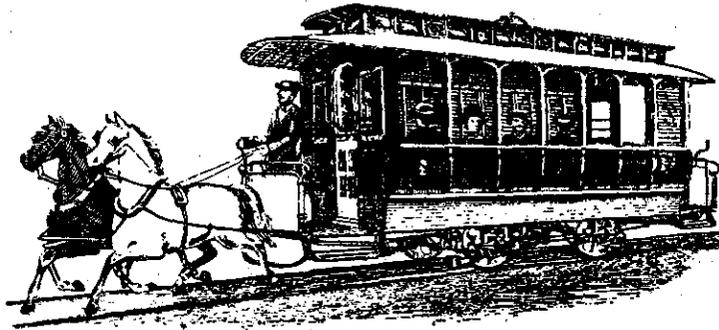


THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



J. M. Coffee, Jr.
Editor

P. O. Box 1204
Boston 4, Mass.

VOLUME 6

JANUARY, 1952

NUMBER 1

It is with an enormous amount of pleasure that I may finally, at long last, announce that we now have acquired the electric mimeograph machine. The machine, a brand-new model--electric--made by the Hart Manufacturing Company of St. Paul, Minnesota, cost a total of \$347.15. The actual price was \$327.50 to which was our little share in the cost of Government in the form of a federal tax of \$19.65. It was also necessary to purchase a table for the machine, costing \$14.50.

Consequently this is the first regular issue printed by our own machine. As I type these words I have not yet practiced with the machine at all, hence if my first work with the new machine leaves something to be desired, please bear with me. Mimeograph machines are temperamental, like people. It takes time to become acquainted with them.

Beginning with the February issue, there will be no limits on the size of the issues. There is a good deal of unpublished material on hand, but this will be used up quickly. So please honor us by sending in additional stories and articles for publication in the new, expanded, Fare Box.

Mr. Laflin, the Secretary, reports that less than half of the present members of the A.V.A. have mailed in their 1952 dues. You have until the end of this month to get them in and insure continuity in receiving The Fare Box. Persons who have not sent in their dues by January 31 will not receive the February issue. In view of our great projects for 1952, including bigger issues of The Fare Box, and the new edition of the Check List, and our acquisition of a mimeograph, I should think members would be especially eager to send in their dues. So please put it off no longer; send that two bucks to Quincy right away.

Inside this issue members will find a copy of President Kimmons' letter to the Executive Board of the A.V.A. Every such letter will be printed in full in The Fare Box from now on; hence members will be able to keep right up to date on the actions of their officers. Official policy, decisions, and actions, will be no mystery to members during Mr. Kimmons' administration. I might add that, while the letters are directed primarily to your officers for actions, every member may nevertheless write the President or other officers and offer opinions and suggestions on any subject. I am sure any proposition submitted by a member to Mr. Kimmons will be placed before the Board by him.

Inasmuch as the mimeograph machine was not delivered until the morning of January 15, this issue will be a few days late. Its size is limited because the Editor is particularly pressed for time this month.

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521 East Live Oak Street
Austin 4, Texas
December 27, 1951

To the Executive Board of the
American Vecturist Association

Gentlemen:-

First of all, I desire to extend my congratulations to each of you at having been elected an officer of this Association, and thereby a member of this Board. I assure you that it will be a pleasure to work with you on the many problems that will require your vote and comments.

As you are well aware the President acts as the clearing house for information among ourselves, each of you as well as all other members of A.V.A. will from time to time as the occasion warrants write to me calling my attention to situations which you believe merit attention and action. When there are matters which call for action by the Board, I will write to you in this fashion, discussing such issues as broadly as possible, and setting forth a specific proposition. When you have digested the subject matter, you can either write me at length, indicating your views on any or all of the issues, or merely send me a postcard indicating a YES or NO, or FOR or AGAINST vote.

At this time I wish to submit to you several propositions for consideration. Application has been filed with the Secretary in good form, and I therefore submit his name for membership: Proposition 1, No. J-132. Junior Member, Harry C. Reynolds - 1025 Morgan Avenue - Drexel Hill, Pa. Age 14, student. Collecting for two years, has 200 pieces; collects U.S. only; does not use a check list; subscribes to The Fare Box.

Proposition 2. I want to submit the names of Chris J. Cook, of Cuyahoga Falls, Ohio, and Donald E. Johns, of Seattle, to be known as Assistant New Issues Editors, taking care of each state on their respective sides of the Mississippi River. These men are to work with Mr. Atwood in verifying new issues reported before being published in The Fare Box.

Proposition 3. I wish to submit the names of three members to act as a committee for rewriting and bringing our constitution and by-laws up to date. I feel that these men are well qualified by past experience in this sort of work, as well as putting such provisions into legal terms. I submit the names of Mr. Edgar Levy of Colorado Springs, Colo., as Chairman; Mr. Max M. Schwartz of New York, and Mr. Ben T. Barraclough of Minneapolis, as members.

I would like to have your suggestions as to members to be appointed in various parts of the United States, as well as one member of the Minneapolis Club and one member of the Seattle Club, to be known as Associate Editors of The Fare Box.

Our Treasurer has forwarded a check to our Secretary for the A.V.A. dues of the American Numismatic Association for 1952, with which we are affiliated.

I have asked Mr. Coffee to send me an operating statement for the latter half of 1951. I believe he has spent some money from his own pocket, which must be replaced by the A.V.A. treasury. I shall also want your vote on advancing Mr. Coffee enough money to take care of publishing The Fare Box for first six months of 1952.

May I have an early reply from each of you, and if you have any suggestions or propositions which will help our organization as a whole, feel free to contact me at once, and let us try and make this a more understanding and friendly A.V.A.

Fraternally yours,

Eroy L. Kimmons, President

(copies mailed to)
Mr. R. K. Frisbee
Mr. Quincy A. Laflin
Mr. Thomas F. Williamson
Mr. William L. Black
Mr. John M. Coffee, Jr.

TOKENS OF HUDSON AND MANHATTAN RAILROAD COMPANY

By Albert Field

The Hudson Tubes had five tokens, and it looks now as if that is all they will ever have. Two of these tokens were for regular use, and the other three were used because H & M has a special problem. A token entitles a passenger to ride as far as Journal Square (Jersey City). Those who wish to go on to Newark must have tickets which are collected between those two points. During rush hours an agent stands by the turnstiles; those who have tickets are let through a special gate. But it is not economical to station a man there at all times of the night and on holidays. Consequently the company used a second token to let ticketed passengers through the turnstiles. There have been three of these special tokens.

From 26 June 1946 to 26 November 1946 regular tokens were sold at 11 for \$1; they were 16mm. cadmium-plated. During this period ticketed passengers used the same token copper-plated (unlisted). From 26 November 1946 to 19 March 1950 the fare was 10¢ straight. Ticketed passengers used a token with a collar (unlisted). From 19 March 1950 to 13 December 1951 the fare was 15¢ and the same tokens were used (NY 630 W). During this period ticketed passengers used the solid brass token (NY 630 AV). On 13 December 1951 the fare was raised to 20¢. The regular token has been dipped in brass. Now ticketed passengers use the same solid brass token.

Within two months the use of tokens will be discontinued completely and any left in the hands of the public will have to be taken to the company offices for redemption. The tokens for ticketed passengers were not sold to the public; they were to be used by them to pass the turnstiles and remained at all times the property of the company. Therefore any such tokens in the hands of passengers or collectors are, in effect, stolen. (Editor's note: Thus, in any event, runs the reasoning of the Big Men at H & M)

Bill Franklin, Treasurer, was very pleasant but had no power to sell these. However the Assistant Vice President, W. L. Drill, has authorized me on behalf of the AVA to buy the solid brass ones for members. (Of course, I can buy the plain and brass-plated regular ones, too--though not the copper-plated, which seem to have vanished.) The collared tokens cannot be made available at present.

On February 16, therefore, I will take to the H & M your orders for tokens. For the solid brass ones (630 AV) there is no other source in the world. I'll be glad to supply members at cost-plus-postage on the three that are available.

FIRST ELECTRIC STREET CAR IN EVANSVILLE, INDIANA

By Ivan B. Cline

At two o'clock in the morning of September 15, 1892, the first electric street car was seen in Evansville, Indiana. It ran up Second Street to Hayne's Drugstore, up Third Street to Washington Avenue, and out Washington Avenue to the fair grounds. It then returned to Main Street by way of Third Street.

The first car was run by John Cash, who later became superintendent of the company. "It certainly woke them up," said Mr. Cash. "People ran to their windows in their night clothes and cheered the car."

Near Hayne's they had some trouble and hundreds of people massed around the car. Owing to the gravel and dirt on the tracks there were constant flashes of electricity beneath the car wheels, making quite a flashing spectacle.

It was at this time that IND 280 B tokens became effective, selling for 7¢ each or four for a quarter.

FOR SALE - to highest bidder before publication of February 1952 Fare Box. Collection of 2270 pieces, 223 of which are duplicates. Valued at \$350. Total collection, or individually by state and country are as follows: Ala 18 pieces \$2.50; Ariz 11 \$1.50; Ark 25 \$3; Calif 176 \$19; Colo 54 \$6.50; Conn 27 \$3; Dela 9 \$1; Fla 56 \$7; Ga 46 \$5.50; Ida 10 \$1.50; Ill 130 \$20.50; Ind 72 \$8; Iowa 58 \$9.50; Kans 60 \$8; Ky 51 \$7; La 8 \$1; Maine 3 50¢; Md 17 \$2.50; Mass 30 \$4; Mich 70 \$9; Minn 66 \$9; Miss 19 \$3; Mo 89 \$14; also 23 zone checks 3 full sets of 6 each \$1.00; Mont 14 \$2; Neb 36 \$9; Nev 2 25¢; NH 10 \$1.50; NJ 18 \$3; NM 12 \$2.50; NY 146 \$20.50; NC 35 \$4; ND 21 \$2.50; Ohio 106 \$16; Okla 49 \$7; Ore 29 \$3.50; Penn 137 \$20.50; RI 6 \$1; SC 22 \$2.50; SD 9 \$1.50; Tenn 34 \$6; Tex 106 \$11.50; Utah 21 \$2.50; Vt 3 50¢; Va 46 \$7; Wash 114 \$17.50; W.Va. 22 \$3; Wis 39 \$7.50; Wyo 13 \$2; DC 20 \$4; Alaska 9 \$2; Hawaii 21 \$3; Canada 8 \$4; Norway 1 25¢; France 1 25¢; Philippines 2 50¢; China 4 \$1; Mexico 2 50¢; Germany 12 \$3; British Isles (Scotland 11, England 42) 53 \$10; Costa Rica 2 50¢; FOR INTERESTED PARTIES I HAVE BACK ISSUES OF THE FARE BOX as follows: 1947 Oct, Nov, Dec; 1948 all except Jan; 1949 all except Mar, Apr, May; 1950 and 1951 complete. From St. Louis Public Service Co. transfers from almost all lines many of which have been discontinued; 2 years of weekly passes plus miscellaneous literature and 2 check lists indexed in 5 loose-leaf notebooks. Further information will be given upon receipt of stamped self-addressed envelope. Also have collection of tax tokens from about 10 different states.

DON L. BROWNE - 1327 Highland Terrace - Richmond Heights 17, Mo.

BARGAIN FOR NEW COLLECTORS: 54 tokens for \$3.00; Calif 300 D, 745 I; Colo 760 G; Conn 305 A; Del 900 C; Fla 380 F, 380 H, 530 E, F, 960 G; Ill 270 B; 760 F; Ind 110 B or 660 B; Ky 510 AP; Mass 135 A, 760 C; Minn 540 K, 540 N; Mo 440 B, 910 B, 910 C; Neb 420 F, 780 R; NY 10 F, 10 I, 80 B, 80 J, 80 M, 105 C, 230 F, 265 B, 780 E, 875 E, 875 G; ND 320 G; Ohio 535 E, 990 B; Okla 640 B; Penna 440 B, 705 B, 750 CC, 765 V; RI 700 E; SC 310 D; 840 A; Tex 50 J; Va 580 N. Write

Miss Ione E. Kibbe - 497 Fern St. - West Hartford 7, Conn.

Will trade large transportation tokens for post cards mailed prior to 1915. What am I offered?

W. L. Carr - 2648 Pelton Avenue - Akron 14, Ohio

Only authorized issue of H & M solid brass tokens (NY 630 AV). This token is not for sale to the public, but members of the AVA may get copies by sending 20¢ (actual cost) before February 15, 1952. All H & M tokens will be discontinued soon; others available are 630 W (the ordinary token, used to be 15¢, now costs 20¢) and the same token brass-plated (same price). Please include postage for reply. See story in this issue.

Albert Field - 5 West 63rd St. - New York 23, N.Y.

Let's swap tokens - send me 10 to 15, all different, I'll send you 10 to 15 all different. Who knows...you may add a couple to your collection.

John G. Nicolosi - 5646 Fountain Ave. - Hollywood 28, Calif.

For sale at catalog prices, if you send a stamped envelope: Conn 35 J 10¢; Fla 520 A 15¢; Ill 640 A 15¢; Iowa 480 C 10¢; Maine 40 A 15¢; NY 35 G 10¢; NY 830 D 10¢; DC 500 F and G 25¢ each. I have about 6 of each.

Morton Dawson - 285 Price Blvd. - West Hartford 10, Conn.

SWAP - 50 different 10¢ tokens for 50 of yours. Wanted, all back issues of The Fare Box prior to September issue of 1948. Will pay premium for March, April, and May, 1949, issues.

Harold Ford, Jr. (AVA #124, STTC #45) - Box 211 - Wadsworth, Kansas

FOR COLLECTORS WHO ARE WILLING TO PAY GOOD PRICES FOR GOOD TOKENS, I have one each of these rare tokens for sale for cash-in-advance, as follows: IND 980 E at 50¢; Ohio 745 E at 50¢; Mass 45 A at 50¢; and the very rare yellow employee token from Louisville, KY 510 D at \$5.00. First come, first served.

John M. Coffey, Jr. - P.O. Box 1204 - Boston 4, Mass.

RATES FOR ADVERTISING IN THE FARE BOX

Per line.....	\$0.25	Half Page.....	\$4.75
Quarter Page.....	2.50	Full Page.....	8.00

A.V.A. Members are entitled to 5 lines of free advertising in each issue, and a 30% discount on larger amounts.

Supplement to the National Check & Premium List

By Roland C. Atwood

ALABAMA

Sheffield 740 (reported by Max M. Schwartz)
 A WM 23 Bar Shoals Transit, Inc. Sheffield, Ala. (bus) \$0.10
 Good For One Fare (bus)

GEORGIA

Atlanta 60 (reported by Max M. Schwartz)
 R WM 20 Sd Atlanta Transit Company .10
 Going Your Way Every Day One School Fare

INDIANA

Indianapolis 460 (R.C.A.)
 AC o Cb 23 Sd Citizens St. R.R. Co. Indnpls. One Fare 3.50
 (streetcar)

KANSAS

Neodesha 680 (reported by Max M. Schwartz)
 B o B 29 Sd Johnson Hack Line Good Between Depot and Hotel Tel. 12 3.50
 25
 C o B 29 Sd Johnson Hack Line Good Between Depot and Hotel's Tel 12
 Neodesha 3.50

KENTUCKY

Covington 150 (reported by Max M. Schwartz)
 F S 16 L-sc C.N. & C. Ry. Co. Green Line O.G. Vandersmith Gen.Mgr. .10
 Good For One Fare Green Line (zinc-plated)

MICHIGAN

Muskegon 680 (reported by Morton Dawson)
 P WM 16 P-sc Peoples Transport Corp. .10
 Good For One Fare Muskegon

NEW JERSEY

Atlantic City 20 (reported by Morton Dawson)
 D B 16 J Atlantic City Jitney's .10
 Good For One Fare
 Gloucester 290 (reported by Max M. Schwartz)
 E o B 24 Sd Carcussell One Ride (inouse) 3.50
 (blank)

NEW YORK

New York 630 (R.C.A.) (AW by Field) (AX by Dawson)
 AQ B 16 Bar Orchard Beach Turnstile S.T.C. .15
 Good For Two Zones S.T.C.
 AW WM 16 H-sc H & M One Fare .20
 (same as obverse)
 AX WM 16 Sd Avenue B & East Broadway Trans. Co. (bus) .10
 Transfer Exchange (bus)
 Poughkeepsie 760 (reported by Max M. Schwartz)
 C WM 16 P Poughkeepsie & Wappingers Falls Ry. Co. .10
 Good For One Fare (in continuous line)

NORTH CAROLINA

Asheboro 30 (reported by Max M. Schwartz)
 C WM 16 A Asheboro Coach Co. .10
 Good For One 10¢ Fare

OHIO

Canton 125 (R.C.A.)
 M K 20 Sd Dueber Ave. Bus Line One Fare .15
 (same as obverse)

TEXAS

Fort Worth 340 (reported by Max M. Schwartz)
M WM 16 F Fort Worth Transit Co. Inc. 1950
Good For One City Fare W.A. Robertson

\$0.10

UNIDENTIFIED (reported by Morton Dawson)
B 16 Bar Atlantic Greyhound (bus)
Good For Return Trip

ENGLAND

Whitburn 860 (reported by Eroy L. Kimmons)
D o B sq Pc The Harton Coal Company Limited Lamp Pass
(blank)

1.00

CORRECTIONS

Change Alaska 300 E to 35¢. Change NY 630 AV to 15¢. Delete NY 630 V, this is now verified as not a transp. token. Change NY 630 J to Pt, not lead. Delete Calif 575 O, this is an error (mutilated). Correct Ind 680 C--like B but "Good For One Fare" the reverse is Good For One Fare in continuous formation. Correct Okla 860 P - reverse should be Good For One School Fare (bus). Pa 750 PP is brass-plated. Correct Eng 860 B and C - should read (B) The Harton Coal Company Limited Workman's Railway Pass/This Pass Only Available When travelling to and From Work. (C) The Harton Coal Company Limited Workman's Railway and Lamp Pass/This Pass Only Available When Travelling to and From Work. Correct Md 60 F to read C. & S. R'y. Co. Transfer on obverse. Pa 930 C is bronze (silver-plated).

INTRODUCING MR. JOHN G. NICOLosi

I was born in St. Louis, Missouri, in 1913. As a boy, I sold newspapers. At the age of sixteen, I started working in cafes, nightclubs, and hotels. I have worked as waiter and headwaiter for over twenty-two years in the states of Missouri, Colorado, and California. During this time, I collected match covers and "first day covers" (envelopes with anniversaries of historical events, as well as the matching stamps). Sports of all kinds also is a great hobby of mine.

I served four years in the Armed Forces in the United States, Italy, Africa, Puerto Rico, Panama, and Mexico. Because of a leg injury while in the armed forces I discontinued my previous occupation.

In 1938 I became interested in collecting U.S. coins. In 1946 I started collecting foreign coins. One day while looking through some foreign coins I noticed quite a few transportation tokens which interested me a great deal. From then on I took the collecting of these tokens more seriously. However, I still do collect U.S. and foreign coins, although now "transportation tokens first" is my motto, as these are most fascinating and educational.

In 1949 I became a member of the Collector's Exchange Bank (C.E.B.). In 1950 I became a member of the A.V.A. of which I still am a member and hope to be for years to come. It is indeed a great pleasure to correspond with other collectors of the A.V.A.

Mr. Rudolph reports that he has written the Land o' Lakes Bus Company at Antigo, Wisconsin. Although the token is listed as being from that city on page 97, Mr. Rudolph says he received word from the company that they do not use tokens. Any further light on this will be interesting. Hal Daggett reports that the Port Townsend, Wash., tokens are now obsolete, the bus company having ceased to operate.

