



# Coil Line

Journal of the PNC<sup>3</sup>  
Plate Number Coil Collectors Club

www.pnc3.org

American Philatelic Society Affiliate #185

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Whole No. 355



Jim Lowery found the 10c Pear Plate #B111111 on a recent mailing. These are now starting to show up instead of the previous Plate #S111111.

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# Coil Line

Journal of the Plate Number  
Coil Collectors Club (PNC<sup>3</sup>)

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A check or money order, made out to PNC<sup>3</sup>, must accompany camera ready ads. Advertising copy must be submitted by the first of the month prior to the month of publication. Please send all copy to Vickie Canfield Peters, **Coil Line** Editor, 11911 E. Connor Road, Valleyford WA 99036.

Classified ad rates are six cents a word per issue with a minimum of \$3.00 per ad. Members receive two 50-word ads per year per member at no charge. There is a 10¢ per word cost for more than 50 words.)

All submitted material, including articles, are edited for inclusion in **Coil Line** and must be received by the first of the month prior to the month of publication.

**Coil Line reserves the right to edit copy as necessary.**

**Coil Line** is published monthly and is available digitally with annual member dues of \$14. A printed version of **Coil Line** is also available. To U.S. addresses, to receive printed edition add \$22 for First Class Mailing. To Non-USA addresses, add \$27 for mailing. Past print issues of **Coil Line** are available at \$2.50 per copy (quantities limited).

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All content, letters to the editor and advertising questions should be addressed to the editor. For mail delivery problems, contact the mailer below.

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Mailed from Zip Code 87185 on or near December 20, 2017.



Scott #2893 (released January 12, 1995) plate # A11111

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**Printing:** State Wide Printing, Albuquerque NM

**Printed Distribution:** Brian and Cory Snippen

**Digital Edition Distribution:** Frank Covey

**Subscriptions:** Daniel Farrar

# President's Message



I hope everyone had a wonderful holiday season. It is that time of year to renew your membership. Please take care of it now, while you are thinking about it.

At the time of this writing, Vickie Canfield Peters, our editor, only had enough articles to fill a four-page newsletter. This might have changed in the last couple of days. I know I've mentioned this before, but if you have any articles that you would like to see published in **Coil Line**, now would be a good time to do it. They don't have to be formatted. Vickie can take care of that part for you. We just need your copy and any pictures or images you want to go with it. The articles will be checked by our proofreaders for accuracy and content, so if you are not sure about something, they will check that for you. So, please get your articles in to Vickie.

Brief note: A newer version of the counterfeit Forever Hearts sheet has been found. It is much closer to the real stamp. The word "news" is spelled correctly on the back and the paper is not glossy as it is on the sheets I have previously reported.

Each year it seems like my pile of scrap postage increases, like I'm sure it is with most of you. Many years ago I got a Precanceled Stamp Authorization Permit (Form 3615) from the postal service so I can use my scrap precanceled and service inscribed postage as first-class postage on envelopes and packages. The only requirement is that I have to present it to a clerk at the counter. Typically, they will use a magic marker to cancel the stamps.

Bob Murrin has asked me numerous times to get a Mailer's Postmark Permit, using the same form. It would allow me to cancel my own mail and, hopefully, keep the stamps from being marked otherwise by the postal service.

Recently I tried to do that. Bob sent me materials from the Mailer's Postmark Permit Club that included the form and an FAQ list. I filled out the form requesting the permit and took it to my postmaster. He asked if he could hold onto all the paperwork for a couple of days for him to review. It included sections from the Domestic Mail Manual.

After a couple of days I contacted him again and his response was that there would be a \$200 filing fee and a \$200 yearly fee. I pointed out that it clearly says that there is no cost for this type of permit. I left and copied more information and went back to him, but he was not available. I spoke to the person who handles the bulk mailing and she said that she had reviewed the information that I had left and said that the postmaster is the one responsible for making that decision.

