

Our 28th Year

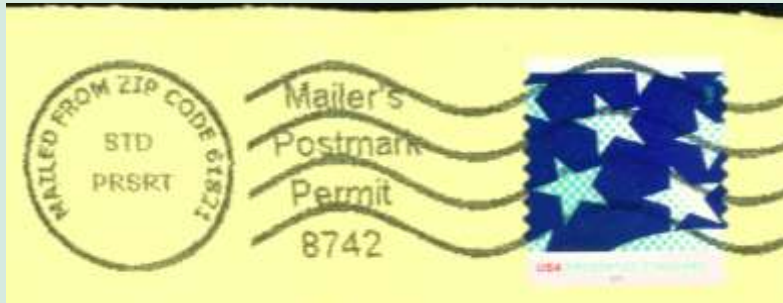
PNC³



Coil Line

Journal of the PNC³ www.pnc3.org
Plate Number Coil Collectors Club
American Philatelic Society Affiliate # 185

September 2015
Vol. 28, No. 9
Whole No. 327



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Coil Line

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Scott #2128a plate # 1 (issued
June 21, 1985, over 30 years ago)

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President's Message

from the PNC³ president ...

Early last month Allan Clapp, our Webmaster, sent out some information alerting everyone that we would be changing how *Coil Line* is delivered for those that receive "Electronic Delivery." His notice went out to the email addresses that we have on file for delivery. Unfortunately when the notice went out, it repeated it the next two days until Allan was able to correct that problem.

Basically, we will move away from an email with a "url" to a notice that the new issue is available through the "Members Login" section on the club's homepage. Allan discussed this in his "A Letter from the Webmaster" column in last month's issue.

Because of the notice and due to a delay in getting out the most-recent "url" link to our members, a lot of people were justifiably confused. Allan contacted me to say that he had received over three dozen complaints in a matter of two days, some just needing help with their login, but most very unhappy with the new notice system that hadn't even started yet.

I decided to send out an email to all of the members in our directory (approximately 500). My email should have been sent to everyone for whom we have an email address. However, about a dozen came back to me undeliverable. If you did not get an email from me, please contact John Himes (look under "Elected Officers," page 106.) In the email I offered to send a copy of the newest issue of *Coil Line*, if the member was in any way having a problem with the new system. About ten members contacted me for the file.

For the time being, I have put a hold on any more changes until the board can meet in Grand Rapids. I believe that these changes will ultimately be made, but I will take it upon myself to send a copy of the file to anyone who is having issues with our new system. However, you will need to contact me to let me know of your preference.

A final note. In the future, if you have any issues with what the club is doing, please direct them to me or to one of the other board members. Allan is our webmaster, and he is very good at it, but he is not responsible for current policy or future changes to the policies for the PNC³.

– Robert E. Thompson



Welcome!



If you are a new reader to *Coil Line*, PNC³ is in our 28th year. We are a community of stamp collectors specializing in plate numbered coil issues of the USA. The first PNCs were issued in 1981 and, in February 1988, a network of PNC specialists founded our club. *Coil Line* was launched in May, 1988 and serves (along with other club literature) to inform collectors on the many aspects of PNCs. Studies include scarce numbers, varieties, printing methods, market values, PNCs on mail, and more. Thank you for visiting, and we hope you'll join us!

PNC³ Regional Meetings

MILCOPEX – September 26 Milwaukee, Wisc.

The Plate Number Coil Collectors Club will hold a regional meeting in conjunction with MILCOPEX 2015, on Saturday, September 26th, 2015. The show will be held at the Crowne Plaza – Milwaukee Airport, located at 6401 S 13th St. in Milwaukee. The meeting will be hosted by Michael Mules, club Vice President and will begin at 1 p.m.

SESCAL – October 3 Los Angeles, Calif.

PNC³ club members will be meeting at 12:00 noon on Saturday, October 3, 2015 at the SESCAL 2015 Stamp Exhibition. This is a wonderful get-together for those of us who live in the Los Angeles area or for those who will be traveling to the show.

