

# COIL LINE

## JOURNAL of PNC<sup>3</sup>

Vol. III, No. 5

Whole No. 23

May, 1990

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24 Bemis Street  
Berlin, NH 03570

Tom Maeder, Editor  
1604 Bardale Ave.  
San Pedro, CA 90731

### from the President

It has been some time since I have spoken to you through the Coil Line. The Board is making an attempt at periodic messages such as this. My reason for writing to you at present is with some good news and some bad news. First the bad. It is with deep regret that the Board accepts the resignation of Tom Maeder as Editor of Coil Line. I think all will agree that Tom was the foremost piece of glue in making PNC<sup>3</sup> as successful as it has been. Tom has "hit the wall" and is in need of relief. The entire Board would like to thank Tom for his untiring dedication to the organization, and collecting in general, during these two critical years. This organization is still in its infancy, and as President it certainly was wonderful not to have to worry about the Coil Line, knowing that Tom was taking care of it. This partially might have added to Tom's running out of gas, as we did not have to spend any effort in knowing what was going on out in California. Once again, Tom, thanks for a terrific job.

The good news is that the Coil Line, of course, will continue. Harold Brown of Bowling Green, Ohio has accepted the challenge. Harold comes with newspaper experience. He is City Editor of the Sentinel-Tribune of Bowling Green. This will serve him well. The area that Harold will want help with is in getting the stamp news to him that we have become accustomed to from Tom. Harold has been more of a lone collector and will need help in becoming plugged into the network of news. Your help in this area will be appreciated.

The second portion of the good news is that Alan Thomson has accepted the challenge of getting the Coil Line printed and mailed.

The Board wishes both much luck and success.

Beginning with the change, the newsletter will begin distribution by bulk rate. This is being done in response to a member-survey which showed that members prefer bulk rate mailing to a dues increase. Those wishing to have their copy delivered by first class mail will need to submit their request to Rob Washburn with a check for \$2.00. That will cover the remainder of the year. The yearly fee for first class will be \$4.00 beginning in 1991.

Harold A. Brown  
909 Parker St.

Alan Thomson  
P.O. Box 91

Rob Washburn  
P.O. Box 840

Bowling Green, OH 43408 Northwood, NH 03261 Skowhegan, ME 04976

### from the Editor

In March of 1988 Gene Trinks asked if I would edit the new club newsletter. Ken Lawrence was the first choice, but he lacked the time. There were only 60 members then, so the field of choices was fairly narrow. I had no experience, and those of you with us from the beginning know that the first few letters were pretty primitive.

But even in high-tech Southern California, the tools for putting the Coil

### inside

Letters . . . . .	2
Recent Auction Results . . . . .	5
Coil Labels on FDC . . . . .	7
"Classic" PNC Commercial Covers . . . . .	9
PNC Varieties: Plate Gripper Cracks . . . . .	11
A PNC Market Analysis . . . . .	16
Membership Report . . . . .	18
Briefly . . . . .	19
Ads . . . . .	20



page 11

Line together have remained primitive. It has been a kitchen table and typewriter and fold and stuff all in one room, while helping teenagers with their math and keeping the two toddlers out of the stacks of correspondence. (We've had two babies born since I took the job.) But even at that, I have thoroughly enjoyed being Editor.

I told Don Eastman that I would remain until someone with equal or superior ability could be found. I think that Harold Brown can bring significant improvements to the newsletter. The first thing you will notice is a more professional layout. Also, with production and distribution as separated responsibilities, he will be able to maintain his energies longer.

I would like to thank the Board for their encouragement and support. They really let me do the newsletter any way I wanted. And it has been marvelous getting to know so many of you. I will remain an active and supportive PNC3 member, and offer my assistance to Harold in any way that he might ask.

## Letters

In comparing the 1989 and current rosters, I note the following interest in commercial covers:

Period	Total Membership	Commercial Covers	Percentage
July, 1989	347	66	19.0
April, 1990	389	71	17.6

Although the percentage of those interested in covers is down, the total is up. I also assume that some members not expressing interests do also collect commercial covers.

I would like to volunteer to act as a clearinghouse for those cover enthusiasts who wish to trade, sell or buy commercial covers. Members should write me listing those covers had and wanted. I would then be able to match up haves and wants to all those who would enclose a postal card for my reply.

To test its feasibility, I am open to do this on a three-month trial basis: May, June, and July, 1990.

**John F. Rowin  
P.O. Drawer 1078  
Edinburg, TX 78540**

Ken Lawrence's March 19, 1990 column in Linn's contained an announcement of my new 1990 editions of my booklets PNC Varieties and PNCs on Cover. Ken usually does a pretty good job with his column, but from time to time he can't avoid taking pot shots at fellow collectors. I take exception to Ken's statements regarding ten imperforate varieties listed in my PNC Varieties booklet which he says are erroneous. First of all, let me state that every variety listed, including the imperf, came about as a result of information gathered from respected publications like Linn's or from individuals in the PNC field like Ken Lawrence. Ken has forgotten that he sent me a postcard on July 9, 1989 which states that the 22¢ Flag #13 and #14 exist imperforate, and we talked on the phone on July 17 when he again reiterated their existence. It's interesting that now Ken says that those same 22¢ Flag #13 and #14 are two of the ten imperf listings which were erroneously listed in my book.

Ken was also the one who reported the existence of the imperf variety of Bread Wagon #1 (see Ken's Linn's column dated June 15, 1987). Now he says that listing is erroneous also.

Obviously errors are bound to occur when humans are involved. The difficulties in producing a booklet such as PNC Varieties are enormous, and can't be done without reliance on respected philatelic sources. Nevertheless, I accept sole responsibility for any errors which might appear in my booklets. I know that criticism is constructive at times, but the person taking the pot shots ought not to be someone who has also contributed to the situation.

**Robert M. Washburn  
Skowhegan, ME**

I enjoyed Mac Johnson's "Buzzline" very much--even sent him a few "spots" that I found. These articles are a great addition to Coil Line. I'm looking forward to Al Cibulskas' upcoming series on PNC varieties.

There are some nice lots in the auction listing. The first two seemed to include mostly very common items, but this one has some gems.

**Burt Robbins  
Centerville, MA**

# Letters

A recent U.S. mixture from Mixture Mart, Drake, CO for \$17.50 yielded the following plate number singles: 5¢ Motorcycle, (1) #1; 11¢ Caboose, (1) #1pc; 14¢, (1) #3; 17¢ Auto, (1) #7; 20¢ Flag, (1) #2, (1) #4, (2) #9, (1) #13, (2) #14; 22¢ Flag, (1) #3, (3) #8, (1) #10, (1) #11, (3) #12, (1) #15, (1) #16, (1) #18, (2) #19, (2) #20, (1) #22; 25¢ Flag block (1) #5, (5) #7, (1) #9; 25¢ Flag prephosphored (3) #7, (3) #8, (2) #9, (1) #10; 25¢ Bread Wagon, (1) #1, (7) #2, (3) #3, (3) #4; "E" (1) #1111, (1) #1211, (1) #1222; Honeybee, (2) #1, (2) #2. Also included were many other collectables, including several Honeybees with shifted bees.

**Ron Maifeld**  
Amelia, OH

After a year of vagabonding, Bonnie and I have settled in Eugene, Oregon. I want to thank all of you who wrote during that period and then waited patiently for two months or more while my mail caught up with me and I dashed off a reply. If you got lost in the shuffle, I hope you'll try again. Responses to my series of Bee articles has been gratifying. Those of you wishing bee varieties, PNC or non-PNC junk mail on cover are invited to check my ad at the back of this issue. Finally, a special thanks to all of you who opened your homes to us on our travels. The days and evenings of yarn-swapping, show-and-tell and trading were major highpoints which we'll both long remember.

**Mac Johnson**  
279 Roan Dr.  
Eugene, OR 97401

The finding of "holes" in the tagging of plates number 7 and 9 of the Yosemite flag by Dr. Myron G. Hill of the Plate Number Coil Study Group reported in TPN in March sent me to my own strips with the hope of finding at least one, and to have the chance to play with my UV lamp.

It must be admitted that the number of strips checked was small (45) and that they were irregularly distributed. The originally described four "holes" were there in nine of the twenty-four specimens of number 9. When checking specimens of plate number 7, I found no "holes" at all in six, and the row as described in two specimens.

I think a few tentative conclusions could be made from my non-scientific searching: a) The pattern is more frequent than it might have been anticipated, and is present in more than the two reported number strips; b) the pattern appears to be related to the tagging mat, as shown by discovered simultaneous and equal displacement of the "holes" and the tagged block; c) a more capable philatelist with a better background than mine ought to study this in a systematic way to explain the presence of the "holes," displacement, and different patterns in the light of the tagging technology.

**Pedro R. Ortegon, M.D.**  
Bedford, IN

With the expected rate change of 1991, how can we prevent the same situation that occurred when 20¢ Pumpers #12 and #14 flooded the market and drove prices down? Three values will be coming back: 15¢ changes to 20¢, 13¢ to 18¢, and 16.7¢ to 22¢.