I explained all this to Bob and he reached out to another collector. That collector suggested that I ask the postmaster to call the Rate & Classification Office. I will try that next. If anyone has any other suggestions, please let me know.



I am not a collector; I'm an editor. I can't write about plate number coils if I need an article to fill space in the monthly magazine. For that, I rely completely on the members of PNC<sup>3</sup>.

My background is in newspapers. I was the managing editor of a small weekly in northwestern Pennsylvania for 20 years. I have always preferred spelling over arithmetic, but it's the math involved in putting out **Coil Line** I'd like to discuss.

I edit three other philatelic publications and running the illustrations actual size is desired. It took me a while, but I finally realized that PNC collectors want images enlarged to better illustrate their points. Here's where the math comes in.

Print-quality resolution for images is 300 dpi (dots per inch). Don't worry about it, it's a printing thing. So, if you send me an image that is 300 dpi, I will run it at 100 percent. If you want to doubled in size, I need you to send me a 600 dpi images. A 900 dpi original will get you triple in size, 1200 is quadrupled . . . you get the picture (no pun intended.) Every scanner I've worked with has an option to change resolution, but maintain the actual size option.

Word documents are optimal for sending text, but please don't embed the images in the document. Word sets parameters for images that don't jive with Photoshop and I can't enhance the images that come from Word. Send the images separately as tiffs, jpegs or a PDFs. If you want the illustrations inserted in the text in a specific place, label the images Figure 1, Figure 2, Figure 3, etc. and note the location in the text. Example: Insert Figure 1 here.

I'm always willing to help anyone not fluent in scanner. Just shoot me an email and let me know what you need. I look forward to hearing from all of you soon.

Vickie

# Strange Tagging Lines

Dan Forgues

John Himes wrote about a find by Jim Lowery in the October 2016 **Coil Line** (page 122). The find was a #2134 14¢ Iceboat (no plate number) with two horizontal tagged lines. I was sent the stamp to examine and have since found two PNC examples.

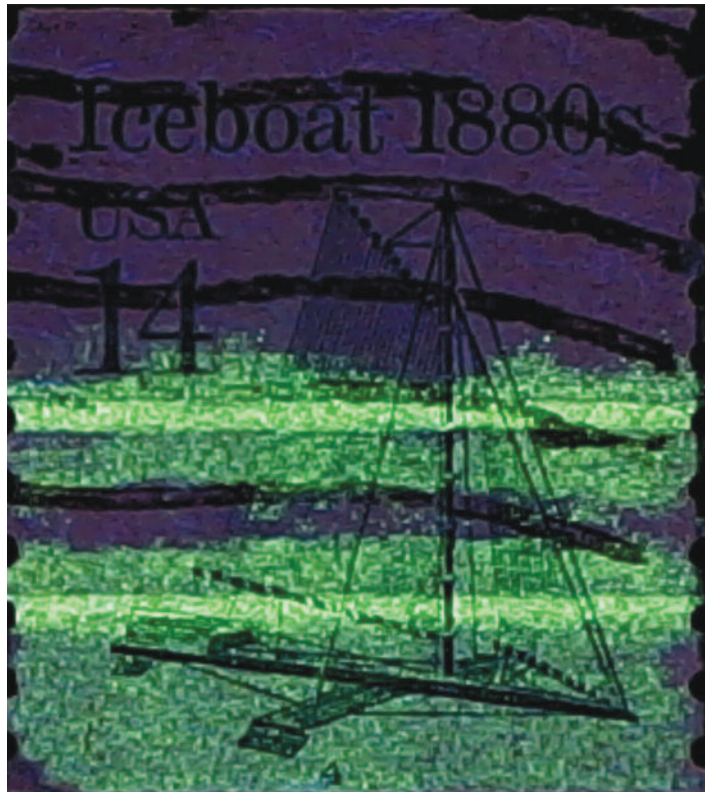
The two stamps are #2134 plate #1 and #4. Both have tagging missing from the top of the stamps and have the same two horizontal lines. Both stamps must have come from the top row of the web due to the lack of tagging at the top of the stamps.



