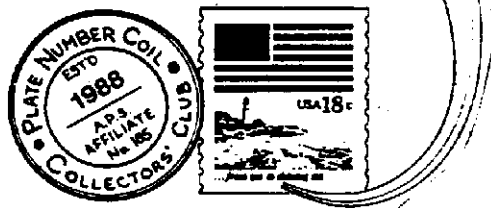


PNC³

Coil Line



Journal of the Plate Number Coil Collectors Club PNC³

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Annual meeting Aug. 26 at Providence, R.I., show

The Plate Number Coil Collectors Club will hold its annual meeting Saturday, Aug. 26, from 2 to 4 p.m. in Providence, R.I.

The club has been assigned room 555B for the meeting, according to the latest information from the American Philatelic Society. The APS will be holding its annual Stampshow in Providence starting Thursday, Aug. 24 and running through Sunday, Aug. 27.

The PNC Executive Committee will meet from 9 a.m. to noon in room 550B. The Executive Committee meetings have traditionally been open to any member who wishes to attend.

No agenda or speakers have been announced for the general membership meeting. The meeting has traditionally consisted of introductions of officers, a chance for all attending to introduce themselves and their collecting interests, reports from the officers and ample time for discussion of whatever is on the members minds.

The 1999 meeting in Cleveland provided an opportunity for all to look at the H #1141 cover that has since been ruled genuine by the APS Expertizing service, but which remains a controversial item. A front page story in the July 24 issue of *Linn's Stamp News* reviewed the cover and the controversy but really didn't raise any new issues.

Members are encouraged to bring their interesting items to the meeting to share and also to bring trading material. Hopefully, the USPS will be better stocked with coils than was the case at Cleveland a year ago.

Member interests conclude this month

This issue of *Coil Line* contains the second of two installments of the Collecting Interests of all members of the club. This listing is published annually to help members find others with similar interests. Many members use the information to establish trading partners and improve their collections.

A message from the President:

Patience: A virtue

We all received a letter from Rich Nazar enclosed with the July issue of *Coil Line*. Special thanks to Alan Thomson for his extra efforts in getting it ready for mailing in spite of its late arrival into his hands. He saved us the cost of an extra mailing to our nearly 800 members.

As Richard said in the opening paragraph, I asked him to explain the status of his catalog so that all our patient members might hear directly from him, instead of getting another message from me. I do want to take a few moments to put a more complete frame of reference around Rich's message, though. Our members are, I believe, well aware that the Plate Number Coil Catalog is not a property of our Club. It is owned and controlled entirely by Rich Nazar. He has already explained its current status, and I can't add anything to his message.

I do think it is appropriate for me to review the position of PNC³ with respect to the catalog. Most members are aware that the last edition of this work was published in November 1994. Since that time, Rich has completely rewritten it, but has been unable to publish again for a variety of reasons. Our membership has been more vocal as the months and years passed, and your Executive Committee has become convinced that the lack of a reference work is having a very negative impact on our collecting specialty.

At the Executive Committee meeting held in August 1999, Rich met with us and proposed that we place a large order for catalogs. Such an order, he said, would assist him in financing the printing effort, and would provide an incentive for his making a timely delivery of the finished product. We subsequently worked out a favorable discount from his planned publication price and a delivery date of mid-February.

On that basis, we solicited our members for advance orders to assure timely delivery as soon as the product became available. We are all still waiting, and Rich has

(Continued on next page)

Patience

(Continued from previous page)

now offered a new delivery schedule, per his letter last month. We fervently hope he will be able to perform this time.

His letter implied that the original list price he was planning for the catalog will not be valid. He has told me that he will honor the original price he has offered to PNC3 members, however. This will result in a much larger discount for our members than originally planned; small consolation, but certainly a welcome compensation for our long wait.

Lest anyone think me too critical of Rich, let me say that those of us who have been in regular contact with him throughout the last few months have an appreciation of the extreme difficulties he has had in meeting his commitment to us and to you. We have been, and continue to be, very inconvenienced by the lack of a catalog to help us enjoy our hobby. Our inconvenience, I believe, pales in comparison with the significant pain (yes, pain) that Rich has been through in recent months in trying to make good on his promises. I want to be clear that I believe him to be a sincere, hard-working, dedicated, asset to the PNC com-

munity. He has experienced significant overload in his personal and work life and undue pressure from us PNCers isn't going to get us the catalog any faster.

This is a hobby, folks. Let's keep in mind that it's supposed to be fun. And, patience is a virtue.

