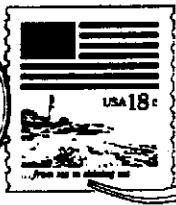
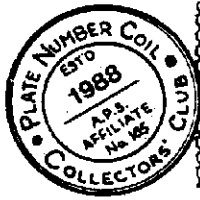


PNC³



Coil Line

Journal of the Plate Number Coil Collectors Club PNC³
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Regional Meetings will help get 2001 off to quick start for PNC³

The new year will bring with it three Regional Meetings of the Plate Number Coil Collectors Club within the first five weeks.

The meetings are:

ORCOEXPO, at Anaheim CA, Saturday Jan. 13 from 11 a.m. to 1 p.m. Orcoexpo is held at the Anaheim Sheraton Hotel, just west of Interstate 5 on Ball Road. Contact John Peterson for details. (619) 466-3443 jkpete@pacbell.net

ARIPEX, at Tucson AZ, Saturday Jan. 20 from 10 to 11 a.m. ARIPEX will be held in conjunction with the APS Winter show and the NORDIA stamp show and will be located at the Tucson Convention Center. Dick Koenig will host.

This is a change from the previous announcement of a Friday meeting. The Postal Service will have a first day ceremony on Friday, and there is no way our group can compete against that.

Also, Betsy Towle, the show organizer, was kind enough to give me a heads up regarding the ceremony and was able to procure meeting space for us on Saturday, something she couldn't do earlier. The USSS (formerly BIA) will have its annual meeting at ARIPEX, we expect that many of the USSS members in attendance for that who are PNC³ members will attend the PNC³ as well.

SARASOTA National Stamp Exhibition – Saturday, Feb. 3 from 10 a.m. to noon on the balcony at the Sarasota Exhibition Hall

The exhibition hall is located on the main north-south highway, Route 41, just a little north of the center of town. There will be a PNC³ sign at one of the desks in front of the hall, so please sign in and let us know you that you will attend the meeting. buying, selling and trading as well as a chance for all attendees to tell us what is new with them. Tom Haire is in charge.

A message from the President:

Let's Celebrate PNCs

As we ring in the New Year, we reflect on what has been and what is to come. Let's take a few moments and focus some of our attention on our hobby.

I hope everyone has room for a little more celebrating as the holiday season closes, because we will be celebrating 20 YEARS OF PNCs in the year to come. Yes, it was 1981 when the first PNCs were issued, and thus began a U.S. collecting specialty area that has dramatically grabbed the attention of thousands of stamp collectors.

To some, it may seem trivial to call for celebration after only 20 years, but look what those 20 years have brought! We have seen a major transition from water activated adhesives to self-adhesives, along with the attendant varieties (and, indeed, scarcities) that have arisen from experiments with cutting die designs (used on 32c Flag Over Porch).

We have seen experiments with self-service Postal Mailing Centers, yielding the (unique to coils, so far) Variable Denomination Coil stamps. We have seen the self-adhesives produced both with liners and liner-less. We have seen the transition from bureau pre-cancelled to service-inscribed. We have found some major color errors and tagging varieties. A great deal of research has gone into paper types and tagging, yielding new information about the mechanics of stamp production.

Truly, there has been much innovation in this small specialty area, and I, for one, celebrate these 20 years of PNCs wholeheartedly.

The new year also brings many new PNC designs to capture our attention, created as a result of the latest rate change. To be sure, we shouldn't find as many new designs and numbers this year, as the USPS tells us that makeup rate stamps won't be needed. Some of our members become annoyed when the quantity of different numbers on a given issue gets large; others relish the challenge. Some object when there are a large variety of

(Continued on page 2)

Let's celebrate

(Continued from page 1)

new issues produced in a short time period, others welcome them. Of course, there's room in our hobby for views on either side of an issue, and we welcome the diversity.

As the year ends, I want to take a few words to say thanks to the people who have made the enjoyment of our hobby so much more fulfilling. To Harold Brown and Alan Thomson, the people most responsible for getting the *Coil Line* to us each month, a special thanks!! And many thanks, too, to each person who has contributed to the content. We could not have a viable club without the journal, in my view.

To Joe Sedivy and Ron Maifeld, Auctioneer and Webmaster, we sure appreciate your contributions. To the men and women who have chaired and served on our committees, we salute your efforts on our behalf. To those who have hosted the Regional Meetings, without your efforts, a major club benefit (fellowship and personal relationships) would be lacking in many ways.

To the members of the Board who work behind the scenes to keep the club operationally sound, fiscally healthy, and vibrant with new programs for the members, keep up the good work! And to everyone who contributed their effort in any way, a resounding THANKS. We need every one of you, and I hope to see more members become active in some way in the coming year!

As we begin the new millennium (yes, the new millennium really starts on 1/1/2001), let's start out by celebrating the 20th year of PNCs, and all the fun we've had in the last 20 years!

Gene Trinks

Letters

Good interest in offer of PNC covers

To the Editor:

The collecting of PNCs on cover is alive and well.

To date, I've had replies from 45 collectors and have sent out a total of 1,185 items. Requests were filled in the order in which they were received. Some members did not get all the covers they requested primarily because other members were first to request the items or because a member asked for a cover of which I had less than six examples. (Covers with less than six examples are available in trade for items I need for my collection)

Most of the covers sent were in sound condition with earlier requests getting the better examples. However, some requests, especially those for the water activated examples, did not receive perfect covers as many of the covers in the lot did have short/pulled perfs.

All in all this was great fun, something I'd encourage other members to do, but not something I want to immediately tackle again.