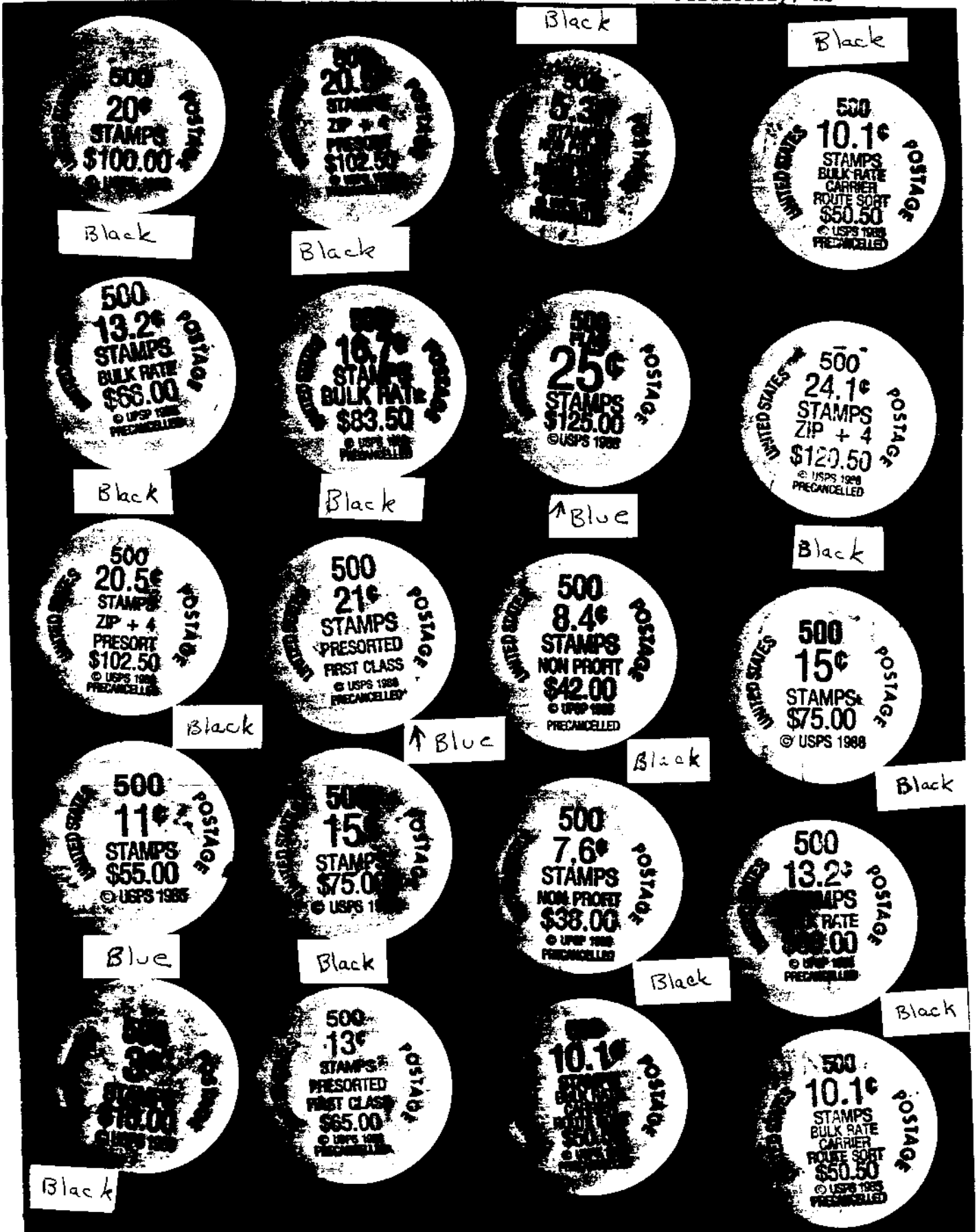
Should we write to USPS and state our feelings, or let the chips fall where they will?

**Ray Peretz**  
Whitestone, NY

As presorted postcards and bulk rate, the 18¢ and 22¢ respectively will need service inscriptions. As such, any existing stock of old 18 and 22 centers would not serve this purpose. A February, 1989 statement of inventory showed 13,466 rolls of 3000 Pumpers in central USPS storage. Those have presumably been used since then in vending machines to meet the first class second ounce rate. Many are left, no doubt, and can be used for the new postcard rate. According to that same inventory report, there are no 18¢ coils of any description in central storage (although some may exist in the field). There are the equivalent of about 9,500,000 rolls of 100 22¢ Flag coils in storage, but they shouldn't surface in this rate change. Ed.

I have the good fortune to have a very friendly post office that is willing to save coil labels for me. It is fun to get these labels and look at the differences and varieties. Some of the labels are printed in black and some in blue. One pair of the 10.1¢ Bulk Rate is printed both ways.

Rick Rollins  
Piscataway, NJ



# Recent Auction Results

## STEVE IVY PHILATELIC AUCTIONS

Saturday, March 17

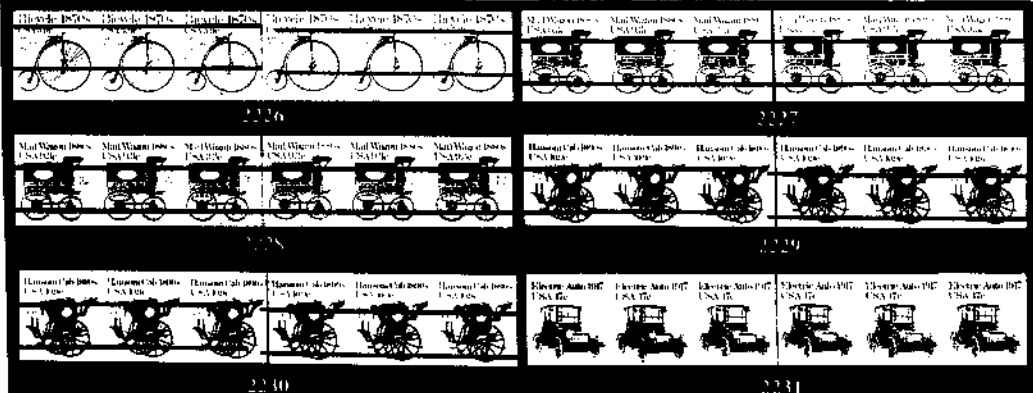
- 6 \* #1891/2281, O135. Coil plate number strip collection of over 275 strips of five, these start with the 18c Flag issue and include 20c, 22c and 25c coils from that period to the present, the largest portion of the quantity of this collection is in the Transportation coil series that started in 1981, there is a fairly high degree of completion in these issues both mint and precancelled, missing only the more expensive items though including a mint plate no. 6 of the 9.3c Milk Wagon, nice clean lot of this new collecting area, o.g., n.h., fine-very fine. Est. 500-750 **700-**
- 2194 \* #2136a, 25c Transportation imperforate coil pair, strongly miscut from the bottom of the sheet, cutting through the top of the Bakery Wagon, removing the value and showing the heavy line from the bottom selvage that is normally trimmed away, very fine and unusual. (photo) Est. 150-200 **120-**
- 2197 ○ #2259a, 13.2c Transportation imperforate coil pair, precancelled as always, o.g., n.h., very fine. (photo) Est. 200-300 **45-**
- 2198 ○ #2261a var., 16.7c Transportation imperforate coil, pair, precancelled as always, miscut so that most of the "Popcorn Wagon" inscription is at the bottom, o.g., n.h., very fine. (photo) Est. 200-300 **150-**
- 2199 ○ #2261a var., 16.7c Transportation imperforate coil pair, precancelled as always, miscut so that most of the top label "Popcorn Wagon" appears at bottom instead of at top, o.g., n.h., interesting variety of this imperforate error. (photo) Est. 200-300 **100-**
- 2201 ○ #2265a, 21c Transportation imperforate coil pair, with Bureau precancel as issued, o.g., n.h., very fine. (photo) Est. 200-300 **180-**
- 2202 \* #2281b, 25c Honeybee, missing the engraved black color, a mint single of this striking error, which could be called the "missing bee" when compared with the normal (included), o.g., n.h., very fine. (photo) Est. 200-300 **100-**
- 2203 \* #2281b, 25c Honeybee, missing the engraved black color, pair, o.g., n.h., a quite striking color-omitted error, very fine. (photo) Est. 400-500 **120-**
- 2204 \* #2281b, 25c Honeybee, missing the engraved black color, a pair of this scarce and startling error, o.g., n.h., fine-very fine. (photo) Est. 400-500 **110-**



- 2215 \* #1891a, 18c Multicolor flag imperforate coil, plate no. 5 strip of six, o.g., n.h., very fine. (photo) Est. 150-200 **170-**
- 2216 \* #1895a, 20c Flag over Supreme Court imperforate coil, plate no. 5 strip of four, o.g., n.h., very fine. (photo) Est. 150-200 **80-**
- 2217 \* #1895a, 20c Flag over Supreme Court imperforate coil, plate no. 5 strip of five, o.g., n.h., very fine. (photo) Est. 150-200 **100-**
- 2218 \* #1895a, 20c Flag over Supreme Court imperforate coil, plate no. 8 strip of five, o.g., n.h., very fine. (photo) Est. 150-200 **120-**
- 2219 \* #1895a, 20c Flag over Supreme Court imperforate coil, plate no. 9 strip of five, o.g., n.h., very fine. (photo) Est. 150-200 **110-**
- 2220 \* #1895a, 20c Flag over Supreme Court imperforate coil, plate no. 10 strip of five, o.g., n.h., this number a bit scarcer in imperforates, very fine. (photo) Est. 200-300 **190-**
- 2221 \* #1897b, 1c Omnibus Transportation imperforate coil, plate no. 5 line strip of six, extremely rare and one of the key items for the Transportation series connoisseur, o.g., n.h., very fine; 1988 Philatelic Foundation Certificate. (photo) Est. 3,000-4,000 **3,800-**
- 2222 \* #1897Ae, 2c Locomotive Transportation imperforate coil, plate no. 3 line strip of six, inclusion in the leftmost stamp, o.g., n.h., very fine. (photo) Est. 300-400 **175-**
- 2223 \* #1897Ae, 2c Locomotive Transportation imperforate coil, plate no. 4 line strip of six, small natural inclusion in the rightmost stamp, o.g., n.h., fine-very fine. (photo) Est. 300-400 **230-**
- 2224 \* #1897Ae, 2c Locomotive Transportation imperforate coil, plate no. 8 line strip of six, o.g., n.h., very fine. (photo) Est. 400-500 **375-**
- 2225 \* #1897Ae, 2c Locomotive Transportation imperforate coil, plate no. 10 line strip of six, well centered, o.g., n.h., choice very fine. (photo) Est. 400-500 **290-**
- 2226 ○ #1901b, 5.9c Bicycle Transportation imperforate coil, untagged, with Bureau precancel, plate no. 4 line strip of six, scarce, o.g., n.h., very fine. (photo) Est. 750-1,000 **700-**
- 2227 ○ #1903b, 9.3c Mail Wagon Transportation imperforate coil, untagged, with Bureau precancel, plate no. 1 line strip of six, very attractive and scarce, o.g., n.h., very fine; 1989 Philatelic Foundation Certificate. (photo) Est. 750-1,000 **750-**
- 2228 ○ #1903b, 9.3c Mail Wagon Transportation imperforate coil, untagged, with Bureau precancel, plate no. 2 line strip of six, well centered and scarce, o.g., n.h., choice very fine; 1988 Philatelic Foundation Certificate. (photo) Est. 750-1,000 **850-**