Check List of Foreign Transportation TokensBy Roland C. AtwoodSWEDEN (continued)

Gothenborg 300 (continued)

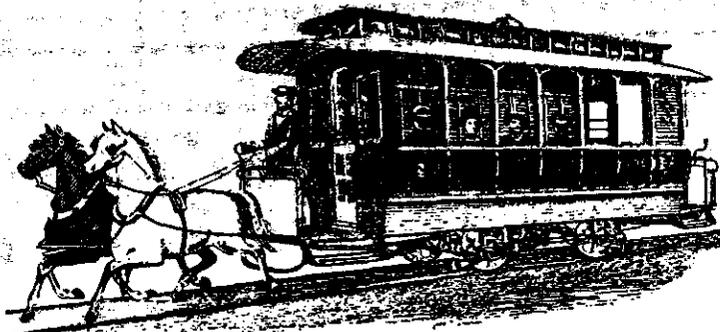
AI o B oc Sd	Goteborgs Angslups Aktie-Bolag 50 (60 counterstamped) (blank)	\$2.50
AJ o B oc Sd	Goteborgs Angslups Aktie-Bolag 60 (blank)	2.50
AK o B oc Sd	Goteborgs Angslups Aktie-Bolag 60 (5 over 6) (blank)	2.50
AL o B ov Sd	Goteborgs Nya Angslups Aktie-Bolag 2 Ore (1872) C.C. Sporrang (in circle) & Co. Stockholm	1.50
AM o B 29 Sd	Goteborgs Nya Angslups Aktie-Bolag 3 Ore (1872)(sc) C.C. Sporrang (in circle) & Co. Stockholm	1.00
AN o B 25 Sd	Goteborgs Nya Angslups Aktie-Bolag 5 Ore (1872)(sc) C.C. Sporrang (in circle) & Co. Stockholm	1.00
AO o WM 24 Sd	Goteborgs Nya Angslups Aktie-Bolag 8 Ore (1872) C.C. Sporrang (in circle) & Co. Stockholm	1.00
AP o B oc Sd	Goteborgs Nya Angslups Aktie-Bolag 6 Ore (5 overst.)(1872) C.C. Sporrang (in circle) & Co. Stockholm	1.00
AQ o B oc Sd	Goteborgs Nya Angslups Aktie-Bolag 6 Ore (1872) C.C. Sporrang (in circle) & Co. Stockholm	1.00
AR o K sc Sd	Goteborgs Nya Angslups Aktie-Bolag 10 Ore (1872) C.C. Sporrang (in circle) & Co. Stockholm	1.00
AS o K 21 Sd	Goteborgs Nya Angslups Aktie-Bolag 10 Ore (sc)(1872) S.O. Morrel & Co. Stockholm	.50
AT o B sq Sd	Goteborgs Nya Angslups Aktie-Bolag 12 Ore (1872) C.C. Sporrang (in circle) & Co. Stockholm	1.00
AU o B oc Sd	Goteborgs Nya Angslups Aktie-Bolag 15 Ore (1872) C.C. Sporrang (in circle) & Co. Stockholm	1.00
AV o WM oc Sd	Goteborgs Nya Angslups Aktie-Bolag 20 Ore (1872) C.C. Sporrang (in circle) & Co. Stockholm	1.00
AW o WM oc Sd	Goteborgs Nya Angslups Aktie-Bolag 20 Ore (1872) S.O. Morrel & Co. Stockholm	.50
AX o WM ov Sd	Goteborgs Nya Angslups Aktie-Bolag 25 Ore (1872) S.O. Morrel & Co. Stockholm	1.00
AY o B ob Sd	Goteborgs Nya Angslups Aktie-Bolag 20 Ore (1872) C.C. Sporrang (in circle) & Co. Stockholm	1.00
AZ o B ob Sd	Goteborgs Nya Angslups Aktie-Bolag 25 Ore (1872) C.C. Sporrang (in circle) & Co. Stockholm	1.00
BA o B 23 Sd	Goteborgs Nya Angslups Aktie-Bolag 30 Ore (1872) C.C. Sporrang (in circle) & Co. Stockholm	1.00
BB o B ov 2-ch	Goteborgs Nya Angslups Aktie-Bolag 40 Ore (1872) C.C. Sporrang (in circle) & Co. Stockholm	1.00
BC o B Pe Sd	Goteborgs Nya Angslups Aktie-Bolag 50 Ore (1872) C.C. Sporrang (in circle) & Co. Stockholm	1.00
BD o B oc Sd	Goteborgs Nya Angslups Aktie-Bolag 50 Ore (1872) C.C. Sporrang (in circle) & Co. Stockholm	1.00
BE o B 27 Sd	Goteborgs Nya Angslups Aktie-Bolag 75 Ore (1872) C.C. Sporrang (in circle) & Co. Stockholm	1.00
BF o B hx Sd	50 (incuse)(1869) (blank)(Goteborg to Langedrag)	2.00
BG o K ob Sd	Surte (1856) (blank)(Goteborg to Surte)	2.50
BH o B ov Sd	Goteborgs Stads Farjor Och Angslupar 4 Ore C.C. Sporrang (in circle) & Co. Stockholm	.50
BI o B ov Sd	Goteborgs Stads Farjor Och Angslupar 5 Ore (so) C.C. Sporrang (in circle) & Co. Stockholm	.50
BJ o B oc Sd	Goteborgs Stads Farjor Och Angslupar 25 Ore C.C. Sporrang (in circle) & Co. Stockholm	.50

Göteborg 300 (continued)			
BK	o B 20 Sd	Göteborgs Stads Farjor Och Angslupar 40 Ore C.C. Sporrang (in circle) & Co. Stockholm	1.00
BL	o B sq Sd	Göteborgs Stads Farjor Och Angslupar 60 Ore C.C. Sporrang (in circle) & Co. Stockholm	1.00
BM	o B 27 Sd	Göteborgs Stads Farjor Och Angslupar 1 Krona C.C. Sporrang (in circle) & Co. Stockholm	1.00
BN	o B tr Sd	Göteborg Nya Angsl. A.B. 100 C.C. Sporrang (in circle) & Co. Stockholm	1.00
BO	o B sq Sd	Göteborg Nya Angslups A-B 1.50 C.C. Sporrang (in circle) & Co. Stockholm	1.00
BP	o B 20 Sd	(Arms & crown)(2 var - large & small crown) (ear)	.35
BQ	o B 23 Sd	G H S 8 (so) C.C. Sporrang (in circle) & Co. Stockholm	.25
BR	o B ov Sd	G H S 90 (so) C.C. Sporrang (in circle) & Co. Stockholm	.25
BS	o B 23 Sd	G H S 9 (so) Edw. Sonnergren Göteborg ES	.25
BT	o B 23 Ch	G H S 9 (so) Edw. Sonnergren Göteborg ES	.25
BU	o B tr Sd	G H S 15 (blank)	.25
BV	o B tr Sd	G H S 30 Edw. Sonnergren Göteborg ES	.25
BW	o B tr Sd	G H S 15 Edw. Sonnergren Göteborg ES	.25
BX	o B ov Sd	G H S 90 (so) Edw. Sonnergren Göteborg ES	.25
BY	o B 23 Sd	Göteborgs-Sparvagar Barnpollett 1921 (crest) Inloses Efter Styrelsebeslut	.25
BZ	o A 23 Sd	Göteborgs-Sparvagar Barnpollett 1921 (crest) Inloses Efter Styrelsebeslut	.25
CA	o Bz 23 Sd	Göteborgs-Sparvagar Barnpollett 1921 (crest) Inloses Efter Styrelsebeslut	.25
CB	B 20 Sd	Göteborgs-Sparvagar Pollett For Vuxna 1924 (crest) Inloses Efter Styrelsebeslut	.20
CC	WM 20 Sd	Göteborgs-Sparvagar Pollett For Vuxna 1924 (crest) Inloses Efter Styrelsebeslut	.20
CD	Bz 20 Sd	Göteborgs-Sparvagar Pollett For Vuxna 1924 (crest) Inloses Efter Styrelsebeslut	.20
CE	B 20 Tr-so	Göteborgs-Sparvagar Pollett For Vuxna 1949 (crest) Inloses Efter Styrelsebeslut	.20
CF	B 22 Sd	Göteborg Farjetrafik Pollett For Vuxna (so) Inloses Efter Styrelsebeslut	.20
CG	B 22 Ch	Göteborg Farjetrafik Pollett For Vuxna (so) Inloses Efter Styrelsebeslut	.20
CJ	B ov Sd	Göteborg Farjetrafik Pollett For Kordon (so) Inloses Efter Styrelsebeslut Pollett For Kordon	.20
CK	B ov Ch	Göteborg Farjetrafik Pollett For Kordon (so) Inloses Efter Styrelsebeslut Pollett For Kordon	.20
CH	B 22 Sd	Göteborg Farjetrafik Barnpollett (so) Inloses Efter Styrelsebeslut	.20
CI	B 22 Ch	Göteborg Farjetrafik Barnpollett (so) Inloses Efter Styrelsebeslut	.20
CL	B sq NATT-so	Göteborgs Farjetrafik Inloses Efter Styrelsebeslut Sporrang & Co. Stockholm	.20
CM	B sq NATT-so	Göteborgs Farjetrafik Inloses Efter Styrelsebeslut Sporrang & Co. Stockholm	.20
CN	B sq NATT-so	Göteborgs Farjetrafik Inloses Efter Styrelsebeslut Sporrang & Co. Stockholm	.20

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Association



J. M. Coffee, Jr.
Editor

P. O. Box 1204
Boston 4, Mass.

VOLUME 6

FEBRUARY, 1952

NUMBER 2

As you can see, we have managed a somewhat larger than usual issue this month. This will continue as long as there is material on hand. Again I wish to solicit articles and material from members for the forthcoming issues of The Fare Box. Remember there is no longer any limit to the size of the issues. All articles which pertain to the hobby or local transportation or related subjects, such as transfers, tickets, etc., will be welcomed and printed. If you send newspaper clippings, please mark on the clipping itself the paper it is from and the date. There is only one kind of article we will not publish, and that is an article which adds nothing constructive to the hobby and concerns itself with denunciation and unsubstantiated charges. The Fare Box is not the place for personal axe-grinding, nor is it the place to expose your or others' dirty linen. I think members will agree that The Fare Box exists solely to further knowledge of the hobby and allied activities.

I should like to take this opportunity to remind members of their free-ad privilege. Every member of the A.V.A. has the right to five lines of advertising in every issue of The Fare Box at no charge whatsoever. If your ad runs a line or two over five, it is all right and there will be no charge. On larger amounts of advertising each member receives a 30% discount on all space over 5 lines, the 5 lines being deducted from the chargeable portion of the ad. This is a remarkable opportunity; few associations offer their members free advertising in every issue of their official organs. I suggest more members avail themselves of this privilege. A large number of ads help make the issue more interesting.

Our new electric mimeograph machine works perfectly. The January issue came out very well. We experienced a slight difficulty in that the ink on each sheet had a tendency to dry a little on the page on top of it. But this is the fault of the ink and not of the machine itself. With the acquisition of this machine, the AVA is on the road to bigger and better things.

I have a list before me of several (19) 1951 members--two of them Charter Members--who have failed to renew their membership for 1952 so far. The final deadline is March 1. If you are one of the 19, please hesitate no longer in sending your dues to Mr. Laflin. This is positively the final issue of The Fare Box that will be sent to members who have not paid their 1952 dues.

Congratulations on The Find of The Month go to Bill and Corinne Black. We all envy them for those four beautiful, ancient, and unique, West Elizabeth, Pa., bridge tokens which are listed in Atwood's department in this issue. This is but further proof of what I have been saying all along, that there are exciting rewards awaiting those who are energetic enough to get out and search for tokens. There are hundreds more of equally valuable tokens just waiting to be discovered--which is one of the great advantages of a young hobby such as ours.

WANTED Calif 450 E F; 985 A B D E; Ill 130 B; Kans 490 A; 970 B; Mo 440 C.
 Harold Ford, Jr. (AVA 124; STTC 45) - Box 211 - Wadsworth, Kansas
 Anyone interested in First Day Covers? Will trade for higher-priced tokens. Write
 for information. Also have thousands of match book covers to trade for tokens.
 John G. Nicolosi - 5646 Fountain Avenue - Hollywood 28, Calif.
 Have for catalog prices plus postage the following: Ind 460 K; 660 A C; Conn 290 E
 G K L M; 305 D E; Mass 115 N; Mich 315 A; NY 445 B; Penna 765 V; RI 700 E. Common
 stamps on mail to me appreciated.
 Paul Targonsky - 46 Norwood Street - Meriden, Conn.
 For Sale Mass 115 A and Mass 550 C at 25¢ each. Ill 130 C, \$1.00. ALA 450 25¢
 25¢. NJ 885 A, 25¢. Ga 240 A, 25¢. Ga 50 A, 20¢. Ga 70 A (lge A) 25¢. Please
 list any duplicates you may have to sell or trade.
 Morton H. Dawson - 285 Price Blvd (Elmwood) - West Hartford 10, Conn.

NEW MEMBER

J-132 Harry C. Reynolds - 1025 Morgan Avenue - Drexel Hill, Pennsylvania

CHANGE OF ADDRESS

Roy H. Carpenter - 730 East Arcadia - Peoria, Illinois
 Arthur D. Jordan, Jr. - 460 Homes Avenue - Akron 20, Ohio
 Kenneth Smith - c/o L. Adams, 1529 Ingraham St. - Los Angeles, Calif.

APPLICATION FOR MEMBERSHIP

133 Shevidan LeRoy Brann - 2025 South Hazel Ct. - Denver, Colorado

AVA AUCTION

All those wishing to submit material for the coming auction please send the
 material to Mr. Ben Barraclough - 3635 Nicollet Avenue - Minneapolis 8, Minnesota.
 Envelope should be marked "Auction Material" and all material should be insured and
 properly addressed so that it will arrive safely. The auction committee announces
 it will not be responsible for any material that does not arrive in good condition,
 and all tokens must definitely be listed according to Atwood's Check List, by
 state, city number, and bearing the letter of the designated token in a separate en-
 velope for each token so there will be no further controversy over the proper list-
 ing. Committee reserves the right to reject any or all tokens not properly listed.
 The deadline for submitting tokens will be March 20, 1952.

A LETTER FROM MR. JOHNS

Dear Mr. Coffee: Recently I put in my ad in The Fare Box, offering sets of 3
 of Comprehensive or/and Eastside Omnibus tokens at 75¢ per set, or if only the
 plated steel wanted, at 30¢ each. I described the plated ES omnibus steel as being
 copper-plated, on information from Mr. Atwood. Now we find out from a man who
 worked at Perey Turnstile Co. that the steel tokens of ES were not plated, but were
 "laminated"--thin strips of copper being pressed between layers of steel to make
 better contact in turnstile fare boxes. I still have plenty (about 40) of these
 laminated copper-steel ES tokens, altho most of sets containing the plain steel
 have been sold. Anyone wishing one or more of the laminated copper-steel can ob-
 tain by writing and enclosing 30¢. I will furnish postage to send. Also have the
 other tokens listed in my December ad.
 Donald B. Johns - 1111 Boylston Avenue - Seattle 1, Wash.

To The Executive Board of the American Vecturist Association (January 19, 1952)

Gentlemen:

I want to thank all of you for the prompt response you gave to my last letter of December 27, 1951, and advise you that all propositions therein set forth have been duly approved by you all. The Editor of The Fare Box was promptly advised by me of such action on your part, and all business transacted by the board should be included in the next issue of The Fare Box. Each member that was appointed to the various committees has been officially notified of his selection by me.

I have received an operating statement from the Editor of The Fare Box covering July thru December, inclusive. Briefly summarized, the figures are as follows: Receipts \$69.10; (1) From AVA Treasury \$63.40 (which includes \$13.40 received in July to offset expenses of July issue). (2) Subscription from Memphis St. Ky. Co. \$2. (3) Sale of back issues \$3.70. Expenditures \$86.46; (1) stencils \$7.00. (2) correction fluid & envelope moistener 75¢. (3) Mimeographing & paper \$55.06, as follows: July \$9.80; August \$10.61; September \$13; October \$7.50; November \$6; December \$6.15. (4) Postage \$23.15, as follows: July \$3.60; August \$3.80; September \$3.30; October \$3.75; November \$3.75; December \$3.15; Office \$2. Which leaves a deficit of \$17.36.

Mr. Coffee advises me that the big expense has been mimeographing, but now that we own our own machine, this cost will be eliminated. However there is still the cost of paper, ink, stencils, postage, etc. And he estimates it will take about \$40 as operating expenses for the first half of 1952. I therefore submit the following for your approval:

Proposition 4 That the Treasurer of The American Vecturist Association be authorized to advance to Mr. Coffee, Editor of The Fare Box, the sum of \$40 for estimated operating expenses for the first half of 1952, plus an additional sum for the amount Mr. Coffee has paid out of his own pocket.

Since three of you have already expressed your approval to submit a sum of money to our Editor for operating expenses, I presume there will be no objection to this proposition and therefore I suggest that Mr. Thomas F. Williamson, our Treasurer, send Mr. Coffee a check for the above amount as soon as possible, and I have so advised him. However I do want your official vote on this proposition.

I believe every member of this organization appreciates very much the fine work Mr. Coffee has done in editing and getting out The Fare Box. And I know that all of you will agree with me in the following:

Proposition 5 Proposed that the thanks of The American Vecturist Association be extended to John M. Coffee, Jr., for his splendid efforts in editing and publishing The Fare Box.

I have been asked to give my personal likes or dislikes of the auctions. I do not care to express my personal views on this subject. This is an organization of men and women who believe this or that way. I do not wish to throw my weight on either side. For those members who do not approve of auctions, they do not have to participate; for those that do favor the auctions, they have the privilege of doing so.

I would like to offer this for your consideration.

Proposition 6 I would like to suggest that the three men who handled our auctions last year be reappointed for 1952. I submit the names of Mr. Floyd O. Barnett as chairman; with Mr. Quincy A. Laffin and Mr. Kenneth Snyder as members of this committee.

Proposition 7 Should sufficient material be submitted for auction, I think we should conduct two of them a year, and suggest that the auction committee inform the Editor of The Fare Box that notice be given in the February issue, and setting a deadline for receiving auction material, so that the entire material submitted shall be described in the March issue of The Fare Box.

Quite a number of our members have asked me to appoint a committee of three to work out a fair price on tokens listed in the Check List. Most of us have tokens that are worth much more than list price, while many listed in the check list are not worth half the listed price. Members have suggested that each man's want list be taken to determine just how many of those "rare" items are needed, and set prices accordingly. Others have suggested prices realized on auctions as a basis for fixing prices on certain items. Your suggestions as to three members for this commit-

(continued from preceding page)

tee, and suggestions for arriving at fair prices on these tokens will be appreciated very much.

In my previous letter I asked you for suggestions for Associate Editors to be appointed from various parts of the United States, and one member from the Seattle and Minneapolis clubs. Only two of you suggested names. In addition I had a letter from Mr. Coffee asking that he be permitted to name the Associate Editors, as he would be the one person that would have constant contact with these editors, and he would like to appoint members who are friendly with him and who would work with him. I think that this is a very good suggestion as our interest is getting more coverage of all the news which will be of interest to all of our members, and our aim is to try and make this a more friendly and understanding organization. I would therefore like to offer for your consideration the following:

Proposition 8 That our Editor, Mr. John M. Coffee, Jr., be permitted to appoint members located in various parts of the United States, and one member from the Seattle Club, and one member from the Minneapolis Club, to be known as Associate Editors of The Fare Box. This, of course, will be with the approval of the Executive Board.

Please let me have your reactions to these matters as soon as possible.

Fraternally yours,

EROY L. KIMMONS, President
American Vecturist Association

To The Executive Board of the American Vecturist Association (February 4, 1952)

Gentlemen:

I again want to thank you all for the prompt response you gave to my last letter to you of January 19, 1952, and advise you that all propositions therein set forth have been duly approved by you all. The Editor of The Fare Box was promptly advised by me of such action on your part, and all business transacted by the Board should be included in the next issue of The Fare Box.

Regarding Proposition 4, I wish to advise you that our Treasurer, Mr. Williamson, advises me that he has already forwarded a check to Mr. Coffee for the amount estimated as operating cost of The Fare Box for first half of 1952, plus the amount of money Mr. Coffee had paid out of his pocket.

Regarding Proposition 5, by your own praise and comments I am writing Mr. Coffee on behalf of the Officers and Members of this organization a letter of thanks for his splendid efforts in editing and publishing The Fare Box.

Regarding Proposition 6, I regret to inform you at this time that I have just received a letter from Mr. Floyd Barnett informing me that he would have to resign from the Auction Committee. I hate to accept Mr. Barnett's resignation at this time, but he assures me that business will prevent him from serving on this committee. Since plans have already been made for an early auction, with your permission I shall inform Mr. Quinoy A. Laflin that he is to go ahead with the present plans of the auction, to act as its Chairman, assisted by Mr. Kenneth Snyder.

All of you had comments on the proposed appointment of a committee of three to work out a fair price to set on the tokens listed in our National Check List. I would like to have more comments and suggestions from our members.

I want to thank you all for your comments on Proposition 8. I also feel that, as you do, Mr. Coffee is the logical man to pick his own Associate Editors, and I have so informed him.

Since you have read Mr. Coffee's operating statement in my letter to you of January 19, I would like to suggest to you the following:

Proposition 9 Proposed that the report of the Editor of The Fare Box for its operations for the year 1951 showing receipts and expenditures, be in all respects received, filed, and approved with thanks.

The Treasurer, Mr. Williamson, has sent me his report for 1951, which summarized is as follows: Balance January 1, 1951, \$62.48. 105 membership dues for 1951 @ \$2 each, \$210. 20 application fees for membership @ \$1 each, \$20. AVA auction

(continued from preceding page)

Minneapolis August 11, \$15.35. Bank interest Syracuse Savings Bank, \$2.18. Total receipts, \$310.01. Disbursements: membership dues for 1951 in American Numismatic Association, \$5; 1950 deficit of The Fare Box, \$10.64; Advances to Mr. Coffee, Editor of The Fare Box: \$140.21 total; April 3 operating fund, \$50; April 3 expenses, \$16.10; August 27 operating fund \$50; August 27 expenses, \$24.11. Toward purchase of new electric mimeograph machine October 26, \$46, less late donation of Mr. A. R. Sparks of \$5. Convention room, Pickwick Hotel in Kansas City, August 17, 18, 19, 1951, \$18.36. Postage and stationery, Frank C. Greene, President, \$3.72. Postage and stationery, Eroy L. Kimmons, Secretary, \$10. Total disbursements \$228.93. Bank balance, December 31, 1951, \$81.08.