2134 #1



2134 #4



2134 #4 with tracks



2134 #1 with tracks

I also wrote about similar items in the October 2017 **Coil Line** (page 98). That article was about two 1906 17¢ Electric Auto, both with plate #4 untagged except for two horizontal tagged lines. I have been doing research about what might have caused these horizontal lines while keeping an eye out for similar examples. Surprisingly, I was able to find quite a few with tagged lines and untagged lines. Below are examples of what was found:

1897 1¢ Omnibus #5 with just one heavy tagged line

2131 11¢ Stutz Bearcat #1 with two tagged lines



1897 #5



2131 #5



1897 #5 with tracks



2131 #5 with tracks

These two stamps have two untagged horizontal lines:

- 1898A 4c Stagecoach #2
- 1908 20c Fire Pumper #9



1898A #2



1898A #2 with tracks

### Coil Line Display Advertising Rates

(per insertion)

Full Page		\$75
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Business Card		\$12
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Inside Cover	Add	\$20
Color ad (full page)	Add	\$75
Color ad (electronic version)	Add	\$20

(Frequency discounts available)



1908 #9



1908 #9 with tracks

I also have the following stamps with the two untagged horizontal lines, with multiple copies of some:

- 1898A 4¢ Stagecoach #1
- 1900 5.2¢ Sleigh #2
- 1906 17¢ Electric Auto #4
- 1908 20¢ Fire Pumper #5, #10, #12, #13, #15 and #16

I found a writeup about the wider-spaced lines but nothing about the cause of the narrow-space lines seen on the 14¢ Iceboat. The wide-spaced lines are written about in an article about luminescents by Gene Paquette. Part three, "Tagging Freaks and Oddities," talks about the wide horizontal lines being called "Track Tagging Lines."

The probable cause is from buildup of tagging on the ink transfer rollers. The same station on the press can be used for applying both the black ink for precanceling or the tagging ink for tagging. Only one process can be done at a

time. You can find more information on this and other tagging oddities in the booklet *Luminescent Tagging on United States Stamps*, printed in November 1999. It was a series of articles reprinted from *The United States Specialist* reprint series #4. It is available from [www.usstamps.org](http://www.usstamps.org) or can be found on eBay.

I've been asked by John Himes to write a series of articles on tagging. I will start with the basics so everyone from beginning collectors to veterans can understand and enjoy this aspect of our hobby. Starting with February's **Coil Line** I will try to show what can be found "When The Lights Go Out."



### Well Done, Gentlemen

Kudos are in order to two contributors of **Coil Line's** November issue.

First, to Rudy de Mordaigle for his letter regarding Sennett Security Products' coil die cuts of the mid-2000s from large rolls for affixer machines. Some of us are aware of the issue of having the same die-cut gauge stated in different ways that are misleading. Rudy took the time and effort to pull together various aspects of the matter and write it up for our benefit.

Second, to Andy Jakes for his "Recent PNC Issue Information." Andy has pulled together all the data on recently issued PNCs readers could reasonably want to see in one place. A few years back I tried to maintain a "Plate #s, Roll Sizes" chart for **Coil Line** and some efforts after mine did not pan out. My chart omitted Scott numbers for a few reasons but I am in the minority in not relying on them. Andy has added them and more and it's a lot to keep on top of. If you have updates for Andy, please do him a favor when emailing: type "PNC issues chart" in the subject line. As a courtesy to help wade through emails, it might also help an update appear sooner in **Coil Line**.

Ron Blanks

## Notice

### Orders for Catalog Chapters

NO orders are being accepted, filled, and mailed in January, February and March 2018.

A new order form will appear in **Coil Line** in March or April 2018, and also on the PNC<sup>3</sup> website.