- 2229 ○ #1904b, 10.9c Hansom Cab Transportation imperforate coil, untagged, with Bureau precancel, plate no. 1 line strip of six, o.g., n.h., fine-very fine. (photo) Est. 750-1,000 **800-**
- 2230 ○ #1904b, 10.9c Hansom Cab Transportation imperforate coil, untagged, with Bureau precancel, plate no. 2 line strip of six, well centered and fresh, o.g., n.h., very fine. (photo) Est. 750-1,000 **800-**
- 2231 \* #1906b, 17c Electric Auto Transportation imperforate coil, plate no. 2 line strip of six, o.g., n.h., very fine. (photo) Est. 750-1,000 **775-**
- 2232 \* #1906b, 17c Electric Auto Transportation imperforate coil, plate no. 4 line strip of six, o.g., n.h., very fine. (photo) Est. 750-1,000 **700-**
- 2233 ○ #1906c, 17c Electric Auto Transportation imperforate coil, untagged, with Bureau precancel, plate no. 3 line strip of six, very scarce strip, o.g., n.h., very fine. (photo) Est. 1,500-2,000 **1,700-**
- 2234 ○ #1906c, 17c Electric Auto Transportation imperforate coil, untagged, with Bureau precancel, plate no. 4 line strip of six, very scarce strip, o.g., n.h., very fine. (photo) Est. 1,500-2,000 **1,450-**
- 2235 \* #1907a, 18c Surrey Transportation imperforate coil, plate no. 8 line strip of seven, faults but from a partially perforated roll showing perforations at left of left stamp, scarce thus, o.g., fine appearance. (photo) Est. 150-200 **110-**
- 2236 \* #1907a, 18c Surrey Transportation imperforate coil, plate no. 9 line strip of six, o.g., n.h., fine-very fine. (photo) Est. 500-750 **525-**
- 2237 \* #1907a, 18c Surrey Transportation imperforate coil, plate no. 10 line strip of six, o.g., n.h., very fine; 1988 Philatelic Foundation Certificate. (photo) Est. 750-1,000 **800-**
- 2238 \* #2112a, (22c) Green, "D" Stamp imperforate coil, plate no. 1 strip of six, o.g., n.h., very fine. (photo) Est. 300-400 **375-**
- 2239 \* #2115a, 22c Flag over Capitol Dome imperforate coil, plate no. 2 strip of five, o.g., n.h., very fine. (photo) Est. 200-300 **160-**
- 2240 \* #2115a, 22c Flag over Capitol Dome imperforate coil, plate no. 8 strip of five, o.g., n.h., very fine. (photo) Est. 200-300 **120-**
- 2241 ○ #2126b, 6c Tricycle Transportation imperforate coil, untagged, with Bureau precancel, plate no. 2 strip of five, well centered, o.g., n.h., very fine. (photo) Est. 750-1,000 **800-**
- 2242 ○ #2130b, 10.1c Oil Wagon Transportation imperforate coil, untagged, with Bureau precancel, plate no. 1 strip of six, well centered, o.g., n.h., very fine. (photo) Est. 500-750 **600-**

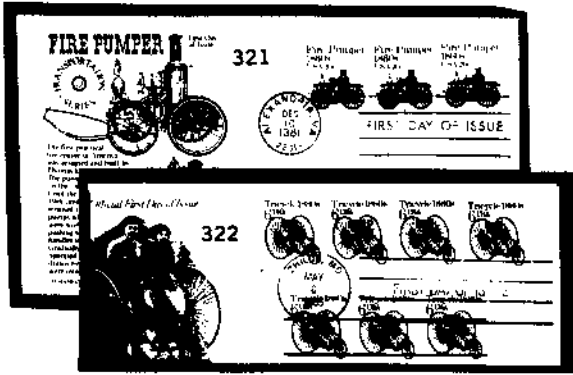
- 2243 ○ #2133b, 12.5c Pushcart Transportation imperforate coil, untagged, with Bureau precancel, plate no. 1 strip of six, o.g., n.h., strong internal bend, otherwise very fine. (photo) Est. 150-200 **75-**
- 2244 \* #2134a, 14c Iceboat Transportation imperforate coil, plate no. 1 line strip of six, o.g., n.h., very fine. (photo) Est. 400-500 **210-**
- 2245 \* #2134a, 14c Iceboat Transportation imperforate coil, plate no. 2 line strip of six, o.g., n.h., fine centering just catching the bottom of the "2". (photo) Est. 400-500 **200-**
- 2246 \* #2135a, 17c Dog Sled Transportation imperforate coil, plate no. 2 strip of five, well centered and very scarce, o.g., n.h., choice very fine; one of the rarest of all the imperforate Transportation coil plate number strips; 1989 Philatelic Foundation Certificate. (photo) Est. 2,000-3,000 **2100-**
- 2247 \* #2136a, 25c Bread Wagon Transportation imperforate coil, plate no. 2 strip of six, o.g., n.h., very fine. (photo) Est. 150-200 **110-**
- 2248 \* #2136a, 25c Bread Wagon Transportation imperforate coil, plate no. 2 strip of seven, o.g., n.h., very fine. (photo) Est. 150-200 **110-**
- 2249 \* #2136a, 25c Bread Wagon Transportation imperforate coil, plate no. 2 strip of seven, o.g., n.h., very fine. (photo) Est. 150-200 **100-**
- 2250 \* #2136a, 25c Bread Wagon Transportation imperforate coil, plate no. 3 strip of six, o.g., n.h., very fine. (photo) Est. 150-200 **185-**
- 2251 \* #2136a, 25c Bread Wagon Transportation imperforate coil, plate no. 4 strip of six, o.g., n.h., fine. (photo) Est. 150-200 **110-**
- 2252 \* #2136a, 25c Bread Wagon Transportation imperforate coil, plate no. 5 (scarce plate no. 1 strip of six, o.g., n.h., fine. (photo) Est. 300-400 **450-**
- 2253 ○ #2265a, 21c Railroad Mail Car Transportation imperforate coil, Bureau precancel as always, plate no. 1 strip of six, o.g., n.h., very fine. (photo) Est. 750-1,000 **575-**
- 2254 \* #2280a, 25c Flag over Yosemite imperforate coil, plate no. 2 strip of six, block tagged, o.g., n.h., very fine. (photo) Est. 300-400 **250-**
- 2255 \* #2280a, 25c Flag over Yosemite imperforate coil, plate no. 3 strip of six, block tagging, o.g., n.h., very fine. (photo) Est. 300-400 **250-**
- 2256 \* #2280a, 25c Flag over Yosemite imperforate coil, plate no. 7 strip of six, scarce phosphor tagging, o.g., n.h., nearly very fine. (photo) Est. 400-500 **375-**
- 2257 \* #2281a, 25c Multicolored Honeybee imperforate coil, plate no. 1 strip of five, miscut so that the plate number has half at bottom and half at top, o.g., n.h., very fine. (photo) Est. 300-400 **210-**
- 2258 \* #2281a, 25c Multicolored Honeybee imperforate coil, plate no. 1 strip of six, o.g., n.h., very fine. (photo) Est. 300-400 **180-**



# Recent Auction Results

SAM HOUSTON PHILATELICS

SUNDAY, MARCH 18, 1990

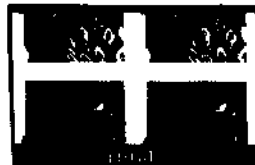


319	**	1904a	10.9¢ Precancel Plate stp/9 PI no. 3, gap 4R. Fine+ NH, scarce..(E)\$400-450.....	155-
320	**	1904a	10.9¢ Precancel Plate stp/9, PI no. 4, gap 4R F-VF NH, very scarce gap..(E)\$450...	210-
321	Cv	1908	20¢ Pumper PI stp/3 PI no. 2 on FDC, Aristocrat cachet, unaddressed, stp is F-VF number clear, scarce..(E)\$700.....	PH 240-
322	Cv	2125, 26a	6¢ Precancel, PI stp/3 PI no. 1, combo w/mint stp/4 on Aircraft FDC, controversial cvr, maker says only 14 exist, clean, unaddressed..(E)\$650.....	PH w/d-
404	**	1907a	18¢ Surrey, Imperf Pair, VF-XF NH.....	PH 90-
408	**	2281b	25¢ Honeybee, Engraved Black Omitted, Coil Pair, VF-XF NH....(E)\$250.....	PH 180-
409	**	2281b	25¢ Honeybee, Engraved Black Omitted, Coil stp/6 w/line, VF-XF NH..(E)\$900.....	PH 420-