In view of the detailed and splended nature of the foregoing report, I suggest the following:

Proposition 10 Proposed that the financial report of the Treasurer for the year 1951, showing receipts of \$301.01, and expenditures of \$228.93, with a bank balance of \$81.08 on December 31, 1951, be in all respects received, filed, and approved with thanks.

The Secretary, Mr. Laffin, informs me that the application for membership herewith listed, has been received in good form, and I therefore submit his name for membership.

Proposition 11 No. 133

Sheridan LeRoy Brann, Age 27, 2026 So. Hazel Ct., Denver, Colo., operator for the Denver Tramways, just starting to collect, has 150 tokens, collects U.S. and Foreign, uses Atwood Check List, does not subscribe to The Fare Box.

I have received a letter from Mr. Coffee with an additional expense which has come about since the electric mimeograph machine was delivered. Mr. Coffee had to purchase a table to mount this machine on. The table cost \$14.50. The machine came to \$347.15, which when added to the \$14.50 makes a total of \$361.65; as he was sent a total of \$350, this leaves a balance of \$11.65 Mr. Coffee has paid out of his pocket. Therefore I feel sure that you all will agree to the following:

Proposition 12 That the Treasurer of A.V.A. be authorized to send a check to Mr. John M. Coffee, Jr., Editor of The Fare Box, in the amount of \$11.65 to cover balance of cost of a table purchased for use of the mimeograph machine.

Please let me have your reactions to these matters as soon as possible.

Fraternally yours,

Copies of both letters mailed to: EROY L. KIMMONS, President
R. K. Frisbee American Vecturist Association
Quincy A. Laffin
Thomas F. Williamson
William L. Black
John M. Coffee, Jr.

SEATTLE AUCTION

The Seattle Transportation Token Club will conduct another all-mail transportation token auction next April 11. All collectors having desirable token material are welcome to send them for this auction. Please send to the below address not later than March 10.

The seller may place a minimum price on his material if he wishes. Anyone may send material for auction, but only members of the Seattle Club may bid. Others wishing to do so may send in their application for membership together with \$1.50 any time before March 10. The \$1.00 is for the 1952 dues and the 50¢ is entrance fee. Catalogs will be mailed to all members shortly after March 15 to give plenty of time to get the bids in by the auction date of April 11. All bidders will receive the prices realized within thirty days after the auction.

Seattle Transportation Token Club - 609 Peoples Building - Seattle 1, Washington

HISTORY OF TRANSPORTATION IN AKRON, OHIO

By Chris J. Cook

For some years prior to 1880, a line of herdies had been run on a more or less regular schedule from Middlebury (now East Akron) down East Market Street to the corner of Howard Street, but the city outgrew that service and in 1882 the Akron Street Railway was incorporated by Ira Miller, Will Christy, and John E. Metlin, and was granted permission to run cars, or herdies, on many of the many thoroughfares.

On April 16, 1883, a franchise was granted to the Akron Street Railway & Herdie Company to lay tracks on Howard and Main streets and to operate horse and mule cars thereon for 25 years. The project was not a financial success. The story goes that this company made more money by trading horses than it did in fares. This company served the city until 1888 when the Akron Street Railway Company bought the franchise of the horsecar outfit for \$30,000 in cash, \$15,000 in stock, and the assumption of \$20,000 bonded indebtedness and obtained a 25 year franchise to run electric streetcars in Akron. The new company erected its plant on Canal Street and in the fall of 1888 the first electric car was run on Market Street. Then, in 1889, John F. Seiberling came into the major ownership of the Akron Railway Company which had formerly been operated by outside capitalists.

In 1889 the Akron Electric Street Railway Co. bought all the property rights and franchises then existing and, headed by John F. Seiberling, assumed complete control of their operation. The officers of the company were John F. Seiberling, Secretary & Treasurer, and John E. Metlin, General Superintendent. The fare was 11 tickets for 50¢ but patronage was light and often money had to be borrowed to meet payrolls.

In 1895 the name was changed to The Akron Street Railway & Illuminating Company and almost immediately this company was thrown into the hands of a receiver. Then, finally, in 1900, the property was sold to the Northern Ohio Traction & Light Co. The franchise was renewed to terminate in 1924.

Meanwhile, in 1893, a rival car line entered the field. Thomas F. Walsh was the leader in this enterprise, and being granted a franchise, constructed what Akron knew as "The Mountain Line." It ran through the Cuyahoga Valley, past Bettles Corners, and on to Cuyahoga Falls. Other lines were also added by both companies and a spirited rivalry existed between the 2 lines for many years, but at the formation of the Northern Ohio Traction & Light Co., this line also was taken over and made a part of the system. And again, in 1893, Thomas F. Walsh and E. L. Babcock built and operated what was known as the Rapid Transit Railway. The line ran from Akron to Ravenna. This line also served Silver Lake Village and Silver Lake Park. This line was also bought by the Northern Ohio Traction & Light Company.

The Northern Ohio Power & Light Company was next in line and it operated approximately from 1925 to 1930. Then the Akron Transportation took over. As far as is known, no tokens were used by any of the early companies. The first one is the 16mm N O T & L Co (Ohio 10 L). Also 4 zone checks were issued: Ohio 10 G H I J. The WM zone checks, Ohio 10 D E F were patterns as also was the WM 16mm (Ohio 10 K). Next in line was the 16mm N O P & L Co (Ohio 10 M).

The N O T & L extended its lines to many Ohio cities. Best known to collectors are Brookfield, Canton, Massillon, and the N O P & L also had a Massillon token.

Other small bus companies serving the Akron district are Megadore-Akron Bus Co., Tallmadge Transit Line, Akron-Hartville Bus Line, Akron-Peninsula Coach Lines, and the Akron-Manchester & Canal Fulton Bus Line. The Akron-Manchester line began operations in 1919 and used tokens from 1922 to 1927. The tokens sold 20 for \$4.50. The present name is Akron-Manchester & Canal Fulton Bus Line. The Portage Lakes Transportation has been absorbed by the A.T. Co. and all tokens are now obsolete except Akron 10 B, which is still in use by the A.T. Co.

6th & 8th STREET LINES--NEW YORK CITY OR PHILADELPHIA?

By Edgar Levy.

Just a few years ago, before the formation of the A.V.A. and the consequent advent of numerous "experts" and authorities which invariably follow the birth of any new organization, a very prolific writer of articles about fare tokens and interesting tales of the companies that issued them, was the late Mr. Bernard Morgenthau. I think it will be generally conceded by most serious collectors that Mr. Morgenthau probably did more to bring the fare token hobby out of the "junk" class and to its present dignified status, than any other one man. While it is true that there are many who can reckon their collections by thousands as compared to BM's hundreds, there isn't one who can even approach his intense zeal in the search for bits of interesting history and his "The Story Behind the Token" series will be remembered by many.

This writer recalls the seemingly hopeless battle waged by Mr. Morgenthau to have the "6th & 8th Street Lines" token restored to its correct listing as a token of New York City. I was one of those who disputed his claim and I based my reasons on the fact that whereas all the numbered streets in New York were avenues, the token must belong in Philadelphia where the numbered streets were streets. At that time I had completely forgotten that in lower New York City, there were numbered streets. So I raised my voice to sustain those who were Philadelphia adherents. At that time the other "authorities" were less inclined to do any investigating either to prove or disprove Mr. Morgenthau's contention, or else they felt that by adopting a "laissez faire" attitude they would be spared the herculean task of transferring a listing from one page to another. Thus it happens that this token retains the peculiar distinction of belonging to 2 of our largest American cities, according to your school of thought. It's quite true that it is a common practice of today for a transit lines to use the same token in several cities. I am fairly certain that in the "good old days" the majority of omnibus and stage operators were content to stay within the limits of the routes assigned to them. So it seems quite logical to assume that there could not have been a "6th & 8th Street Lines" in both New York and Philadelphia. I realize quite naturally that this question is not one of monumental importance, nor one that will shake the foundations of our civilization. I am also quite sure that those who own a copy of this token will be content with their acquisition without caring too much about where it came from. However since the A V A is embarking on a venture to provide the membership with a "new & improved Check List" the thought occurs, Why not start right now on an effort really to make it an authoritative work and clear up some of the foggy atmosphere surrounding some tokens? So yours truly rushes in "where angels fear to tread," and I shall try to offer some evidence in support of Mr. Morgenthau's contentions with the earnest wish that if any collector is in possession of evidence that will knock my statements into a cocked hat, will he or she please let us have it?

About a month or so ago I borrowed a copy of "A Descriptive and Statistical Analysis of the Consolidation and Development of the Street Railway Properties of Philadelphia." This report was prepared for the Board of Directors and stockholders of the Philadelphia Rapid Transit Co. It is an extensive compilation giving the history of 42 separate lines that, through purchase and leases, have been merged into one company serving the needs of a large city. My first thought was to try and write an interesting article about the PRT, but unless one fancies figures (mathematical) these reports are very dull and uninteresting except of course to those who may own a few shares in the company. It was while I was checking the names of the properties acquired by the PRT against the names in the Check List and made a, to me, startling discovery. The every company is named, there is no mention of the "6th & 8th Street Lines." Strange indeed, that an omnibus line evidently of some importance, if we judge from the rather good-looking token issued by them, should be overlooked if the company was at any time a resident of Philadelphia. Naturally I recalled the claim of the late Mr. Morgenthau and began to check further. In an old alphabetically arranged copy of Atwood's Check List I find that the token had at one time been listed in New York City as N 170 FF. When the list was changed to its present geographical arrangement, the token appears as in Philadelphia, (Pa 750 D). To go back to the reason for this change

would take some time. Suffice to say that is the code designation now. In checking further I find reference to this token in "A History of Travel in America" by Seymour Dunbar. The author of this monumental work singles out the token of the "6th & 8th Street Lines" both to illustrate the mode of transportation and type of tickets used during the period 1830-1835. While this may not be conclusive evidence of the habitat of this token, one must assume that Mr. Dunbar spent countless hours on his book and was very careful to see that it was authentic.

To sum up: Philadelphia Transit History does not mention the line, and Mr. Dunbar in his authoritative work does. And he lists it in connection with New York City. Can anyone disprove that the "6th & 8th Street Lines" token rightfully belongs in New York City?

MESSAGE FROM THE PRESIDENT

To my fellow vecturists, greetings. When I was elected President of this Association I made it known that any article that was signed by a member would be printed in The Fare Box.

Mr. Coffee recently received a request from one member which, if published, would have undermined our entire organization. The Fare Box must never be allowed to degenerate into a hate sheet full of denunciation and counter-denunciation. Mr. Coffee will publish anything submitted as long as it is germane to the hobby, constructive in nature, and not any one individual's personal denunciatory axe-grinding ideas about something.

I want to assure you all that your officers and many of our members are doing a lot of work to make this organization a more friendly and understanding one. We only ask that you give us a chance to prove it to you before the end of the year, and not give too much thought to some individual who always finds fault with everyone except himself.

Fraternally yours,

EROY L. KIMMONS, President
American Vecturist Association

THE SIXTY-FOUR DOLLAR QUESTION OF THE CHECKER TAXI COMPANY By Ivan B. Cline

Recently I acquired one of the Checker Taxi Co. tokens, Good For One Zone Fare White metal, 23mm. For a long time now this has been one of the unidentified tokens and it must have a home somewhere, as the Checker Taxi Co. is a very common name for taxi companies. This makes the cheese more binding.

In Evansville, Indiana, about sixteen years ago, there was a cab company by this name, but they never used tokens. As to the Good For One Zone Fare, this indicates to me it is a recent token. So, Boys, Where in the H--- is this orphan from?

From Cline, on the Mason-Dixon Line, the Gateway to the South, Just North of the Border, Evansville, Indiana.

Twenty-five or thirty years ago there was a bus line called Purple System. It ran to 3 different towns: Paxton, Ill., Lafayette & Crawfordsville, Ind. They had a token from each town: Paxton-Danville; Lafayette-Danville; Crawfordsville-Danville. One on one side or the other was One Ride Purple System.

- Raymond McIntyre

INTRODUCING MR. MAX M. SCHWARTZ

Writing a thumb-nail sketch of your own life is rather difficult and often downright embarrassing, primarily because of the necessity for a repetition of the personal pronoun. However, in the absence of the "interview" treatment, I know of no way to avoid this problem. Personally, I prefer to be known by what I do rather than by what I say. However, here it is, for what it may be worth.

I was born on February 4, 1901, exactly 35 days after the beginning of the 20th Century. I say this advisedly because, contrary to the common belief, the 20th Century started on January 1, 1901. The fact that I am wholly a product of the current century may partly explain why, although I hold a great respect for the events of prior eras, these feelings do not border on reverence. I believe that more history has been made in the last fifty years than ever before.

After having been graduated from the public and high schools of New York City, and having been a student for a while at Brooklyn Polytechnic Institute, I joined the Navy to "see the world through a porthole." The places I visited in Central and South America and a later journey to Europe may account in part for my affection for transportation tokens. After a two-year hitch in the Navy, I studied law at New York University and was admitted to the Bar of the State of New York in March, 1926. For the past 25 years I have been a practicing attorney in New York City, but my travels both for business and pleasure have taken me through most of the United States. I have been married 24 years and am the father of one child, a son, who presently attends Cornell University. So much for vital statistics.

About 16 years ago I commenced collecting coins and very shortly thereafter became interested in numismatic organizations, particularly the American Numismatic Association. Since 1937 I have attended all but two of its annual conventions. I have served on all sorts of committees for this organization and have thrice been the recipient of silver medals from it. The first one was for my assistance in the preparation of an index covering the first fifty years of its monthly magazine. The second medal was awarded for acting as the chairman of a committee which prepared for it a new Constitution and By-Laws. The last one I received for being one of the co-authors of an article on Sutler tokens. For a good number of years I have been a life member of that organization, and for several years was its District Secretary for N.Y.C. I have written a number of articles on coin and token collecting which have been published in The Numismatist. As a result of these activities I pride myself that I have several thousand friends throughout the country, and I personally know every dealer of note. It is to many of these friends and dealers that I owe my thanks for some of the rarest ventures in my collecting.

In 1945 I was appointed by the late President E. D. Roosevelt a member of the U.S. Assay Commission, and when that body met in Philadelphia on the second Wednesday of February, 1945, I had the great honor to be elected Chairman of the Commission. The work of that Commission, which lasts two days, is very interesting, but any details would be out of place in this account. The important result of my membership in that Commission was that it adopted a resolution, prepared and sponsored by me, which resulted in the first material change since 1793. The law has always required each Mint Master to set aside one silver coin out of every 2,000 minted each day. These are thereafter sent to Philadelphia for examination by the Assay Commission. My resolution recommended amending the law so that only one out of every 10,000 silver coins be reserved. Shortly thereafter The Congress of the United States saw fit to enact this suggestion into law.

After having collected U.S. coins, patterns, and foreign crowns for a while, I discarded them all and commenced collecting U.S. tokens, such as store cards, politicals, hard times tokens, Civil War tokens, etc. I mention this list because among these classifications there are many tokens which we regard as scarce ventures.

As a member of the Brooklyn Coin Club, over which I presided for three years, I was very friendly with the late Mr. B. Morganthau. This gentleman of revered memory spent the last forty years of his life preaching the pleasures of collecting transportation tokens. For ten years he tried to induce me to become a vectarist,

and it is my great regret that I withstood his blandishments until about six months before his death. Many of his rarest pieces were acquired from me, because his earnestness was so great that I voluntarily parted with tokens coming under other classifications to enhance his collection. I did this because he confided to me that at his death he was leaving his collection outright to the American Numismatic Society, of which I have been an Associate Fellow for many years. He remained true to his promise, and his collection is now in the cabinets of that Society, a fitting final resting place for his efforts.

Having long been convinced of the tremendous advantages that accrue to all who engage in organized collecting, I acted upon a suggestion made by Mr. Morganthau, and with the encouragement and assistance of Mr. R. L. Moore, the first publisher and Editor of The Fare Box, I arranged a get-together of collectors of transportation tokens residing in this part of the country. This became the nucleus of our present American Vecturist Association. Parenthetically, the words "vecture" and "vecturist" were coined by me, acting upon a thought supplied by Mr. Moore.

Several collectors have expressed to me their amazement at the size and growth of my vecture collection in these last few years. If the true facts are known, and there is no reason why they shouldn't be, I admit that my collection came to me the easy way. My greatest source of vectures has been through the purchase of collections from others. These included those of Homer Stephens (another protege of Mr. Morganthau), Floyd Hammond, D. M. Peebles, Jr., the late Dal Andrews, Marvin Landsman, and most recently that of Mr. J. C. Johnson, a former official of a transit company. Every such collection acquired by me has proven a double source of pleasure--first, in the acquisition of new additions, discovery of new varieties, or improvement of condition, and second in the opportunity to be of service to others by furnishing additions to their collections. So I am always ready and willing to buy a collection, hoping that my own may be benefitted thereby and knowing that I can definitely be of service to many other collectors with those pieces I already have. I well realize that others would also like to be placed in such a favorable position but are prevented from doing so by one reason or another.

I collect both U.S. and foreign vectures and all side lines--such as mavericks, patterns, unpunched errors, manufacturers' samples, etc. Up to this time I had never been able to complete an inventory of my collection. For the purpose of writing this profile I made such an inventory. I find that I have more than 4,400 U.S. tokens, and with the side lines and foreigners I have over 5,800 pieces. But mere numbers don't mean a thing. I say without fear of successful contradiction: No one gets a bigger kick out of collecting vectures than I do, and the nicest feature about vectures is the vecturists themselves.

POLICY OF PRICES IN THE NEW CHECK LIST

By Ralph Freiberg

There will be a lot of price changes of tokens in the new check list. However the price of a lot of tokens will remain 10¢ in the new list as Mr. Atwood feels that these tokens are too common to raise the price to 15¢ in the check list. A lot of companies have raised the price of tokens to more than 10¢ but Mr. Atwood feels the price in the check list should remain the same. However in sending to some companies do not be surprised if the companies will not sell tokens for a dime. Tokens that are in use and actually cost more than 10¢ are in use in the following cities: Oakland, San Diego, Seattle, Portland, Minneapolis, Indianapolis, Akron, Philadelphia, Baltimore, Washington, D.C., and several other cities. Also in reporting new tokens to Mr. Atwood please find out the price of tokens before they are listed. Two tokens recently listed for 10¢: Atlantic City Jitneys (sell 2:25¢), and Fort Worth, Texas, which sell six for 65¢. So these two shouldn't surprise you if you cannot buy them for a dime from the companies.

CALIFORNIA

Los Angeles 450 (reported by Frank Snyder)
 J WM 16 PE Pacific Electric Railway Co. \$0.15
 One Token Fare

NEBRASKA

Lincoln 340 (reported by Harold T. Chesney)
 X o C1 23 Sd Herdie Coach Lincoln, Neb. 5 3.50
 Herdie Coach Ticket

NEW JERSEY

Atlantic City 20 (reported by Ralph Freiberg)
 E WM 16 Sd Atlantic City Transp. Co. A .10
 Good For One Fare A (brass-plated)

NEW YORK

Buffalo 105 (reported by Charles B. White)
 G Bz 23 N Niagara Frontier Transit System, Inc. .10
 (same as obverse)

PENNSYLVANIA

West Elizabeth 965 (reported by Corinne M. Black)
 B o B oo Sd West Elizabeth Bridge Co. Foot Passenger 3.00
 First National Bank Pays 4% on Savings account
 Elizabeth, Pa.
 C o A 35 Sd West Elizabeth Bridge Co. 2 Wheeled Vehicle One Horse 3.00
 15¢ (sc)
 First National Bank Pays 4% on Savings account
 Elizabeth, Pa.
 D o A 35 Sd West Elizabeth Bridge Co. 4 Wheeled Vehicle Two Horse 3.00
 35¢ (sc)
 First National Bank Pays 4% on Savings Account
 Elizabeth, Pa.
 E o A 35 Sd West Elizabeth Bridge Co. 4 Wheeled Vehicle Two Horse
 35¢ (counterstamped JST)
 First National Bank Pays 4% on Savings Account
 Elizabeth, Pa.

(E is a tentative listing, subject to Mr. Atwood's approval)

ALASKA

Fairbanks 300 (reported by Max M. Schwartz)
 E WM 16 Bar Alaska Coachways Token Ladd AFB .35
 Fairbanks University of Alaska

HAWAII

Pearl Harbor 540 (R.C.A.)
 G B 31 Sd Pearl Harbor Drivers Assn. T.H. P .15
 Good For One Full Fare P (no apostrophe after "drivers")

UNIDENTIFIED (reported by R. K. Frisbee)

B 16 Bar Capitol Transit Lines (bus)
 Good For One Fare (bus)

CORRECTIONS: Make the price of Ill 370 A \$1.00. to NC 880 A (Wadesboro) add
 "W" to both sides. Delete Ohio 125 M; it is a pattern. Correct Pa 930 C: Bz 23
 Bar Penzera Bus Service Uniontown, Pa. (bus) it is not silver-plated. Pa 935 B is
 silver-plated. Correct Kans 680 B to "depot & hotels" not depot "and" hotels. Also
 Kans 680 C, "Kans" on obverse, and "25" on reverse.