SESCAL will be taking place at The Hilton Los Angeles Airport Hotel, 5711 W. Century Blvd., Los Angeles, CA 90045, phone (310) 410-4000. The Exhibition will be held from Friday through Sunday, October 2-4.

The PNC³ meeting will be hosted by club members Dan Forgues and John Himes. Door prizes will be given, and we should have enough to assure that everyone attending goes home with a nice item.

(please see page 108)

A New Club Benefit

PNC Used Singles Album Pages Available

Greetings, fellow PNC³ club members! I'm a collector of used PNC singles. Like most collectors, I wanted to mount my collection on album pages specifically designed and laid out for my collecting specialty. Unfortunately, I was not able to find a commercially available PNC album that identified and addressed all the numbers for each issued stamp, the tagged and untagged varieties, and the various die cut varieties.

As a result, I decided to create my own album pages. My goal was to create a spot for every known coil number and variety. I chose to design my album pages using Microsoft Excel spreadsheet software on an IBM-compatible personal computer. It took several months and many revisions, but I am pleased with the final product. My pages are printed with an inkjet printer on 8½"x11", 24-pound acid-free paper and stored in a three-ring binder.

Knowing other PNC collectors might have the same album issue, I contacted a PNC³ club officer to see if the Club was interested in making these pages available to our members. My original pages contained Scott catalog numbers, but the Scott numbering system is copyrighted and cannot be used without approval, so I changed the Scott numbers to the stamps' year of issue.

After several reviews by Club members and some needed modifications, the pages have now been added to the "Members Only" section of our website with access via a button in the "Reference" section. You are welcome to download any or all of the pages (135 pages total), but you will need Microsoft Excel or a compatible program to open and print them. The pages are not "locked" and can be modified, if needed, to meet your needs. The listed album pages are complete through 2014. Additions, updates and corrections will be released annually.

Testing with a Mac computer was a bit problematic, but issues can be overcome with a bit of adjustment. PC users should have little or no problem using these pages.

It is my sincere hope that you find these album pages useful and that you will enjoy viewing your collection mounted on pages designed specifically for our more complex collecting needs in PNC³.

– Bob Wurscher #2250

New "Strip of 500" Option for Some Coils

The Quarter 3 edition of the USPS's 2015 *USA Philatelic* sales catalog came in the mail in the third week of July. It has been rumored in recent months that policy changes were in the works to provide better partial-roll strip ordering options to accommodate the multi-design coil issues, to avoid folds near plate #s.

This catalog lists unfolded "strip of 500" of the Sennett <49¢> Ferns issued March 27th – 3k rolls, item #786715; 10k, item #777315. Also, <49¢> Red, White, Blue, item #776515; and 10k rolls of AP's 1¢ Bobcat, item #786915. *Note: The rolled strips of 500 can't be returned or exchanged.*

New Coil Arrives Sept. 2

As this issue was prepared for printing, the Aug. 20 *Postal Bulletin* revealed Stamp Announcement 15-37: Spectrum Eagle Stamps, to be "re-issued" Sept. 2. These are Ashton Potter-made (25¢) Spectrum Eagle rolls of 10,000. The expected plate # is P1111. Prior rolls were supplied by Avery-Dennison, succeeded by CCL.

(from page 107, SESCOAL regional meeting)

Several informative talks are being prepared for the meeting. There will also be plenty of time for club members to ask questions about their PNCs, as well as time for trading extra material at the end of the meeting.

The meeting will be held in the Newport C room of the hotel. Visitors to the meeting are always welcome. Admission is free, and a special parking rate of \$9.00 is available to show attendees. Full information on the show is available at www.sescal.org.

Want to Sponsor a Regional Meeting?

Contact Tony Bruno for suggestions. He can put you in contact with others who have taken on the task. Several members have made it a regular habit of promoting meetings in their area.

Regional Meeting Chairman

Tony Bruno, PO Box 624, East Lyme, CT 06333-0624; email, tbbee@aol.com
(PNC³ meeting notices in this column are free. Please submit details to the Editor 3 months before the meeting.)