Joann Lenz stampsjoann@prodigy.net

Minnesota commercial cover report

To the Editor:

- .01 Kestrel #1111 BCYM-1
- .02 Woodpecker #1111-1
- .20 Pheasant #2222-1.
- .22 Uncle Sam #1111 P.S.A.-1.
- .33 Berries #B1111-7; #B1112-2; #B2211-11; #B2221-3; #B2222-127; #G1111-21.
- .33 F.O.C. W.A.G. #1111-7; #2222-5; #3333-1; P.S.A. RND. #2222-1; P.S.A. SQ. # 4443-1; #5555-7; #6666-2; #7777-17; #8888-3; #9999-29; #1111A-33; #2222A-10; #3333A-31; #4444A-90; #5555A-33; #6666A-22; #7777A-3; #8888A-12; #9999A-5; #1111B-2; #2222B-4.
- .33 F.O.C. BKL. #V1111-1; #V1112-5; #V1121-15; #V1122-12; #V1212-4; #V2212-2.

As the report shows, the low #'s of the F.O.C. are on the way out. There were six #'s this month that never showed up at all!! I imagine that I'm not the only person that is looking forward to seeing some new PNC stamp designs. Patience is a virtue!

Many thanks to all my fellow members for the help and guidance this past year. It has really helped make PNCing come alive for me!!

HAPPY NEW YEAR!!

Dave Andrews
14615 285th St.
Onamia, MN 56359
dandrews@ecenet.com

50-lb. Mixture yields 2,600+ PNCs

To the Editor:

Results of a 50# definitive mix are as follows:

- 33c FOC L/S 1111 - 27, 2222 - 7
- 33c FOC S/A (rounded) 1111 - 0, 2222 - 9
- 33c FOC S/A 1111 - 17, 2222 - 27, 3333 - 13, 3433 - 9, 4443 - 21, 4444 - 38, 5555 - 137, 6666 - 127, 7777 - 225, 8888 - 209, 9999 - 355, 1111A - 105, 2222A - 81, 3333A - 75, 4444A - 8, 5555A - 3
- 33c 'H' L/S 1111 (100) - 0, 1111 (3K) - 6, 3333 - 0, 3343 - 2, 3344 - 0, 3444 - 1
- 33c 'H' S/A 1111 (100) - 30, 1111 (3K) - 0, 1131 - 4, 2222 - 68, 3333 - 19
- 33c Berries B1111 - 141, B1112 - 21, B2211 - 105, B2221 - 36, B2222 - 154, G1111 - 0
- 22c Uncle Sam L/S - 0, S/A - 80
- 20c Pheasant 1111 - 10, 2222 - 3
- 1c Kestrel 1111 BYCM - 5, BCYM - 0, YMCB - 1

Total PNC's = 2684. Complete breakdown available on request.

Jeff Fiszbein
jefffnc@email.msn.com

SNIPPETS

By Alan Thomson

New Numbers

There is one new number this month from the just issued Standard mail (10¢) Lion coil. It's S11111. This is being written before the release of any new non-denominated rate change coils, but early indications are that we can expect at least two issues in three formats. A Flowers PSA coil with four designs, a la the Fruit Berries, is expected in rolls of 100. A Statue of Liberty coil is slated to appear in PSA rolls of 100 and a WAG version in rolls of 3000. A couple of plate numbers have been seen by postal people, but we'll hold off until the stamps go on sale.

SSP Counters Miss on Lion Coil

Sennett Security Products' back number counters misfired on a 10K roll of the Lion coil that was purchased by Michael Lipson. Instead of printing a number every 10 stamps throughout the roll some intervals showed an increased count. One section of what was supposed to be 50 stamps actually contained 53. The count sequence went 10-12-10-11-10. This is a nice oddity of interest to the back number fraternity.

Splice with Back Number

John Larimer, the guru of back numbers, found an interesting combination on the Butte coil that has a neatly executed post-printing splice with a counting number on the back. The stamp image is complete but the two portions are separated by a line where the tape shows through. The back number is printed on the tape. Front and back views are shown below.



Pesky FOP Linerless Coil

The linerless Porch Flag is like no other die cut PSA coil we've seen thus far. Scott lists it as having a gauge of 9.9, and a gauge is certainly the way to measure this odd stamp. There is no break, such as a straight cut, in the serpentine line across the width of the web. If you look closely at consecutive stamps in a strip, you'll find that the peak and valley configuration alternates. One stamp will start in the upper left corner with a valley and the next stamp in the roll will start with a peak. Why the die cutting equipment was made this way is unknown.

Auto Dropped from Roll Chart

The (10¢) Auto has been dropped from the roll chart to make room for the Lion.

Mixtures Still Yielding Good FOPs

It's been a long time since the Porch Flag was current but new unpicked mixes of definitives still contain some gems. Charlie Still has reported he just completed his used singles collection of the FOP with a find of 13231A 10/10 VP/PV.

Die Cut Omitted on Hat 2222

Dave Andrews noticed an uncut Hat stamp on a cover and contacted the person who mailed the piece. Dave was lucky and bought the remainder of the roll which still had a couple of plates strips intact. He wasn't sure if this was a new find, so I contacted imperforate specialist John Greenwood to find out. It wasn't, but John was kind enough provide a list of die cut omitted Hat coils and lists for the Uncle Sam and City Flags as well. The Hat numbers are 1111, 1311, 2222, and 3333. Uncle Sam is 1111. Uncut City Flags are numbers 1111, 6666, 7777, 8888, 9999, 2222A and 4444A.

Point of Interest

Probably many collectors are unaware that the Avery-Dennison printing of the (5¢) Mountain coil contains one plate number whose die cut is inverted in comparison to the other four plate numbers. The die cutting system was turned upside down when the press run of V333342 was processed. It has a 12/13 peak count while the other four numbers have a 13/12 peak count. All reported copies of V333342 are the same, so there is nothing new to look for here. Below, the example of V333342 is on top and V333323, representing the other numbers, is on the bottom. Notice that if the space between stamps on both types were closed up, the die cuts would interlock. Avery used this configuration on only one other coil; the 1995 Christmas set of four. (Sc. 3008-11)



Need a PNC Checklist?

