specialist and my August newsletter (copies available for \$1.25, post-paid).

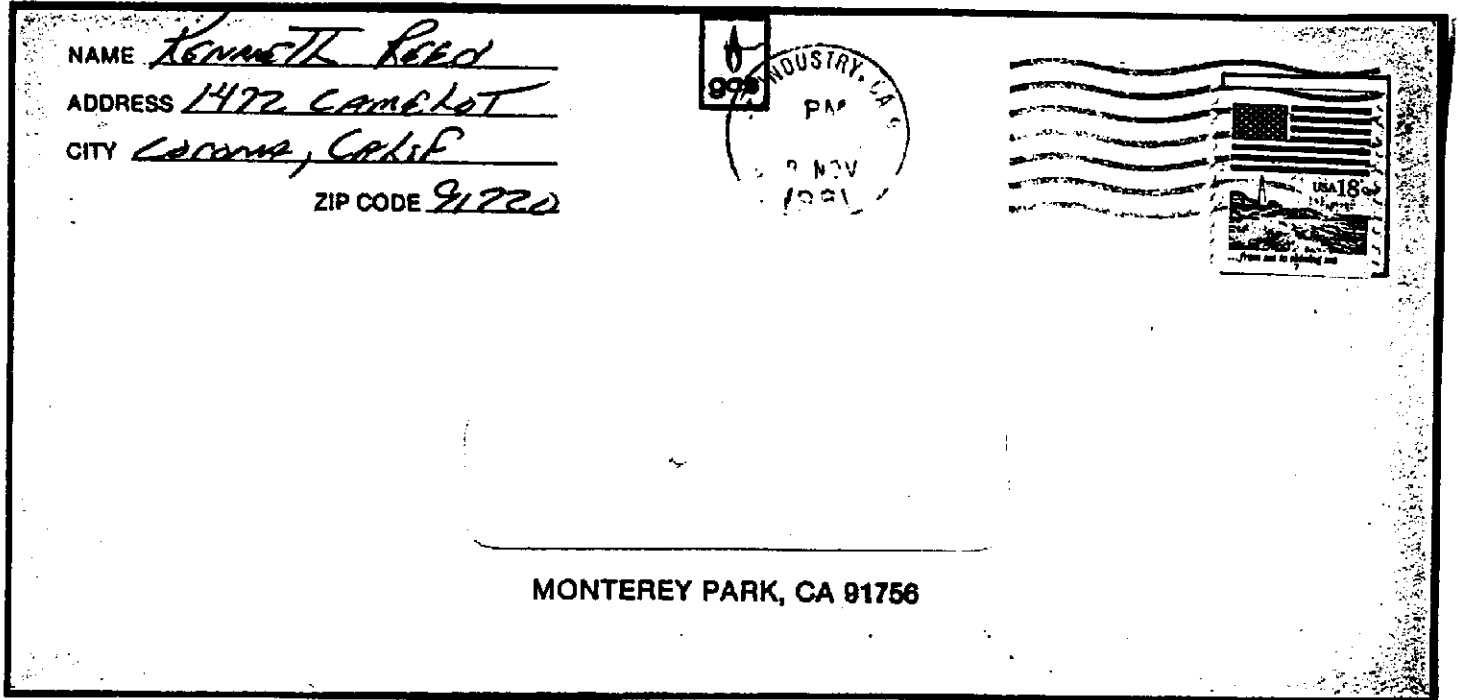
Over the past few months, other PNC issues have been resolved, as well. I am honestly looking forward to having a Scott catalog I can work with for PNCs, especially since the PNC Catalog for 1996 has not yet appeared and does not look as if it ever will. Scott does price by plate number and by strips of 3 and 5. Whether it will now list and number both varieties of the 10.1c precancel is yet to be seen.

One of the main reasons I started to publish the PNC catalog in 1981 was because there was no way to list PNCs in a convenient way. The catalog was the first complete listing of all plate numbers and a guesstimate of prices (then quite volatile). If Scott numbers all PNCs and prices them, Rich Nazar's catalog will not really be needed -- especially since his 1995 catalog used more space for repetitious stories about each stamp than for cataloging them.

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COVER OF THE MONTH

"Our 100th Installment"



Our 100th installment of *Cover of the Month* features the only known 18¢ Flag #7 cover tied by a purple machine cancel. The City of Industry, CA purple machine cancel is dated 11/9/81. This cover was actually sent underpaid after the first rate class rate increased to 20¢ on 11/1/81. There are only a total of five known 18¢ Flag #7 covers, and the other four covers all have black machine cancels. (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.)



Eugene Grace provided this photocopy of a strip of the 2c Woodpecker with a black speck above the head of the bird on the numbered stamp. He said this appears on two out of three such stamps.