Readers' Forum

Why Rolls of 100 Have Ties

[The July issue's article "The Ties That Bind" described some of the history and types of die-cut "ties" between stamps in Ashton Potter-made 37¢ Egret rolls of 100. In response, Doug Iams below sheds light on major factors affecting use of ties in these rolls.]

Self-adhesive stamps have two major layers. Try to coil them into relatively small-diameter rolls and you get a tension mismatch between the top and bottom layers. The top layer is on a larger diameter and the bottom layer is on a smaller diameter. Thus the top layer is being stretched and the bottom layer is being compressed in relation to each other. Stamp paper and liner paper do not stretch or compress much at all. The mismatch intensifies with each wind of the coil, and eventually something has to give.

To illustrate, let's go to the most extreme example of "complete" ties: a completely imperforate roll. Once the tension mismatch gets too high, one of two things could occur – either the stretched top layer can tear apart or the bottom compressed layer can buckle. I have seen a number of imperf rolls, and indeed I have seen where the bottom layer has buckled.

When ties are used, then the tension mismatch can be relieved by a tearing of the ties. I have actually seen Bureau of Engraving (BEP) rolls where every so often, a gap easily seen by unaided eye had opened up between a pair of stamps (and by "every so often," I don't necessarily mean intervals of the exact same number of stamps each time). Drop down to just die-cutting a few ties, and the ties are easily broken. With no ties, the problem disappears.

Let's look at the progression of ties used by the BEP. They started with lots of ties (styles A and B), then introduced fewer ties (style D) and eventually settled on no ties at all (style C).

(They might have been using style C at the same time they were using D, but it is hard to be sure as I found examples of rolls with poorly made style D where some stamps showed the ties and others were bald like they were C. So I am far from certain that other Cs from that time were really Cs. But the point is, the BEP went from lots of ties to fewer ties to eventually no ties.) (please see page 110)



a 37¢ Egret V2111 PNC, black ink shifted
(in color on front page; normal example at left)

37¢ Egret hopper. Member Dave Garvin sent in the top image of a used 37¢ Egret V2111 he found. (The corner close-up at lower-right is next to a close-up from a normal V2121 for comparison.) He remarked, "Note location of beak. Heavy cancel hides the misprint." (Tip of the egret's beak pokes out beyond water's left edge, between the "H" and "o" of "Holidays" in cancel.)

Striking when compared to a normal stamp is the left shift of the year date, and "USA 37" away from the corner. Its close-up also shows that the black "1" in the plate number has moved from its normal spot behind the other three digits to the first spot, with a similar move in the black-printed "V".

(more Readers' Forum, page 110)

(from page 109, Readers' Forum)



←
**Colors-smearred
mint copy of 29¢
Flag over Rush-
more plate #7**



C11

Varieties alert. On the weekend of July 25 I was re-filing several dozen covers with 2014's <49¢> Red-White-Blue when I noticed something odd. In ordinary light, a few of the coils turned out to be on *offwhite* paper. (Caution – This can be difficult to tell if the envelope paper is not close to a typical “white” stock. Also, most of mine were uncanceled on unused reply envelopes.)

Having only plate # C11 among these, I consulted officer at-large Jill Ambrose (discoverer of # C12). She had a surprise report: She could not see any difference in normal light among her C11 and C12 strips. But her C12 strip *didn't glow* under shortwave UV light. (The C11 glows like a normally phosphor-tagged coil.) She's sending coils to me to check. – *Ron Blanks*

Member Doug Iams put two and two together to come up with a possible explanation for the appearance of the 29¢ Flag over Rushmore shown above. Dan Forgues acquired the mint single, a PNC #7, and has inquired in the past two Readers' Forum columns about a reason for the smeary inks.