With no PNC catalog on the immediate horizon, I'll again offer a free copy of my complete PN checklist. Please send a 1 ounce first class SASE (34¢) with your request to PO Box 91 Northwood NH 03261.

FOC Color Varieties

The color variations in the City Flag PSA coils are all that make this issue seem alive. Doug Iams has found a new type from #9999A that looks like it has bright copper buildings. It's not the same as the red-brown previously found in rolls of #4444A. Doug's color is the third distinct departure from the normal. First to be found was the El Dorado gold from 1111A.

Did You?

Did you renew on time? If not, please do it now.

Transportation Coils When the Cottrells Were Dying

By Alan Thomson

Many of the earliest Transportation Series coils were printed on the Cottrell intaglio presses when those presses were at the very end of their careers. In all, eighteen different designs in the Transportation set were initially printed on the workhorse Cottrell presses. Some of these stamps, however, were later produced with revised designs or other subtle differences on the Bureau of Engraving and Printing's B-press. The revised stamps are easily distinguishable from the originals if you know what to look for.

By 1956 the Bureau had ordered and received five intaglio presses based on a type design of the Huck Co. of New York, but manufactured by the The Cottrell Company in Rhode Island. BEP designated these presses as 801 through 805. All the Transportation coils from the Cottrells came from numbers 801, 802, 803 and 804.

These four presses were already scheduled for removal when the Transportation coil series was introduced in 1981 with the printing of the 18¢ Surrey and the 20¢ Fire Pumper. A November 1982 fire at the Bureau destroyed presses 802 and 804 and effectively retired these two ahead of schedule. The fire may have prolonged the life of the remaining two, because they were used into 1985. It was in November of that year that press 801, the last one, was finally placed in storage where it remained until April 1998. It was then sold for scrap.

Between 1981 and 1985 six Transportation designs were first printed on the Cottrells, and later when more of these six were required they were produced on the B-press. The group includes the 1¢ Omnibus, 2¢ Locomotive, 4¢ Stagecoach, 8.3¢ Ambulance, 12¢ Stanley Steamer, and the 14¢ Iceboat.

All six have a common characteristic that distinguishes the Cottrell version from the later B-press printings. If a plate number is evident, the typical Cottrell press joint line can be seen on the right side perforations of the numbered stamp. Figure 1 illustrates a heavily inked example of a joint line. B-press printings do not have this vertical line.

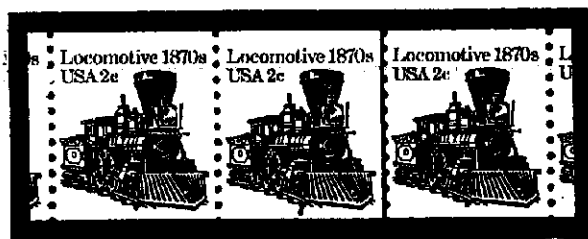


Fig. 1

If a joint line is not present, there are one or more additional ways to tell which press the stamp came from.

The original master dies for the Omnibus, the Locomotive and the Stagecoach coils were made specifically for plates that fitted the Cottrell presses and could not be used to make sleeves for the B-press. The wider Cottrell designs would not fit the sleeve format and new dies had to be made. The re-engraving resulted in both obvious and subtle differences in the designs.

This design change in the Omnibus can be easily seen in the upper left quadrant of the stamp. The Cottrell product shows "USA 1¢" while the later version reads "1 USA". Less apparent is the width of the vehicle in the reengraved version. It's 1/4mm narrower than the original. There are tagging differences also. All the Cottrell stamps (from plate numbers 1-6) have overall tagging. The B-press stamps from a new plate #1 are block tagged and plate #2 is either block tagged or untagged. Figure 2 shows a comparison of the Cottrell printing on the left to a B-press printing on the right.

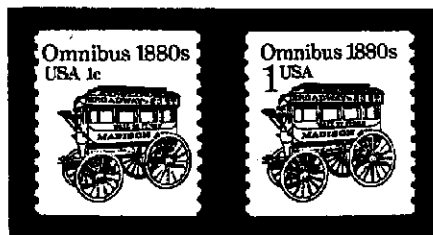


Fig. 2

It should be noted that the reengraved type of the Omnibus stamp was also produced on the BEP's C and D-presses using plate #3. Except for an error printing of plate #3 where some phosphored paper was used by accident, all plate 3 stamps are untagged. If no plate number shows and the stamps have been removed from a roll so the number interval cannot be counted (52 for B-press and 48 for C/D-press) it's difficult to tell the untagged versions apart. Only shiny gum tells us it's from the C/D-presses. Dull gum could be from either B or C/D-presses.

The Locomotive coil was handled in much the same way as the Omnibus. A master die originally engraved for Cottrell plates had to be changed to make sleeves for a B-press reprinting. Here the difference is more pronounced. Not only is the value line changed from "USA 2¢" to "2 USA", but the size of the vignette is significantly smaller. The Cottrell pairings of plates 3/4, 2/6 and 8/10 are all overall tagged. The B-press stamps are from a plate #1, have block tagging, and always appear to be much darker than the originals. The heavier black inking is probably due to the superior plate wiping system on the B-press. Figure 3 shows a Cottrell stamp on the left and a B-press stamp on the right.



Fig. 3

Like its low value cousin the Omnibus, the Locomotive was later printed on the "C" press with a plate #2 made from the same new master die. Telling them apart from

the B-press version follows the same keys as the 1¢ stamp. In the absence of a plate number or a known number interval on a roll, gum can sometimes distinguish which is which. Shiny gum is only from "C" press printings. Dull gum occurs on both printings. The C-press stamps are untagged.

The 4¢ Stagecoach coil was the third stamp to require a new master die to make a printing sleeve for the B-press. During the reengraving not only was the coach made much smaller but a new feature was added. The aft end of the baggage rails on top of the body were extended so they protrude beyond the last supporting post.