PLATED TOKENS
By Ralph Freiberg

Every once in a while companies change their rates of fare and also plate their tokens. However when the tokens are plated, every once in a while they also plate tokens of other companies by mistake and sometimes these tokens get listed by error in the Check List. Mr. Atwood can only take the word of the person reporting such a token that it is genuine, so in cases of plated tokens it would be best if double checks are made on some of them before they are reported. This last summer I had a chance to run into some tokens that were plated by error. I made a visit to the Duke Power Company of North Carolina. These tokens are listed under Durham, N.C., but it does not mean that this is the only city that these tokens are used in. Duke Power has bus lines in about eight cities in North Carolina and at one time some of these cities had their own tokens, but of late only one type is being used. Tokens had sold for four for a quarter but when rate was changed during past year to three for a quarter the white metal ones were used and the brass and bronze tokens were silver-plated. NC 240 I J K. These same tokens are also in use in Charlotte, Winston-Salem, Greensboro, High Point, and other cities where Duke Power operates. As I had a chance to go through their foreign tokens, I found several from other cities which had been plated in error. As Duke Power exchanges tokens with other companies sooner or later these tokens might have been returned to the company to which they belonged and then put into circulation by the other company. There may only be one or two of them but also they may fall into hands of collectors and then reported as plated tokens. Also in cities where Duke Power operates brass and bronze tokens were made to look like the silver-plated ones so they could be passed as fares, so along with the genuine silver-plated tokens there are also some plated silver-plated ones. This is all mentioned to show how tokens can be plated by other companies and among these tokens I believe have been listed in error are the following, and will probably be dropped from the new Check List unless someone can show they were coated by the company under which they are listed: Ga 450 D brass silver-plated, company says no silver-plating but old tokens are being used and sell two for a quarter. Ill 350 G white metal copper plated, could have been plated by Springfield. Ohio 385 B believed plated by other company. ND 320 K and L, maybe plated by Minneapolis. Tenn 690 H, bronze silver-plated which may have been plated by Memphis. Memphis changed rates of fare from 3 for 25¢ to 10 for 95¢ and silver-plated the bronze 16mm tokens. Latest tokens that were bronze-plated are the Springfield, Mass., tokens. Rate was raised to 2 for 25¢ and 760 A and B, the white metal and brass, were plated. Company says no zinc ones were plated but they have been melted down, also the ball type were not plated, either.

In addition, there are some plated tokens that have never been listed and they will not be listed until notice has been sent to Mr. Atwood. One issue that there has been doubt on has been cleared up, that of Newport, R.I. There have been white metal, steel, and brass, silver-plated, tokens all copper-plated, and a bronze token has also been used. Another issue that needs clearing up is the tokens of Grand Rapids, Mich. Mich 370 L brass token has been reported. There is probably a brass token and also some of the white metal tokens that are also brass-plated. Question is now were there any steel ones brass-plated, and also how many actually do have a brass token? Would like to hear from anyone who has any questions on any other tokens that were reported plated. If in doubt ask and maybe through The Fare Book we can find out how many do have and also if they are actually plated. When the new Check List appears, we hope to have it up to date and some of the questionable tokens omitted. But also do not want to omit them if they should be in.

Tokens of Atlantic City, N.J., are being brass-plated and used as school tokens. Other tokens, not plated, are still being used as regular fare. Tokens of Marinette, Wisconsin, of the Twin City Transportation Co. have been bronze-plated as the fare was raised to 2 for 25¢. Believe all four metals have been bronze-plated of the Marinette tokens.

Check List of Foreign Transportation TokensBy Robert C. AtwellSWEDEN (continued)

Gothenburg 300 (continued)

CO	o WM	22 St-sc	Goteborgs Nya Angslups A.B. Sommarsasonen Passagerarpollett For Styres Hvardagar	\$1.50
CP	o B	ov Sd	Goteborgs Nya Angslups Aktie Bolag 10 Ore C.C. Sperrong (in circle) & Co. Stockholm	1.50
CQ	o WM	ov 2-ch	Goteborgs Nya Angslups Aktie Bolag 12 Ore C.C. Sperrong (in circle) & Co. Stockholm	2.00
CR	o B	oc Sd	Goteborgs Nya Angslups Aktie Bolag 15 Ore C.C. Sperrong (in circle) & Co. Stockholm	1.00
CS	o WM	oc Sd	Goteborgs Nya Angslups Aktie Bolag 15 Ore (over 20) C.C. Sperrong (in circle) & Co. Stockholm	1.50
CT	o B	Sc Sd	Goteborgs Nya Angslups Aktie Bolag 3 Ore C.C. Sperrong & Co. (in circle) Stockholm	1.00
CU	o WM	23 Ch	G H S 8 (sc) Edv. Sonnergren Goteborg ES	.25
CV	o B	sq Sd	G H S 115 Edv. Sonnergren Goteborg ES	1.00
CW	B	22 Sd	Goteborgs Farjetrafik Pollett For Cykel Inloses Efter Styrelsebeslut	.20
CX	B	22 Ch	Goteborgs Farjetrafik Pollett For Cykel (sc) Inloses Efter Styrelsebeslut	.20
CY	Z	22 Ch	Goteborgs Farjetrafik Pollett For Cykel Inloses Efter Styrelsebeslut	.20

Haparanda 310

A	o B	32 Sd	C S (1864) (blank)	2.00
B	o B	32 Sd	C S 9 (blank)	2.00

Helsingborg 350

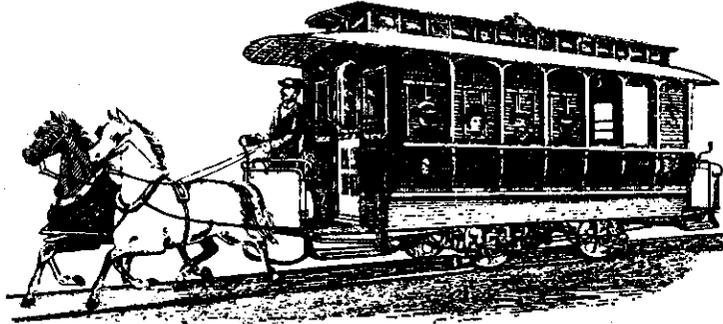
A	o B	22 Sd	Helsingborgs Stads Sparvagar Pollett For Vuxen (sc) A. B. Goteborgs Bank Kontor Helsingborg Jarnvagsgat 13 Sodergat 77.000.000	.50
B	o B	23 Sd	Helsingborgs Stads Sparvagar Pollett For Barn A. B. Goteborgs Bank Kontor Helsingborg Jarnvagsgat 13 Sodergat 78.000.000	.35
C	o K	tr Sd	H.S.S. Omnibus Pollett For Barn C.C. Sperrong & Co. (in circle) Stockholm	.50
D	o B	19 Ch	Helsingborgs Stads Sparvagar Pollett For Vuxen Forsakra Fylgia Grundat 1881	.25
E	o B	23 Sd	Helsingborgs Stads Sparvagar Pollett For Barn Forsakra Fylgia Grundat 1881	.25

Helsingborg 350 (continued)			
F o B	23 Sd	Helsingborgs Stads Sparvagar Pollett For Vuxen (so)	\$0.15
		C.C. Sporrang & Co. (in circle) Stockholm	
G o K	ov Sd	Helsingborgs Stads Hiss Ore 2 Ore	.70
		C.C. Sporrang & Co. (in circle) Stockholm	
H o WM	ov Sd	Helsingborgs Stads Hiss Ore 5 Ore	.80
		(blank)	
I o B	ov Sd	Helsingborgs Stads Hiss Ore 5 Ore	.80
		(blank)	
J o WM	ov Tr-sc	Helsingborgs Stads Hiss Ore 6 Ore	.80
		(blank)	
K B	ov Sd	Helsingborgs Stads Hiss	.80
		C.C. Sporrang & Co. (in circle) Stockholm	
L WM	ov Sd	Helsingborgs Stads Hiss	.80
		(blank)	
M B	sq Sd	Helsingborgs Stads Sparvagar	.80
		C.C. Sporrang & Co. (in circle) Stockholm	
N B	sq Dd-sc	Helsingborgs Stads Sparvagar	.80
		C.C. Sporrang & Co. (in circle) Stockholm	
O WM	Pe Sd	Helsingborgs Stads Sparvagar	.80
		C.C. Sporrang & Co. (in circle) Stockholm	
P WM	22 Tr-sc	Helsingborgs Stads Sparvagar 5	.80
		C.C. Sporrang & Co. (in circle) Stockholm	
Q B	22 Tr-sc	Helsingborgs Stads Sparvagar 5	.80
		C.C. Sporrang & Co. (in circle) Stockholm	
R B	22 Sd	Helsingborgs Stads Sparvagar 10 (so)	.80
		C.C. Sporrang & Co. (in circle) Stockholm	
S B	22 Tr-sc	Helsingborgs Stads Sparvagar 10	.80
		C.C. Sporrang & Co. (in circle) Stockholm	
T WM	22 Tr-sc	Helsingborgs Stads Sparvagar 10	.80
		C.C. Sporrang & Co. (in circle) Stockholm	
U WM	23 Sd	Helsingborgs Stads Sparvagar Pollett For Barn	.80
		C.C. Sporrang & Co. (in circle) Stockholm	
V WM	sq Dd-sc	Helsingborgs Stads Sparvagar	.80
		(blank)	
W K	Pe Sd	Helsingborgs Stads Sparvagar	.80
		(blank)	
X WM	ov Sd	Helsingborgs Stads Sparvagar	.80
		(blank)	
Y o B	21 St-sc	Hammarjan Kvik	1.50
		(blank)	
Z o B	21 St-sc	Hammarjan Kvik 3 ore	1.00
		(blank)	
AA o WM	21 St-sc	Hammarjan Kvik 3 ore	1.00
		Passagerare-Pollett Sv.Ol. Morrel & Co. Stockholm	
AB o B	21 Sd	Hammarjan Kvik	1.00
		Passagerare-Pollett Sv.Ol. Morrel & Co. Stockholm	
AC B	20 Sd	Hammarjan Kvik	1.00
		Chocolat Ringstorn Helsingborg (mill)	

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



J. M. Coffee, Jr.
Editor

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NUMBER 3

Having found myself pressed for time this month, I have regrettably had to limit the size of the March issue to eight pages. On hand are two excellent articles by Mr. Fraiberg, and two fine articles by Mr. Atwood, all four of which will see the light of day in the April issue, I am sure.

Some slight trouble was experienced last month in making the ink spread evenly on the pages. I believe I have mastered this problem; the appearance of this issue will demonstrate whether or not I shall have succeeded.

The 1952 Edition of the National Check & Premium List is now in the beginning stage of production. This is the official authorized check list of the A.V.A., compiled by Roland C. Atwood with the help of numerous other collectors and numismatists. It is the culmination of the work started in March of 1920 by F. C. Kenworthy and passed on to R. W. Dunn in 1925, and to Roland Atwood in 1932. This work represents the greatest combined effort of fare token collectors ever attempted, and behind it are the brains not only of Mr. Atwood but also of nearly every well-known collector in the hobby. It will be a completely up to date, with revised valuations, thousands of corrections, and employing the copyrighted Atwood numbering system (with a few rearrangements under cities for better order). Contrary to the impression some seem to have, reverses will not be abbreviated. Both obverse and reverse will be given in full, along with interesting data on the token, when available, as to number coined, years in use, etc.

In order for work to progress rapidly, additional funds for working capital will be necessary. Therefore I hereby solicit advance subscriptions from every member. The advance price of the Check List is \$3.00, and the sooner you send in your order, the sooner will the work be finished. Send your order to the Editor of The Fare Box--the sooner the better. All work on the Check List must be on a self-sustaining basis, hence there can be no list unless sufficient orders are received in advance to finance the work. So please do not put this off; if you intend to buy this Check List, don't wait; order it now.

It is my intention to announce the appointments of Associate Editors of The Fare Box in the April issue. Each of these editors will have a department in each issue of The Fare Box and have to see that he contributes some news from his area or club. When the new stationery (masthead) is printed up in a few months, it will list the names of all members of the staff of The Fare Box, including New Issues Editor & assistants; Varieties Editor; associate editors. I have already decided tentatively who will be the Associate Editors, but if any member is interested, I invite him (or her) to write me. I can hardly afford to turn down anyone who is anxious to do the work!

To the first 10 sending me any token catalogued at \$1.00 or any two 50¢ ones, I will send one catalogued at \$1.50, very fine.

Ivan B. Cline - 911 West Michigan Street - Evansville 11, Indiana
 New die variety of Nebr. 700 O can be obtained directly from me. Arrangements have been taken care of to obtain 100 so order early in case more than 100 are needed. Price is 10¢ each plus stamped addressed envelope.

Clyde A. Logsdon - 724 Bancroft St. - Omaha 8, Nebraska
 For sale: Calif 795 A 15¢; Calif 985 C 15¢; Mass 115 A 20¢; Mass 550 C 20¢; Mass 550 F 20¢; SC 500 C 10¢; Wash 745 A 15¢; DC 500 F 25¢; d.I. 330 B 20¢. Will buy any token from Milwaukee, Wis.

Morton Dawson - 285 Price Blvd. - West Hartford 10, Conn.
 Will trade Pa 735 D (excellent condition) for some other Pa 765 token which must be in good condition too. What have you to offer?

Wm. E. Eisenberg - 2717 W. Carson Street - Pittsburgh 4, Pa.
 For sale - Ark 435 I; Conn 290 G; Fla 380 H; 710 D, 880 B; Ga 50 B; Hawaii 210 C D; Ky 510 AP-A; Minn 510 F; Mo 910 C; NY 830 B; Okla 640 C; Pa 495 J; Tex 445 F; Va 500 C D; 730 B. All priced at 10¢ each. Will trade, but please write to get my want-list.

Arque Bays - P.O. Box 149 - Charleston 21, W.Va.

The A.V.A. regret that our new member, Mr. Arque Bays #131, was omitted from listing in previous issue of The Fare Box, and we hope that he will accept our apology.

NEW MEMBERS

131 Arque Bays - P.O. Box 149 - Charleston 21, West Virginia
 133 Shevidan LeRoy Brann - 2025 So. Hazel Ct. - Denver, Colorado

APPLICATION FOR MEMBERSHIP

134 Orlie McCluskey - 1125 So. 13th St. - Mt. Vernon, Illinois

CHANGE OF ADDRESS

Walter W. Underwood - Shook, Missouri

THE PENNANT TOKENS OF EVERETT, WASH.
 By Clyde A. Logsdon

The following information in my possession was taken from 2 letters from the same person:

Dec. 29, 1948. "Before long I expect to get some Everett 1717 Hewitt/GFOR - scarce - and I won't sell them cheap as I've put a lot of time & effort into building the thing up to the point where I can crack the ice. Quite a story behind this item."

Dec. 6, 1948. "Re: the 1717 Hewitt, Everett, Wash. I am in touch with this situation and can state that their value is very high since they have been entirely withdrawn from circulation and some collector has antagonized the man to the extent that he will hardly talk to anyone. I see him each time I go to Everett and will pick up a few one of these days. I don't have one for my own collection. I can get you one of them which does not say "fare" but good for 5¢ in trade. I don't imagine you would want it tho. This place is a cigar store and the tokens were an error and never used for transport."

I believe this should maybe throw some light on the Everett, Wash., tokens and the fact that the collector who furnished me with the above information has spent over a year in gathering said information there must be something to it.

(FB Editor's note) Any further information on this token, in favor of its authenticity or otherwise, will be welcomed and printed.)

MESSAGE FROM THE PRESIDENT

To my fellow vecturists, Greetings. A few days ago I received a bound issue of Volume Five of The Fare Box, and on the inside cover was this inscription "To Eroy L. Kimmons in complete admiration, from his friend, John M. Coffee, Jr., Feb. 3, 1952." I deeply appreciate this honor Mr. Coffee has bestowed on me.

In the past two issues of The Fare Box you have read the names of members that have been submitted and accepted for various committees. The chairman of one of these committees, Mr. Edgar Levy of the Committee for re-writing our Constitution and By Laws has asked me to inform you through the pages of The Fare Box that this committee is ready to receive any suggestions that any of you may have that will benefit our organization. Such suggestions may include any pertaining to our auction rules and Code of Ethics.

At this writing it seems that I will not have my monthly letter to the Executive Board. For the past fifteen days I have been forced to remain in bed with the Mumps, and the doctor says to remain there several more days, so I will not make the deadline of the March issue. I would like to inform you, though, that all propositions set forth in my letter to the Board of February 4 have been duly approved.

I know that each of you enjoyed very much the enlarged issue of The Fare Box. Mr. Coffee will give us an issue like this every month if you will continue to send in your fine articles, and I want to tell you that I enjoyed reading each article very much.

Recently I received a letter from Mr. J. Douglas Ferguson of Rook Island, P.Q. Canada, AVA member #100. Mr. Ferguson is a former President of the American Numismatic Association, having been elected in 1941 for a term of two years. When Mr. Schwartz was President of A.V.A. Mr. Ferguson contacted him and informed him that the Canadian Numismatic Society had requested that he (Mr. Ferguson) prepare a list of all known transportation items of Canada, with their true values. Mr. Schwartz and Mr. Ferguson both agreed that the present system of numbers and alphabetical letters now used on our Canadian list be followed on Mr. Ferguson's list for the Canadian Numismatic Society. Since the agreement between Mr. Ferguson and Mr. Schwartz was made when Mr. Schwartz was President of A.V.A., Mr. Ferguson felt that the consent of the new President be had before going ahead. I informed him that I was perfectly in accord with the agreement he had made with Mr. Schwartz, and he informs me that he has now finished his list for the Canadian Society and is ready to send them his report. In the foreword of his list Mr. Ferguson has very generously mentioned the A.V.A. and advises anyone interested in tokens to contact our Secretary. Mr. Ferguson has one of the world's largest collections of Canadian numismatic material, as well as coins of the world. This includes transportation items, many that have never been listed before. I am sure that you join me in expressing our sincere thanks to Mr. Ferguson for his excellent work.

Fraternally yours,

EROY L. KIMMONS, President
American Vecturist Association

The Seattle Transportation Token Club announces with regret that its Secretary, Bob Chamberlain, has been called into the Army. In the short time that he served as Secretary he did a fine job, and he will be missed. Any STTC member who can suggest a successor, please do so. The last STTC auction was unsatisfactory, but it is hoped they will improve henceforth. Paul Fouts will be in charge from now on. Any collector may submit material for auction, and is invited to do so. Only members may be bidders, however. More of the medium and high grade tokens are especially needed for the auctions. We trust that collectors will not use the auction as a dumping ground for tokens otherwise indisposable, as this only tends to make the auctions uninteresting.

TRANSPORTATION IN GERMANY

By Emzy L. Thompson, Jr.

Over here in Germany the transit problem is mainly trolley buses with one or two trailers, or the strassebahn (streetcar) with one to three trailers or coaches. Each coach employs two ticket men except the main coach, which has three including the pilot. I am sending a ticket from the O E G. It is a four coach trolley that runs from Mannheim to Heidelberg. It costs nothing to go from Seckenheim, where I am stationed, to Mannheim, but from Seckenheim to Heidelberg, 11 kms., it costs 30 pfennigs, or around 7¢. The trolleys in the various German cities do not charge U.S. and Allied personnel for rides. It costs the average German from 30 Pf to 1 Mark per ride, depending on the amount of transferring. In each city the cars have the coat of arms of the city emblazoned on the coach, and each city uses a different color and different style of trolley.

The buses are few and more expensive to ride, so the majority ride the trolley or railroad. The reason for this is that gasoline costs about 80¢ per gallon. However a few cities like Mannheim, Heidelberg and Frankfurt have some city buses, which are entered in the rear and exited at the front or middle. The buses are similar to the Twin Coach, but considerably more advanced in design.

SAD NEWS FROM READING, PA.

- an article in the Philadelphia Inquirer -

January 6. Trolley car service, which started in 1890, becomes a thing of the past in Reading tomorrow. The last trolley in the city's history will leave 5th & Penn streets at 2 p.m., follow its route to Shillington and Mohnton and return to the car barn at 10th and Exeter streets. From then on, bus service takes over as the exclusive public transportation service.

Tomorrow also will mark the last day of service for Edward Brunner, 69, who began his service with the Reading Street Railway Co. 50 years ago. Five other veteran trolley employes, will be retired together with Brunner. The Reading and Southwestern Railway Co. was organized in 1890. James and Daniel Shepp, of Philadelphia, gained control of the lines in 1900.

Eight 46-passenger trolleys and five service cars will be scrapped. Four miles of track will be torn up. General trolley transportation passed on in Reading a long time ago. Under the terms of its lease, however, the trolleys had to be continued from here to Shillington and Mohnton until January 7.