Doug drew attention to the wiping action for removing excess inking used on the press. [*Not being an expert on such matters, I only mention the basics involved for a line-engraved intaglio printing surface. Inking-in rollers apply respective inks to applicable areas of the cylinder or plate. The inks are intended for their respective areas' recessed lines engraved in the metal, but of course inks sit on the surface between the lines as well.*]

A wiping mechanism is supposed to cleanly remove the excess ink, and at press speeds(!), before rollers engage the paper web into contact with the metal surface. Pressure of the paper's contact, as well as other factors (mainly the inks' tackiness), cause the inks to adhere to the paper and thus be lifted out of the engraved lines as the paper is lifted off the metal.

Any imperfection in the wiping system can “scoop out” a bit of ink from the lines and/or leave some ink outside the lines to be picked up on the paper as well. (In hindsight this might explain the “wisps” that John Himes' 10.9¢ Hansom Cab strip shows [Feb. 2015, p. 17], and Ray Beer's coils exhibit [March 2015, p.29].)

However, in the case of the 29¢ stamp above, the overall extent of the smearing suggests a mixing of inks with traces of a solvent required to periodically clean the metal and/or rollers. The small bit of ramp-up printing after a cleaning can look like this, usually spotted and removed by inspection. – Editor]

(from page 109, Why rolls/100 have ties)

Ashton Potter followed the same trend: lots of ties at first, to fewer ties later. I doubt it was a coincidence. Several scenarios could have led to a few rare rolls of P22222 having the same style as all P11111 rolls (a tie at every peak-valley pair between stamps), while most P22222 rolls have only one tie between stamps (same as all higher-number rolls).

AP could have had issues during the P11111 production run and not figured out the cause until the P22222 run began, or it might have taken AP time to acquire a revised die cutting mat with less ties.

So why use ties at all? I think there is still some concern that the stamp edges could lift off during coiling (leading quickly to a gummed-up production line, no pun intended). Indeed, I have seen lift-off of the first few stamps on the inside of a roll. (I don't recall the roll's supplier.)

– *Doug Iams*

[*Rob Loeffler also responded with the following notes: When he acquired his first P22222 mint strip of 5, he initially thought nothing of it as it looked otherwise just like his P11111 strip. Then he saw reports that P22222 rolls being found had “only” a single tie between stamps, unlike P11111 with multiple ties. He verified his P22222 also had multiple ties, and gave Frank Covey a second strip he acquired. Frank wrote up and pictured Rob's discovery in the September 2005 Coil Line. At the time, no one had any inkling of multiple-tie P22222's scarcity.]*

Can Facer-Canceler Processing Test if Stamps are “Tagged”?

[Our last two reprint articles, from The Plate Number (1994) about Transportation series 5¢ Circus Wagon rolls with plates # A1, A2, or A3, concerned discussions in 1994 about the A3's lumin-escant ink and whether or not it constituted “tag-ging.” Confusing matters back then for some was the nascent USPS policy of no longer phosphor-tagging stamps denominated below 10¢, and its possible impact on donation response mail that would not trigger automated canceling. Large mailers such as the Disabled American Veterans often apply strips of low-value stamps to their reply envelopes.

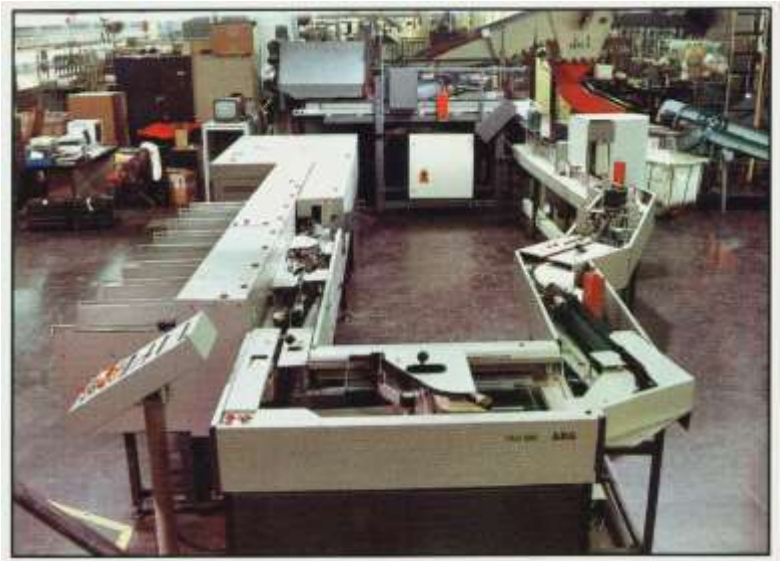
Following the above came a related article by Alan Thomson in the October 1994 Coil Line, and a follow-up in January 1995. Their reprint below continues our series of occasional articles transcribed now into digital format for easier research access. Note: 20-some years later we inserted a few note references to minimize detracting from original text; numbered notes are at the end.]