The Cottrell printing of the Stagecoach used plates 1-6 with a straight plate pairing of 1/2, 3/4 and 5/6. Discounting untagged errors that are known from the 3/4 printing, all these numbers have overall tagging, and dull gum. Plates 3/4 and 5/6 were also issued as untagged precancels.

The B-press product from a new plate #1 bears two different types of tagging, but both are on dull gum paper. Initial press runs were block tagged, while later production was overall tagged. Figure 4 shows the Cottrell version on the left and the later B-press type on the right.

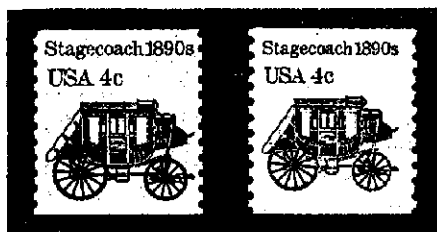


Fig. 4

The remaining values, the 8.3¢, the 12¢ and the 14¢, were not reengraved, simply because they did not require a narrower vignette. The master dies for these three were originally made for B-press sleeves but were used to make Cottrell plates when the work load scheduled for the newer press became too great.

All three of the design reprints appear sharper and with heavier inking than the originals. Again, the new wiping system was probably responsible for better appearing impressions. All versions of these three coils have dull gum.

Cottrell stamps of the 8.3¢ coil used plate pairings of 1/2 and 3/4, with the latter being issued in precancelled form only.

The new printing of the Ambulance was never issued in unprecancelled form. All copies bear the double lines and Blk Rt Car RT Sort overprint of a precancel. New sleeves of plates #1 and #2 were made.

A fast and simple check of the letters on the stamps can give us a clue. The B-press stamp letters all have clear white diagonal lines in them. These lines are less pronounced on Cottrell stamps because the poor wiping system allowed the green ink to run together.

Another test requires a little more work to precisely compare the width of the actual printing. Because flat Cottrell plates were bent to fit a mounting cylinder, the

engraved image was stretched laterally, making everything wider. This is most easily seen by trimming the top off a B-press stamp and laying it on top of a Cottrell stamp with the initial "A" (in Ambulance) of both stamps vertically aligned. The name and date at the top are longer on the Cottrell stamp than on the trimmed stamp. Figure 5 shows a difference of about 1/4mm. The B-press stamp is lying on top.



Fig. 5

Figure 6 presents the two varieties side by side and illustrates how much alike the precancels appear to be at first glance. The Cottrell printed stamp is on the left.

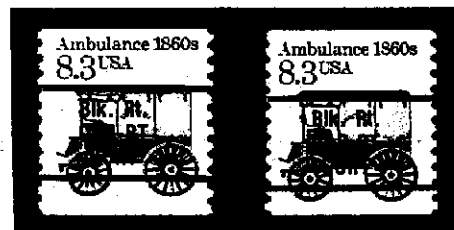


Fig. 6

The 12¢ Stanley Steamer B-press issue followed the same path as the Ambulance. The original master die was used to make a sleeve, but only a #1 was made. That single sleeve appeared only as a precancel with twin lines and the words Presorted First Class between them. The Cottrell version paired plates #1 and #2 and was issued primarily in precancelled form. Unprecancelled stamps from this pairing were also made available just for collectors, because they served no current rate. All versions of the Steamer have dull gum.

The same width measuring technique is used to distinguish the precancels from each other. Figure 7 shows the "Stanley Steamer 1909" line at the top of the underlying Cottrell stamp to be 1/4mm longer than the B-press version.

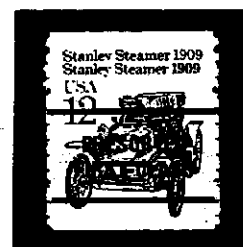


Fig. 7

The varieties are shown side by side in Figure 8. The Cottrell stamp is on the left and the comparison again demonstrates how similar the two types appear.

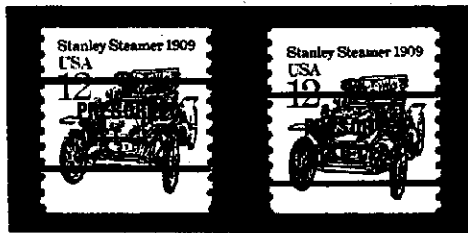


Fig. 8

The 14¢ Iceboat coil was issued to meet the current 1985 first class postcard rate. The originals were printed using four plates, paired as 1/2 and 3/4. They had overall tagging and dull gum.

The 14¢ rate lasted until 1988, but in 1986 more stamps of the denomination were needed. The last Cottrell press had been retired by then so a new printing was assigned to the B-press.

With the same master die the BEP made two sleeves for the B-press using new plate numbers 1 and 2. Plate #1 apparently did not pass inspection, was never certified and never went to press. Only plate #2 printed new stamps. The new issue had the typical B-press block tagging, and was on dull gummed paper. The impressions are sharper and darker than the Cottrell stamps.

Individual stamps need to be checked for relative width to ensure proper identification. Once again the overlay method shows a 1/4mm variance in Figure 9.



Fig. 9

Figure 10 provides a side by side view of the individual stamps with the Cottrell printing on the left.



Fig. 10

Use these checks to insure you've got the right stamps.

Holes, Holes and More Holes

Part 2

By Doug Iams POB 7651 Santa Rosa CA 95405

Part 1 Update

Before getting to the topic of large and small holes and the seasonally appropriate snowman holes, I'd like to provide an update to Part 1 which ran in the September 2000 issue and explained the extra horizontal holes that have been found along the bottom of some Stamp Venturers/Sennett Security Products coils.

Since that was written I have had the opportunity to examine an unnumbered used 5c Butte stamp with partial bottom holes found by David Andrews. The holes have the same gauge as the ones reported on in Part 1.