-Gene Trinks

Letter

Commercial cover report from Minnesota

.33 Berries #B1111-27; #B1112-9; #B2211-36; #B2221-6; #B2222-64

.01 Kestrel #1111 BYCM-2

.33 City Flag: WAG. #1111-8; #2222-6; RND. #1111-0; #2222-0; PSA. #1111-2; #2222-5; #3333-1; #3433-2; #4443-3; #4444-3; #5555-26; #6666-17; #7777-37; #8888-27; #9999-69; #1111A-28; #2222A-30; #3333A-16; #4444A-4.

The "A" City Flag #'s are rising steadily, but no 5555A's yet. I'm also awaiting arrival of the new linerless berry. I hope that everyone has checked their strips for the "El Dorado" City Flag variety. It would be most appreciated if you have one to contact me or Alan Thomson.

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PNC Price List

All PNC Price List. Lowest prices, great, service. Select PNCs, mint, postally used, commercial covers, varieties, precancel gaps, variable rate, and PNCs with back numbers. No deposit new issue service available.

Back Number (BN)	Without	With	Center
5¢ Wetlnds SA	1111,2222,3333...	\$1.40....	\$1.50....	\$5.00
10¢ E&S (98) SA	11111, 22222....	\$2.15....	\$2.25....	\$8.00
25¢ Juke SA	S11111, S22222.....	\$3.50....	\$3.75....	\$8.40
32¢ FoP (95) WA	11111.....	\$4.00...	\$4.75 ...	\$9.00
33¢ FoP (97) SA	11111 9/10	\$6.50...	\$6.75....	\$20.00

PNC prices by BN color and number of BN digits included with comprehensive pricelist.

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

SNIPPETS

By Alan Thomson

New Numbers

There are two new numbers this month. City Flag #5555A is added to the list for that issue. The linerless Fruit Berries with cylinder combination G1111 is also available. This stamp is a new style PNC in that it is horizontally die cut rather than vertically die cut or perforated like all previous PNC's.

FOP Freak

Member Dan Forgues found an interesting lack of ink in the cylinder combination 9.9999 of the Porch Flag. Not only does the used copy have the "Almost 10" red dot in the number but the center 9 is not complete and looks very much like a 3. It gives the impression of being 9.9399.

Untagged 20¢ Flag List Grows

Add Flag Over the Supreme Court #9 to the growing list of untagged errors for that issue. Frank Nemeth found a used copy of this stamp in a mixture. The single does not have a certificate yet, but I couldn't find any tagging on it. The six plate numbers without tagging found to date are 5, 8, 9, 10, 11 and 14.

Small Hole 20¢ Flag Group Expands

All the coverage of the small perforation holes on the 20¢ Flag has members checking their collections for this perforation variety. Fred White found another one in his holdings, this time it is #12. This brings to four, #9, #10, #12 and #14, the number of small hole types reported so far. His strip is shown below with a normal hole #9 above it for comparison.



Unwanted Pressure Sensitive Gum

Here is a novel way to combat unwanted PSA on some coils. Bill Rambo came up with this new approach to eliminate the effect of residual gum on used examples of coils and roll labels. If it's still sticky, dust the back with ordinary cooking corn starch and it's gone. After the excess starch is brushed off, the back of the paper is free of gum and is glassy smooth. Using this method on mint linerless coils may be repugnant to some but it works. The process is reversible by rinsing in cold water.

Uncle Sam with Incision Styles!

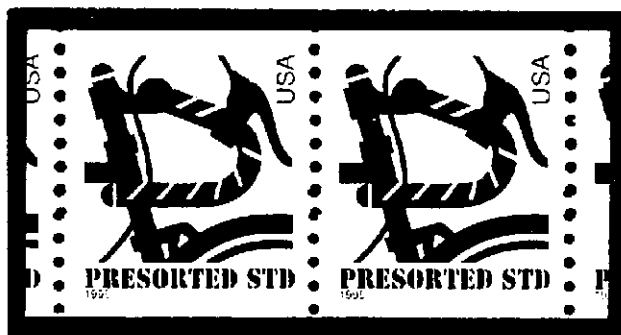
They're still using more than one type of die cutting mat at the BEP. Dan Forgues has found used examples of both type "A" and type "C" incision styles on the 22¢ Uncle Sam coil. Most of the early rolls had type "C". Dan's enlarged photocopies of the used stamps clearly show a type "A", but I have not yet seen a roll or mint strips with that incision style. This is shades of the Porch Flag and gives the style collectors something new to look for.

New Gum Type for Eagle & Shield

A different type of gum has been found on the BEP (10¢) Eagle and Shield listed as Scott #2603. Dr. Bob Rabinowitz found a roll of #11111 that has low gloss gum rather than the usual shiny gum. This item is from the original BEP design with "USA Bulk Rate" at the bottom of the stamp. Now #11111 joins #22222 with two different gums for the same plate number in this issue.