“Machine Canceling” by Alan Thompson
(from Coil Line, October 1994, page 176)

For the past several months [of 1994] machine canceling of mail has been a topic of interest among some members of PNC³. Much of this interest stemmed from the Circus Wagon plate A3 experimental mailing conducted by Joann and Kurt Lenz. [See May and June 2015 *Coil Line* issues.]

The A3 printing was done with a phosphorescent [sic][1] red ink and the test was to determine whether the otherwise untagged stamps would trigger automatic facer/canceler (F/C) machines. The results were somewhat inconclusive but left one with the impression the small amount of red ink did, indeed, activate the machinery sometimes.

The question aroused my curiosity to the point that I wanted to know more about the actual operation of the canceling equipment used by USPS. I discussed a fact-finding mission with member Don Eastman, who is postmaster in Milan, NH, and he graciously arranged a visit to the Manchester mail



Advanced facer-canceler system
(stock image from USPS Pub. 150, March 1992)

processing center which serves all of southern New Hampshire.

What I learned was not what I expected. Preconceived notions went out the window.

The first impression to fall was that all facer/cancelers carry a Mark number. Only Mark I and Mark II were used as designations, and the Mark I never got beyond the test stage. It was made by Burroughs and was designed to recognize color in a stamp rather than phosphorescence. This would place its origin in the late 1950s or early 1960s, before tagging was put into everyday use.

USPS currently uses a step system to cancel mail, employing three different kinds of machine. The primary facer/canceler is the Advanced Facer Canceler System, referred to by postal employees as the AFCS. It is a giant “U” shaped piece of equipment made by Electro Com of Texas.[2] Electro Com is a subsidiary of Telefunken.

The left arm of the “U” is 21 feet long, the base is 10 feet and the right arm is approximately 33 feet long. Mail is fed in at the top of the right arm and aligned by sets of short vertical rollers so that only one piece at a time passes the tagging detector.

A common feature of all canceling machines is that the stamp is always upside down when it is canceled. In other words, the (please see page 112)

(from page 111, Machine canceling)

top of the machine is traveling on the steel table in the machine. Why? To compensate for the varying heights of mailpieces.

The AFCS has only two canceling heads, which are really small steel rollers mounted vertically on spindles. The circumference of the rollers is about three and one half inches and each has the CDS [circular date stamp] and wavy lines raised on its curved surface. The rollers are in constant contact with a vertically oriented plastic foam-covered roller that inks the head. There is one head on either side of a mail piece as it travels through.

If a tagged stamp is detected on either side of the piece, it will be guided past the heads and canceled. If no tagging is detected, the piece is routed through a set of horizontal twisted belts that turn it top to bottom and then back to pass a detector again. Presence of phosphorescence sends it to the canceling heads. If there is still no tagging detected, the piece is rejected.

The AFCS has an operating speed of 30,000 pieces per hour. The phosphor detectors are set at 25 phosphor meter units (PMUs) by a maintenance technician, using a plastic card with a chip embedded in it. The PMU setting cannot be changed by an operator, and is recalibrated before each work session. The PMU setting will detect 25 or more phosphor units and is standard. Manchester has four of these facer/cancelers which run about seven hours a day. Properly canceled mail is moved to the Bar Coding/OCR machines for sorting.