More significantly, in his US Notes column in the October 23 issue of Linn's, John Hotchner pictured an unnumbered used copy of the 5c Wetlands coil with partial holes along the top of the stamp. This is the first report I've seen of top holes. Interestingly, the gauge of these holes is only approximately half that of all the bottom holes I have seen.

Snowman Holes

The Snippets column in the August 2000 Coil Line featured a 10c Green Bicycle strip with unusual vertical perforations. The top part had large holes, the middle part had snowman holes (named after the shape of the partially overlapping double holes), and the bottom part had small holes.

In order to understand how such an unusual item could have been created, I spoke with Robert Lane of Sennett Security Products and Rodney Smith of Unique Binders (Unique Binders does the perforating for Sennett Security Products).

The story I got is somewhat different than what was published in the July 3 and September 25 issues of *Stamp Collector* by Wayne Youngblood even though he also spoke with Lane and Smith. I think the differences stem from the fact that Youngblood was inquiring about both sheet and coil stamps while I specifically asked about coil stamps.

As many of you already know, instead of using a pin that punches out a hole in the paper that conventional perforating uses (insert your favorite chad joke here), Unique Binders uses a process called skiving that employs a different kind of pin called a cone (named after its shape) that pushes up the paper where a hole is to be made and a blade that shaves off the paper there.

(Continued on next page)

Holes, Holes and More Holes

(Continued from previous page)

What is less well known is that the entire column of holes across the web is not made at the same time. Instead they perforate the middle section with one set of cones in the first part of the perforator and then they perforate the two outer sections with two other sets of cones in the second part of the perforator.

The holes in the outer sections extend in several holes past the outer parts of the middle section of holes. If everything is perfectly aligned, the outer section holes will fall exactly on the middle section holes in the two overlap regions, but if there is a misalignment, the result is partially overlapping snowman holes or potentially even pairs of independent holes if the misalignment is large enough.

Since the snowman holes can only occur in the regions where the middle section and outer section holes meet, most rolls will not exhibit snowman holes even when there is a misalignment. Depending on whether the middle set of holes is misaligned with just one of the two sets of outer holes or with both sets of outer holes, there would only be one or two regions where the snowman holes would occur. As long as the snowman regions are not split between two rows (on the Green Bicycle strip they are at the middle height of the stamps and thus not split between rows), this means that only 1 or 2 rows out of 18 rows would have the snowman holes.

Large and Small Holes

That explains the snowman holes, but what about the different holes sizes? This is where things get a little sticky as the story I got differs from what Youngblood reported. We both agree that cone wear plays a role, but differ on the details.

According to what Smith told me, for coil perforating the cones are on a metal cylinder, but Youngblood wrote of a polymer die (hard rubber mat). It seems likely to me that a short run issue like the Stars and Stripes commemorative sheet issue (which is one of the stamps that Youngblood wrote about) would be perforated with short lived polymer die mats while mass production issues like the coil stamps would be perforated with long lived metal cylinders.

As the cones on a cylinder are used they wear and they go from flat on top to rounded on top and the holes that they produce become less perfect and slightly smaller. In order to refurbish them to a flat topped condition that produces more perfect holes, the cones are ground down. Since the cones are wider at their base, the more that they are ground down, the wider they get on top. Narrow top cones produce smaller holes and wider top cones produce large holes. It is my understanding that the grinding of the cones has a more significant effect on the hole size than the rounding of the cones has.

Youngblood attributes the larger holes to cones that have gotten wider from wearing down and does not mention grinding and perhaps the grinding is not done to the polymer cones and perhaps they wear down more than they round.

In any event, whatever the exact mechanism is, cylinders or mats in their different stages of life will produce different hole sizes, with older ones producing larger holes than younger ones produce.

Although the large and small holes are collectable (you can collect anything you like), they are not as significant as the large and small holes on the Liberty series coils since those were a result of a change in perforating equipment.

CURRENT ISSUE NUMBERS & ROLL SIZES

12/10/00

AMT

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.

PRINTER PLATE NUMBER PREFIX LETTERS:

A - American Bank Note	S - Sennett Security Prod.
B - Banknote Corp of Am.	V - Avery-Dennison
G - Guilford Gravure	None - BEP
M - MMM	

33c FLAG [24]

#1111 C, D
 #2222 A, C
 #3333 C

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
 #6666A A
 #7777A A
 #8888A A
 #9999A A
 #1111B A
 #2222B A

33c FLAG (SA) [21]

#1111 C, D
 #2222 C, D

33c BERRIES (SA) [12]

#B1111 A
 #B1112 A
 #B2211 A
 #B2221 A
 #B2222 A
 #G1111 A (NL)

\$1 SEAPLANE [48]

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

20c COG RAILWAY [48]

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

10c CANAL BOAT [48]

#1 A, C (BK) [32]
 #1 B, C (OA) [32]
 #1 C (EP) [32]
 #2 B, C
 #3 C
 #4 D (OA)
 #4 C (EP)
 #5 D

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

#1 B, C (OA) [32]
 #1 B, C (UT) [32]
 #2 C
 #A1 D
 #A2 D
 #A3 D
 #S1 D
 #S2 D (GLOSS)
 #S2 D (SHINY)

3c CONESTOGA [48]

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

2c LOCOMOTIVE [48]

#1 B, C, D [32]
 #2 C (DULL)
 #2 C (SHINY)

1c OMNIBUS [48]

#1 B, C [32]
 #2 C (BK) [32]
 #2 B, C (UT) [32]
 #3 B, C (DULL)
 #3 B, C (SHINY)
 #3 C, D (GLOSS)

22c U. SAM (SA) [24]

#1111 A

22c UNCLE SAM (24)

#1111 C

20c BLUEJAY (SA) [14]

#S1111 A

20c PHEASANT (SA) [24]

#1111 A
 #2222 A

2c WOODPECKER [24]

#11111 D
 #22222 D

1c KESTREL [24]

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

(5c) MOUNTAIN[24][14]

#11111 B, C
 #S1111 D

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

#1111 C
 #V222222 D
 #V333323 D
 #V333333 D
 #V333342 D
 #V333343 D

(5c) WETLANDS [14]

S1111 D

(5c) WETLNDs (SA) [21]

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

(10c) LION (SA) [21]

#S11111* D

(10c) GREEN BIKE [14]

#S111 B, D

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

#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

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

#11111 D
 #22222 D

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

#11111 C, D
 #22222 D
 #33333 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
 #22211 D
 #22222 D
 #33333 D
 #44444 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.