Large Hole, Snowman, Small Hole

Member Scott Adams has found an unusual misperforation on the Green Bike coil printed by Sennett Security Products. Twice before odd perforation varieties have appeared on Sennett's (10¢) Auto coil, once with snowman perforations (overlapping holes) in the middle of the perf row and once with jogged holes. (See Snippets, Sep 1997) This time there are two different size perforation holes as well as the snowman holes in the middle. The top six hole in the row are large and the bottom four holes are small. The middle two snowman holes are a combination of both sizes. The overlapping holes have been explained before but the jury is still out about the two different diameter, but same gauge, holes on the same stamp. An enlarged photocopy of Scott's find appears below.



New Policy at Scott

I think collectors are going to be pleasantly surprised by what they will find in the 2001 Scott Specialized Catalogue of U.S. Stamps. There seems to be a fresh approach to listing coils, especially PNC's, and other definitive stamps, and the force behind it is Jim Kloetzel. No longer will the collector have to wonder if his unlisted gum, tagging or perforation variety is something new. All known gum, tagging and perforation varieties, by coil plate number will be listed. This open policy will include all gum and tagging varieties on all modern definitives such as the Great Americans series.

CURRENT ISSUE NUMBERS & ROLL SIZES

07/10/00

ART

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

\$1 SEAPLANE [48]
 #1 B
 #3 B (EP) (SHINY)
 #3 B (SP) (GLOSS)

(33c) HAT (SA) [24]
 #1111 A
 #1131 A
 #2222 A
 #3333 A

20c COG RAILWAY [48]
 #1 A, B, C
 #2 A, B

(33c) HAT (SA) [21]
 #1111 C

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)
 #5 D

33c FLAG [24]
 #1111 C, D
 #2222 A, C

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 (GLOSS)
 #S2 D (SHINY)

33c FLAG (SA) [24]
 #1111 A
 #2222 A
 #3333 A
 #3433 A
 #4443 A
 #4444 A
 #5555 A
 #6666 A
 #7777 A
 #8888 A
 #9999 A
 #1111A A
 #2222A A
 #3333A A
 #4444A A
 #5555A* A

3c CONESTOGA [48]
 #1 A, B, C [52]
 #2 C
 #3 C (DULL)
 #3 B, C (SHINY)
 #5 C (LARGE #)
 #5 C, D (SMALL #)
 #6 C, D

33c FLAG (SA) [21]
 #1111 C, D
 #2222 C, D

2c LOCOMOTIVE [48]
 #1 B, C, D
 #2 C (DULL)
 #2 C (SHINY)

33c BERRIES (SA) [12]
 #B1111 A
 #B1112 A
 #B2211 A
 #B2221 A
 #B2222 A
 #G1111* A (NL)

1c OMNIBUS [48]
 #1 B, C
 #2 C (BK)
 #2 B, C (UT)
 #3 B, C (DULL)
 #3 B, C (SHINY)
 #3 C, D (GLOSS)

22c U. SAM (SA) [24]
 #1111 A

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

22c UNCLE SAM (24)
 #1111 C

#111 D
 #221 D
 #222 D
 #333 C, D
 #344 C
 #444 C, D
 #555 C, D
 #666 C, D
 #777 C, D
 #888 D
 #999 D

20c BLUEJAY (SA) [14]
 #S1111 A

20c PHEASANT (SA) [24]
 #1111 A
 #2222 A

2c WOODPECKER [24]
 #11111 D

(10c) E&S (NEW) [24]
 #11111 D

1c KESTREL [24]

#1111 B, C (TYPE I)
 #1111 B (TYPE II)
 #1111 C (TYPE III)
 #2222 C

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

#11111 C, D
 #22222 D

(5c) MOUNTAIN [24][14]

#11111 B, C
 #S111 D

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

#11111 C
 #S11111 D

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

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

(5c) WETLANDS [14]

S1111 D

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

(5c) WETLND (SA) [21]

#1111 C (light color)
 #1111 D (dark color)
 #2222 D
 #3333 C, D

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

(10c) AUTO [14]

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

(25c) DINER [14]

#S11111 D

(10c) AUTO (SA) [21]

#S111 D

(25c) DINER (SA) [21]

#11111 D
 #22211 D
 #22222 D
 #33333 D
 #44444 D

(10c) GREEN BIKE [14]

#S111 B, D

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

■ The Kestrels differ in the order of color laydown. Colors are black, yellow, cyan and magenta. Type I sequence is BYCM. Type II is BCYM. Type III is YMCB. The color order shows in the plate number.

Tagging Breaks on Transportation Coils

By Alan Thomson

Breaks in the overall tagging on Transportation coils printed by the Bureau of Engraving and Printing have been with us almost from the very beginning of the series. Although they were not a normal feature of the Cottrell presses that produced the early Transportations, the first examples did come from those presses.