Rejected mail is moved to the second step which is the Mark II. It is a straight line F/C called

the Micro Mark and is made by Pitney Bowes. At 15,000 pieces per hour, it is slower than the AFCS and is equipped with four of the vertically mounted roller canceling heads. The heads are positioned in pairs, separated along the line of travel by the same type of twisted belt facing system. The factory sets the detectors at 14 PMUs, and that is considered the standard. It can, however, be changed on site. The machine dimensions are approximately 20 feet by two feet by three feet high.

Mail that is rejected by the Micro Mark is sent to a piece of equipment straight out of the early 1950s. It is a hand-fed, power-driven canceler made by Universal Stamping Machine Co. of New York, and is called the Model G Flyer. Each piece is visually checked for adequate postage, properly positioned and hand-fed to receive the cancel. The same types of roller head and inking roller used on the modern machines are used here. The Model G is tiny, measuring about three feet long, one foot wide and three feet high.

It becomes evident from the way this system works that machine cancels on the Lenz experimental mailing neither prove nor disprove that the reactive red ink triggered a facer/canceler. The CDS cancels that did appear on some pieces could have come from the Model G Flyer.

I had several nagging questions about some features of canceled mail and received some good answers.

Why is our bulk-mailed newsletter sometimes spray marked?[3] The answer was quite simple. A low bulk volume station like Manchester sorts the bulk mail right along with first-class material. If the jet spray is turned on for certain first-class pieces, *(please see next page)*

Veterans of Foreign Wars-supplied reply envelope mailed and AFCS-canceled November 25, 2014.

(Cropped image. None of the coils are phosphor-tagged, nor have luminescent ink or paper. The 4¢ Chippendale Chair [2007] has plate number S1111 and the 5¢ Toleware has plate number S1111111).



(from previous page, Machine canceling)

such as meters, the bulk pieces get sprayed also.

Canceled meter imprints have always been puzzling. It seems to be overkill. Again there was a good explanation. It all depends how the metered piece is presented to the post office. If it arrives in a large quantity, such as in letter trays, it goes directly to barcoding and sorting. If a handful is dropped in a collection box or post office drop slot, it becomes mixed with stamped mail and will be run through the F/C. But where is the tagging to activate the canceling heads? It's in the meter ink (much like the ink on the 5¢ Circus Wagon but in a different intensity). Some users don't add the prescribed type when the meter needs re-inking and the resulting imprints are rejected by the F/C.[4]

I want to acknowledge the fine treatment given me during my tour by Brian Houle, who acted as guide and mentor, by Joann Belhumeur who scheduled the visit, and by numerous technicians who went out of their way to answer my questions, even to the point of consulting operating manuals and demonstrating the use of PMU calibrating cards. My thanks also go to Don Eastman for doing the spadework that made my visit possible.

“Machine Canceling Followup” by Alan Thompson *(from Coil Line, January 1995, page 10)*

There are some additional pieces of information about facer/canceler operation that were not available when my article about machine canceling was written for the October [1994] issue of *Coil Line*.

After my fact-finding post office visit, it occurred to me that I had failed to make an important test of the untagged Circus Wagon stamps printed with reactive red ink. Joann Lenz kindly supplied a sufficient quantity of the stamps to make two slightly overpaid covers bearing six stamps each. With these covers I returned to the mail processing plant where the floor manager ran them through the normal canceling process before the day's operation began. The covers were rejected by both the AFCS and the Mark II cancelers, indicating they detected no tagged stamps. It becomes apparent that the reactive ink is of insufficient intensity to trigger the machines. He then manually

fed them through the Model G Flyer canceling machine where they received a proper mark. Remember that the Model G has no detecting capability.

The manager, Mr. Brian Houle, was then kind enough to describe the procedure followed and certify it on the back of the covers.

During this experiment something else came to light. Experienced cover collectors might deem this old hat, but it's new to me. Cancelations from the phosphor-detecting automatic cancelers and the manual Model G are different. The difference lies in the size of the circular date stamp (CDS). The diameter of the automatic machines' CDS is 23mm while the manual machine's diameter is 20mm. This gives us a simple test as to the origin of a machine cancel.

Again my thanks are extended to Brian Houle for taking time from his busy schedule to satisfy the curiosity of stamp collectors.