# Jacques C. Schiff, Jr., Inc.

SATURDAY, MARCH 31, 1990

1038	#1891, 18c Flag, Used Singles PI #1-5, Pr PI #5, Mint Strips (3) PI #1, 2(2), 4(4), 5, 7, NH, F-VF	E.VI	62.50
1039	#1895, 20c Flag, Strip (5) PI #4, NH, VF	E.IX	39-
1040	#1900, 5.2c Sleigh, 2 Strips (4), PI #3, 5, NH, F-VF	220.00	40-
1041	#1900, 5.2c Sleigh, 2 Strips (4), PI #3, 5, NH, F-VF	220.00	41-
1042	#1900, 5.2c Sleigh, Strip (4), PI #5, NH, F-VF	110.00	80-
1043	#1903, 9.3c Mail Wagon 2 PI# Strips (4), PI #5, 6, NH, F-VF	380.00	320-
1044	1c/20c Coils, PI# Prs, Strips (3/8), NH, some dupl incl 1900 PI# Prs #3, 5, F-VF (97)	E.VIII	80-
1602	#2281b, 25c Honeybee, Single, Intaglio Black omitted, NH, VF	(PH) Nov. Realized	90.00
1603	#2281b, 25c Honeybee, Pair, Intaglio Black omitted, NH, F-VF	(PH) Nov (Prorated) Realized	180.00
1647	#1891a, 18c Flag, Strip (6) w/PI #5 under 3d stamp, Imperforate, NH, Superb	(PH) Jan 89 Realized	320.00
1648	#1847a, 2c Locomotive, Pair, Imperforate, NH, F-VF	(PH) (70.00) Nov Realized	50.00
1649	#1901b, 5.9c Bicycle, Prec Pair, Imperforate, NH, F-VF	(PH) (300.00) Nov Realized	240.00
1650	#1906b, 17c Auto, Pair, Imperforate, NH, VF-Superb	(PH) (200.00) Nov Realized	160.00
1651	#1906c, 17c Auto, Prec Pair, Imperforate, NH, F-VF	(PH) (500.00) May Realized	500.00
1652	#1907a, 18c Surrey, Pair, Imperforate, NH, VF	(PH) (125.00) Nov Realized	85.00
1653	#1907a, 18c Surrey, Line Strip (6) w/PI #9 under 3d stamp, Imperforate, NH, VF-Superb	(PH) Nov Realized	750.00
1654	#1908a, 20c Fire Pumper, Pair, Imperforate, NH, F-VF	(PH) (120.00) Nov Realized	95.00
1655	#2005a, 20c Consumer Ed, Pair, Imperforate, NH, VF	(PH) (110.00) Nov Realized	72.50
1656	#2115a, 22c Flag, Miscut Pair from top sheet row, Imperforate, EE Bars (normally trimmed away) and small portion of flag below	(PH) Nov Realized	50.00
1657	#2130b, 10.1c Oil Wagon, Bulk Rate Prec Pair, Imperforate, NH, VF	(PH) (175.00) Nov Realized	120.00
1658	#2133b, 12.5c Pushcart, Bulk Rate Prec Pair, Imperforate, NH, VF	(PH) (60.00) Nov Realized	36.00
1659	#2134a, 14c Iceboat, Pair, Imperforate, NH, VF	(PH) (100.00) Nov Realized	62.50
1660	#2134a, 14c Iceboat, Line Strip (6) w/PI #2 under 3d stamp, Imperforate, NH, VF	(PH) May Realized	320.00
1661	#2279a, "E" Rate Reg, Strip 2 1/2, Imperforate, NH, VF-Superb	(PH) Nov Realized	170.00
1662	#2280a, 25c Flag, Pair, Imperforate, NH, F-VF	(PH) Nov Realized	40.00
1663	#2281a, 25c Honeybee, Pair, Imperforate, NH, F-VF	(PH) Nov Realized	23.00
1664	#2281a, 25c Honeybee, Miscut Pair, Imperforate, NH, Bee's legs at top instead of bottom	(PH) Nov Realized	62.50
1741	#1895, 20c Flag Coil, Pair, Black & Blue Colors displaced to rt. Flagpole mostly albino. Flag stripes part Red, Blue & Black	(PH)	E.VI 48-
1742	#1904a, 08, 10.9c Cab, 20c Fire Pumper, 1904a Prec, Pairs, Misperf through centers of stamps	(PH)	E.V 19-
1749	#2279, "E" Rate Coil, Strip (3), Misperf through "C," "USA" at left, etc.	(PH)	E.V 25-
1750	#2281, 25c Honeybee, Pair, Intaglio Black shifted, Bee straddles perfs	(PH)	E.VI 140-



# Coil Labels on FDC

Bob Rowe

A few collectors have been including labels on FDCs for a long period of time. The first Coil/Label/FDC that I acquired was serviced by the well known FDC cachet maker Mr. L.G. Sautter. This cover was for the 13¢ Flag coil of 1975, and is shown in Fig. 1. Note the unofficial cancel, a trade mark of Mr. Sautter.

Like many other PNC collectors and cachet makers, I save labels but did not think to use them on FDC's until recently. It was during the FDOI ceremony at Chicago (for the Popcorn Wagon) that I had the good fortune to watch George Turner, a very creative cachet maker, place labels on his FDC's for servicing. From then on, I copied George's idea and used labels on all subsequent issues.

My first PNC/LABEL/FDC was for the Oil Wagon Reissue, and is shown in Fig. 2. A listing of PNC/LABEL/FDCs known to me is shown in Table I. I serviced extra covers of many of the items listed so that I might have covers to swap with other collectors.

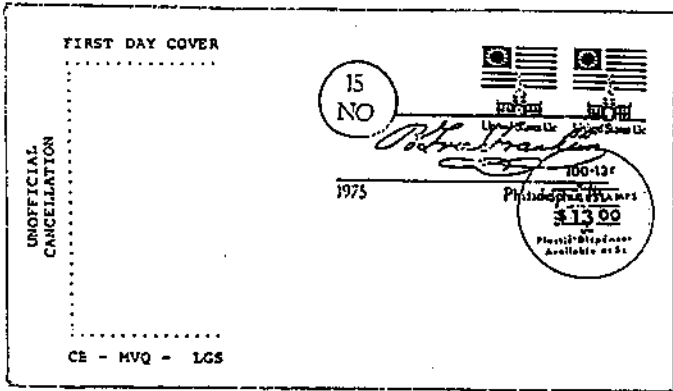


Fig. 1

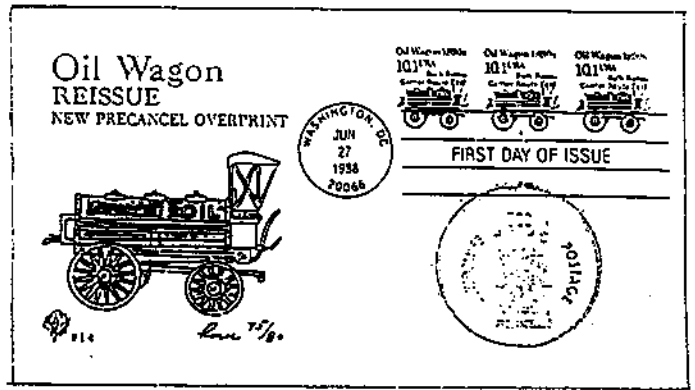


Fig. 2

In addition to labels from rolls of 500, there are labels on the boxes that contain the rolls. A PNC/LABEL/FDC with a label from a box of 50 rolls of 500 (for the 7.1¢ Tractor Reissue) is shown in Fig. 3. Note that the BEP picked out select rolls to be sent to the USPS Philatelic Centers, and the labels are so noted.

Labels from rolls of 500 for the three issues of the 7.1¢ Tractor, along with plate number singles, are shown on one cover in Fig. 4.

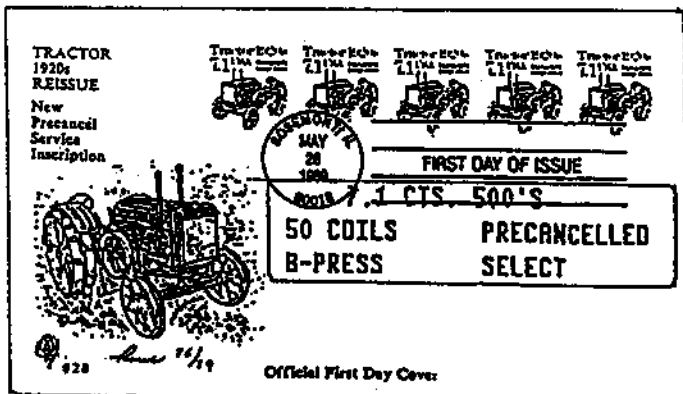


Fig. 3

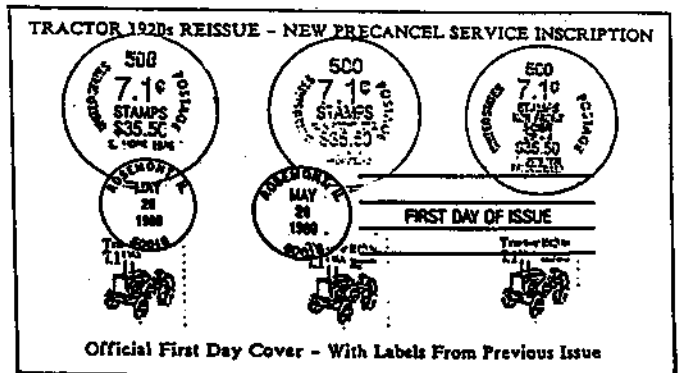


Fig. 4

A large rectangular label is used on boxes containing rolls of 100 coils. A label from a box of coils of 100, for the Flag over Yosemite Phosphored paper, sent to the Philatelic Center, is shown in Fig. 5. Note that the label was originally printed for the usual box of 800 rolls of 100, but the 800 was crossed out as only 200 rolls of 100 were sent. I understand that the typical Philatelic Center automatically receives 20,000 stamps of each new issue. The label was trimmed to fit on a 6 3/4 envelope. This label was for the Flag over Yosemite, phosphored paper as indicated by the "P", with plate number 8.