First a word or two about nomenclature before we get into the causes and characteristics of tagging breaks. Under short wave ultraviolet light the interruption in the tagging that leaves a purple bar or other shape is called a break. (Untagged paper generally appears in varying shades of violet or purple.) It is not a tagging gap. The word gap was long ago reserved for describing the interruption in the straight horizontal black ink lines on precanceled stamps. In like manner the word break has been reserved for a special tagging characteristic.

You may have noticed that in the opening paragraph I referred to tag breaks as specifically coming from overall tagged stamps. Some collectors have pushed for the inclusion of block tagged stamps in the tag break specialty. Infrequently it is possible to detect the mat seam location of block tagged coils but when that is possible, it is the result of poor mat alignment and is a hit or miss proposition. Every block tagging mat has at least one seam but most of the time you can't tell where it is. For the purposes of this specialty, tag breaks come only from overall tagged coils.

Only a few months ago most tag break collectors considered the specialty to be a dead collecting area. With the advent of phosphored paper, overall tagging seemed to have gone the way of the dinosaur. We hard core specialists keep hunting for missing positions in our collections of old stamps, but new material could not be expected. BEP surprised us when it reprinted the 10¢ Canal Boat with plate #4 and part of the printing turned out to have been on untagged paper. These stamps were then overall tagged on the "F" press and produced four break positions.

What do we mean by tag break positions? Breaks do not always occur in the same repeating position on different rolls of the same stamp and the the Canal Boat #4 just mentioned is a good example. When the press starts up, the tagging cylinder is engaged and where a seam on the tagging mat first contacts the printed web determines where in relation to the printed plate number the break in the tagging will be. If there are several start-ups for a given plate number, the chances are there will be a different position for each start-up.

Break positions are numbered by the stamp on which they appear in relation to the plate numbered stamp. The plate number stamp is considered to be the 1L (1 left) position, so if the break is on it, it is a 1L break. The stamp to the right of the numbered stamp is 1R (1 right) and the numbering continues in the appropriate direction, left or right. Figure 1 depicts a bar break on the 2R stamp.

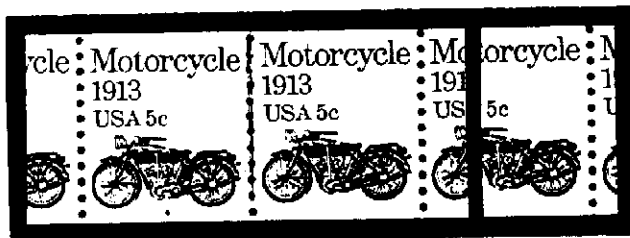


Fig. 1

A legitimate question at this point is, "What do we do if the break falls on a perforation row?" It stands to reason that because the image area of a stamp is much greater than the area occupied by the perforation holes on one side of the stamp, most breaks will appear on the stamp face, not on the perforation holes. Where the mat seam first contacts the printed web is a random event.

When a break appears exactly centered on a perforation row, and it must be exactly centered, it is designated as being "on perf" and the stamps on either side of that row are included in the description. For example, if the break is centered on the row between the 1L and 2L stamps, the designation would read "1L/2L on perf".

If a break touches a perforation row but is not centered, the break is designated as being on the stamp on which most of the break is situated. Figure 2 shows the break touching a perforation row, but it is a 1R break.

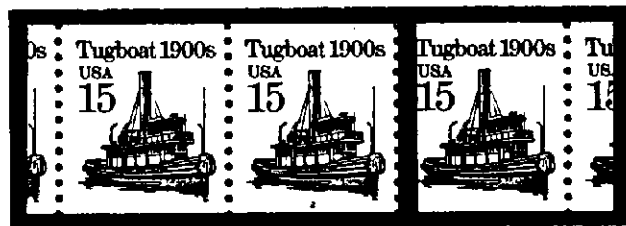


Fig. 2

With one notable exception, which will be discussed later, tagging breaks appear twice on each impression of a plate or sleeve. If a plate prints 48 stamps per row in one revolution (one impression), there will be two tag breaks 24 stamps apart. The reason there are two breaks instead of one also will be explained later.

The break closest to the plate number is called the "on" break and the one farthest away from the plate number is called the "off" break.

Collecting tagging breaks can produce some pretty long strips. If we collected both "on" and "off" break positions the latter would be outrageously long. For this reason, "off" breaks are ignored and only the one closest to the plate number is reported and collected.

What length is considered to be a complete tag break strip? The old convention of +2 applies here as it does in collecting regular plate strips of five (PS5) and precancel gaps. The tag break strip should have two stamps beyond the plate number and two stamps beyond the stamp with the break. Having balanced strips would make too many of them unmanageably long.

Let's examine what causes the untagged area that we call a tagging break.