# Beyond the Numbers

Lynnette Wood

## Flag over Capitol Dome

Going beyond the numbers can sometimes be a simple as noticing letters. The “T” inscription on the 22¢ Flag Over Capitol Dome (Scott #2115c) intrigued me for some time.



Figure 1



Figure 2

This stamp is often referred to as a “test coil.” But my understanding of test coils (e.g., Figure 2) was that they were not valid for paying postage, but were rather (as noted in the PNC3.org website’s Glossary) used “primarily to test tension chocks in coil vending equipment and stamp affixing machines. In addition, they can be used for training purposes and mailing demonstrations.” Yet the #2115c clearly was sold and used for postage. So what was being tested?

The U.S. Postal Service-issued souvenir sheet from this stamp’s May 23, 1987 issue explains that the stamp was “designed primarily to test the compatibility of pre-phosphored paper with U.S. mail processing equipment.” Often called a “taggant,” this phosphorescent compound glows under ultraviolet light and is used to aid in the automated facing of mail pieces prior to sorting.

Previous to issuing this stamp, the U.S. Postal Service was suspending the phosphor taggant in a varnish which was then coated over the printed stamp. This varnish layer tended to dull the appearance of the underlying stamp. In addition, the varnish layer prevented the cancel from soaking into the stamp paper, making it possible for nefarious

people to re-use the stamps. The Flag over Capitol Dome test coil was the first time the postal service tried printing the stamp design directly onto paper already treated with phosphor (or “pre-phosphored.”)

An additional purpose of the testing, according to the souvenir sheet, was to determine “the extent of damage caused by pre-phosphored paper to stamp perforating equipment.” The phosphor taggant’s abrasive properties can wear down perforating pins, so it was expected that the production run of the test stamp would confirm whether or not the wear caused by the pre-phosphored stamps was significantly greater than that caused when the phosphor was suspended in varnish.

The souvenir sheet is careful to note that the “T” is part of the stamp design, and that “the plate number ‘1’ will appear at normal intervals producing a ‘T1’ grouping.” (Figure 1). Alan Thomson has noted previously in *Coil Line* (page 57, May 2005), that many collectors, and even a catalog or two, were incorrectly referring to the plate number as “T1.” It is the numeral “1” that is the plate number and it appears on every 48th stamp.

For those interested in learning more about phosphorescent tagging, an excellent summary can be found at [https://www.ihobb.com/c/STAMP\\_TAGGING.html](https://www.ihobb.com/c/STAMP_TAGGING.html). It was from this website that I learned about the use of zinc orthosilicate as a taggant. I collect mineral specimens, as well as stamps, so I immediately Googled “zinc orthosilicate” and found that this mineral is also called Willemite, one of the most well-known of the fluorescent minerals. I was thrilled to find such a direct link between my two otherwise mostly separate hobbies!

As always, I invite you to please email me at PNCsAreCool@gmail.com if you have additional comments and observations, or suggestions for future articles.

Questions about your subscription?  
Contact PNC<sup>3</sup> Secretary  
Daniel Farrar at [farrard2@gmail.com](mailto:farrard2@gmail.com)

# Hesburgh Problem Times Two

John Himes

In the November issue, I pointed out a badly damaged Father Ted Hesburgh PNC single that was torn on the right edge by the USPS automated processing equipment. It turns out the problem didn't end there.



Since I got that first damaged Hesburgh PNC, I've had two more come in the mail with precisely the same problem. Pictured are the two most recent fatalities. The one on the left is torn in the same place as the one from the November issue, on the right edge near the Father's forehead. The one on the right is torn further down, just above and to the right of the word "HESBURGH."

This is truly interesting. I can't remember any of the recent Forever stamps consistently having this same problem. I'm guessing that the paper used for this issue is somehow different than that used in other issues, and that it's susceptible to tearing. I'm curious if anyone else has had this same problem. If so, let me know and I'll prepare a follow-on report for **Coil Line**.