A CONTEMPORARY ACCOUNT OF THE OMNIBUS IN NEW YORK IN 1864

- an article in the N.Y. Herald of October 2, 1864 -

Modern martyrdom may be succinctly defined as riding in a New York omnibus. The discomforts, inconveniences, and annoyances of a trip on one of these vehicles are almost intolerable. From the beginning to the end of the journey a constant quarrel is progressing. The driver quarrels with the passengers, and the passengers quarrel with the driver. There are quarrels about change and quarrels about the ticket swindle. The driver swears at the passengers and the passengers harangue the driver through the strap hole--a position in which even Demosthene could not be eloquent. Respectable clergymen in white chokers are obliged to listen to loud oaths. Ladies are disgusted, frightened, and insulted. Children are alarmed and lift up their voices and weep. Indignant gentlemen rise to remonstrate with the irate Jehu and are suddenly bumped back into their seats, twice as indignant as before, besides being involved in supplementary quarrels with those other passengers upon whose corns they have accidentally trodden. Thus the omnibus rolls along, a perfect Bedlam on wheels.

Supplement to the National Check & Premium List

By Roland C. Atwood

CALIFORNIA

Fresno	300	(reported by Walter W. Underwood)(H by Ralph Freiberg)	
G Bz	16 F	Fresno City Lines	\$0.10
		Good For One Fare	
H WM	16 F	Fresno City Lines (copper-plated)	.10
		Good For One Fare	
Glendale	320	(reported by S. L. Brann)	
F Bz	16 A	Asbury Rapid Transit System	.15
		Good For One Fare	

IOWA

Charles City	180	(reported by Chris J. Cook)	
B WM	16 N	Nixt City Bus Co.	.10
		Good For One Fare	

KENTUCKY

Covington	150	(reported by Ivan B. Cline)	
G o WM	23 Sd	C. & S.T.P. Road Co. Ky. Inc'd, 1847	
		Return Trip Horse Back Gate No. 1	\$3.50
Louisville	510	(reported by Ralph Freiberg)	
BU B	27 Sd	Holy Family School	.10
		School Bus	

OREGON

Astoria	60	(reported by Ralph Freiberg)	
B WM	16 Bar	Astoria Transit Ore. (bus)	.15
		Good For One Fare (bus)	

PENNSYLVANIA

Uniontown	930	(reported by Max M. Schwartz)	
D WM	23 Bar	Panzera Bus Service Uniontown, Pa. (bus)	.15
		Good For One Ten Cent Fare (bus)	

WISCONSIN

Marinette	430	(reported by Ralph Freiberg)	
E WM	16 T-sc	Twin City Transportation Co. (bronze-plated)	.15
		Good For One Fare	
F S	16 T-sc	Twin City Transportation Co. (bronze-plated)	.15
		Good For One Fare	
G Z	16 T-sc	Twin City Transportation Co. (bronze-plated)	.15
		Good For One Fare	

ALASKA

Ketchikan	450	(reported by Ralph Winant)	
L B	19 Sd	Northern Bus Co. (constellation)	.15
		Good For One Bus Fare Ketchikan Alaska	

CANADA - QUEBEC

Quebec	745	(reported by Frank C. Greene)	
D o B	29 Sd	Good For One Ride W. Smythe (incuse letters)	1.00
		(blank)	

ENGLAND

Bagillt	12	(reported by J. M. Coffee, Jr.)	
A o K	42 Sd	Best Cabin 1821 Bagillt	2.00
		(same as obverse)	
Blackburn	60	(reported by Eroy L. Kimmons)	
E Cr	22 Sd	(arms)	.20
		1d.	
F Cy	22 Sd	(arms)	.20
		1d.	

ENGLAND (continued)

Blackburn 60 (continued)

G	Ci	22	Sd	(arms) 2d.		\$0.20
H	Gp	22	Sd	(arms) 3d.		.20
I	Cg	22	Sd	(arms)(dark green) 4d.		.20
Leicester 430 (reported by J. M. Coffee, Jr.)						
C	o	K	43	Sd	L & S Railway Free Ticket William Barston No. 14	.50
D	o	K	Oc	Sd	L & S Railway Ratby No. 11 11 (40mm.)	.50
E	o	K	Oc	Sd	L & S Railway Ashby Road No. 22 (blank)(40mm.)	.50
F	o	K	Oc	Sd	L & S Railway Bagworth No. 20 (blank)(40mm.)	.50
Liverpool 460 (reported by J. M. Coffee, Jr.)						
M	o	B	39	Sd	Liverpool & Isle of Man Cabin (paddle steamer)	1.00
N	o	B	39	Sd	Liverpool & Isle of Man Steerage (paddle steamer)	1.00
London 470 (reported by J. M. Coffee, Jr.)						
AW	o	K	29	Sd	London and Greenwich Railway Company (arms) (same as obverse)	1.00
AX	o	K	35	Sd	London and Greenwich Railway Company (arms) (same as obverse)	1.00
AY	o	L	35	Sd	London and Greenwich Railway Company (arms) (same as obverse)	1.00
AZ	o	B	35	Sd	London and Greenwich Railway Company (arms) (same as obverse)	1.00

CORRECTIONS

Conn 560 N comes in large and small letters on reverse. Mich 225 F G H are obsolete. Add (incuse) to Quebec 745 C. Pa 965 B is aluminum, not brass.

THE LEICESTER AND SNANNINGTON RAILWAY

By John M. Coffee, Jr.

Tokens of this company are listed in this issue as England 430 C D E F. The line was constructed for the conveyance of coal from the Leicestershire coal fields to the City of Leicester, where the terminus was known as the West Bridge Wharf. The conveyance of passengers was not at first contemplated; however, a carriage was built and attached to the coal trains. The passenger stations were Ratby, Glenfield, Ashby Road, and Bagworth.

All the tokens have the inscriptions produced by hand punches. The railway was 16 miles long, and was opened on July 17, 1832, being the earliest of the group of lines which formed the Midland Railway.

William Barston, whose name appears on one of the tokens--a pass--has not been identified. The marks on the metal of this token indicate that it was cut from a revolving bar of copper, which would render the production of counterfeits very difficult.

Four tokens of the London & Greenwich Railway are reported in this issue. The London & Greenwich was the first railway connected with the City of London, having commenced operations on December 14, 1836. The die used for the tokens was also stamped on pieces of thick cardboard for use as conventional tickets.

Check List of Foreign Transportation TokensBy Roland C. AtwoodSWEDEN (continued)

Helsingborg 350 (continued)			
AB	o B	Sq Sd	Helsingborgs Stads Sparvagar Westins Atelje WAS Stockholm \$0.20
AE	o K	Sq Sd	Helsingborgs Stads Sparvagar .20 C.C. Sporrang & Co. (in circle) Stockholm
AF	WM	Sq St-sc	Helsingborgs Stads Sparvagar .20 C.C. Sporrang & Co. (in circle) Stockholm
AG	B	24 Sd	Helsingborgs Stads Sparvagar Omnibus Pollett For Vuxen .50 C.C. Sporrang & Co. (in circle) Stockholm (sc)
AH	WM	22 Sd	Helsingborgs Stads Sparvagar Omnibus Pollett For Barn .50 Westins Atelje WAS Stockholm
Harnosands 360			
A	o B	25 Sd	Harnosands Angslups Aktie Bolag 5 (1871) 2.50 (blank)
B	o B	25 Sd	Harnosands Angslups Aktie Bolag 8 2.50 (blank)
C	o B	25 Sd	Harnosands Angslups Aktie Bolag 10 2.50 (blank)
D	o B	25 Sd	Harnosands Angslups Aktie Bolag 2.50 (blank)
E	o B	25 Sd	Harnosands Angslups Aktie Bolag (counterstamped) 2.50 (blank)
Hisingen 370			
A	o B	22 Sd	Hisingen Ore 3 Ore 1.00 (blank) (bridge passes)
B	o B	22 Sd	Hisingen Ore 3 Ore 1.00 C.C. Sporrang & Co. (in circle) Stockholm
C	o B	32 Sd	Qvillebackens Brobolags Polett 12 Ore (1867) 2.50 C.C. Sporrang & Co. (in oval) Stockholm
D	o B	Ob Sd	Qvillebackens Brobolags Polett 6 Ore 1.50 C.C. Sporrang & Co. (in oval) Stockholm
E	o B	32 Sd	Qvillebackens Brobolags Polett 5 Ore 1.50 C.C. Sporrang & Co. (in oval) Stockholm
F	o B	Ov Sd	Qvillebackens Brobolags Polett 3 Ore 1.00 C.C. Sporrang & Co. (in oval) Stockholm
G	o B	Ov Sd	Qvillebackens Brobolags Polett 2 Ore 1.00 C.C. Sporrang & Co. (in circle) Stockholm
Jonkopings 380			
A	o Z	30 Sd	Jonkopings Angslups Aktie-Bolaget (1878) 2.50 (blank)
B	o Z	30 Sd	Jonkopings Angslups Aktie-Bolaget 5 2.00 (blank)
C	o B	30 Sd	Jonkopings Angslups Aktie-Bolaget 12 2.50 (blank)
D	o B	28 Sd	12 O (1867) 2.00 (blank)(Jonkopings to Vesterbrunn)
E	o B	Sq Sd	10 O 2.00 (blank)(Jonkopings to Norvilla)
F	WM	Ov St-sc	Jonkopings Sparvagar Ore 10 Ore .20 (blank)
G	B	Ov St-sc	Jonkopings Sparvagar Ore 15 Ore .20 (blank)
H	B	19 St-sc	Jonkopings Sparvagar Ore 10 Ore .20 (blank)

Jonkopings 380 (continued)

I	B	19	St	Jonkopings Sparvagar (castle) Galler For Enkel Sparvags- Resa	\$0.20
J	WM	19	St-sc	Jonkopings Sparvagar 5 Ora (blank)	.20
K	WM	Sq	St-sc	Jonkopings Sparvagar (blank)	.20
L	WM	Ob	St-sc	Jonkopings Sparvagar (blank)	.20
M	WM	Tr	St-sc	Jonkopings Sparvagar (blank)	.20
N	WM	19	Sd	Jonkopings Sparvagar (castle) Galler For Enkel Sparvags- Resa	.20
O	B	19	Sd	Jonkopings Sparvagar (castle)(silver-plated) Galler For Enkel Sparvags- Resa	.20

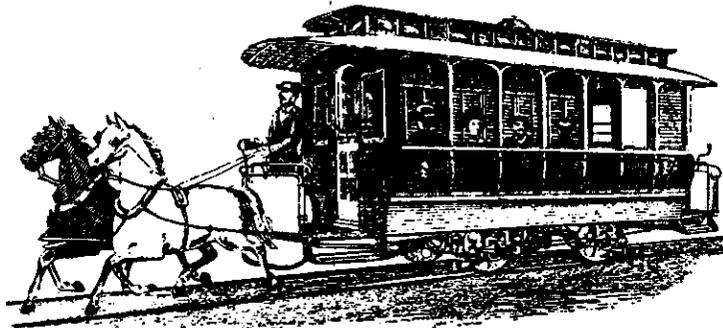
Karlskrona 390

A	C S	46	Sd	F B (used on ferry to fort) (blank)	2.00
B	o B	Ob	Sd	Karlskrona Lyckeby (1860) (blank)(Lyckeby to Karlskrona)	3.50
C	o S	Ob	Sd	W C (1860) (blank)	2.50
D	o B	30	Sd	Angsluppen Nacken (1860) (blank)	3.50
E	B	Tr	St-sc	Karlskrona Sparvagar 5 5 5 (blank)	.20
F	WM	Tr	St-sc	Karlskrona Sparvagar 5 5 5 (blank)	.20
G	WM	Tr	St-sc	Karlskrona Sparvagar 5 5 5 (blank)(another Tr-sc)	.20
H	B	Tr	St-sc	Karlskrona Sparvagar 10 10 10 (blank)	.20
I	B	Ov	St-sc	Karlskrona Sparvagar 10 Ore 10 (blank)	.20
J	B	Tr	St-sc	Karlskrona Sparvagar 10 10 10 (another Tr-sc) (blank)	.20
K	WM	Ov	St-sc	Karlskrona Sparvagar 10 Ore 10 (blank)	.20
L	WM	Ov	St-sc	Karlskrona Sparvagar 10 Ore 10 (blank)	.20
M	B	Ov	St-sc	Karlskrona Sparvagar 15 Ore 15 (blank)	.20
N	B	Ov	St-sc	Karlskrona Sparvagar 15 Ore 15 (another Tr-sc) (blank)	.20
O	B	Ov	St-sc	Karlskrona Sparvagar 15 Ore 15 (another Tr-sc) C.C. Sporrang & Co. (in circle) Stockholm	.20
P	B	Tr	St-sc	Karlskrona Sparvagar 15 Ore 15 (another Tr-sc) C.C. Sporrang & Co. (in circle) Stockholm	.20
Q	A	21	Sd	Karlskrona Stads Sparvagar (crown & anchor) X CC I	.20
R	A	24	Sq-sc	Karlskrona Stads Sparvagar (crown & anchor) X CC I	.20
S	Z	24	Sd	Karlskrona Stads Sparvagar (crown & anchor) X CC I	.20
T	Z	Ov	St-sc	Karlskrona Stads Sparvagar (blank)	.20
U	Z	Ov	St-sc	Karlskrona Stads Sparvagar C.C. Sporrang & Co. (in circle) Stockholm	.20
V	B	Ov	St-sc	Karlskrona Stads Sparvagar (blank)	.20

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



J. M. Coffee, Jr.
Editor

P. O. Box 1204
Boston 4, Mass.

VOLUME 6

APRIL, 1952

NUMBER 4

This issue has been unavoidably delayed for a few days because the Editor spent the last several days in the hospital with a minor malady. It is hoped that subscribers' unhappiness over the delay will be at least partially offset by the size of this issue. This is the largest issue in the history of The Fare Box, being just four times as big as that now rare little 4-page issue of July, 1947, with which Mr. Moore launched the adventure.

Work has been progressing nicely on the new edition of Atwood's Check List, but still only a dent has been made in the enormous task. Meanwhile I must report that only thirty-three advance three-dollar subscriptions have been received to date. This is inadequate, and I must repeat my request for subscriptions. We need the money badly if we are going to complete the project. If you intend to purchase this list--and I am sure that nearly everyone who reads these words will do eventually--please do not put it off any longer. Send the Editor your three dollars as soon as possible. We are going to have to set a deadline after which the price will be somewhat higher.

Mr. Atwood, the New Issues Editor, is now enjoying a cruise on the Caribbean. So if you have received no answer from him to your correspondence, you are asked to have patience. When he returns he will probably be armed with lots of new tokens for us.

Within this issue will be found a complete list of the names and addresses of all 1952 members and applicants. This should afford a fine opportunity for new members to do a lot of corresponding. I think nearly everyone listed will be happy to correspond.

Also within this issue will be found the list for the Fourth A.V.A. auction, the largest transportation token auction ever held. There are many fine tokens included, and an opportunity is afforded to every member (only members may bid) to acquire some nice tokens. I suggest that you study the list carefully and mail your bids to Mr. Laflin early. In addition to this auction, the Seattle Transportation Token Club held a particularly fine auction of April 11, prices realized of which will be listed in the May issue. These two auctions, plus a general increase of interest everywhere in the hobby, should make this coming summer a particularly active one, perhaps even rivaling 1948 as a time of intense activity in the hobby.

It is not too early to begin planning for the Annual Convention of the A.V.A. which has been set for August 2 and 3, 1952, in Colorado Springs, Colorado. Be sure to plan your vacation so that you can attend. These annual conventions are extremely important for the association, and the more present the better. And not only will you enjoy the company of fellow collectors, you will be astounded by the indescribable beauty of Colorado's scenery!

To the Executive Board of the American Vecturist Association; (March 20, 1952)

Gentlemen:

During the latter half of February I was confined to my home on account of illness, but wish to inform our membership that all propositions set forth in previous communications to you have been duly approved by the Executive Board, and I want to thank you for your very prompt response you gave to my letter of Feb. 4.

For the past year or so I have thought of the idea of soliciting paid want ads from coin, stamp, and other, dealers, for The Fare Box. I have secured legal advice from our good friend Max M. Schwartz, for soliciting said ads and postal regulations. I therefore would like to have your vote on the following:

Proposition 13. That the Editor of The Fare Box be authorized to solicit paid want ads, and shall set the necessary rate.

There has been quite a bit of discussion on a committee to decide on values of various tokens. As a member of this organization, Mr. John M. Coffee, Jr., has made this suggestion, that since the new check list is in the making complete with Atwood's revised valuations, that perhaps it is a bit premature to appoint a committee to recommend revised values to conflict with Atwood's, and cause collectors to be confused. Mr. Coffee thinks that such a committee would be better equipped to serve as a committee to recommend revisions to Atwood each year, beginning next year (1953) after the new list is out. I personally think this an excellent idea, and I shall drop this idea of a committee to serve at this time.

Our Secretary, Mr. Laflin, informs me that the following applications for membership herewith listed have been received in good form, and I therefore submit their names for membership.

Proposition 14, number 134. Orlie McClusky, 1125 So. 13 St., Mt. Vernon, Ill. Age 43. Rebuilds motors; collecting for two years, has about 250 tokens; collects U.S. and foreign, subscribes to The Fares Box; uses Atwood check list.

Proposition 15, number 135. Emzy L. Thompson, Jr. - US 54-057-488, Co. B, 7774 Sig Bn, APO 403, c/o Postmaster, New York, N.Y. This fellow is a soldier stationed in Germany, and was approached for membership by Mr. Coffee. He sent his check for \$6.00, \$3 for membership, and \$3 for the new check list. Mr. Laflin sent this man an application blank, and had already assigned him this number.

Proposition 16, number J-136. David Michaels, 600 West End Avenue, New York 24, N.Y. Student, age 15. Has about 500 tokens; has been collecting for six months; collects U.S. and foreign; uses Atwood check list and receives The Fare Box.

Proposition 17, number 137. Walter K. Dillow - 109 5th Street, Box 182 - Byron, Ill. Age 48, machine operator. Has been collecting for eight months; collects U.S. and foreign; has about 135 pieces; does not use check list yet or receive Fare Box.

Proposition 18, number 138. Johnnie W. Jones - Route 2, Box 180 - Springfield, Missouri. Age 40, bus operator. Has 600 pieces; collecting for two years; collects U.S. and foreign; uses Atwood check list, has not received Fare Box.

This certainly is a fine bunch of new applicants to report; keep up the good work fellows. Our old A.V.A. is growing.

Please let me have your reactions to these matters as soon as possible.

Fraternally yours,

EROY L. KIMMONS, President

Copies of this letter mailed to:

Mr. R. K. Frisbee, Vice President.

Mr. Quincy A. Laflin, Secretary.

Mr. Thomas F. Williamson, Treasurer

Mr. William L. Black, Curator.

Mr. John M. Coffee, Jr., Editor of The Fare Box.

A LETTER TO THE EDITOR FROM MR. BARTLEY

Dear John:

In case you are wondering what has happened to me, this is to let you know that I am slowly but surely recovering from my accident of last August. The hand is still stiff but can write a little, and also use it in my work at the "board." The knee too has improved greatly and though I wear a brace and use a cane, I can now get around. Have been back at work since February 1, although only part time.

Many thanks to all the members of the A.V.A. who wrote me cards and letters during my convalescence. They really helped cheer me up. One of the best parts of being better is the fact that I can attend the quarterly meetings of The Pittsburgh District Token Collectors Group again. Yes, John, we are still meeting regularly; have been in fact. The reason that you and others have had no report of our meetings is that I have been unable to report them until now. The other members have held off because it was my job to inform The Fare Box. I have fallen (or was I pushed) down on the job, but can really offer a fair excuse. In condensed form, here are the results of the last three meetings:

The 3rd meeting of the PDTC was held in Room 1208 House Bldg., Sunday, July 15, 1951. It was a gala meeting, for, in addition to our own Bill and Corinne Black, and member H.C. Bartley, we had a delegation from Ohio in the persons of members of AVA W.L. Carr, Dave Jordan, Chris Cook, and Mr. & Mrs. M.B. McRobie. Nearly the whole afternoon was spent trading tokens and discussing types and varieties, in which Chris Cook played a prominent role. The coming convention was also discussed, and Pittsburgh was proud to say that it would be represented by at least 3 members: the Blacks and Bartley. (Fate had a hand in that arrangement; Bartley wound up in a hospital in Frederick, Maryland, that week instead of at K.C.) Work kept our host, member Eisenberg, away from the meeting, but he was able to get there just at the finish, and was in the pictures of the group taken by Mrs. McRobie.

The 4th meeting of PDTC took place in Room 1208 House Bldg., on Sunday, October 14, 1951, with members Bill and Corinne Black, Mackie, and Eisenberg attending. Except for a report on the convention by the Blacks, very little took place as a series of events kept the Ohio delegation away and member Bartley, although home from the hospital, was unable to attend due to his condition. The members did converse with him via telephone and wished him speedy recovery.

The 5th meeting of PDTC took place on Sunday, January 20, 1952 in Room 1208 House Building. Members Bill and Corinne Black, Mackie, Eisenberg, and Bartley attended. Unfavorable weather kept several others away who would have been there as planned. This was a very interesting meeting; the members helped each other bring their Atwood catalogs up to date and many issues were discussed. The big item was the report and showing of the West Elizabeth Bridge tokens (Pa 965 A-E) which the Blacks had unearthed. Four of these had previously been unknown. Every one envied the Blacks, although no one else would put forth the effort involved. Plans were discussed for a return trip to visit the Ohio group in Akron for the regularly April quarterly meeting. This will probably be the last Sunday in April (27th) in order to take advantage of Daylight Saving Time. Complete notice of this will be furnished The Fare Box in time, so anyone wishing to join us can do so.