There are two methods of applying overall tagging to a printed web (press roll of paper). The Cottrell presses were designed to tag using a seamless rubber coated roller. Since the roller surface was continuous there was no expected way they would not spread a continuous film of taggant over the entire paper surface on top of the printing. Sometimes poor taggant feed to the rollers would cause starvation spots but those spots are not tag breaks. Properly operating rollers do not leave tag breaks.

The second method uses rubber or flexible plastic mats wrapped around a steel cylinder. Usually two mats are used, each covering half the surface of the cylinder. The two points where they butt together form two seams parallel to the cylinder axis. Seams cannot hold and

transfer taggant to the stamp paper and as a result untagged vertical bars are left on the stamps.

In November of 1982 there was a fire in the Cottrell section of BEP's press room. Presses 802 and 804, which were two of the three Cottrells equipped to tag coils, were destroyed. Press 801, the other press capable of tagging, was repaired and returned to operation. Press 803 had no tagging system. Instead it was equipped with a letterpress attachment used to precancel coils. BEP apparently believed its tagging ability was insufficient after the fire and set about finding a way to convert the letterpress section on 803 to tag stamps.

The solution was bizarre to say the least. The precanceling system used four mats attached to a steel cylinder. Each mat had raised lettering and precancel lines to overprint an area of 9X12 (a block of 108) images. Figure 3 shows an overprint from those mats.

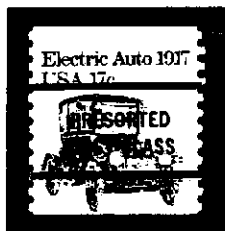


Fig. 3

When attached to the cylinder, the four mats produced a printing area 18X24 stamps, or one half a full revolution of the two paired printing plates on the press. Two methods of holding the four mats around the cylinder were used. In each case holes were cut in the mats to accommodate either round headed screws or rectangular clips. These holes are important to what happened later.

The press operators decided to make tagging mats out of the precanceling mats by shaving off all the lettering and raised lines, leaving a relatively smooth surface much like the rubber roller on press 801.

Figure 4 is a schematic of the shaved mats laid flat. Notice the seams between the four mats and all the mounting holes in the surfaces. Those seams and holes were now on the surface that would contact the web, and obviously would not hold and deposit taggant on the stamps. They created what we now call the Cottrell tag breaks.

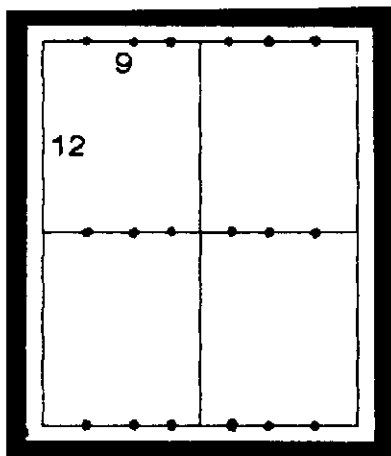


Fig. 4

BEP did not care if all stamps received a full coating of taggant as long as there was enough to trigger postal machinery. All those seams and holes did not matter, and this jury rigged system was put into operation.

No attempt was made to align the mat defects to minimize their effect on the printed stamps and eight different untagged shapes were the result. Figure 5 shows the eight different shapes. Keep in mind as you study them that the holes in the mats were cut by hand and were very ragged. The untagged shapes they left are ragged, and not as they are drawn in the examples. If you look back at figure 4, you should be able to tell where each type came from on the mat layout. Figure 4 shows only round holes. Round and rectangular holes are interchangeable, and one can be substituted for the other.



Bar



Junction



Clip Bottom



Screw Bottom



Clip Top



Screw Top



Complete Clip



Complete Screw

Fig. 5

Four different Transportation coils were printed on press 803 and tagged with the makeshift mats. They were the 2¢ Locomotive (plates 2/6 and 8/10), 5¢ Motorcycle (plates 1/2 and 3/4), 5.2¢ Sleigh (plates 3/5), and the 17¢ Auto (plates 1/2 and 3/4). Not all of them were found with all the shapes. In fact, the 5.2¢ Sleigh,

which is the scarcest one, is known with only three. Some of the others existed on the Sleigh stamps, but were never found by collectors. The types and positions for each of these four stamps are shown in the table at the end of this article.

Why there are two tag breaks for every full revolution of a printing plate needs further explanation. Take another look at figure 4, and mentally wrap the top edge of the drawing around so it touches the bottom edge, forming a cylinder. You should see in your mind's eye what is depicted in Figure 6. There are two seams parallel to the cylinder axis (and one at a right angle).