The label from a roll of 3000 is much larger than one for 500 and just fits on a standard 6 3/4 envelope. A PNC/LABEL/FDC with a label from a roll of 3000 for the Honey Bee plate number 8 is shown in Fig. 6.

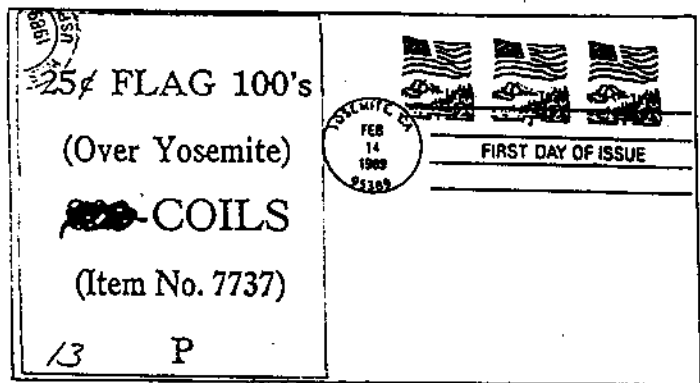


Fig. 5

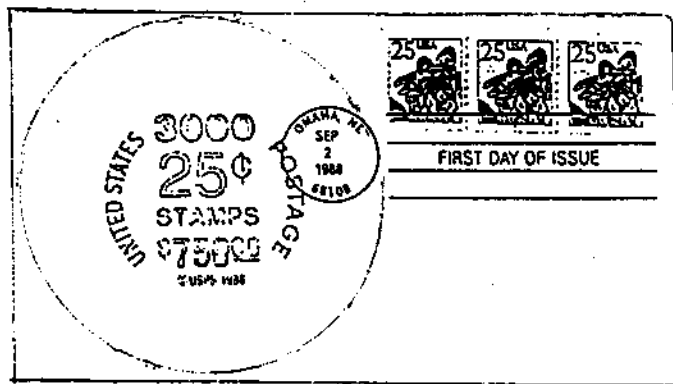


Fig. 6

I would like to correspond with other PNC/LABEL/FDC collectors. Also, I am anxious to compile a list of all known PNC/LABEL/FDCs. So, if any readers have such covers in their collection, please send a photo copy to me. I will answer all letters received. Please write to: Bob Rowe, Box 150863, Nashville, TN 37215.

TABLE 1 PNC/LABEL/FDC FDCs serviced with Labels and known Cachets indicated by X		CACHET															
		Animated-Ellis	Aristocrat	Artcraft	Artmaster	Columbia Bike Co	Cretors	Gamm	Gill	House of Farnam	Sautter	Law	OK State Pen	Rowe	Turner	Van	Wilm. Trans. Co
3¢	Conastoga Wagon FDC w/\$15 Label																
5.3¢	Elevator FDC w/\$26.50 Label						X	X									
7.1¢	Tractor Reissue FDC w/\$35.50 Label	X	X	X			X	X									
7.6¢	Carreta FDC w/\$38 (UPSP) Label												X	X	X		
8.4¢	Wheelchair FDC w/\$42 (UPSP) Label											X	X	X	X		
10.1¢	Oil Wagon Reissue FDC w/\$50.50 Label		X	X			X	X	X				X	X	X		
13.0¢	Patrol Car FDC w/\$65 Label						X	X			X	X	X	X	X		X
13.2¢	Coal Car FDC w/\$66 (UPSP) Label	X	XX	X			X						X	X	X		
15.¢	Tugboat FDC w/\$75 Label	X	XX	X			X						X	X	X		X
16.7¢	Popcorn Wagon FDC w/\$83.50 Label	X	X	XX			XX	X					X				
20.¢	Cable Car FDC w/\$100 Label	X											X	X			
20.5¢	Fire Engine FDC w/\$102.50 Label	X												X			
21.¢	RR Mail Car FDC w/ No Value Label													XX			
24.1¢	Bicycle FDC w/\$120.50 Label					X		X						XX			

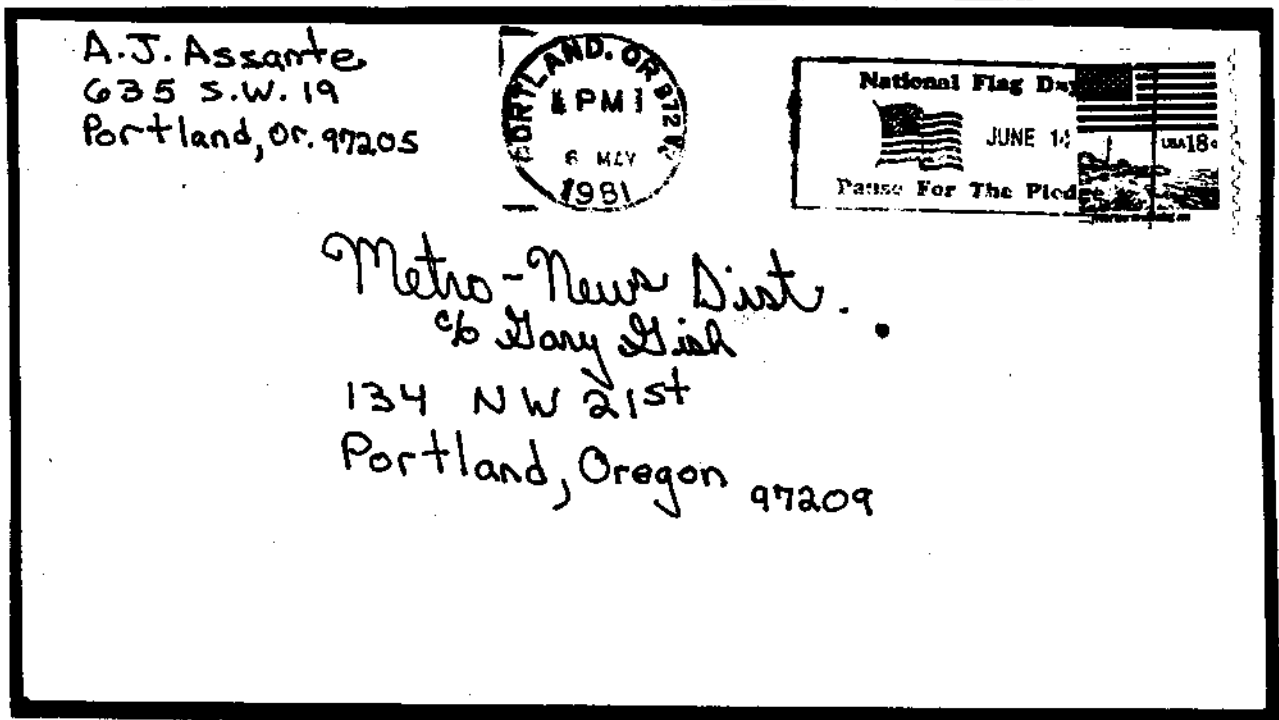


# "Classic" PNC Commercial Covers

Rob Washburn

"Classic--of the highest class or rank, having  
lasting significance or recognized worth"

Webster's Dictionary



May 6, 1981: Earliest Known Commercial Use of Any PNC on Cover.

When one thinks of classic U.S. covers, U.S. #1 or #2 or some other 19th century issue on cover might come to mind. But it's not that farfetched to think that certain PNCs on commercial cover should also be considered "Classics". Certainly some PNC commercial covers are every bit as rare or even rarer than some 19th century classic covers. For instance, it is estimated that there are approximately 1,700 U.S. #1 covers known to exist and about 800 U.S. #2 covers. I am of the opinion that many PNC issues exist on cover in less quantities than covers of U.S. #1 and even U.S. #2.

Why are certain PNC commercial covers rarer than some 19th century covers even though many more stamps are printed and more mail is sent today than during the 19th century? Well, today's covers don't seem to be saved as often as they used to be. Many covers are thrown away or the stamps torn off. Of the covers that are saved, only a very small percentage have PNCs on them. After all, if a roll of B-press coils has one plate number every 52 stamps to start with, and you deduct out the ones that don't ever get into stamp collectors' hands, and then deduct the ones saved as mint strips or singles, and the ones kept as used singles or strips, there aren't many left over to be saved on cover.

Probably the most likely candidate to be considered a PNC "classic" cover would be a cover with the 18c Flag #6. I know of only six 18c Flag #6 commercial covers, although a seventh cover has been rumored to exist. The six 18c Flag #6 covers that I am aware of are dated as follows: 10/6/81, 10/15/81, 10/22/81, 11/7/81, 12/8/81 and 8/19/82. Three of these covers are utility envelopes. Five of the six covers have singles of #6. The sixth cover has a strip of five of 18c Flag #6 on an insured envelope to a stamp dealer. Two of the 18c Flag #6 covers are tied by purple machine cancels. I would estimate the value of an 18c Flag #6 commercial cover to be worth about \$2,000!

Another "classic" PNC commercial cover is the 18c Flag #7. Only three have been confirmed to exist (two others did exist a few months ago, but have recently been reported to have been either lost or stolen). All known 18c Flag #7 covers were used after the rate change to 20c. The known usage dates are 11/9/81, 12/8/81 and 12/10/81. Two of those covers are utility envelopes. One of the 18c Flag #7 covers is tied by a purple machine cancel. The value of an 18c Flag #7 commercial cover is somewhat difficult to determine, but I would estimate that they have to be worth at least \$500.