Given that this stamp is already a special, low-quantity printing in coil format, if it's also subject to destruction by automated handling devices, then this may turn out to be a truly rare used single. Time will tell.

## ORCOEXPO PNC<sup>3</sup> Club Meeting

John Himes, Dan Forgues, and Jeff Haas are hosting a PNC<sup>3</sup> club meeting at the ORCOEXPO Stamp Show again this year. ORCOEXPO is in the same location as last year – The Hotel Fullerton, in Fullerton, California – on Friday, January 12 through Sunday, January 14. We are working to arrange the meeting for Saturday, January 13, but do not yet

have all the details. We will be sending out a letter prior to the meeting with the full details. Feel free to contact John or Jeff with questions.

All club members are invited to attend and guests are welcome. We'll discuss the latest in PNC news, have one or two interesting presentations and will answer questions about anything of interest to PNC collectors.

As usual, we'll try to make sure there are some great door prizes for everyone who attends and we'll see there's sufficient time for buying, selling and trading among club members at the end of the meeting.

The Hotel Fullerton is located at 1500 South Raymond Dr., Fullerton, California 92831. To get there, exit the CA-91 Freeway at Raymond Dr., go north one block, then turn right on E. Burton St. Show hours are Friday and Saturday, 10: a.m. to 6 p.m., and Sunday, 10 a.m. to 4 p.m. More information is available on the show website at [http://www.stampshows.com/fullerton\\_sp.html](http://www.stampshows.com/fullerton_sp.html). Both admission and parking are free.

If you need any additional information, feel free to contact John or Jeff:

John Himes, [johnwhimes@yahoo.com](mailto:johnwhimes@yahoo.com), 714.826.8552 (H)

Jeff Haas, [jhconsult@yahoo.com](mailto:jhconsult@yahoo.com), 949.219.3179 (W)

### VERY IMPORTANT:

The Orcoexpo staff always asks that we formally check in prior to coming to the meeting. They want to make sure they get registrations from all attendees. We have always promised them we would comply with this simple request.

We hope to see you there!



## Uh-Oh!

The editor needs articles (I'm serious)

The **Coil Line** "Finished Copy" folder is running low and as I put the January issue together, I can only fill three pages next month.

Articles don't have to be long and they don't have to be perfectly written. Just send me a paragraph or two about a favorite or interesting item and I'll take it from there.

Deadlines and procedures information can be found on Page 10 of this issue.



# Happy Hunting

with  
**Al Haake**

## Where were those scarce items found?

There are many stories that could be told by so many collectors and dealers that I guess one could write a book on them. I will write about a few of my finds or early encounters with their first discoveries.

**1. 2523c 29¢ Rushmore "Toledo Brown:"** Many large finds were made throughout the U.S., but my first rolls came from the Toledo, Ohio, area by a collector who read about the reported find in his area in *Linn's*. His first finds were few, but later visited the same post offices on Saturday when part time clerks still had stocks of them and a large quantity was found.

**2. 2466b 32¢ Ferry Boat "Bronx Blue:"** I found the first rolls by accident before anyone knew about them. They were mixed in a case of rolls of the #3 dull gum rolls from Louisville, Kentucky. Louisville was always a very helpful Stamp Distribution Office with so many of my needs over the years. Finding this bright blue ferry boat was quite exciting. I called the office again and they found a few more rolls for me. Certainly they were not going to open every case. I was happy, but I knew I needed a large quantity.

A few weeks later I called again and they had available a large quantity in a case that I was able to purchase. I wanted to call it "Kentucky Blue." I held this item off the market for a long time. Later someone found a cover from the Bronx office and it was pictured in *Linn's*. When Bob Rabinowitz and I released this item he wanted to name it, so I allowed him to call it "Bronx Blue" as he preferred. A later find released by Kim Cuniberti I believe came from of all places, Germany. I believe through some U.S. philatelist there. I am not sure of details.