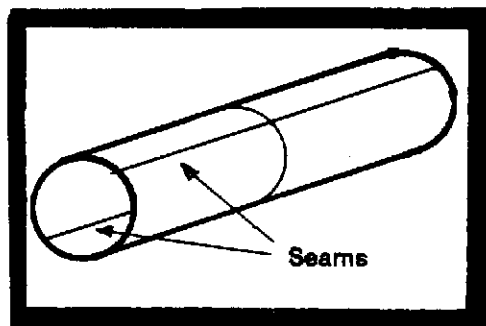


Fig. 6

On the Cottrell presses there were two paired plates but because the tagging cylinder had a surface equal to only one half of the pair (one plate), it had to revolve twice to tag both plates' printing, leaving two breaks on each.

The overall tagging system that evolved for use on the B, C, D and F presses is not only much simpler and easier to understand, but it didn't leave all those strange tag break shapes. Breaks from these presses are all the same and form a vertical bar (see Fig. 5) about 1-3mm in width.

All four of these presses used the mat system, rather than rollers, to tag stamps. Usually two mats were magnetically held around the circumference of the steel cylinder, and two mats resulted in two seams.

The B press had an image circumference of 52 stamps, so the two breaks would be 26 stamps apart. The C, D and F presses printed 48 stamps per row with each impression, so the breaks are 24 stamps apart.

But one major exception exists on a B press printing of the #1 Circus Wagon. A single mat was used to tag some of the #1 printing and there is only one break every 52 stamps. Single mat breaks have been found on positions 1L, 2L, 7L, 8L, 13L and 19L.

There is another unusual feature on these single break rolls. Six stamps to the right of the break there is a "ghost" untagged hairline. It is about the thickness of a thread, slightly crooked, and consistently repeats at the same relative position in each roll.

No one is sure where the hairline came from, but it is not a real tag break. We do know that at one point BEP was making its tagging mats in-house using bulk matting. It's possible the hairline was a scoring mark made as the first step in cutting a new mat. Someone determined the scoring placement was a few inches too short and made the cut correctly. Matting was probably expensive so the scoring line was ignored. Sharp eyed collectors, however, found its tracks.

On any given roll of stamps tagging breaks normally repeat in exactly the same position in the roll and in

exactly the same place on the face of the break stamp. But here again there is an exception known as a "walking tag break". With each repetition of the break, the untagged bar moves from 2mm to 3mm to the right. Figure 7 shows drawings of three consecutive appearances of a tag break in a "walker" roll. The left drawing is the first occurrence, the right drawing the third.

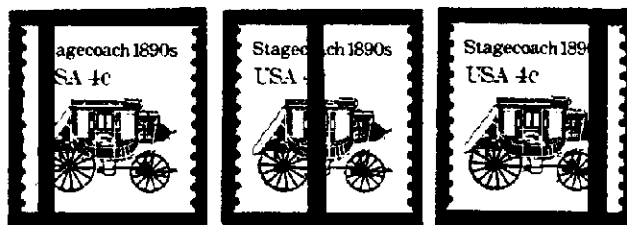


Fig. 7

No explanation was forthcoming from BEP as to why this happened, so we had to figure it out for ourselves. A couple of suppositions and some basic geometry give us the most plausible answer.

Any mark on a tagging cylinder that leaves its likeness in exactly the same place (such as on the 1L stamp) on a printed web, revolution after revolution, must lie on a circumference the same as that of the printing plate. If the tagging surface is greater in circumference than the plate, the mark on the cylinder surface must travel a greater distance to leave its image and therefore appear farther to the right than it did on the previous contact.

It appears that the break that walks, therefore, came from a cylinder with a larger diameter than the printing plate. A larger diameter means a greater circumference by the value of π (3.1416). An increase of 1mm in diameter means a 3mm increase in the distance around the cylinder. The mark (tagging break) moves that 3mm each time the break is left on the web.

There seems to be only one simple explanation for the increase. The mats wrapped around the same steel cylinder must have been thicker, increasing the net diameter of the tagging device.

One plate number for each of three coil issues has been found with a "walking" tag break. They are the 4¢ Stagecoach #1, the 15¢ Tug Boat #2 and the \$1 Seaplane #1. The chart following this text lists each with a (W) to indicate the break walks.

All three stamps were printed on the B press with its 52 stamp printing circumference, and it's possible to find a break on any position. All of them could be found in a single roll of 3000. There are 26 "on" breaks that can run from 13L to 1L to 13R. Most collectors decided that pursuing 26 strips with some as long as 17 stamps was excessive and limited their collections to the close-in positions. I limited my sets to 7L to 7R. (14 strips)

Economics also plays a part in setting limits. Figure out the face value of a set of 14 different breaks from the \$1 Seaplane. The Seaplane was not only expensive but difficult to collect because it was made only in rolls of 500. I had to check a lot of rolls to find all 14 positions.

Some "walker" positions are missing from the charts that follow. They existed to be sure, but were never reported by collectors as actually having been found.