Certain 18c Surrey commercial covers can also be considered "classics". There are only four known covers using the 18c Surrey #15 (only one of which is tied by a purple machine cancel). There are only seven known Surrey #16 covers (only one of which is tied by a purple machine cancel). I would estimate the value of the 18c Surrey #15 or #16 commercial covers to be \$200 or more. I would estimate that Surrey #3 and #4 covers exist in quantities of less than 30 each. Only two Surrey #3 and two Surrey #4 covers are known tied by purple machine cancels. Surrey #3 and #4 covers have been selling lately for around \$50 each, but probably are worth more.

The rarest first class rate PNC covers of all are the 18c Surrey #17 and #18. Neither are known as yet on commercial cover.

20c Pumper #12 and #14 used during the 20c first ounce rate period should also be considered "classic" covers. Only about 20-30 of each are known to exist, although more have been turning up in recent months. Such covers have been sold for as much as \$150 each, but that price is probably high. Only a handful of each number is known on cover tied by purple machine cancels.

There are other tagged issues which are very tough to find on commercial cover which could also be considered "classics". Commercial covers of the 17c Electric Auto #5, #6 and #7, 18c Flag #1 and #3, 22c Flag #6, 22c D Official #1, 18c Surrey #1, #11, #12, #13 and #14 might come to mind. Many precancel PNC covers certainly qualify as "classic" covers, but I'll cover them separately in a future article.

While a particular PNC on cover, in and of itself, might be considered a "classic", other PNC covers might be considered "classic" because of their usages (earliest known usage, usage abroad or other interesting rate usage, auxillary markings, illustrated advertising corner card, varieties, etc.). I know of a D PNC "classic" cover sent to England, despite the fact that undenominated stamps aren't supposed to be valid outside the U.S. I know of another "classic" commercial cover using a combination of both a 17c Electric Auto #6 and a 20c Flag #8. What are the odds of getting two different PNCs on one cover? That same cover is the earliest known usage of the 17c Electric Auto #6. I've heard of other commercial covers with imperforate PNCs. In fact, just in the past two weeks, I have received photocopies of imperforate Honeybee #2 and Breadwagon #4 commercial covers. I recently saw another nice "classic" PNC cover with a beautifully designed illustrated corner card and a "mail delayed..." auxillary marking.

Even though PNCs are not yet even ten years old, I think you can see why certain PNC commercial covers are, in fact, "classics", worthy of being cherished today, as well as tomorrow. Do you have any "classic" PNC covers in your collection? I hope so. If not, why not consider to start collecting tomorrow's "classic" postal history today.

Only one new EKU report this month, 18c Surrey #11...8/12/81. Next month's article will cover the 1c Omnibus issue.

# **PNC Varieties: Plate Gripper Cracks**

**A. S. Cibulskas**  
(Second in a Series)

Plate gripper cracks are defined as plate cracks occurring over the slots cut into the underside of the plate which receive the grippers that fasten the plate to the press. They occur most frequently near the edges of the curved Cottrell plates where, in the case of coils, the plate number is. As far as PNCs are concerned, the cracks occurring on the plate number stamp were the first ones to be highlighted. As alluded to above, there are legitimate technical reasons why the majority of these cracks should occur on the number stamp. The Cottrell plates are curved to fit the press cylinder and slots are cut into the reverse side of the plate to enable attachment of the grippers which hold the plates securely on the press. A side effect of the underside cutting is a weakening of the plate at or near the points of incision. If not already present due to the bending or curving of the plate to fit the press cylinder, cracks may form due to normal printing operational stresses.

The following is a listing and description of known plate gripper cracks. This listing will adhere to the guidelines as listed in the introduction.

## 1c Omnibus.

- a. Plate # 3, 2L. Parallel lines to the perfs; one line starts at the top right of the wagon and extends upwards to just below the zero of the date, the other is closer to the perfs and starts above the wagon and extends to the top edge of the stamp.
- b. Plate #3, 2L. Extension of above into next upper row. Again two essentially parallel lines extending from the bottom edge of the stamp upward for about 2mm.
- c. Plate #6, 1R. Single crack extending downward from between the 1 and the 8 of the date to the the top mid-right of the bus.

## 2c Locomotive.

- a. Plate #3, 1L. "Smoking T". Crack extending from the mid-point top of t in locomotive vertically upwards to the top edge of the stamp.
- b. Plate #3, 1L. "Smoking T Extension." Continuation of the above. Starting from the bottom edge of the stamp and extending essentially vertically upwards through the right side of the plate number and continuing into the tracks.
- c. Plate #3, 1L. "Tail on T." Crack extending downward from the bottom right of the t in locomotive to the top left edge of the locomotive smokestack.

## 4c Stagecoach.

- a. Plate #2, 1L. "Quotation Marks." Two sets of parallel plate cracks. One set, about 15 degrees off the horizontal, are above the top right of the h in stagecoach and the top left of the 1 of the date. The second set, about 30 degrees off the horizontal, are above and mid-right of the 8 of the date.

#### 4.9c Buckboard.

a. Plate #4, 1L. "Buggy Whip." Plate crack starting at the upper left rear corner of the buggy and extending upwards. The extent of the upward portion varies from less than 0.5 mm. to 3-4mm depending on the stage of the crack.

b. Plate #5, 1L. "Rain Crack I." Multiple series of plate cracks starting sparingly below the k and b of buckboard continuing downward and increasing in intensity and quantity to the bottom edge of the stamp.

c. Plate #5, 1L. "Rain Crack Extension." Extension of the above to the next lower row. Starting at the top edge of the stamp and extending downward into the word buckboard.

d. Plate #5, 1L. "Dous Rain Crack I." Two essentially parallel cracks above the a in buckboard. The shorter of the two (about 0.5mm) starts directly above the right side of the a and extends upward. The longer of the two (about 1-2mm) starts a bit above and to the left of the first.

e. Plate #5, 1L. "Dous Rain Crack II." Same as above but with an additional crack (very much resembling a buggy whip) starting at the right rear of the buckboard and extending upwards into the 1 and 8 of the date.

f. Plate #6, 1L. "Split 6." Crack starting at the mid point of the bottom of the plate number and extending downward to the bottom edge of the stamp.

g. Plate #6, 1L. "Split 6 Extension." Continuation of the above. Extending downward from the top edge of the stamp for about 0.5-1mm.

h. Plate #6, 1L. "Buggy Rein." Diagonal crack starting at the mid point of the bottom of the front of the buckboard and extending downward to the right.

i. Plate #6, 1L. "Buggy Whip." Essentially identical to the buggy whip on plate #4 described above.

#### 5c Motorcycle.

a. Plate #2, 1L. "Fender Crack." Crack parallel to the joint line starting at the upper right rear of the rear fender and extending downward to the bottom edge of the stamp.

#### 5.2c Sleigh.

a. Plate #2, 1L. "Sleigh Whip I." Crack starting at left handrest and extending upwards for about 0.5-1mm.

b. Plate #2, 1L. "Sleigh Whip II." Same as above but extending further upwards. Continues upwards from general area where above leaves off, curves a bit to the right, and continues upwards almost to the left of the cent sign.

c. Plate #2, 1L. "Sleigh Whip III." See write up in next TPN.

NOTE: It has been conjectured that the above are really one crack at various stages of plate wear.

9.3c Mail Wagon.

a. Plate #1, 1L. "Weeping W." Crack starting at the middle of the left bottom loop of the w downwards to the top middle of the 9 of the denomination.

b. Plate #2, 1R. "Tail on U." Downwards from the bottom left base of the m past the top left of the letter u; then curving to the right to the midpoint of the left side of the u.

c. Plate #3, 1L. "Smoking G." Crack extending upwards from the top of the g to the top edge of the stamp.

d. Plate #3, 1L. "Smoking G Extension." Continuation of the above into the next row up. Upwards from the bottom edge of the stamp through the left side of the 3 and extending about 1 mm above.

e. Plate #3, 1R. "Half Moon." Crack at the bottom edge of the stamp resembles a crescent moon at the mid-right point between the wheels.

f. Plate #4, 1L. "Splintered Foot Rest." Multiple plate cracks emanating from the tip of the foot rest. Extending downwards at about a 30 degree angle are two parallel cracks about 2mm long. The above continues left from the tip of the footrest at about a 45 degree angle to the body of the wagon.

10.9c Hansom Cab

a. Plate #1, 1L. Crack through the plate number. Starts just above the number and continues downward to the bottom edge.

b. Plate #2, 1L. "Wheel to Line Crack." Starts at about the 4 o'clock position of the wheel and continues horizontally almost to the joint line.

c. Plate #2, 1R. "H to U" crack. Starts at the bottom left of the right leg of the h, continues downward essentially bisecting the u of USA, and extends about 1mm below the bottom of the u.

d. Plate #2, 1L. "Seat to S" crack. Starts at the bottom right part of the s in the date and continues somewhat diagonally downward to the top left of the drivers seat.

17c Auto

a. Plate #1, 1L. "Broken Axle" crack. Crack starts downward from the axle about 1.5mm from the left front wheel and almost down to the plate number.

18c Surrey

a. Plate #1, 1L. "Lightning Bolt" crack. Starts upward from the left leg of the y in Surrey and extends to the top edge of the stamp.

b. Plate #1, 1L. "Lightning Bolt Continuation" crack. Continuation of above crack from the bottom edge of the stamp upward to the bottom middle of the plate number.

c. Plate #5, 1L. "Antenna Crack". Starts at the bottom right of the 8 of the denomination continuing vertically downward to the top of the Surrey.

d. Plate #9, 1L. "Lightning Bolt" crack. Starts at the top right leg of the letter y in Surrey and continues downward to the right of the cent sign.