**3. 2903a 5¢ Mountain tagged error.** The first find was in my house. Bob Rabinowitz called and told me the latest *Linn's*, which I had not yet received, told of a used 2903 fully tagged stamp. I told him I had just purchased a box of 50 rolls from a bulk mailer and I would check the tagging. Bingo . . . fully tagged error stamps. These and more I later obtained from St. Louis, the origin of the find.

**4. 3785b 5¢ Seacoast tagged error.** Scott Adams, a fellow PNC hunter and collector, called and offered to give me information on the location of a city that used that stamp on a mailing if I would partner the find if I found it there. The city was Wichita, Kansas. I had the mailer, but did not know the post office that handled the sale. After hours on

the phone I located the office and, as happens so many times, they no longer had that stamp. It was plate #P2222 with die-cutting all around the stamp. My search was now going to include any large offices that received stamps from the Kansas City Stamp Distribution Office (SDO.) The Kansas City SDO was the most uncooperative in the U.S. It may be hard to believe, but you could forget asking them for any assistance on anything. They were always rude on the phone. Forget that the stamp collector center was close by. They wanted nothing to do with collectors or dealers.

I wound up calling offices, leaving messages, searching and searching. I finally called Dick Lazaro, a dealer friend who owns the Plate Block Stamp Co. I asked him if he would check with his light and look for the stamp in question at his local philatelic outlet. Weeks went by and I heard nothing back. I decided to call the "Show Me" philatelic office myself. The lady was very cooperative and said she would look for me. I sent my electric UV lamp and explained to her how it worked. A couple days later Lazaro finally called back and said he found the stamp I wanted. I told him I had just sent my UV lamp to her, but that it was great news.

**5. 3875?** Though Scott does not list it, the 5¢ lightly mottled tagged Seacoast by Sennett was an interesting hunt. It does not glow brightly. It has a more subtle glow. Finding it would require me looking at the rolls myself. How does a PNC hunter do this?

I had a buyer for rolls of 10,000 at 97 percent of face at the time. I could get rid of non-tagged rolls in my search. I began my search using counting numbers on the cases. I would call offices and ask for cases with increasing counting numbers of 10,000 and continue the search until I found the tagged rolls, always asking the SDO to hold that case until I confirmed whether or not more were wanted from that case.

I finally found the tagged rolls in Merrifield, Virginia. Merrifield was also very helpful over the years. Without those helpful offices many finds would not have been made.

**Coil Line is YOUR Magazine**  
We need YOUR articles to make it  
the best it can be!

# Sorting a 4.5 Pound PNC Used Mixture: Conclusion

Dan Forgues

The sorting of the 4.5 pounds of used PNC mixture is now finished. The two-part write up in the September and October issues of **Coil Line** detailed the sorting of this mixture into the different issues. This ended up being 67 coil issues plus the Transportations.

I didn't keep track of all the commons, just the out of the ordinary that was found. Remember that this mixture is all from PNC collectors extras that I have accumulated. Most of the list has to do with tagging errors.

- (1) 1904a 10.9¢ Hansom Cab PC #3
- (1) 1907 18¢ Surrey #5 Untagged
- (1) 1907 18¢ Surrey #6 Untagged
- (3) 2149e 18¢ Washington Monument PC #33333 Light Tag
- (1) 2149e 18¢ Washington Monument PC #33333 Heavy Tag
- (1) 2225a 1¢ Omnibus #3 Light Tag
- (1) 2602 (10¢) E&S #A11111 Broken Yellow #1
- (1) 2603b (10¢) E&S #11111 Light Tag
- (1) 2603b (10¢) E&S #22221 Light Tag
- (1) 2604 (10¢) E&S S22222 Light Tag (unlisted)**
- (9) 2607a 23¢ USA #1111 Tagged
- (1) 2607a 23¢ USA #1111 pair Tagged
- (1) 3304 33¢ Berries #B1112 Reverse Die-Cut**
- (3) 3801c (25¢) Spectrum Eagle #S2222222 Light Tag