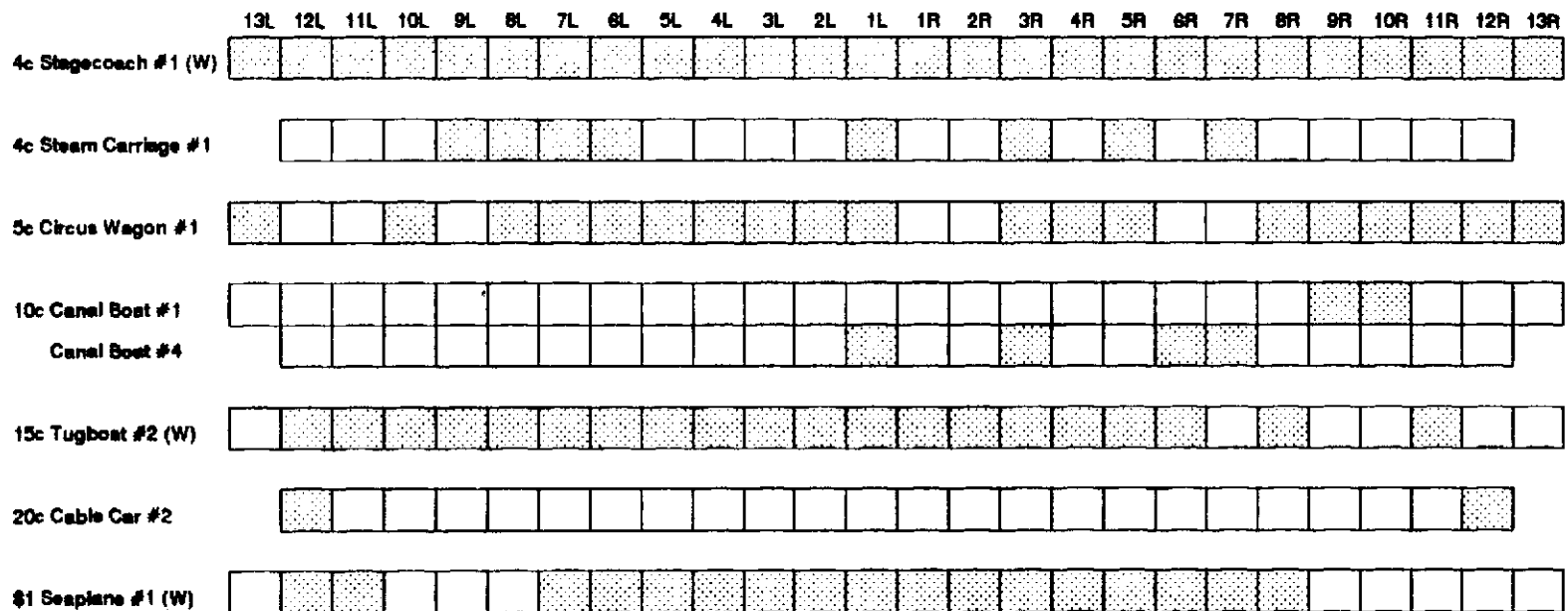
Transportation tag breaks are an interesting PNC specialty and it's still not too late to collect some. Many of the common Cottrell break strips are still available.

COTTRELL PRESS PNC TAGGING BREAKS

- Key: ● Shaded areas are known tag break positions by stamp. 1L is the numbered stamp.
 ● Letters in the blocks are tag shapes found - B=Bar, C=Clip, S=Screwhead and J=Junction of bars.
 ● Clip and screwhead locations are t=top, b=bottom, c=complete fastener. Shape example: Ct=Clip at top of stamp.
 ● This chart adapted from one developed in 1994 by Eugene Ernst.

		6L	5L	4L	3L	2L	1L	1R	2R	3R	4R	5R	6R
2c Locomotive	#2		B St Sb	B St Sb J	B Ct Cb St Sb	B Ct Cb J							
	#6		B St Sb	B St Sb J	B Ct St Sb	B Ct Cb J							
	#8	B	B St Sb Cc		B Ct Cb Cc J	B Ct Cb Cc							
	#10	B	B St Sb Cc		B Ct Cb Cc J	B Ct Cb Cc							
5c Motorcycle	#1										B St Sb	B St Sb J	St S
	#2										B St Sb	B St Sb J	St S
	#3		B Sb	B St Sb J	B Ct Cb J	B Ct Cb	B Ct Cb J						
	#4		B Sb	B St Sb J	B Ct Cb J	B Ct Cb	B Ct Cb J						
5.2c Sleigh	#3			B St Sb									
	#5			B St Sb									
17c Auto	#1				B Ct Cb J	B Ct Cb J							
	#2				B Ct Cb J	B Ct Cb J							
	#3	B Cb			B Ct Cb Cc	B Cb Cc				Sb			
	#4	B Cb			B Ct Cb Cc	B Cb Cc				St			