So, John, this is the story of our Pittsburgh group even though a bit late. I might add that we are proud of member Bill Black retaining his office of Curator, and glad that three of our members, Eisenberg, Mackie, and Bartley, were able to serve A.V.A. as tellers in the last election of officers. Barring accidents (blast the word) we are looking forward to a banner year in 1952 and may we all be able to get to the Convention.

Yours,

Harry C. Bartley AVA #46
Reporting for the Pittsburgh District
Token Collectors Group.

For sale or trade: Minn 510 D 15¢; 680 C 15¢ (5 varieties); D 15¢; E 15¢; F 10¢; 730 D 15¢; G 15¢; 760 G 50¢; I 15¢; J 15¢; (2 var.); 820 E & F (stamped envelope) 15¢; Minn 180 B 30¢; 980 D, 540 J 15¢ (3 var.); K 15¢; (WM & copper-plated WM); M 15¢; N 15¢; P 15¢; G 15¢.

Floyd O. Barnett - 2731 Lyndale Ave. So. - Minneapolis 8, Minn.
Trade Conn 345 B for tokens with a total value of \$1.00. Will buy or trade tokens needed in my collection.

Morton H. Dawson - 285 Price Blvd. (Elmwood) - West Hartford 10, Conn.
Have new B 15 SD Hood River City Bus/Good For One Fare (Oregon); also One 60 B. These are for sale at 20¢ each plus stamped self-addressed envelope.

Frank W. Guernsey - 700 N.E. 47th - Portland 13, Oregon
New Issue: Calif 320 F (Asbury Rapid Transit System, Glendale), Send 20¢ and stamped envelope for your copy plus one other duplicate of my choice.

Robert M. Ritterband - 6576 Colgate Ave. - Los Angeles 48, Calif.
I have some of the new Brownsville, Texas, tokens and will send to those desiring a pair for twenty cents, plus a stamped self-addressed envelope.

Arthur D. Jordan, Jr. - 460 Homer Avenue - Akron 20, Ohio
To the first 10, will trade one 50¢ token for one 50¢ token of yours. Must be catalogued 50 cents. Send yours, mine will follow.

John G. Nicelosi - 5646 Fountain Avenue - Hollywood 28, Calif.
Standard 2-inch by 2-inch manila envelopes for your tokens. \$2.00 per thousand, postpaid.

Chris J. Cook - 2105 Fourth Court - Cuyahoga Falls, Ohio
Wanted - Tokens from Kansas. Send me a list of your Kansas duplicates. Also have some foreign coins and back issues of The Fare Box to trade. Correspondence invited
Harold Ford, Jr. - Box 211 - Wadsworth, Kansas

Dr. Nelson reports that Capital Transit, of Washington, D.C., is now redeeming all tokens with a "W" in the center at 8 1/3 cents (unplated) or 13 1/2 cents (plated). No deadline has been mentioned, but collectors who wish to dump their extras of these otherwise worthless tokens would do well to hurry. Address: 36th & M Streets, N.W. - Washington, D.C.

Mr. Underwood reports that tokens are no longer used in Roswell, N.M.; Wichita Falls, Texas; Chickasha & Muskogee, Oklahoma; and Fort Smith, Ark. Duncan, Oklahoma, no longer even has a bus system. Mr. Underwood also found a maverick in Muskogee, which is described as follows: WM 23 Y Victoria Transportation Co./Good For One Fare. Can anyone offer some help with this one?

A few days ago the Editor wrote the Herman G. Frantz Bus Line of Mifflerville, Pa., enclosing 50¢ and asking for tokens. Mr. Frantz replied as follows: "I have 2,000 tokens, and as they are collected they are resold. I have had quite a few requests for tokens in the past few months, and my supply is getting too low to allow any more to leave the territory. I am sorry I cannot fulfill your request at this time." Any collector passing through there could do us all a favor by getting a few.

Mr. Laflin, our Secretary, has received acknowledgment from the New York Historical Society that they have received a copy of the National Check & Premium List from the American Vecturist Association, through Mr. Schwartz. Their Board of Trustees extended sincere thanks.

Mr. Ritterband was awarded, for the second consecutive year, the first prize Blue Ribbon at the California Hobby Show in Los Angeles. Mr. Ritterband's display was a mounted exhibit of about two hundred tokens. This year he used a panel about four feet square, with the tokens arranged in the pattern of four wheels (representing transportation). Tokens were in alphabetical order and all labeled, and seemed to draw a good deal of interest.

Mr. Max M. Schwartz recently completed the purchase of the transportation token collection of Clarence G. Brisee, Jr., of Albany, and of the collection of Don L. Browne, of St. Louis. We are sorry to see Messrs. Brisee and Browne leave the fold, but there are many new collectors advancing to take the places of those who are forced to leave.

THE AMERICAN VECTURIST ASSOCIATION

Members in Good Standing For 1952

7 females

- 36 • Jan Seena Anderson 1895 Indianapolis Ave. Riverside, California
- 1 Roland C. Atwood P.O. Box 621 Hollywood 28, Calif.
- 127 • Dorothy M. Augustine 6230 Condon Avenue Los Angeles 56, Calif.
- 57 B. H. Baake, Jr. 2922 Chenoak Ave. Baltimore 14, Maryland
- 38 Floyd O. Barnett (1) 2731 Lyndale Ave. So. Minneapolis 8, Minn.
- 119 • Martha L. Barnett (10) 2731 Lyndale Ave. So. Minneapolis 8, Minn.
- 71 B. T. Barraclough (12) 3635 Nicollet Ave. Minneapolis 3, Minn.
- 46 Harry C. Bartley 7012 Ohio River Blvd. Pittsburgh 2, Pa.
- 131 Arque Bays P.O. Box 149 Charleston 21, W. Va.
- 82 O. R. Bertram 2111 Swisher St. Austin, Texas
- 7 • Corinne M. Black 1409 Evans St. McKeesport, Penna.
- 6 William L. Black 1409 Evans St. McKeesport, Penna.
- 37 Basil Brandon 327 26th Avenue San Francisco 22, Calif.
- 133 Sheridan LeRoy Brann 8220 Summit 2026 So. Hazel St. Denver 9, Colo. *Whittier, Calif.*
- 98 Ralph Brown Bellport, N.Y.
- 85 Don L. Browne 1327 Highland Terrace Richmond Heights 17, Mo.
- 97 Robert M. Butler (5) 731 East 26th St. Minneapolis 4, Minn.
- 122 • Anna M. Butler (11) 731 East 26th St. Minneapolis 4, Minn.
- 42 M. O. Carmichael 1004 Main Street Klamath Falls, Oregon
- 128 Roy H. Carpenter 1124-11 Ave 430 East Grand Peoria, Illinois
- 114 William L. Carr 2648 Pelton Avenue Akron 14, Ohio
- 105 Harold T. Chesney (14) 4553 Ewing Ave., So. Minneapolis 10, Minn.
- 28 Felix M. Church (10) 700 Seward Avenue Detroit 2, Michigan
- 59 Ivan B. Cline 941 West Michigan St. Evansville 11, Indiana
- 14 John M. Coffee, Jr. P.O. Box 1204 Boston 4, Massachusetts
- 81 Arnold Cohn 84 Johnston Avenue Kingston, N.Y.
- 86 Chris J. Cook 2105 Fourth Court Cuyahoga Falls, Ohio
- 44 Hal J. Daggett (deceased) 434 End Avenue West Seattle 99, Wash.
- 137 ✓ 95 Morton E. Dawson 285 Price Blvd. West Hartford 10, Conn.
- 141 → 50 Daniel Dimichael P.O. Box 485 Coatesville, Pa.
- 111 William E. Eisenberg 2717 West Carson St. Pittsburgh 4, Pa.
- 69 Dr. M. W. Emrick 1426 Market Street Harrisburg, Pa.
- 54 Claude G. Ficklin 283 Isabel Street Los Angeles 65, Calif.
- ✓ 129 Albert Field 117 W. 70 Str. 5 West 63rd Street New York 23, N.Y.
- 124 Harold Ford, Jr. P.O. Box 211 Wadsworth, Kansas
- 29 Paul Fouts 609 Peoples Building Seattle 1, Wash.
- 62 Ralph Freiberg 4142 26th Street San Francisco 14, Calif.
- ✓ 20 R. K. Frisbee 237 So. Kalamath St. Denver 9, Colorado
- 80 Wadsworth G. Fyler West Simsbury, Conn.
- 53 Paul H. Ginther New Holland, Illinois
- 35 Frank C. Greene 900 East 9th Street Kansas City 6, Missouri
- 102 Frank W. Guernsey 700 N.E. 47th Avenue Portland 13, Oregon
- 147 → 21 Chas. M. Hamilton 944 Corona St 415 Cedar Street Denver 18, Colorado
- 26 Charles W. Houser 734 St. John Street Allentown, Pennsylvania
- 109 Alfred Hutter 333 N. Charles St. Baltimore 1, Maryland
- 52 Cecil G. Jefferson 8845 Wallingford Avenue Seattle 3, Washington
- ✓ 67 Donald B. Johns 1515 E. Madison 1114 Boylston Avenue Seattle 27, Washington
- ✓ 77 Floyd L. Johnson 79 West Gibson Street Canandaigua, N.Y.
- 138 → 78 Arthur D. Jordan, Jr. 2734 460 Homer Avenue 9th Str. Akron 20, Ohio *Cuyahoga Falls, Ohio*
- 9 • Ione E. Kibbe 497 Fern Street West Hartford 7, Conn.
- 47 Erroy L. Kimmons 521 East Live Oak St. Austin 4, Texas
- 22 Ralph Koller 1135 Bedford Avenue, S.W. Canton 10, Ohio
- 113 • Gladys I. Kurth (7) 4520 41st Avenue, South Minneapolis 6, Minn.
- 48 Julius A. Kurtz (5) 928 13th Avenue, South Minneapolis 4, Minn.
- 49 Quincy A. Laflin (6) 1145 Argyle Street St. Paul 3, Minnesota
- 70 Howard C. Laible 3520 W. Santa Barbara Ave. Los Angeles 8, Calif.
- 40 Charles R. Lamb Route 1 - Box 39 Long Beach, Washington
- ✓ 15 Edgar Levy 1413 Mesa Avenue Colorado Springs, Colo.

3104 - 26 -36-
YMCA Box 214

Lubbock, Texas
Pueblo, Colorado

139	120	William Liddell	724 Bancroft Street	Omaha 8, Nebraska
	99	Clyde A. Logsdon	1315 N. Franklin St.	Pittsburgh 33, Pa.
	65	John M. Mackie, Jr.	145 Kimberly Avenue	New Haven 11, Conn.
144	104	Pasquale H. Maffeo	26 Earls court Avenue	Toronto 10, Ontario
134	121	Allen B. Maitland	416 Harmon Avenue	Danville, Illinois
	115	Raymond McIntyre	P.O. Box 587	Buffalo, New York
	5	Robert B. McKee	1073 Pitkin Avenue	Akron 10, Ohio
	72	Martin B. McRobie	1033 Seminary Ave.	St. Paul 5, Minn.
	61	John Metz	2146 North 137th Street	Seattle 33, Washington
J136	45	Cecil F. Meyer	Midwest Transportation Token & Ticket Club - Chapter	Minneapolis 4, Minn.
	110	Robt. M. Butler, Secy.	731 E. 26th St.	San Francisco 9, Calif.
	2	R. L. Moore	2400 Van Ness Avenue	Dallas 17, Texas
	130	Carroll Morgan	1224 Jim Milber Road	Detroit 26, Michigan
	94	R. K. Moulton	150 Michigan Avenue	Riverdale, Maryland
	87	Dr. Elmer M. Nelson	4516 Tuckerman Street	Hollywood 28, Calif.
	116	John G. Nicolosi	6546 Fountain Avenue	Seattle 7, Wash.
	30	August J. Nilson	326 West 78th Street	Roanoke 4, Virginia
	112	Frank G. Payne	P.O. Box 655	Pittsburgh 6, Pa.
	101	William C. Piper	307 North Graham St.	Pikesville 8, Maryland
	125	Kenneth E. Purdy	17 Village Road	Drexel Hill, Pennsylvania
J132		Harry C. Reynolds	1025 Morgan Avenue	Los Angeles 48, Calif.
	118	Robert M. Ritterband	6576 Colgate Avenue	Seattle 3, Washington
143	66	Edward C. Rudolph	507 North 84th Street	Minneapolis, Minn.
	117	Robert Sanders	4905 No. Mississippi Ct.	New York 25, N.Y.
	3	Max M. Schwartz	147 West 42nd Street	Jackson 15, Mississippi
	93	David H. Smith	312 Vardaman Street	Syracuse 10, N.Y.
	4	Felton W. Smith	128 Redfield Place	Los Angeles, Calif.
	27	Kenneth E. Smith	1212 West 92nd Street	Los Angeles 15, Calif.
	51	Franklin P. Snyder	1060 South Broadway	Minneapolis 3, Minn.
	55	Kenneth W. Snyder	#327 - 15 1/2 Glenwood Ave.	Wilkinsburg, Pa.
	92	A. R. Sparks	1022 Rebecca Street	Baltimore 1, Md.
	79	Thomas B. Sprague	120 North Liberty St.	Rochester 12, N.Y.
	96	Leonard J. Stock	1238 Edgemere Drive	Hazleton, Pa.
	17	Michael Super	105 South Pine St.	Hazleton, Pa.
	18	Paul Super	105 South Pine St.	Meriden, Connecticut
145	34	Paul Targonsky	46 Norwood Street	Berkeley 7, Calif.
135	103	Don Thrall	610 Arlington Avenue	Shook, Missouri Sacramento, Calif
	16	Walter W. Underwood	4017 Miller way	Houston 16, Texas
142	25	Albert P. Webster	2827 Worthington Street	Fredonia, N.Y.
	123	Charles B. White	57 Spring Street	Albuquerque, N.M.
	68	W. A. Whitfield	110 California Street	Syracuse 10, N.Y.
146	12	Thomas F. Williamson	312 Lexington Avenue	Wilmington 131, Delaware
	19	Ralph W. Winant	500 West Summit Avenue	

APPLICATIONS FOR MEMBERSHIP

134	Orlie McCluskey	1125 So. 13th St.	Mt. Vernon, Illinois
135	Emy L. Thompson, Jr.	Co. B, 7774 Sig Bn, APO 403	c/o P.M., New York, N.Y.
J136	David Michaels	600 West End Avenue	New York 24, N.Y.
137	Walter K. Dillow	109 5th St. Box 182	Byron, Illinois
138	Johnnie W. Jones	RR #2 - Box 180	Springfield, Missouri
139	Allison Lievre	433 East 68th Street	New York 21, N.Y.

Numbers below 34 are Charter Members. There are 24 Charter Members in the A.V.A.

OFFICERS

Presidents: Max M. Schwartz (49 & 50); Frank C. Greene (51); Eroy L. Kimmons (52).
 Vice Presidents: McKee (1949); Greene (1950); Levy (1951); Frisbee (1952).
 Secretaries: Kibbe (1949); Kimmons (1950 & 1951); Laflin (1952).
 Treasurer: Williamson (1949, 1950, 1951, and 1952).
 Curators: F. Smith (1949); Levy (1950); Wm. Black (1951 & 1952).

FOURTH AUCTION OF THE AMERICAN VECTURIST ASSOCIATION

All bids must be received before May 18, 1952. Envelopes containing bids should be marked "auction" and be mailed first class to:

Quincy A. Laflin
1145 Argyle Street
St. Paul 3, Minnesota

Mr. Barraclough, Mr. Snyder, and Mr. Laflin (Chairman), will hold the Fourth Auction of the A.V.A. on May 18, 1952. Bids must be received before this date in order to receive recognition. The earliest postmarked letter shall receive the token in case of a tie. Please do not enclose any other correspondence as these letters marked "auction" will not be opened until May 18. Members may bid as high or as low as they please on any lot. In each case the highest bidder will receive the lot, and he will be notified as soon as possible after the auction is held. It is expected that the successful bidders will remit to Mr. Laflin immediately upon receiving his tokens. Please designate the lot number and also Atwood's number when bidding. Ten percent of the proceeds will go to the A.V.A. treasury. List of prices realized will appear in the June issue of The Fare Box.

All lots have been given the latest known Atwood valuations. Most of these are the 1948 figures, but a few are the 1952 valuations (where known). It should be pointed out that token values are now in a state of transition, and will not be brought up to date until the new Check List has been released. Catalog values are listed only as an indication of a token's worth, and the Check List Committee cannot be held responsible for any variations from the printed listings below. Where catalog values are unknown, as in the case of some foreign tokens, the consignor's suggested values are indicated.

Lot no.	Atwood number	Cat. value	Lot no.	Atwood number	Cat. value
1.	Cal 745 A B C D E	\$1.75	33.	Md 60 JJ	\$0.40
2.	Colo 280 A	1.00	34.	Md 60 KK	2.00
3.	Fla 700 A B C D	2.00	35.	Minn 540 A (slight dam.)	2.50
4.	Ill 285 D	.25	36.	Ala 560 A	1.50
5.	Ill 320 B	3.50	37.	Calif 205 B	.25
6.	Iowa 640 H	1.00	38.	Calif 205 C	.75
7.	Iowa 930 C	.25	39.	Calif 775 B	1.00
8.	Kans 980 A	.25	40.	Calif 815 B	.50
9.	Mass 115 J	3.50	41.	Calif 835 C	.25
10.	Mich 605 A	1.00	42.	Calif 835 D	.25
11.	NY 105 A	.25	43.	Calif 950 A	1.50
12.	Ohio 520 B	.25	44.	Calif 950 B	.35
13.	Pa 750 S (slight damage)	3.50	45.	Calif 950 C	.50
14.	Wash 10 A	.50	46.	Calif 950 D	.35
15.	Hawaii 540 A	1.00	47.	Calif 950 E	1.50
16.	Md 40 A	.10	48.	Colo 280 A	1.00
17.	Md 60 A	1.50	49.	Colo 860 B	1.00
18.	Md 60 B	1.50	50.	Colo 860 C	.25
19.	Md 60 C	1.50	51.	Conn 35 B	.25
20.	Md 60 D	3.00	52.	Fla 380 E	.75
21.	Md 60 O	2.00	53.	Fla 380 M	.35
22.	Md 60 R	.25	54.	Fla 700 A	.50
23.	Md 60 S	2.00	55.	Fla 700 B	.50
24.	Md 60 T	2.50	56.	Fla 700 C	.50
25.	Md 60 U	1.50	57.	Fla 700 D	.50
26.	Md 60 V	1.50	58.	Ga 240 A	.25
27.	Md 60 Y	2.00	59.	Ill 150 B	1.00
28.	Md 60 Z (20mm star)	.10	60.	Ill 530 A and C	.40
29.	Md 60 AA	.10	61.	Iowa 150 B	1.00
30.	Md 60 DD	.10	62.	Iowa 150 C	.75
31.	Md 60 EE	.10	63.	Iowa 600 A	.25
32.	Md 60 II	.10	64.	Iowa 850 O	.35

FOURTH A.V.A. AUCTION (continued)

Lot no.	Atwood number	Cat. value	Lot no.	Atwood number	Cat. value
65.	Kans 980 A	\$0.25	126.	Tenn 75 A	\$0.25
66.	Kans 980 B	.50	127.	Tenn 430 A (Saunders)	2.00
67.	Ky 250 B	.25	128.	Tex 255 D	.50
68.	Ky 280 A	.25	129.	Tex 255 F (2-Z & SPZ)	1.00
69.	Ky 510 AX	2.00	130.	Tex 565 A	.50
70.	Mass 305 A	.50	131.	Va 155 A	.25
71.	Mich 470 A	1.50	132.	W. Va. 240 A	.25
72.	Mich 470 B	1.50	133.	Wis 500 D	1.00
73.	Mich 680 D	.75	134.	Wyo 120 E	.25
74.	Mich 935 G	.25	135.	D.C. 500 D	.25
75.	Mich 935 J	.25	136.	Ida 380 B	.50
76.	Mich 935 K	.25	137.	Ida 440 A	.75
77.	Mich 935 M	.25	138.	Ida 640 B	.25
78.	Mich 935 N	.25	139.	Alaska 300 A	1.00
79.	Mich 935 O	.25	140.	Alaska 300 B	1.50
80.	Mich 935 P	.25	141.	Cuba 400 E	.25
81.	Mich 935 Q	.25	142.	Pa 480 A	1.00
82.	Mich 935 S	.25	143.	Nova Scotia 450 A	.50
83.	Mich 935 T	.25	144.	Ontario 860 A	.50
84.	Mich 935 U	.25	145.	Chihuahua Mexico 150 C	.25
85.	Mich 935 V	.25	146.	Sweden 300 BY & CB	.40
86.	Mich 935 W	.25	147.	Sweden 300 CJ & CE	.40
87.	Mich 935 Y	.25	148.	Sweden 350 A	.50
88.	Mich 935 Z	.25	149.	Sweden 350 D & E	.50
89.	Mich 935 AA	.25	150.	Sweden 350 AA	1.00
90.	Mich 935 AB	.25	151.	Oslo Norway (2) no listing	.40
91.	Mich 935 AC	.25	152.	Czechoslovakia (1) n.l.	.20
92.	Minn 510 D	.25	153.	Scotland 100 N	.20
93.	Minn 620 B	1.00	154.	Scotland 100 U & X	.40
94.	Minn 620 C	1.00	155.	Scotland 300 F & H	.40
95.	Minn 820 B	.50	156.	Scotland 450 I	.50
96.	Minn 820 C	.50	157.	Scotland 450 AH & AJ	.40
97.	Miss 620 A	.50	158.	Scotland 450 AL & AK	.40
98.	Miss 900 B	.75	159.	Scotland 450 BF & AS	.40
99.	Mo 910 H	.25	160.	England 40 F	.20
100.	NJ 30 A	.50	161.	England 40 L	.20
101.	NM 430 A	.75	162.	England 90 M & P	.40
102.	NY 105 A	.25	163.	England 350 H & J	.40
103.	NY 630 E	.75	164.	England 420 D & F	.40
104.	NC 290 B	.25	165.	England 500 V & AD	.40
105.	NC 290 C	.25	166.	England 500 Y & Z	.40
106.	NC 670 A	.50	167.	England 510 B	.20
107.	NC 880 A	.50	168.	England 540 E & F	.40
108.	NC 980 A	.35	169.	England 620 B	.20
109.	Ohio 10 G	.50	170.	England 650 A & B	.40
110.	Ohio 10 H	.50	171.	England 720 C & D	.40
111.	Ohio 10 I	.50	172.	England 740 B & C	.40
112.	Ohio 10 J	.50	173.	England 750 M & N	.40
113.	Ohio 440 A	.35	174.	England 770 H (2 var.)	.40
114.	Ohio 440 C	.25	175.	England 790 A & B	.40
115.	Ohio 440 E	.50	176.	England 830 B	.20
116.	Ohio 475 S (no. 16)	.50	177.	England 500 AD	.20
117.	Ohio 535 D	.35	178.	England 15 different	3.00
118.	Pa 25 C	.25	179.	England 16 different	3.20
119.	Pa 70 A	.25	180.	Iowa 270 A	.50
120.	Pa 150 A	.75			
121.	Pa 150 B	1.50			
122.	Pa 195 F	.50			
123.	Pa 480 B	.75			
124.	SC 110 A	1.00			
125.	SD 10 A (3 stars)	.25			

This ends the sale. Thank you.
Please submit bids early.