Notes to the Reprint.

- [1] The ink is not phosphorescent, only fluorescent.
- [2] The AFCS is the 3rd-generation F/C. First was the Mark II [field tests in 1958-59], and second was the M-36 supplied by Electro Com. [M-36 field tests were in 1972-79; PNC collectors know the M-36 from its use of purple ink, heyday of 1981-83. Many Mark IIs still in service then also used purple ink; see Ken Lawrence's list of cities with F/C types, known using purple ink, in the Sept. 1991 issue.] (At least one USPS publication [Pub. 150] with history of Mark IIs and AFCSs doesn't name "M-36" at all.) The USPS was phasing in the AFCSs by 1992 with planned completion in 1994; industrial giant AEG supplied many of the major modules.
- [3] The terms "spray" here and also "jet" do not refer to today's inkjet-spray cancels (that replaced the described AFCS's metal die cancelers starting in 2006), but to the "stale meter date" markings of barcode sorting equipment begun in 1989.
- [4] How do F/C detectors distinguish postage stamps (and stationery) from metered ink (and later cousins, personalized stamps and computer-vended stamps)? It has to do with the two types of photoluminescence. The taggant applied to postage stamps and stationery is phosphorescent; for the rest, it is fluorescent. Note that *(please see page 115)*

Recent Coil's Trio + PNC "Caught" On Covers

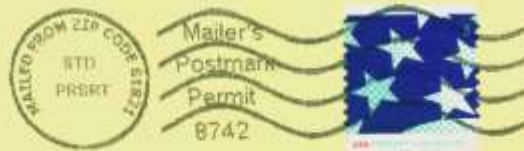
The (10¢) Stars & Stripes issue has three designs (Catalog Corner, May issue, page 58). We can now report having seen all three designs tied on-cover among direct-mail uses. (In hobby terms, when a marking falls partly on a stamp and partly on the mailpiece, the stamp is "tied" to cover. This helps verify the context of a given stamp's use.)

To this researcher, it is a nice surprise to find the three different designs, as well as the plate number, in this collecting format so quickly. Anecdotal evidence of the past several years suggests that mailers' use of coils in the "presort standard" category is on the wane, replaced more often with imprint or permit indicia. And this trend seems stronger here than in the other two categories (first-class, and non-profit subset of standard). Meanwhile, mailers' postmarks use has increased. — Ron Blanks

(at right) Cropped close-ups, June, July 2015 covers.



(10¢) Stars & Stripes presorted standard-class coil, PNC S111, tied to June 2015 cover by Mailer's Postmark Permit cancel.



Resident
33 Terrace Dr
de Girardeau, MO 63701

Note a nifty way to name the three designs: "red/blue", "blue" and "blue/red." Plate # is on "blue".

Classified Ads

PNC used singles, used strips, MNH PS5s. Great prices! Guaranteed quality! No hassles! Visit <http://www.angelfire.com/ca5/HimesPNCs> or send LSASE for lists to John Himes, PO Box 453, Cypress, CA 90630-0453. Please specify what you collect. Or e-mail johnwhimes@yahoo.com. Member 957L

* * *

USED PNC'S on and off cover. Our new 8-page list #15-3 of Used PNC's is yours free. We also have a free new 33-page list of MNH PNC's, Booklets, Booklet Panes, many by plate number and position. Specify which list is wanted. Vic Collinino, PO Box 300-P, Stratham, NH 03885-0300 or email your name and address to vimco@comcast.net. Member 748

CLASSIFIED AD rates are 6¢ per word, with a minimum cost of \$3.00 per insertion. (Only members may advertise in *Coil Line*.)

PNC³ members are entitled to two free 50-word ads per year. (There is a 10¢ charge for each word over 50 with free ads.) Contact the editor to place an ad. (See page 106.)

(from page 116, 1¢ Bobcat colors)

In case the “1^c”s don’t show this well in the printed *Coil Line*, see the “USA” blowup from a more-pink coil, with three “apparent” colors.