PNC TAGGING BREAKS FROM B, C, D, & F PRESSES



- Notes:
- Shaded blocks are stamps with a break reported. All breaks on B, C, D, and F presses are vertical bars.
 - (W) indicates a walking tag break. All positions possible.
 - Breaks from the B press occur every 26 stamps. Exception: Circus Wagon #1 is known with one break every 32 stamps.
 - Breaks from the C, D, & F presses occur every 24 stamps.
 - 4c Steam Carriage breaks are most common on the perforations and are known on all perforation positions.
 - This chart adapted from one developed in 1885 by Eugene Ernst.

NOTICE:

Several pages have not been included in this online issue because of privacy concerns dealing with members, their home addresses and collecting interests.

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:

Andrew M. Jakes
2303 Horseshoe Ct.
Grayslake, IL 60030-9327

Douglas M. Rotz
P.O. Box 2072
Olympic Valley, CA 96146-2072

Calvin Ramsey
P.O. Box 5
Fairforest, SC 29336-0005

Forest G. Moore
2220 Midland Grove Rd. Apt. 111
St. Paul, MN 55113-3838
Jan-March
10525 Clair Dr.
Sun City, AZ 85351-4446

Dennis Stay
184 S. 320th E
Orem, UT 84058-5503

Harvey Wales
13 Birmingham Pl.
Vernon Hills, IL 60061-2103

Changes of address:

Shirley Corp
289 Carolina Jasmine Ln.
Jacksonville, FL 32259-4036

Edward J. May
83-01-60th Av. 2nd Fl.
Elmhurst, NY 11373-5406

Glenn Aichele
235 E. Broadway
Long Beach, CA 90802-4841

Slide shows available

Members interested in obtaining PNC slide shows for use at local club meetings and stamp shows should contact John Peterson, 6987 Coleshill Dr., San Diego, CA 92119-1953 or call 619-466-3443.
jkpete@pacbell.net

PNC³ meetings

A monthly listing of scheduled Regional and Annual Meetings will be published in *Coil Line*. Regional Meetings are to be arranged through John Peterson, Regional Meeting Committee Chairperson, 6987 Coleshill Dr., San Diego, CA 92119-1953. 619-466-3443.

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

Now is the time to begin planning for fall and winter regional meetings. None had been officially scheduled as of July 15.

John will make sure the editor is notified so that ample notice can be included in *Coil Line*. The local organizer can also submit additional information, but please make sure to give yourself plenty of lead time.

Annual Meeting – Stampshow, Providence, RI. Saturday, Aug. 26.

The Executive Committee of the Plate Number Coil Collectors Club will meet from 9 a.m. to noon in room 550 B.

The general membership meeting will be held from 2 to 4 p.m. in room 555B. No agenda has been announced.

Club members who have items they would like to have the executive committee address should contact President Gene Trinks as soon as possible. There will also be time for discussion at the general meeting.

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. The July issue was mailed June 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. Contact Alan first about which back issues he has in stock. He may refer you to Charles Still at 15826 N.E. 184th St., Holt, MO 64048 for older issues. Please include an SASE. There is a modest charge to cover expenses.

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@wcnnet.org
Members are entitled to two free, 40-word ads per year. Word ads are available at 6 cents per word per issue to nonmembers and those members who have used their free ads.

(Continued on next page)

Ads

FOR SALE: #1891, used 18c Flag #6 right side perfs very rough. \$300.00 obo. Charles Pirro, 3 Baker Lane, Norwalk, CT 06851-2309, e-mail capirro@aol.com

PNC used singles, used strips, and mint PS5s. Great prices! Visit <http://www.angelfire.com/ca5/HimesPNCs/> or send SASE for details. John Himes, P.O. Box 453, Cypress, CA 90630-0453.

All members are entitled to two, 40-word ads per year at no charge. Additional words or ads are charged at 6 cents per word. Please send ad copy and any payment due to the editor via USPS. Ads that do not require payment may be sent e-mail. The deadline is the 15th of the month.

Membership

(Continued from previous page)

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Richard E. Rush Jr. –
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Deceased:

David M. Wike
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Tallahassee, FL 32303

Correction:

Gordon J. Collins #159
Zip should be 94017-2388

Update:

Last total771
New members6
Total777
Deceased1
New total776

Exhibiting

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.

Coil Line is your monthly 'house call' on active collectors of PNCs.

*Ad rates are low:
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Half page: \$24 a month

1/4 page: \$12 a month

There is no extra charge for illustrations that the advertiser provides. You don't have to be a dealer-just someone who wants to turn a stack of duplicate material into cash or find a trader.

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