MORE ON THE "PENNANT" AS REPORTED IN THE MARCH FARE BOX
By Hal J. Daggett

The correspondence as quoted in Mr. Logsdon's article in the March Fare Box is in all probability a true and accurate quotation of the correspondence he received relative to the Everett, Washington, "Pennant" token up to the dates quoted of December 29 and December 6, 1948. As Mr. Logsdon has so ably stated, the writer spent over a year checking on the token so "there must be something to it," and it appears that he places credence in the veracity of his correspondents' statements. His article is a fine example of the keen interest many collectors take in their search for the true story behind some of the more scarce and more valuable vectures.

We do not in any way tend to detract from the article in the March issue, but feel collectors would like to hear the rest of the story as disclosed after the date of December, 1948.

This correspondent made a considerable study of the Pennant token and can confirm the March story as being accurately reported. However, as is so often the case when running down an "oldie" many divergent opinions and statements are received. Such was my case, enough so that I decided that there must be some element of truth to the story that it had been used as a fare token, so the search was on and did not reach its conclusion until many months later and not until I had talked to some of the real old timers at the court house who distinctly remembered this token as having been used as a fare token. Even then I felt it was necessary to substantiate the reports from the old timers and did so until it seemed certain that at last and after some false starts, and some first conclusions were disproved, the real Pennant story had been told.

Some of us will always doubt the authenticity of certain tokens, especially if we are too far away to check the story personally, and those collectors of course should exercise caution before trading or buying. However no one is forced to buy. The only real restrictions are the size of his pocketbook, his desire for a token, and his duplicate list. As there has been some question about this token from time to time it might be well to inquire from collectors such as Atwood, who I understand has checked the Pennant personally, and should know.

Personally I consider it a true vecture and would welcome it in my duplicate box any time, at a fancy price, too. I have two Pennant tokens, one with and one without a comma, quite obviously different dies, which would make it extremely unlikely that this was an error on the part of the manufacturer when making trade checks, as some collectors suppose.

At the February meeting of the Seattle Transportation Token Club, the President had the pleasure of presenting to one of the Club's founding members, and its first President incidentally, a hand-turned Philippine mahogany gavel as a memento of his being the first presiding officer of the group, and in appreciation of the effort and energy he has so generously expended so that the Club could continue and prosper for the benefit of its members. The recipient, of course, was STTC's first prexy, Paul Fouts.

Attention has been called to the article in the March Fare Box relative to the wording of that portion which stated that "the last STTC auction was unsatisfactory". The thought was voiced that some collectors might construe this to mean that our former Secretary had not performed his duties on the auction in a proper manner. The opposite is actually true. We have always been fortunate in having capable persons elected to this post, which statement applies in full force to our immediate past secretary, Cecil Meyer.

- Hal J. Daggett

HOLY FAMILY SCHOOL TOKENS OF LOUISVILLE

By Ralph Freiberg

While going through Louisville last year, I made a visit to Blue Motor Bus Company looking for tokens and among the tokens I found an aluminum one for H.F.S. Later on while going through the catalog I noted this token listed under Jefferson-town, Kentucky, so decided to see what I could find.

On the way to Jeffersontown I had to wait a while before the bus left so asked the driver if he knew of any buses in Jeffersontown, and he said there were none except this one which went there. As I waited for the bus to leave, and kind of puzzled, I went through the phone book and noted a Holy Family School in Louis-ville. So on the way to Jeffersontown I asked the driver if he saw any school bus with this name, and he replied that he did but the school was in Louisville, but maybe it went to Jeffersontown to pick up a couple of school children. Jefferson-town is a suburb of Louisville.

The next day I paid a visit to the school and asked. A priest said he never knew of anyone who had ever asked about the tokens, and was rather surprised. Some of the various tokens were left, but he figured to have more made as the children used to chew up the fibre tokens, and some even swallowed them. Aluminum ones had been tried, but they also were taking a beating. So all this time, from the day they were discovered by the late Mr. Morganthau through a friend of his in Louis-ville, no effort was made even to try to save any of these tokens for collectors. Under these circumstances, it is going to be difficult to find any in really good condition.

The reason the school is using tokens is this. Some of the children come quite a distance and, although some can afford to buy the tokens for their own use, others are not financially able, so tokens are given to those unable to purchase them. As some buy the tokens, and others receive them free, no one can tell which children are poor and which are not. Hence the reason for the tokens.

Since the tokens were first listed, no collector has known what company was using them. Instead of looking up schools, everyone was looking up bus companies. I am trying to make arrangements to get as many of the three varieties of these tokens as I can for the different collectors. There is one fibre one, and two different sizes of the aluminum ones. Had thought the fibre one would be hardest to find, but one of the sizes of aluminum seems to be even scarcer. I have sold some of these tokens for two dollars a set and any profit made will be turned over to the school fund. By taking their supply of tokens it will be necessary for them to have some new ones made, and so I figure we should pay to have some made.

I have acquired one of the new ones. It is a brass token, 28mm., with the name of the school spelled out. I cannot supply complete sets of the three older tokens to everyone, but still have some of the varieties. Anyone interested can write me, but the condition of the remaining ones is not too good. However I am trying to get enough of the new ones for everyone, and when I do I shall have a notice in The Fare Box. If they arrive in time, I'll mention it in this issue, if not will let collectors know. Inasmuch as the school is in Louisville, they should be listed under that city, and not Jeffersontown.

Mr. Albert Field sends us the following information, which will serve as a footnote to his article of the H & M tokens in a previous issue. The 1952 tokens were plated in several batches, and the color range varies from a red color that should be called "copper-plated" to an obvious yellow shad that should be called "brass-plated." The older token, not yet catalogued, and distinguishable with cert-ainty only in direct comparison with the others, has a far darker color, so that it seems to be "bronze-plated." All these are on the regular 630 W. I regret that I cannot supply the variations--so many people wrote me after the deadline that I have almost none left, though I got extras at the time.

- Albert Field

M T T & T C MEETING

The Midwest Transportation Token and Ticket Club of Minneapolis held its first meeting of 1952 on Sunday, March 9, at the home of one of its members who resides on the northern end of the city. Because of such reasons as one member being in the hospital, and others having to work, or residing too far from the city, etc., only two-thirds of the membership was present. In the course of the two hour and forty-five minute meeting that occupied the greater part of the afternoon, many wrinkles were ironed out of our hobby procedure along with the adoption of an amendment to our by-laws, whereby new regulations were imposed upon our members in regard to the acquisition of new or unlisted tokens. Another project our club has undertaken is the verification and correction of listings in the Check List of our Minnesota tokens, so that a correct listing from this part of the country will appear in the new check list to be published soon by the A.V.A. These corrections are being sent to Mr. Atwood as soon as the error is found. Along with other business matters taken up and discussed, we had a fine and profitable meeting for the first one of the year. The meeting was topped off by a very fine meal prepared by the wife of the member whose home was used for the meeting, and we dare say that when it comes to food we are one of the hungriest and least bashful groups of people that ever existed, and we sure make a well-prepared meal look pretty sick by the time we have devoured all that we can possibly hold. Our next regular meeting will be held the first part of June and, as vacation trips may be under way, we invite any AVA member to attend, if he happens to be in the vicinity. Please contact our Secretary for further details.

-Robert M. Butler

ARE THEY OR ARE THEY NOT TRANSPORTATION TOKENS?

By Ivan B. Cline

It has been over a year since I wrote an article in the November 1950 Fare Box about the Wolf Creek tokens of Indiana, offering double catalog price for either the A or B tokens. Since that time, after considerable checking, I'm no further along than when I started, in locating the precise answer to the location, as these tokens do exist and a few collectors may have one or more of them.

My conclusions are that these are not transportation tokens and never were used as such, and until proven otherwise, I will stick to this theory. In an article by Joseph Barnett, he states that Wolf Creek did put out some old store cards, which I think has some connection with these tokens. I have left no stones unturned and followed every lead possible in seeking this information. So I say "Indiana Head 995 A and B Heap no good for ride."

I would like to hear from any of you on the above matter. Orchids or brick-bats either, will be highly appreciated.

YES, THEY ARE DEFINITELY TRANSPORTATION TOKENS

By John M. Coffee, Jr.

Back in the 1860's there was a shortage of small change, especially pennies. Consequently merchants made up small tokens the size of pennies with their firm's advertisement or name on the reverse, and a patriotic slogan or symbol on the other. These were accepted generally for one cent each, and they are known as "merchants' tokens." Those which were issued by transportation firms, such as the Covington & Cincinnati Ferry Company, the Maumee & Perrysburg Toll Bridge Co., or the Wolf Creek Pike Co., were accepted as one cent toward paying a fare. Hence these are store cards (merchants' tokens) but also are considered as transportation tokens. Wolf Creek Pike was obviously a privately-owned toll road, and the tokens were accepted as part-payment for the toll. The existence of the tokens is ample proof that the company existed; I have one of them in my own collection. That it might not have been located in Indiana is quite possible; but that these are not fare tokens simply because Mr. Cline has not found any traces of them in Indiana after nearly a hundred years, is jumping at conclusions all too quickly!

INTRODUCING MR. MARTIN B. McROBIE

Just 42 years ago this coming July 2 I was born in Bloomington, Maryland, the Heart of the Allegheny Mountains, and about 23 miles west of Cumberland. The exact year being 1910. As a boy I moved to Akron, Ohio, in 1918.

Along about 1925 I was given a couple odd tokens and became interested. This was the start of my hobby, and it has continued throughout the years to the present time. However, my collections were sold from time to time due to circumstances beyond my control and therefor a lot of good tokens I had I will never again be able to acquire. My present collection is not for sale at any price even if I never collect another token.

My first job as a cab driver brought me a few foreign tokens. I went from driving cabs to driving trucks, then to Greyhound Buses, back to trucks, then to Akron City Transportation. Stayed with A.T.C. for two years and returned to hauling box cars on tires, which I am doing at present time, having spent the past nine years on the big trucks.

Through the years I have collected post cards, badges of all kinds, tax tokens, stamps, etc., but find my token hobby the most interesting of them all. My present collection contains about 4,000 pieces of U.S. tokens and around 300 pieces of foreign. However the U.S. tokens are the ones I am most interested in, and there are still quite a few I do not have. I also have the original Kenworthy-Dunn check list. I was a very good friend of both Mr. Kenworthy and Mr. Dunn. Mr. Cooper also was a personal friend of mine, along with many others of the older collectors.

I am married and have two children: a boy of 14 and a girl of 12. The boy is interested also in the tokens, therefore the collection will go to him when I no longer have need for it.

I will give any and all help I possibly can to any new collectors but would like to state I am not all perfect or know it all about the hobby. As an after-thought, collectors please take note in regard to Ohio 10 D-E-F. These were white-metal tokens and I had the only set known to exist. This set was bought prior to 1930 and was a sample set. I sold the set to Mr. Kenworthy in the early 1930's along with my small but valuable collection at that time. This later was sold to a coin dealer in Cincinnati, Ohio, and where it went from there I do not know. If there is anyone who knows where the complete set or any part of it is, I am interested in finding out its present whereabouts.

THE FARE BOX, a monthly news-letter for collectors of transportation tokens, is published monthly in Boston, Massachusetts, by the American Vecturist Association. Subscription is \$2 per year (12 issues) for non-members of the A.V.A., and free for members.

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Associate Editor & Asst. New Issues Editor - Ralph Freiberg - 4142 26th Street - San Francisco 14, California

Reports of new issues and discoveries should be made to the New Issues Editor.
Advertising: Members are entitled to 5-line ad in each issue at no charge. For others: 25¢ per line; 5 lines for \$1; Quarter page \$2.50; Half page \$4.75; Full page \$8. Members are entitled to 30% discount on amounts of advertising exceeding five lines.

Back Issues: Contact the Editor. A few are in stock.

Supplement to the National Check & Premium List

By Roland C. Atwood

MASSACHUSETTS

Fitchburg 270 (reported by Morton Dawson)
 A Bz 23 Ball Fitchburg & Leominster St. Sy. F & L. \$0.15
 Good For One Fare F & L
 New Bedford 550 (reported by Ralph Freiberg)
 O A 22 Ch Union St. Ry. Co. New Bedford One Fare ?
 (same as obverse)

MISSOURI

Shrewsbury 830 (reported by M. B. McRobie)
 C o B 24 Sd R. L. S. (Red Line Service) 1.00
 (blank)
 St. Charles 870 (reported by M. B. McRobie)
 A WM 16 Bar Cities Service Bus Co. CS .15
 Good For One Fare CS

NEW MEXICO

Santa Fe 810 (reported by W. A. Whitfield)
 D Bz 16 Bar Capitol Transit Lines (bus) .10
 Good For One Fare (bus)

NORTH CAROLINA

Wilson 960 (reported by Morton Dawson)
 A WM 16 Bar Wilson Transit Co. Wilson, N.C. (bus) .10
 Good For One Fare (bus)

PENNSYLVANIA

Minersville 645 (reported by Ralph Freiberg)
 A o WM 23 Sd Wm. Frantz Bus Lines Good For One Fare .10
 (same as obverse)
 B WM 23 Sd Herman G. Frantz Bus Line Good For One Fare .10
 (same as obverse)

SOUTH CAROLINA

Columbia 310 (reported by Ralph Freiberg)
 J Bz 16 Ball S.C. Electric & Gas Co. Bus .15
 Good For One Fare Bus
 Greenville 490 (reported by Kenneth Snyder)
 B Bz 16 Sd Blue Bird Lines B .10
 Good For One Fare (bus)
 C WM 23 Sd Blue Bird Lines B .10
 Good For One Fare (bus)

TENNESSEE

Harriman 345 (reported by Morton Dawson)
 C Bz 21 H Harriman City Bus Line .10
 One City Fare

WASHINGTON

Anacortes 10 (reported by Paul Fouts)
 B A 23 Sd Is. Bus One Fare .15
 (blank)

CANADA

Norwich 550 (reported by Paul Fouts)(Mr. Atwood neglected to mention the province)
 A o A 30 Sd J.M. Wilson Bus Line (sc) ?
 Bus Line Good For One Ride

MEXICO - JALISCO

Guadalajara 300 (R.C.A.)
 A B 19 Sd Alianza de Camioneros Jalisco (Aztec crest) .50
 Bueno Por 2d Clase Un Pasaje (incuse letters on rev.)

ENGLAND

<u>Derby</u> 220 (reported by Felton W. Smith)				
J	B	Ov	Pc	Derby Corporation Electricity Dep't. Employee (numerals) 2d. \$0.25
K	A	Oo	Sd	Derby Gas Company Tram (blank) .25
L	Cl	Hx	Sd	Derby Corporation Omnibuses Prepaid Id. (same as obverse) .25
M	B	Oo	Pc	Derby Corporation Public Libraries (numerals) (blank) .25
N	B	26	Sd	Derby Corporation Tramways Employee (numerals) (blank)(manufacturer's name on obverse) .25
O	A	29	Sd	Derby Corp. Health Dept. (numerals)(mfr's name) (blank) .25
P	A	27	Sq-sc	Derby Corporation Sanitary Dept. (mfr's name) (blank) .25
Q	A	26	Pc	Derby Corporation Finance Dept. (numerals) (blank) .25
<u>Dewsbury</u> 230 (reported by Arthur D. Jordan, Jr.)				
AD	Cr	32	Sd	Dewsbury Post Office 1 $\frac{1}{2}$ d. (yellow letters) (blank) .25
AE	Cw	32	Sd	Dewsbury Post Office Id. (black letters) (blank) .25
AF	Cr	Hx	Sd	Dewsbury Post Office Id. .20
AG	Cw	Hx	Sd	Dewsbury Post Office 1 $\frac{1}{2}$ d. .20

IRELAND

<u>Belfast</u> 150 (reported by Felton W. Smith)				
AA	A	28	Sd	Belfast City Tramways Abercorn Basin and Queens Road Tramways Harland & Wolff Ltd. .25
AB	Pr	25	Sd	Belfast Corporation Transport (arms) 1 $\frac{1}{2}$ d. .20

SCOTLAND

<u>Dundee</u> 200 (reported by Felton W. Smith)				
AH	Cl	22	Sd	Dundee Corporation Transport 2d. (arms)(dark brown) .20
AI	Cb	22	Sd	Dundee Corporation Transport 1 $\frac{1}{2}$ d. (arms)(light blue) .20
<u>Edinburgh</u> 300 (reported by Felton W. Smith)				
AI	Cr	22	Sd	Edinburgh Corporation Transport Gas Department Id. For Use 6 a.m. to 6 p.m. 6 a.m. to 2 p.m. on Saturdays Not Available on Sundays .20
<u>Glasgow</u> 450 (reported by Felton W. Smith)				
BQ	Cg			Glasgow Corporation Transport (arms) 1 $\frac{1}{2}$ d. .20

(Mr. Atwood neglected to include the size or center device. These will be listed next month.)

CORRECT Minn 980 D - it is Bronze, silver-plated.

PHONY TOKENS JUST FOR FUN
(from a Boston newspaper)

Minneapolis. Some extra-curricular activity on the part of Einer Person, who makes molds for teeth in a dental laboratory, landed him in police court. Person admitted that he "fiddled around" one day and just happened to strike a mold to make streetcar tokens. He said he didn't intend to cheat the streetcar company when he dropped the phony tokens into cash boxes. "It was just for the fun of it," he told the court. Judge Tom Bergin stayed a 90-day sentence and put Person on probation for a year.