20c Pumper

a. Plate #2, 1L. "Pumper Crack". NOTE: It is believed that this is one plate crack that exist in multiple forms corresponding to incremental stages of the printing process. It is described as a single entity but examples exist with one or more stage obvious. The crack starts at the top edge of the stamp proceeding vertically downward to the right side of the e in Fire. It then continues downward and splits in two to the top of the zero of the date. From then zero it proceeds down, along the left side of the 2 of the denomination and continues further down until it ends at the ram of the pumper. Also from the bottom part of the 6 of the date, diagonally downward right to the apex of the a in USA. Then continuing downward to the ram of the pumper.

b. Plate #2, 1L. Continuation of the above crack from the bottom edge of the stamp upward for about 1mm.

c. Plate #5, 1L. Plate crack parallel to the joint line at about the upper third of the stamp.

d. Plate #9, 1L. "Horned Nine" cracks. A series of 4-5 short cracks perpendicular to the top of the plate number.

e. Plate #11, 1L. "Smoking Engine" crack. Crack starting at the bottom left of the m in pumper and extending downward to about the middle of the smoke stack.

f. Plate # 15, 1L. "Wounded P" crack. Starts at the top right of the p in pumper and extends upward to the top edge of the stamp.

g. Plate # 16, 1L. "Horned Sixteen" cracks. Three cracks perpendicular to the top of the plate number, one directly over the 1 and two over left and right side respectively of the 6.

Illustrations from PNC Varieties by Robert M. Washburn, © 1990. Reproduced with permission.



1<sup>c</sup> a.



1<sup>c</sup> b.



1<sup>c</sup> c.



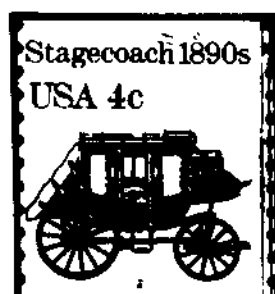
2<sup>c</sup> a.



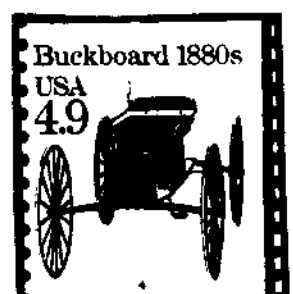
2<sup>c</sup> b.



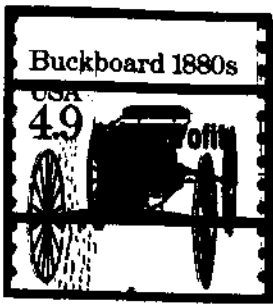
2<sup>c</sup> c.



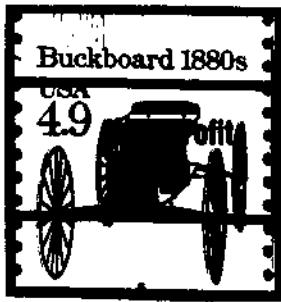
4<sup>c</sup> a.



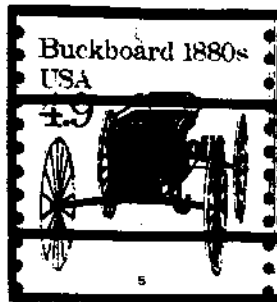
4.9<sup>c</sup> a.



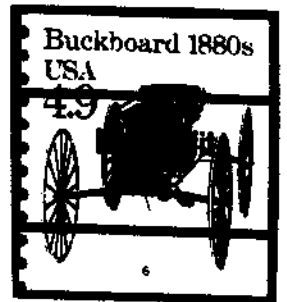
4.9c b.



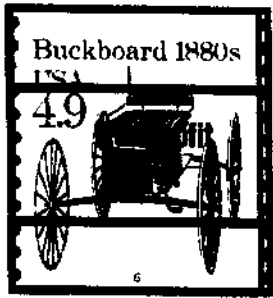
4.9c c.



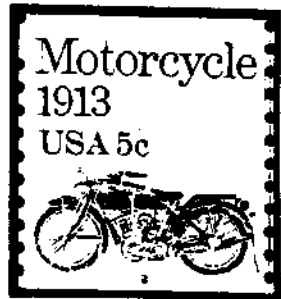
4.9c d.



4.9c h.



4.9c i.



5c a.



5.2c a.



5.2c b.



9.3c a.



9.3c b.



9.3c e.



9.3c d.



17c a.



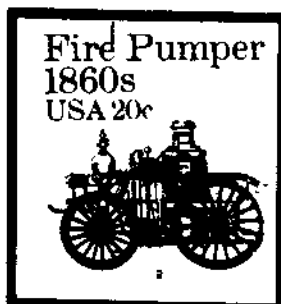
18c a.



18c e.



18c d.



20c a.



20c b.



20c e.



20c f.

# A PNC Market Analysis

Ed Denson

When I made up my first mail sale I thought "I'm going to sell a lot of stamps at a discount, I might as well find something out" so I designed it to give me a sense of the market. Nothing fancy, I just tried to include lots from all of the PNC collecting categories that I sell, and to spread the price range from inexpensive to some high-ticket material. My goal was to understand how to put Mail Sale #2 together so that I could make more money from less effort - its the American way.

Well, I had a good mail sale - I sent out 1100 catalogs to the cream of the PNC collectors (including the members of the PNC3, of course), and over 100 of them sent back bid sheets. I had over 800 bids in the computer when I closed the sale. The list of bidders includes many well known and knowledgeable PNC collectors, and I'm fairly certain that I succeeded in reaching the market. The results seem reliable to me.

What results were there? Well for one thing consider this list:

Table 1-Lots by kind of PNC

Category	Ave cat	No Lots	No Sold	% Sold
Used singles	45.23	31	31	100%
Mint PS5	26.69	62	58	94%
Commercial covers	17.01	45	41	91%
Mint PS3	51.73	32	23	72%
Mint PS1	53.30	7	5	71%
Mint PS2	19.78	21	13	62%
FDC	112.50	16	9	56%
Used PS2	17.48	24	13	54%
Used PS3	27.12	13	6	46%

What does this show? It shows me that Used singles, Mint strips of 5, and commercial covers are the 3 main things that people collect. Its not that no one collects the other formats, just that most people collect these which makes heavier demand for them. I was especially interested to see the weak market for FDC and used multiples. I interpret this to mean that, generally speaking, these are overpriced. Since I have been responsible for setting the price trends in these two areas (well I had lots of help in the FDC), I see that I am now in error in my thinking on these. Next sale I plan on offering less expensive FDCs to see if there is stronger demand for those.

What prices did I use? I used Denson's list price, of course. I could have gone to "Trends" or made a composite of dealer prices but it seemed like a poor show of faith in my own prices not to use them as "list" in my own Mail Sale. But in a real sense the prices I listed made very little difference. People were free to bid as they pleased.

Well, almost as they pleased. I put a minimum bid of 40% on all lots that had nothing wrong with them. Every mail sale and auction of stamps has a minimum bid for each lot. Not every seller admits it, and some sales are too complex to use a simple percentage for the entire sale. But basically auctions and mail sales are places where dealers buy their stock - and where some collectors come to buy at wholesale prices. It's not likely that you can impose a 75% minimum on such items, because they can be bought from many dealers at or around that figure if you buy a couple of hundred dollars worth. Dealers are likely to want to pay 40-60% of list for items they buy, I reasoned - and apparently correctly as several dealers bid in the auction.

I also had noted that when faced with high minimums in an auction I get turned off. Even if there is material that I want, and which I might pay a good price for, I have the feeling that all is not as it should be when I see minimums of, say 70%, and often this is enough to make me lose interest in the entire sale.

The lots went for an average of about 60% of list, which I thought was quite reasonable. Of course I reduced a lot of bids. Without the reductions I think realizations would have been about 70%. The top bids, in other words, averaged about 70% before I reduced them to "one step above the 2nd high bids". It was hard to do, this reduction, and I can see why so many Mail Sales don't seem to do it. We're talking real ethical questions here.



The hardest question of all is "What would you do if you knew that no one would ever find out?" Well every mail sale operator faces that question when someone bids \$100 for a lot and the next high bid is \$70. Don't be too sure what you would do until you actually get into the situation. Reducing those bids lowered the realization by hundreds of dollars - and made me realize the value of getting more bidders into the sale. The more bidders the less likely any great aberration are - at least on the low side.

Another fascinating thing was that while some lots got 1 or 2 bids, some really attracted people. I think that the lots with the most bids are the lots with items most likely to go up in price - everyone wants them and doesn't have them. Here are some for instances - check their prices in 12 months and see if they have done better than the other PNCS.

**Table 2 - Items that got a lot of bids**

Stamp	Format	Use	No of bids	% win
20 Pumper #11	PS5	Mint	15	80
17 Auto PC Type C #2	PS5	Mint	14	85
20 Flag #14	PS5	Mint	14	71
20 Flag PC #14	PS5	Mint	13	85
9.3 Mail Wagon #6	PS5	Mint	10	75
18 Surrey #11	PS5	Mint	10	100
18 Surrey #15 & 16	PS5	Mint	9	108
17 Auto PC Type C #3	PS5	Mint	9	80
7.4+7.4 Buggy PC	PS5	Mint	8	70
17 Auto #6	PS5	Mint	8	85
18 Surrey #7	PS5	Mint	8	85
5.2Sleigh PC #1	PS5	Mint	7	70
5.2Sleigh PC #2	PS5	Mint	7	70
5.2 Sleigh PC #6	PS5	Mint	7	64
18 Surrey #13 & 14	PS5	Mint	7	100
18 Surrey #17 & 18	PS5	Mint	7	116
20 Flag #9	PS5	Mint	7	100
22 D #1	PS5	Mint	7	83
20 Consumer #3	PS3	Mint	8	70
20 Consumer #4	PS3	Mint	7	64
9.3 Mailwagon PC #8	PS1	Used	9	95
18 Flag #7	PS1	Used	7	84
13. Police Wagon #1	PS1	Cover	11	1.25
7.6 Carreta #1	PS1	Cover	10	90
15 Tugboat #1	PS1	Cover	8	87
5.3 Elevator #1	PS1	Cover	8	90
20 Flag #4	PS1	Cover	8	70
Pumper 9,10,13	PS1	Covers	7	80

What does this auction tell us about the market? I'd say first, that it is healthy. Second we have passed thru the period when prices were skyrocketing as new collectors far outstripped supply. Now we've settled into the phase of prices and collecting where things are somewhat stable. A few items are going up, but most are steady. Here's a reasonable assessment of how prices go for buyer and seller in this phase. All percentages are of dealer list, not catalog.