The “V11111” shown here is of the 28¢ Polar Bear coil (also copied from Catalog Corner). Note that it has the four process inks, as well as a self color (last “1”, a deep purple). Just as the 1¢ Bobcats will differ in color appearance due to inks’ registration, so too will “dirty bears” and other 28¢ coils differ. – Ron Blanks

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Display Advertising Rates *Coil Line*

• Full Page	\$ 100.00
• Half Page	\$ 80.00
• Third Page	\$ 65.00
• Quarter Page	\$ 45.00
• Sixth Page	\$ 35.00
• Eighth Page	\$ 20.00
• Back Cover	Add \$ 50.00
• Inside Cover	Add \$ 25.00
• Color Ad (<i>for full page</i>)	Add \$ 100.00
• Color Ad - Electronic Version	Add \$ 25.00

(Discounts available for multiple insertions.)

(from page 113, Machine canceling)

both (tagged) airmail stamps through 1975 and meter ink “glow red” in shortwave UV light; it is the afterglow during the UV lamp “off” cycles that is detected from stamps to signal them apart from meters. AFCSs had switches to enable canceling (or not) of each of these categories of detected mailpieces. Note: Stories have ignored detectable Facing Identification Marks (FIMs); the DAV started using these in the late 1990s. – Ron Blanks

Membership Update

New Applicant

George Mercier (2292)
PO Box 16843
Worcester, MA 01601
gmercier1946@gmail.com

Names of applicants are published for review. A member who questions the suitability of a prospective member should contact the Membership Committee Chair Michael Conway with the objection (mjconway@hotmail.com or 203-268-5896.) Applicants are accepted as members one month following notice in *Coil Line* if no objection is made.

Previous Membership Count	518
New Applicants	1
Reinstated	0
Resigned	0
PNC³ Membership Count	519

No Shortcuts in Printing the Lowly 1¢ Bobcat



P1 111

Upper-right corner of recent appeal mailing
 (top-left; center close-up, 1¢ Bobcat from top row;
 close-ups from a bottom-row coil, at right)

USA

PNC's digital subscription-list manager and writer extraordinaire Frank Covey posed a question over four years ago about a 28¢ Polar Bear color variation. (Has it been that long?) The April 2011 *Coil Line*, page 67, shows a mint 28¢ coil with what Frank described as "evidently more intense colors" next to a presumed normal copy. Scott Adams, who submitted the item to Frank, called it a "dirty bear." *Coil Line* did not use color on its back page then, and the pair did not make it to that issue's color front page (something we've rectified this time as the "teaser" for this story). Frank asked if other examples exist.



Wait, you might ask – Why are you writing about a 28¢ coil when plainly the pictures above seem all about 1¢ Bobcats? Let me now tie the two together: Of my several dozen "open" research projects, one is a collection of 14 carefully archived used 28¢ Polar Bear PNCs (on-piece). One day I planned to show images of them with close-ups of plate numbers next to the bears' appearances – roughly correlating the alignments of the ink cylinders with the resulting look of the normal-size coils. Presto – "dirty bear" explained by images.

But on July 20th the appeal mailing shown in-part above arrived, with three unnumbered 1¢ Bobcats (self-adhesive, 2015). Something novel about this mailing presented itself for a story, that will now have to wait. In preparing for it, something else leaped out. The background of the top cat is noticeably lighter than the bottom pair, as better evident in the close-ups. Then, another twist: The "USA 1¢" consists of more than two inks.

Even more amazing, this was achieved not by use of "self" color inks (e.g., a dark brown ink I just knew was used, but I was wrong). Instead, only the standard four "process" inks are used (seen in this coil issue's plate number "P1111", close-up courtesy of Frank's Catalog Corner). The more-pink coils have inks not as aligned as the lighter coil, evident by the bottom pair's slightly smeary "1". *(please see page 115)*



In reply to last month's item showing a mailing with two (25¢) Eagles plus (5¢) and (10¢) coils, member Michael Lipson submitted this showpiece. The trio of (25¢) Eagles on this travel-tour catalog is anchored by a center PNC #S3333333.