WATER ACTIVATED PNC BACK NUMBER CHECKLIST

Prepared by John Larimer
 1042 Clubland Court
 Marietta, GA 30068-2901
 770-973-6743 FAX 770-973-7234
 jonmar@gateway.net

Key: T=Top; B=Bottom; M=Middle
 D=Double; U=Upsidedown
 **=Odd Rolls (No # on #)
 ** = New Listings (0)

2c WOODPECKER #3045

#1111	GREEN	4T	4B	4M
#2222	GREEN	4T **	4B **	

(8c) BUTTE #2902

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

8c CIRCUS WAGON # 2452D

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

TAGGED INK VARIETY (LARGE HOLES)

S2	PINK	5T	5B	5M
----	------	----	----	----

TAGGED INK VARIETY (SMALL HOLES)

S2	PINK	5T	5B
----	------	----	----

(5c) MOUNTAIN # 2904

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

(5c) WETLANDS (SMALL PERF. HOLES) # 3207

S1111	PINK	5T	5B
-------	------	----	----

(5c) WETLANDS (LARGE PERF. HOLES)

S1111	PINK	5T	5B	5M
-------	------	----	----	----

(10c) AUTOMOBILE # 2905

S111	BLACK	3T	3B	4T	
		5T	5B		
	PURPLE	3T	3B	3M **	3D
		4T	4B	4M **	
		5T **	5B		
S222	BLACK	5B			
S333	PURPLE	3T	3B	5T	5B
	PINK	3T	3B	3B-U	
		4T	4B	5T **	5B **

(10c) EAGLE AND SHIELD # 2804

S2222	BLACK	5T	5B	
	PURPLE	5T	5T-U	5B
	PINK	5T	5B	

(10c) BICYCLE # 3229

S111	PINK	3T	3B	3M
		4T **	4B **	
		5T	5B	

(15c) TAIL FIN #2909

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

22c UNCLE SAM # 3353

#1111	BLUE	4T	4B
-------	------	----	----

(25c) JUKE BOX # 2912

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

(25c) DINER (SMALL PERF. HOLES) # 3208

S11111	PINK	5T	5B	5M **
--------	------	----	----	-------

(25c) DINER (LARGE PERF. HOLES)

S11111	PINK	5T **	5B **
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(32c) RED*G* # 2891

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

32c FLAG OVER PORCH #2914

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

33c CITY FLAG (3K) # 3280

#1111	PINK	4T	4B	4M
	BLUE	4T	4B	
#2222	BLUE	4T	4B	

33c CITY FLAG (10K)

#1111	PINK	5T	5B
	BLUE	4T **	4B **

Prepared by John Larimer
 1042 Clubland Court
 Marietta, GA 30068-2501
 770-973-5743 FAX 770-973-7234
 jonmar@gateway.net

SELF ADHESIVE PNC BACK NUMBER CHECKLIST

Key: T=Top; B=Bottom; M=Middle;
 D=Double; U=Upsidedown;
 ** = New Listings (7)

(5c) BUTTE # 2902B

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

(5c) MOUNTAIN # 2904A & # 2904B

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

(5c) WETLANDS (3K) # 3207A

#1111	GREEN	4T	4B	
#3333	GREEN	4T	4B	

(5c) WETLANDS (10K) # 3207A

#1111	GREEN	4T	4B	
#2222	GREEN	4T	4B	
#3333	GREEN	4T	4B **	

(10c) AUTOMOBILE # 2906

S111	BLACK	5T		
	PINK	5T	5B	5M

(10c) EAGLE AND SHIELD # 2907

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

(10c) EAGLE AND SHIELD # 3271 (UNTAGGED)

#11111	GREEN	4T	4B	
#22222	GREEN	4T	4B	

(10c) EAGLE AND SHIELD # 3271 (TAGGED)

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

(10c) EAGLE & SHIELD # 3271v CHOCOLATE BROWN

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

(10c) BICYCLE # 322B

#111	GREEN	4T	4B	
#221	GREEN	4T	4B	
#222	GREEN	4T	4B	
#333	GREEN	4T	4B	
#344	GREEN	4T	4B	
#444	GREEN	4T	4B	
#555	GREEN	4T	4B	
#666	GREEN	4T	4B	
#777	GREEN	4T	4B	
#888	GREEN	4T	4B	
#999	GREEN	4T	4B	

(10c) LION

#S11111	PINK	4T **	4B **	4M **
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(15c) TAIL FIN # 2810

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

(25c) JUKE BOX #2912A & 2912B

S11111	PINK	5T	5B	5M
S22222	PINK	5T	5B	5M
#111111	GREEN	4T	4B	
#222222	GREEN	4T	4B	

(25c) DINER # 3208A

#11111	GREEN	4T	4B	
#22211	GREEN	4T	4B	
#22222	GREEN	4T	4B	
#33333	GREEN	4T	4B	
#44444	GREEN	4T	4B **	

32c FLAG OVER PORCH # 2915B

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

(L10/R10) FOP # 2915D

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

(L8/R10) FOP

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

(33c) H-HAT (3K) # 3266

#1111	GREEN	4T	4B	
-------	-------	----	----	--

33c CITY FLAG (3K) # 3282

#1111	GREEN	4T	4B	
#2222	GREEN	4T	4B	

33c CITY FLAK (10K)

#1111	GREEN	4T	4B	
#2222	GREEN	4T	4B	

PNC3 AUCTION RESULTS FOR #23 CLOSING OCT.21, 2000

We had 74 bidder in this auction with all but 6 winning at least one lot. Of the 658 lots only 355 sold. The most bid on were PS-5's again followed by used and other varieties and errors.