- (6) 3801c (25¢) Spectrum Eagle #S3333333 Light Tag
- (2) 3801c (25¢) Spectrum Eagle #S3333333 Medium Tag
- (3) 3785b (5¢) Seacoast #P2222 Heavy Tag
- (10) 3875 (5¢) Seacoast #S1111 Light Tag
- 1) 3875 (5¢) Seacoast #S1111 Light Tag + Double Die-cut at Bottom

The two most notable are the 2604 E & S S22222 with light tagging. This is unlisted but it's the second one that I've found this year. The 3304 Berries #B1112 with reverse die-cut is also worth another look. Gene Trinks wrote about this in the July 2002 **Coil Line**, pages 84 and 85. His list showed he had found only one. This is the second one I've found.

What is hiding among your extras?

## Membership Update

*as of December 1, 2017*

### Resigned

Richard Andrew 601  
Dave Lowental 2239

Membership at Beginning of Month	475
Resigned	-2
Membership at End of Month	473

## Coil Line Procedures and Deadlines

### Deadline

Deadline for the receipt of articles, letters, advertising and news is the first of the month preceding the month of publication. For example, we need everything for the November issue by October 1, everything for the December issue by November 1, everything for the January issue by December 1 and so on.

The preferred method of receiving copy is via an email attachment. Please send as an MS Word document. We also welcome compact discs (CDs). Hard copy is acceptable but must be rekeyed so electronic submission is preferred.

All submissions are subject to editing for length, clarity and content. Every effort is made to retain the facts without changing the meaning or thrust of the article.

### Illustrations

The most effective way to transmit illustrations is electronically. They should be TIFF or JPEG, preferably scanned at 300 dpi but no less than 150 dpi. They can be sent on CD and we can retrieve copy and illustrations from electronic copy if provided the correct routing. Do not embed illustrations in a Microsoft Word document, but attach separately to an email. Word sets parameters not recognized by Adobe Photoshop, my photo program, and I am unable to produce the best quality illustrations from Word.

Questions can be directed to editor Vickie Canfield Peters by emailing vcanfieldp@gmail.com or by writing to her at 11911 E. Connor Road, Valleyford WA 99036. The telephone number is 509-991-5376.

Your attention to, and compliance with, these procedures and deadlines assures the best quality we can achieve. Thank you for your support of, and contributions to, **Coil Line**.

# Coil Wrappers on Father Ted Hesburgh

PNC ID 2017-8

Frank Covey

The Father Theodore Hesburgh Coil of 50 (USPS item number 799404) has a paper wrapper that secures the roll. The roll size is about the same as a traditional coil of 100 because the stamp is twice as tall and is printed horizontally rather than the usual vertical orientation.

Each wrapper has either a circle or a square with a number from 1 to 12 inside. The circle indicates one production line and the square another. The numbers probably represent the row on the web on a given production line.

Ashton Potter has had wrappers with circles and squares before. Collectors wanting to collect a specific wrapper with a number could go to a small post office, ask to look at the stock and select the coil they wanted. The Father Hesburgh coil of 50 can only be ordered from Philatelic Fulfillment in Kansas City, so the opportunity to look at a coil before you buy it has disappeared.

When opening the coil, the wrapper usually sticks to the beginning of the roll and can be collected that way. Infrequently the wrapper separates from the roll as was intended. Both kinds are pictured below.