Dealer buys collection	25-30%
Auction minimum single item	40%
Auction client net after commision	48%
Auction expectation	60%
Trade value with dealer	60%
Buy at list	75%-100%

Notes: Dealers would expect to sell the collection at 60% in an auction. Some of it won't sell, of course. There is hidden damage, items too inexpensive to sell, etc.

The auction minimum is the lowest that a collector can reasonably expect to pay. Of course buying at auction you take what comes, rather than ordering what you want next. The best strategy for auction buying is to want more items than you can buy - this allows you to bid low on many lots in the hopes of getting a few. On the other hand if you see something in an auction which you really want your strategy is to bid high for it - I would say 70-80% of list would give you a good chance and over list you are almost certain to get it.

If you sell thru an auction you can expect to get, roughly, 60%-20% of that as commission = 48% of list. But items under about \$10 each are harder to sell, and you may get less for them if they have to be lumped together to sell them. Sometimes "large lots" or "collection remainders" as these lots of less expensive items are called will go for 15%-20% of list, or even face. Look for them with "suggested bids" rather than "Catalog value", as a way that the mail sale can maintain a 40% minimum and yet let you buy for less.

Most dealers will trade for your very good item. I have a policy of trading for anything F-FV or better. I offer 50% on under \$15 items, and 70% above.

"List" allows a range of discounts for people buying over \$50, \$100 etc. depending upon the dealer. You are most likely to get these discounts when buying better items. That's also when you are most likely to get what you pay for - I mean that a dealer will probably not sell you his best copy at 25% off. Instead he'll sell you.....well, you see what I mean.

Comments are welcome -

## Membership Report

### New Applicants

David Sills	El Paso, TX
Donald Kuske	Independence, MO
Mary Ellen Mitchell	Birmingham, MI
John Koch	Patchogue, NY
John Connolly	Carlsbad, CA
Mark Swan	Boulder Creek, CA
Thomas Adams, Jr.	Westwood, NJ
Albert Elleck	Leesburg, FL
A. J. Miller	Tucson, AZ
William Burke	Newport, RI
Morgan Johnson	Kissimmee, FL

### Reinstated

John Goudie (#127)

### Changes of Address

Robert F. Gray
P.O. Box 12531
Austin, TX 78711-2531
Mac Johnson
279 Roan Dr.
Eugene, OR 97401

### Membership Summary

403	April Report
+11	New Applicants
+ 1	Reinstated
415	Currently Active

# Briefly...

**Rob Washburn** received two silver medals at the Cardinal Spellman Museum Literature Fair March 24 for his two books, PNC Varieties and PNCs on Cover.

**Ed Gould** reports finding an 8.4¢ with #2 whole at the top.

Thanks for contributions of postage: **Margaret Gurtshaw**, \$9.90, and **Chuck Morton**, \$33.04.

Those accumulators of PNCs on commercial covers universally report that the following 25¢ Flags seem to be in shorter supply: #2,3,6, and 8 pre-phosphored; #7 and 9 block tagged.

**Alan Thomson** last month presented a partial list of 25¢ roll sizes. **Burt Robbins**, **Gene Ernst**, and **Al Cibulskas** have supplied additional information:

### 25F Roll Sizes

#	Size			8i	A,B*,C*	Key
1	B,C	5	A	9		A - 100
2	A,B	5i	A	9i	A	B - 500
2i	B*,C,D	6	A	10i	A	C - 3000
3	A,B,C	7	A	11i	A	D - 10000
3i	B*,C,D	7i	A	13i	A	i - prephosphored
4	B,C	8	A,B,C	14i	A	* - has 'P' on label

**Don Eastman** reports the appointment of an Advertising Committee headed by **Jack Dineen** and **Ed Gould** to actively solicit dealer ads for Coil Line.

**Hal Helfrich**, P.O. Box 712, Media, PA 19063 manufactures rubber stamps, and offers a 25% rebate to the PNC3 treasury for any order placed by a PNC3 member. If you need a rubber stamp for your return address or for your precancel use permit, write for his catalog; be sure to mention your PNC3 membership if you order.

A new "earliest use" is reported on cover for the 18¢ Surrey #7: July 7, 1981.

An auction item listed and illustrated on page 6 (lot 322) was withdrawn. It received a high bid of \$130, which was short of the reserve which the consignor had established with the auction house. It is cryptically noted as "controversial cover, maker says only 14 exist." This, of course, is the famous 6¢ precancel FDC which surfaced long after the "first day." It was originally offered by R&D Enterprises. **Ken Lawrence** inquired as to the name of the box holder at R&D's mailing address, and discovered it belonged to Wayne Anmuth, who held an executive position at USPS headquarters at L'Enfant Plaza in Washington, D.C. There have been charges that these FDCs were not cancelled during the first day period, and Anmuth was re-assigned to another job in another postal facility pending further investigation. An internal investigation commenced, and the FBI even borrowed an example of the FDC from a collector who had purchased one to analyze in its lab. The cover was subsequently returned in something less than its original condition. Anmuth has denied any wrongdoing. Linn's intends to report fully on this investigation, but is waiting for the "other shoe to drop." Collectors, meanwhile, ought to be aware that this cover is under a cloud, and take this into account when purchasing or bidding on one.

# DMM

The following are a few scattered items from the Domestic Mail Manual of possible interest to collectors. The numbers are DMM section numbers.

**146.32 Use of Postage Stamps, Permit Imprints, or Customer Meter Strips.** Postage stamps, permit imprints, and customer meter strips may not be used for payment of postage due, except by Government agencies as provided by 137.265h.

**146.4 When Not Collected** When it is apparent from the impression of a cancellation that a postage stamp or stamps have been wholly or partially lost, the piece must be handled, in the absence of contrary evidence, as if correct postage had been paid for the class and weight of the piece. Handle registered mail requiring additional postage in accordance with 911.26.

**147.112 Damaged in Customer's Possession.** Stamps which are damaged or otherwise become unusable for postage because of humidity, moisture, or other causes while in a customer's possession may be exchanged at full value only for an equal number of stamps of the same denomination. Unserviceable stamps accepted from customers under these conditions must be those which have been on sale at post offices within 12 months preceding the transaction. Quantities of the same denomination in excess of \$10 must be returned in the same configuration as when purchased: i.e., sheets, coils, booklets. Each such transaction is further limited to stamps with a total value of \$100 or less from each customer.

**147.13 Unserviceable Postal Stationery and Unused Precanceled Stamps.** Unserviceable and spoiled stamped envelopes or postal cards, if ~~uncanceled~~, and unused precanceled stamps and postal cards, will be exchanged for other postage-stamped paper as follows:

*f. Unused precanceled stamps in full coils and in full sheets returned from precanceled permit holders, for 95 percent of postage value.*

## **147.14 Conversion of Postage Stamps to Other Forms of Postage**

**147.141 General.** Mailers may submit postage stamps for conversion to a meter-setting or advance deposit for permit imprint mailings under the conditions set forth in 147.142 through 147.146. A conversion charge of 10 percent of the face value of the stamps or \$250, whichever is greater, will be deducted when the stamps are converted. No part of any amount applied to a meter-setting or trust account from the conversion of postage stamps will be later refundable in cash or by any other means.

**147.143 What May Be Converted.** Only full panes of stamps, or coils of stamps in the original sealed wrappers, will be accepted for conversion. Commemorative stamps issued no earlier than 1 year prior to the date of the request for conversion or issues of regular stamps which have not been officially withdrawn from sale at the Philatelic Sales Division will be accepted under these conditions.

# Ads

**Wanted:** Plate strip of 5. Bee imperf coils #1 and #2. Also "missing bee" strips of 3 or 5, with or without plate numbers. Have 9.3¢ 5/6 and 5.2¢ 3/5. Willing to buy or trade. Raphael Peretz, 16-37 Utopia Pkwy., Whitestone, NY 11357.

**Wanted:** TAG SHIFTS and other TAG varieties. Coil strips with and without plate numbers. Describe, send sample; prompt offer. TAG SHIFT HARRY MUEGGENBURG, 3525 Bluff Ct., Carmichael, CA 95608.

**Wanted:** New Issues PNCs. Trade or Buy, face +10% minimum. Write first. Send list to Red Raider Stamps, 4123 W. 18th, Lubbock, TX 79416-6008.

**NEW AND IMPROVED!!** Lots of new listings and ILLUSTRATED!! 1990 editions of PNCs ON COVER and PNC VARIETIES. PNCs ON COVER-- "a must for cover collectors"--\$7.50. PNC VARIETIES--"the most comprehensive listing of PNC varieties available anywhere"--\$12.50. Special: Save \$2 when you buy both--\$18.00 postpaid. Rob Washburn, P.O. Box 840, Skowhegan, ME 04976.

**PNC Commercial Covers**--Non-PNC junk mail covers and bee varieties on cover. Also used PNC singles. Will sell or trade by want list. Mac Johnson, 279 Roan Dr., Eugene, OR 97401. (503) 342-3413.