UNSOLD LOTS ARE NOT LISTED

LOT	BID	LOT	BID	LOT	BID	LOT	BID	LOT	BID	LOT	BID	LOT	BID
1	\$5.50	108	\$130.00	181	\$1.50	261	\$2.75	345	\$4.00	453	\$5.00	570	\$8.50
2	\$60.00	109	\$20.00	184	\$10.00	262	\$13.00	349	\$4.00	454	\$25.00	572	\$165.00
4	\$10.00	112	\$19.00	186	\$4.00	264	\$4.00	359	\$7.00	456	\$10.00	573	\$2.50
6	\$28.00	115	\$8.50	187	\$4.00	265	\$4.00	360	\$11.00	457	\$10.00	574	\$3.00
7	\$28.00	116	\$12.00	191	\$1.00	267	\$4.00	361	\$3.00	459	\$50.00	577	\$8.00
8	\$15.00	117	\$4.00	193	\$4.25	269	\$100.00	362	\$10.00	462	\$5.00	578	\$6.00
9	\$16.00	118	\$7.00	195	\$5.00	270	\$90.00	365	\$3.00	463	\$3.00	579	\$6.50
10	\$10.00	119	\$15.00	197	\$6.00	273	\$3.50	366	\$5.00	464	\$10.00	580	\$5.00
11	\$13.00	120	\$11.00	198	\$9.00	274	\$5.50	367	\$9.00	465	\$10.00	581	\$6.50
20	\$6.50	121	\$22.00	199	\$8.50	275	\$2.75	368	\$8.00	468	\$15.00	582	\$5.50
21	\$22.00	122	\$170.00	201	\$1.75	276	\$2.50	369	\$2.00	469	\$7.00	583	\$8.50
33	\$19.00	126	\$42.00	202	\$2.00	279	\$1.75	372	\$40.00	470	\$3.00	586	\$5.00
34	\$16.00	127	\$42.00	204	\$3.50	281	\$2.00	375	\$8.00	471	\$7.00	587	\$20.00
39	\$4.00	129	\$16.00	205	\$1.75	282	\$3.00	376	\$8.00	473	\$11.00	589	\$12.00
40	\$1.50	130	\$10.00	206	\$4.00	285	\$6.00	377	\$8.00	474	\$50.00	590	\$13.00
41	\$6.00	131	\$14.00	207	\$2.00	286	\$20.00	378	\$11.00	475	\$90.00	591	\$4.00
42	\$2.50	132	\$15.00	208	\$32.00	287	\$3.25	383	\$10.00	476	\$110.00	593	\$2.00
44	\$1.50	133	\$105.00	209	\$5.00	288	\$6.00	384	\$10.00	477	\$15.00	596	\$700.00
47	\$3.50	139	\$85.00	210	\$9.00	289	\$3.50	385	\$3.50	478	\$20.00	597	\$20.00
48	\$13.00	140	\$135.00	211	\$3.00	290	\$10.00	392	\$6.00	479	\$10.00	599	\$55.00
49	\$5.00	141	\$110.00	212	\$2.50	292	\$10.00	395	\$6.00	480	\$40.00	600	\$20.00
51	\$7.50	142	\$100.00	213	\$7.00	293	\$3.25	397	\$3.50	482	\$20.00	602	\$7.50
52	\$8.00	143	\$47.00	214	\$3.00	294	\$180.00	398	\$5.00	483	\$8.00	603	\$60.00
53	\$16.00	144	\$15.00	215	\$1.50	295	\$10.00	399	\$10.00	489	\$20.00	605	\$60.00
61	\$4.25	145	\$9.50	216	\$2.75	296	\$17.00	401	\$14.00	493	\$25.00	607	\$16.00
63	\$17.00	147	\$100.00	217	\$6.50	298	\$150.00	402	\$40.00	494	\$75.00	608	\$500.00
67	\$2.50	149	\$65.00	218	\$3.00	299	\$8.00	403	\$1.00	495	\$35.00	609	\$21.00
68	\$7.00	150	\$7.50	219	\$5.00	300	\$20.00	404	\$25.00	496	\$20.00	611	\$3.50
76	\$17.00	151	\$35.00	220	\$4.00	301	\$25.00	405	\$15.00	505	\$45.00	613	\$10.00
77	\$1.50	152	\$16.00	221	\$7.00	303	\$7.00	406	\$5.00	509	\$20.00	615	\$10.00
78	\$7.00	154	\$7.50	222	\$7.00	304	\$8.50	407	\$1.00	515	\$225.00	616	\$5.50
79	\$6.00	155	\$19.00	223	\$11.00	305	\$0.50	412	\$14.00	518	\$475.00	617	\$20.00
81	\$175.00	156	\$15.00	225	\$11.00	306	\$45.00	414	\$20.00	524	\$3.50	618	\$28.00
83	\$110.00	157	\$4.00	226	\$4.00	307	\$2.50	415	\$15.00	526	\$15.00	622	\$4.00
84	\$130.00	158	\$4.00	227	\$2.25	308	\$10.00	416	\$15.00	527	\$14.00	623	\$20.00
85	\$6.00	159	\$1.50	228	\$2.50	309	\$38.00	417	\$5.00	528	\$1.50	627	\$12.00
86	\$11.00	160	\$6.00	229	\$5.00	312	\$4.00	418	\$10.00	529	\$2.00	629	\$3.00
87	\$5.50	162	\$5.00	230	\$3.00	314	\$6.00	419	\$25.00	535	\$10.00	633	\$0.75
88	\$4.25	163	\$1.50	233	\$2.75	316	\$30.00	422	\$55.00	537	\$10.00	635	\$4.00
89	\$13.00	165	\$13.00	234	\$3.00	317	\$30.00	428	\$28.00	539	\$12.00	636	\$8.00
90	\$8.50	166	\$2.25	235	\$17.00	318	\$4.00	429	\$25.00	540	\$2.00	637	\$2.00
96	\$10.00	168	\$2.50	236	\$1.50	320	\$15.00	430	\$8.00	542	\$6.00	640	\$1.00
97	\$8.00	169	\$4.00	241	\$2.75	322	\$3.00	431	\$8.00	544	\$11.00	641	\$1.00
98	\$12.00	170	\$5.00	242	\$175.00	327	\$29.00	433	\$28.00	547	\$7.00	642	\$2.00
99	\$7.00	171	\$4.50	245	\$2.25	328	\$5.00	434	\$10.00	551	\$8.00	643	\$4.00
100	\$9.00	172	\$5.00	249	\$4.50	330	\$4.00	440	\$5.00	552	\$5.00	649	\$0.25
102	\$7.50	174	\$8.00	251	\$5.00	336	\$6.00	442	\$3.00	560	\$6.00	204A	\$3.25
103	\$18.00	175	\$2.00	255	\$3.00	337	\$70.00	447	\$15.00	563	\$8.00	607A	\$13.00
104	\$15.00	176	\$4.00	256	\$3.00	339	\$5.00	448	\$10.00	565	\$2.00	609A	\$20.00
105	\$205.00	179	\$3.25	257	\$5.00	340	\$3.50	449	\$10.00	566	\$4.00		
107	\$175.00	180	\$3.25	258	\$2.75	342	\$70.00	450	\$5.00	567	\$5.00		