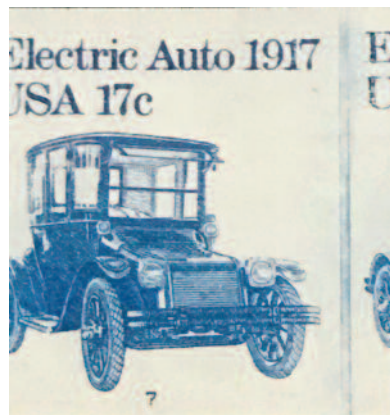
## Regional Meeting Hosts Sought

Several members have made it a habit to promote meetings in their areas. New meetings are encouraged as a way to share your hobby and enjoy the fellowship of like-minded collectors.

For information about hosting a meeting, contact regional meeting chairman Tony Bruno, PO Box 624, East Lyme CT 06333-0624 or email [tbee@aol.com](mailto:tbee@aol.com).

PNC<sup>3</sup> meeting notices are advertised at no charge in the newsletter. Please submit details to the editor three months in advance of the meeting.

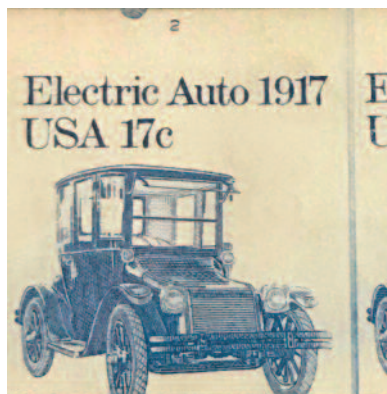
This month we are covering imperf 17¢ Electric Car both mint (1906b) and precancel (1906c). Mint imperf plate number coils exist with plate numbers 1, 2, 3, 4, 5 and 7. Imperf precancels exist with numbers 3 and 4. The mint ones are valued in *Datz's Catalogue of Errors* at \$950 each for numbers #1, 2, 3 and 4.



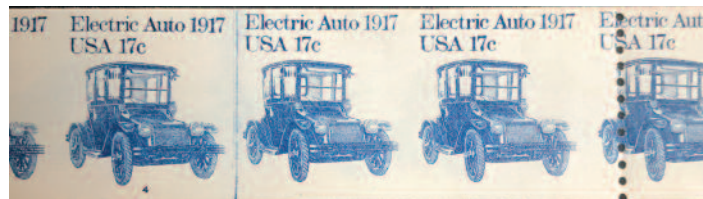
The numbers 5 and 7 are grossly under-priced at \$1,000 compared to #1 to 4. There was only one roll of 100 found of the #5 and #7. This only allowed for two of each number because the numbers were alternately spaced every 24 stamps.

I have several mint imperf-to-perforated

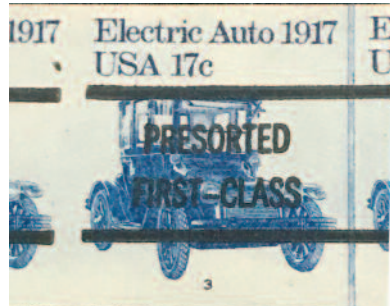
strips, as well as numbers on top for #1 to #4. I have included scans of examples of the scarce mint #7, mint #2 on top and the mint #4 imperf to perforated.



The precancels are priced at \$1,750 each with about five pairs known. I have included a



scan of a #3. There is a famous spliced piece that was found that has green tape connecting a 17¢ precancel to a 20¢ Flag.



It was featured in *Linn's*. I noticed that the precancel was centered low and showed a gap to the left of the tape. Knowing the precancels were a one left gap position (see the scanned copy), I tried looking for the number on the top of

the stamp through the tape. Wow! There it was . . . a number three. It took a bright light and magnification, but I could see a number on top. It is to date the only miscut known piece of the precancel. It is claimed there are more pairs but I have never seen one. If anyone sees one, let me know. The piece last sold for \$5,000. I will try and get a scan of the piece for a future article.

The best things in life are **FREE** and that includes PNC<sup>3</sup> classified ads! Members are entitled to two free 50-word ads per year. Send yours to the editor today for inclusion in the next *Coil Line*!

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