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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:

Donald A. Pelto
800 E. Hawthorne Ave.
St. Paul, MN 55106

Robert Loeffler
111 Mandeville Ave.
Pequannock, NJ 07440-1817

William R. Beeson
43187 Grimmer Ter.
Fremont, CA 94538

Jim Tod
1649 Belvoir Dr.
Los Altos, CA 94024

Mike Rhodes
26 Woodroyd St.
Mt. Lawley, W. Australia

Changes of address:
Alan Malakoff
4331 Lemac Dr.
Houston, TX 77096-4414

Dr. Robert Freidman
39 Baltrusol Dr.
Jackson, NJ 08527-3992

Burt Robbins
1000 Kings Hwy. #30
Port Charlotte, FL 33980

Peter V. Vaglio
312 Eldorado Way
Chelan, WA 98816-9551
Tel 509-682-9425

Sy Bricker
11023 Hyacinth Pl.
Bradenton, FL 34202

(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, 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*.

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.

Jan. 13, 2001

ORCOEXPO – Anaheim, CA, 11 a. m. to 1 p.m., Anaheim Sheraton. Contact John Peterson, 619-466-3443. Jkpete@pacbell.net

Jan. 20, 2001

ARIPEX stamp show. Yes, date has been changed to Saturday from 10 to 11 a.m. Contact John Peterson, as above. More details on page 1.

Feb. 3, 2001 – Sarasota, FL, National Stamp Exhibition. 10 a.m. to noon. Contact Tom Haire,

April 28, 2001 – Plymouth Show, Plymouth, MI. Tim to be announced. Gene Trinks in charge—updated slide show, information exchange, trading.

August 2001

APS Stampshow - Aug. 26-29, Chicago, IL. Details will be announced early summer. The general membership meeting is usually held on Saturday.

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 December issue was mailed Nov. 27.

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. easte@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 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.

Ads

LET'S TRADE USED, single, PNCs. I have 2915A F/P, 78777 10x10, 89878 10x10, 89899, 77777A vp/pv, plus many others, all issues. I need 1903A (Mail Wagon) #8; 2128A (Ambulance) #3 + #4; 1906A (Electric Auto) #3B, #4B, 1C; 2607V (USA) #11111 tagged; 2523C (Rushmore) #1 + #7 Toledo brown; 2518 (F) #1211; 2980 (G) #A4435; 2602 (E/S) #33334. I used "Linn's Trends," Oct. 2000 as reference. Charles Still, 15826 N.E. 184, Holt, MO 64048.

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. Checks should be made out to PNC3. Ads that do not require payment may be sent e-mail. The deadline is the 15th of the month.

CALL FOR AUCTION LOTS

PNC3 Auctioneer Joe Sedivy has issued a call for lots for the next club auction.

Joe would like all to receive all material for the next auction no later than Jan. 23, 2001

Send all lots to:
Joe Sedivy
PNC3 Auctioneer
P.O. Box 410602
Chicago, IL 60641
E-mail

PNC3_auctions@aol.com

Membership

(Continued from previous page)

Deceased:

Joseph Simmons #525

E-mail addresses:

Merrill Erskine -
ANNADERF@hotmail.com

Donald Pelto -
dapelto@usfamily.net

Robert Loeffler -
bloeffle@netzero.net

Jim Tod -
jimmolly@earthlike.net

Mike Rhodes -
mely@rally.com.au

Burt Robbins -
robbins63@home.com

Jim Weiland -
jweiland2@juno.com

Membership Update

Last total	811
New members	5
Total	816
Resignation	0
Deceased	1
New total	815

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.

No information submitted this month.

A form for members to use to report their exhibiting plans can be found on page 156 of this issue of *Coil Line*.

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

Ad rates are low:

Full page: \$42 a month

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.

Send ad copy with payment to:

Harold Brown
909 Parker St.
Bowling Green, OH

(Make all checks payable to PNC3).