Check List of Foreign Transportation Tokens

By Roland C. Atwood

SWEDEN (continued)

Karlskrona 390 (continued)

W	B	Ov St-sc	Karlskrona Stads Sparvagar (blank)	\$0.20
X	B	Sq St-sc	Karlskrona Stads Sparvagar (in circle) C.C. Sperrong & Co. Stockholm	.20
Y	B	Tr St-sc	Karlskrona Stads Sparvagar (in circle) C.C. Sperrong & Co. Stockholm	.20
Z	B	Ov St-sc	Karlskrona Stads Sparvagar (in circle) C.C. Sperrong & Co. Stockholm	.20

Kongälv 400

A	B	26 Sd	15 Ore (blank)	1.00
B	B	26 Sd	20 Ore (blank)	1.00

Lund 500

A	B	27 Sd	A-B Stads Omnibussarna Lund Pollett For Vuxen Skandinaviska Banken Lund Allt 1 Bankvag	1.00
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Malmo 520

A	B	Ov Pc	Malmo Hamnfaria (design) Passagerare Pollett Sv.Ol. Morrel & Co. Stockholm	1.50
B	WM	Ov Pc	Malmo Hamnfaria (design) Passagerare Pollett Sv.Ol. Morrel & Co. Stockholm	2.50
C	K	28 Sd	Angslups Pollet (ship) (1860) (blank)	3.50
D	B	19 Ch	Malmo Stads Sparvagar Pollett For Vuxna Pollett Inlosning Och Inlosningstid efter Styrelsebeslut Forsaka I Flygia Grundat 1881	.20
E	B	19 Sd	(same as D on both sides)	.20
F	B	23 Ch	Malmo Stads Sparvagar Pollett For Barn Pollett Inlosning Och Inlosningstid efter Styrelsebeslut Forsaka I Flygia Grundat 1881	.20
G	B	23 Sd	(same obverse as F) ---Nordiska Handelsbanken Stortorget & Skogens Bro Hemsparbossa Gratis	.20
H	B	19 Sd	(same obverse as D) Nordiska Handelsbanken Kassafak Uthyras lo Kr. For Ar Stortorget & Skogens Bro. Fullstandig Bankrorelse	.20

Marstrand 530

A	B	Tr Sd	Marstrands Farjan 3 Ore (blank)	1.50
B	B	19 Sd	Marstrands Farjan 5 Ore (blank)	1.00
C	B	19 Sd	Marstrands Farjan 5 Ore C.C. Sperrong & Co. Stockholm (in circle)	1.00

Molndals 540

A	Z	33 Pc	Molnd-Vag Bolag (1870) (blank)(toll road token)	3.50
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Motala 550

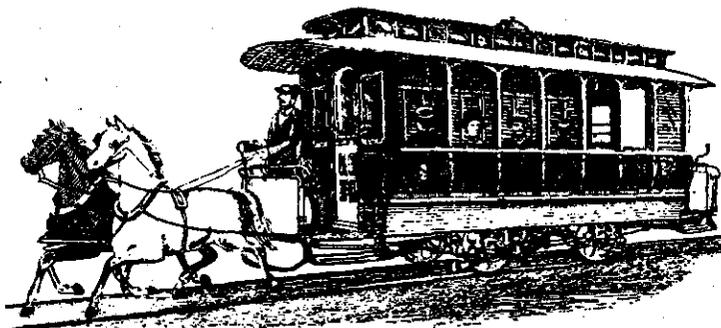
A	K	31 Sd	Angslupen Hulda 15 Ore (1860) (blank)	3.00
B	B	31 Sd	angslupen Hulda 10 Ore (blank)	2.50

Motala	550	(continued)		
C o B	31	Sd	Angslupen Hulda (rose counterstamped) (blank)	\$2.50
D o B	31	Sd	Angslupen Hulda 10 Ore (blank)	3.00
E o B	0v	Sd	Angslupen Hulda 5 Ore (blank)	2.50
F o Z	0v	Sd	Angslupen Hulda (rose counterstamped) (blank)	2.50
G o K	31	Sd	Angslupen Hulda 15 Ore (blank)	3.00
H o B	31	Sd	Angslupen Hulda (rose couuterstamped) (blank)	2.50
I o K	31	Sd	Angslupen Hulda 3 Ore (blank)	3.50
J o B	30	Sd	Angslup Motala Verkstad 10 Ore (1872) (blank)(used on the ship Kolga)	2.50
K o K	0v	Sd	Angslup Motala Verkstad 5 Ore (blank)	2.50
L o Z	0b	Sd	Angslup Motala Verkstad 2 Ore (blank)	2.50
M o Z	0b	Sd	M W / 2 (blank)	2.00
N o K	0v	Sd	Angfarjan Motala Verkstad 6 Ore C.C. Sporrang & Co. Stockholm (in circle)	.50
O o WM	So	Sd	Angfarjan Motala Verkstad 10 Ore C.C. Sporrang & Co. Stockholm (in circle)	.50
P o B	0v	Sd	Angfarjan Motala Verkstad Ore 10 Ore C.C. Sporrang & Co. Stockholm (in circle)	.50
Q o B	Hx	Sd	Angfarjan Motala Verkstad 25 Ore C.C. Sporrang & Co. Stockholm (in circle)	.50
Nasby	560			
A o B	25	Sd	Nasby Heden 3 Ore (1867) (blank)(toll road pass)	3.00
Norrkopings	570			
A B	0v	Sd	Norrkopings Sparvagar Ore 10 Ore Norrkopings Sparvagar (car)	.50
B B	23	Sd	Norrkopings Sparvagar 15 Ore Norrkopings Sparvagar (car)	.35
C A	Sq	Sd	Norrkopings Sparvagar Ore 5 Ore Norrkopings Sparvagar (car)	.50
D Z	Sq	Sd	Norrkopings Sparvagar Ore 5 Ore Norrkopings Sparvagar (car)	.50
E WM	21	St-sc	Norrkopings Sparvagar Tillaggsfollett For Vuxna (2 var: large & small St-sc)	.25
F B	21	St-sc	Norrkopings Sparvagar Tillaggsfollett For Vuxna	.35
G B	19	Sd	Norrkopings Sparvagar Follett For Vuxna (car) Kop Gasverkets Kols Tel 132	.20
H B	19	Sd	Norrkopings Sparvagar Follett For Vuxna (car) Kop Gasverkets Kols Tel 132	.20
I B	19	Sd	Norrkopings Sparvagar Follett For Vuxna (car) Kop Gasverkets Kols	.20
Nyland	580			
A o B	0v	Sd	Ragnhild 100 (1872) (blank) (used on ship Ragnhild)	2.00
B o B	0v	Sd	Ragnhild 75 (blank)	2.00

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



J. M. Coffee, Jr.
Editor

P. O. Box 1204
Boston 4, Mass.

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MAY, 1952

NUMBER 5

The June issue will be mailed out about ten days early, hence all material intended for inclusion in that issue must be received here before June 1. This move is necessitated by my departure on June 9 for the State of Washington, where I shall remain until the middle of September. I am travelling via the southern route, and will spend several hours in Washington, D.C., Atlanta, New Orleans, San Antonio, Austin, Los Angeles, and San Francisco. Hope to see as many collectors as possible on the way.

At this writing I have received advance subscriptions for the new Check List from forty-four collectors, and these early birds have my sincere thanks. But we must have at least twice that number for this venture to be financially successful. So again I request all collectors to send me their three-dollar subscriptions, if they have not yet done so.

Work on the list has been progressing, but it is an enormous task and a delay was caused by Mr. Atwood's trip. It will be impossible to complete cutting of the stencils (about 450 of them) before I leave for the West, and I shall not have the mimeograph machine out there (cost of shipping it would be prohibitive). Consequently I shall finish cutting the stencils during the summer and run them off during the first month after I return. Hence I can guarantee delivery of the new Check List by October 15 and no later. Considering that this is entirely a one-man job, I don't think this will be too long a wait.

In the last issue, Mr. Nicolosi's address was incorrectly given in the Roster. His correct address is 5646 Fountain Avenue - Hollywood 28, California.

Mr. Laflin, the Secretary, requests collectors to return filled out the questionnaire cards he has mailed out. He is particularly interested in members' ideas on holding future auctions.

Applications for Membership #134 through #138, listed in the April issue, have all been officially elected to membership. In addition to Mr. Zubryski, listed inside this issue, I have received some more applications for membership from Mr. Laflin. I received these too late to place inside, so I am listing them on this page (the front page is always the last one prepared):

APPLICATIONS FOR MEMBERSHIP

141	C. J. Dochkus	-	3522 East Thompson Street	-	Philadelphia 34, Pa.
142	Otto J. Van Heyde	-	502 North Bronson Avenue	-	Los Angeles 4, Calif.
143	Frank Roselinsky	-	2040 Redondo Boulevard	-	Los Angeles 16, Calif.

PRICES REALIZED AT SEATTLE TRANSPORTATION TOKEN CLUB MAIL AUCTION OF APRIL 11

1. Ohio 440 C.....	\$0.50	34. Mexico Chihuahua 150 C.....	\$0.38
2. Oregon 80 A.....	.55	35. Florida 530 C.....	.65
3. Ohio 175 Q.....	1.55	36. Alaska 450 D.....	1.35
4. Wash 780 C.....	.20	37. S.C. 110 A.....	no bid
5. Wash 780 G.....	.50	38. Md 40 A and Md 60 O.....	1.10
6. Ontario 620 P.....	5.60	39. Md 60 A.....	1.35
7. Ontario 860 A.....	1.21	40. Md 60 B.....	1.35
8. British Columbia new find (2)..	3.30	41. Md 60 C.....	1.35
9. as above, 2 others.....	2.55	42. Md 60 D.....	1.95
10. N.Y. 105 A.....	.51	43. Md 60 R S T.....	1.35
11. Alaska 500 A.....	5.60	44. Md 60 X Y Z.....	2.95
12. Missouri 820 D.....	.18	45. Md 60 AA,DD,EE,II,JJ,KK.....	1.55
13. Ohio 175 P.....	1.00	46. Md 60 FF,GG,HH (all bronzed).	.51
14. Minn 820 B.....	no bid	47. England 500 V.....	.25
15. Minn 820 C.....	no bid	48. Hagener Germany $\frac{1}{2}$ fare steel.	.26
16. Pa 750 D.....	4.40	49. Illinois 150 A.....	1.32
17. Pa 750 AK (commemorative UNC)..	5.55	50. Md 60 B (another).....	1.35
18. Wash 775 A.....	2.60	51. Texas 810 A (3 varieties)....	.50
19. Pa 320 A.....	6.17	52. Ohio 440 E.....	1.00
20. horsecar ticket Fmt Pk, Phila..	2.60	53. Ohio 990 A.....	.66
21. Idaho 440 M.....	1.05	54. Pa 305 C and 750 LL.....	.40
22. Idaho 440 D.....	.25	55. Alaska 450 A, Ill 70 A & 250 B	
23. Idaho 440 I.....	.25	Ind 660 C, and Iowa 730 C....	1.00
24. Idaho 440 G.....	2.12	56. Ohio 175 R & 125 B, Kan 940 G,	
25. Idaho 440 H.....	2.07	Neb 700 Q, ND 60 A, Okla 860 H	.30
26. Idaho 440 B.....	.25	57. Minn 210 A & 820 C, NY 640 G &	
27. Indiana 180 A.....	1.65	890 A, DC 500 Q (2) Minn 210 B	1.50
28. Stanwood, Wash., paper ticket..	1.05	58. Minn 210 A, Ohio 175 R, Cal 985	
29. England 90 C.....	.95	E, Mich 225 G, DC 500 AE.....	.25
30. England 350 AH.....	.30	59. Miss 460 E F G H I J.....	.60
31. Mich 80 A.....	.30	60. 25 common tokens.....	2.50
32. Indiana 180 A (another).....	no bid	61. 25 common tokens.....	2.50
33. Mexico Chihuahua 150 B.....	no bid	62. 25 common tokens.....	2.50

There were many fine tokens in this sale, and prices for the rare tokens were very high, as usual. Significant were the prices of these: the Brown Bear token of Kodiak, Alaska (#11) which brought \$5.60. This token brought \$4.30 in March of 1950, and that was considered a very high figure. The Philadelphia souvenir token (#17) brought a price commensurate with its rarity and popularity. The values of some of the Lewiston, Idaho, tokens were emphasized by that of 440 G, which brought over two dollars. Likewise the popularity of old tokens with pictures is evidenced by lot 16, which brought \$4.40 for a comparatively common omnibus token. It should be pointed out that where "no bid" is indicated, it simply means that no one cared to top the minimum reserve which, for example, was \$1.00 in the case of lot #37. While minimum reserves are not allowed in A.V.A. auctions, Seattle does allow them.

THE ZINC C R & L LINES TOKEN

By Max M. Schwartz

In the Check List currently used there is an item known as Conn 290 H, described as Zinc 16 Ball. I have had occasion to examine thousands of tokens issued by this company and have never seen one in zinc. My present opinion is that the token does not exist in this metal.

In order that the proposed new check list be as free from error as possible I make this offer. To every collector who will send me for inspection a token which conforms to the description given (Z 16 Ball C R & L Lines C R L Co), I will present with my compliments a token having a catalogue value of 25¢ and return the token sent for examination. (Address: 147 West 42nd St. - New York 36, N.Y.)

TOKENS OF LOUISVILLE

By Ralph Freiberg

As everyone knows, there are probably more tokens from Louisville than anywhere else. A couple issues back it was mentioned that tokens are being used in Louisville at two for a quarter and transfer given. Without a token a dime is used and no transfer. Also mentioned was the bus going to New Albany across the river from Louisville. These tokens are listed under New Albany, Indiana. There is another bus going from Louisville to Jeffersonville, Indiana. It is the Bridge Transit Company. Its offices used to be in Louisville but were later moved to Jeffersonville. The fare has gone up to ten cents straight so no tokens are used anymore. Bridge Transit could be listed either under Louisville or under Jeffersonville, but since it is now listed under the former, we may as well leave it there.

Another bus line is the Blue Motor Buses. These run from a depot in town to outside the city limits. School tokens are still being used on these buses, although the fibre ones were taken out of circulation and burned, and the zinc ones removed from circulation. About 1935 this company bought out the Pierce Bus Lines, which explains why tokens of the two firms are so similar.

Kentucky Bus Lines are still running to the outskirts of town and then some. Tokens are not in use at present, and hence are obsolete.

Another bus line running out of Louisville is the Newburg Bus Lines. This line henceforth will be listed under Buechel, Ky., because that is where their office is located and many of the tokens are used. The line was operated by a colored preacher but as he lacked sufficient capital to keep up the line, he has since sold the line to some other parties. He still drives a bus part time for the present owners. I have discovered that a lot of mail never reached this company if it was addressed to Louisville. Also much mail had already been opened by somebody by the time it did reach them. Any mail which is addressed to Newburg Bus Lines, Buechel, Kentucky, will reach the present owners. Two tokens are in use at the present time. The large token with an "H" in the center, standing for "Highview", is good for fare from Louisville to the end of the line. It is good for a 30¢ fare and is sold four for a dollar. The small token with an "N" in the center, standing for "Newburg Road," is good for fare along Newburg Road, which is not in Louisville.

The first three tokens of Newburg Bus Lines listed under Louisville (BM, BN, BO) are practically impossible to locate. Even a visit to the former owner could not produce any. However I was able to find some of those listed as BQ, and anyone who needs this one can send me a quarter and I will send one to him. The other two are still in use. The Large one sells four for a dollar, and the small one sells eight for a dollar. Remember to mail your letter to Buechel, and not to Louisville.

To the Executive Board of the American Vecturist Association (April 8, 1952)

Thank you all very much for the prompt response you gave to my last letter to you of March 20, and advise you that all propositions therein set forth have been duly approved by you all. I regret at this time to have to inform you that our good friend Mr. Chris J. Cook has asked me to accept his resignation as Assistant New Issues Editor. I certainly hate to accept Mr. Cook's resignation, but he informs me that he does not have the time. I am therefore appointing Mr. Ralph Freiberg as Assistant New Issues Editor. Ralph is a go-getter, especially in running down those plated tokens, errors, and unidentified.

Our Secretary informs me that he has received in good form the following application and I therefore submit his name: Allison Lievre - 433 E. 68th St. - New York 21, N.Y. Age 42, railroad brakeman, has about 300 tokens, collecting for one year, both U.S. & Foreign; uses Atwood check list; has not received The Fare Box.

Please let me have your reactions to these matters as soon as possible.

Fraternally yours,

EROY L. KIMMONS, President

For sale - four Pa 320 A (Easton & South Easton old black cell horsecar tokens). Brought over six dollars in the last STTC auction. The four highest offers will each get one. Also a very few horsecar fiber tickets of Fairmount Park Philadelphia. Like new and choice. Picture of horsecar and station. \$2.00 each while they last.

Paul Fouts - 609 Peoples Building - Seattle 1, Wash.

For sale or trade for tokens or what have you, 1000 photos of railroad locos. All lines, U.S. and Canada. 5¢ each. Many very rare locomotives.

R. F. Sanders - 4905 No. Mississippi Court - Minneapolis, Minn.

Help wanted: need 129 more tokens to hit the 5,000 mark. Anyone having tokens for sale or trade, let me know.

Ivan B. Cline - 911 West Michigan Street - Evansville 11, Indiana

TOKENS FOR SALE. Mail your offers for the following. No reasonable bid refused, but I reserve the right to refuse any bid. Ala 560 B (milled edge); Alaska 300 A-B, 450 A-B-D-E-H, 900 B; Ark 150 A-B; Calif 395 C, 445 A, 450 D, 535 A-B-C-D, 575 A, 745 A-B-C-D-E, 775 A-B-Ba, 985 D; Colo 140 A-C, 260 C-O, 540 D, 860 C; Conn 320 Ba (error); Dela 900 A-B; D. of C. 500 A-B-C-H; Fla 380 A-Aa (plated), 380 D-E-K, 530 C-D; Ida 440 I; Ill 95 A, 130 E, 150 A-D-N-Q, 190 D, 305 A-B; 580 A, 620 A, 685 A, 720 Ha (solid), 755 D, 760 A, 795 J; Ind 180 A, 460 I, 980 A-B-D; Iowa 150 C, 160 A, 180 A, 230 K, 270 A, 300 D-E-F-G-I-J, 390 A-B; 590 A-B; 640 A-W, 850 G, 930 B-C; Kans 40 B-E-F, 880 A; Ky 150 B; 480 L-R; 510 S-T-AA-AC-AA-BB-BE-BL, 690 K; Md 60 B-Q-V-AD; Mass 115 A-C-D, 305 A-C, 445 A, 550 C; Mich 65 B-C-D-E-G, 80 A, 225 D-E, 315 Aa (brass), 845 U; Minn 245 A, 540 G-H-I-J-O, 620 B, 730 D, 760 A-G-J-M-N; Miss 900 D; Mo 130 A-B-C, 440 C, 700 A-B; Mont 480 A; Neb 420 A, 440 A, 540 C-D-H-L-M-N-O-P, 700 V; N.H. 520 A; N.J. 115 A, 605 A, 730 B; N.Y. 35 B, 100 A-B, 260 A-B-C, 420 A, 445 B, 510 E-G, 630 M-N-P-Z-AC-AD, 690 A, 730 C, 770 A, 845 A; N.C. 330 A, 700 A, 950 C; N.D. 320 C, 440 A; Ohio 10 A-B-L, 15 B; 95 A, 125 G, 175 J-K-N, 435 A, 440 A-C, 475 B, 520 C, North Olmsted C-E-F, 748 A, 990 A; Okla 610 A-B, 640 A, 860 F; Ore 760 A; Penna 70 B-C, 195 C-Ca-E-Ga-H, 400 B-C-E, 495 G-H, 515 A, 565 A, 605 A-C, 750 E-P, 765 C-T; R.I. 700 D; S.D. 760 A; Tenn 375 A-B-C-D, 430 A-Aa (error); Texas 30 A, 255 A-Aa-F-G; Utah 650 A-B-Ba-Bb-Bc; Va 110 A, 350 A, 580 B-D-E-F-G-H-I, 720 B-D; Wash 300 A-C, 720 A, 755 A, 780 A-G, 840 A-B-D, 880 A-C; Wise 170 B-Ba-C, 410 A-B-C-D-E, 500 B-C-Ca-D, 510 B, 940 Commem-D; Wyo 100 (set including the WM), 120 B, 480 A, 660 A, 750 A, 810 A; Porto Rico 640 A-B-C; Balance of collection consisting of related transit items, and unidentified tokens. Successful bidders will be notified as soon as possible and will be expected to pay transportation charges. Send all bids to:-

EDGAR LEVY - 1413 MESA AVENUE - COLORADO SPRINGS, COLO.

APPLICATION FOR MEMBERSHIP

140 Fred P. Zubryski - 3121 Zenith Avenue, North - Minneapolis 22, Minn.

CHANGE OF ADDRESS

Albert Field - 117 West 70th Street - New York 23, N.Y.

Mr. Don L. Browne, of 1327 Highland Terrace, Richmond Heights 17, Missouri, informs us that he will dispose of the residue of his collection (which has been sold) free of charge to anyone interested, for mailing costs only. Here is what he has, and if you are interested, write him. Back issues of The Fare Box: 1948: September, October, November, December. 1949: January, February, June, July, October. 1950: October, November, December. 1951: (all 12 months). 1952: (all to date). Also, a tax token collection from Ala., Ariz., Colo., Idaho, Ill., Kans., Ky., La., Miss., Mo., N.M., Ohio, Okla., Utah, Wash. (15 states in all). Also, three check lists (last 3 old issues). Also, material from magazines on streetcars and buses, and passes and transfers from St. Louis Public Service & St. Louis County Bus Co. These transfers are of the old type used previous to 2 months ago. Collectors interested in any of this material may have what they want free except for postage.

NORTH CAROLINA

<u>Leaksville 845</u>		(reported by Ralph Freiberg and Kenneth Snyder)	
A	B 18 Sd	Gilley's Tri-City Bus Service	\$0.10
		(blank)(2 var - thick and thin)	
B	Z 18 Sd	Gilley's Tri-City Bus Service	.15
		(blank)	

OREGON

<u>Hood River 340</u>		(reported by Frank W. Guernsey)	
A	B 15 Sd	Hood River City Bus	.15
		Good For One Fare	

SOUTH CAROLINA

<u>Columbia 310</u>		(reported by Ralph Freiberg)	
J	Bz 16 Ball	S.C. Electric & Gas Co. (bus)	.10
		Good For One Fare Bus	

TEXAS

<u>Brownsville 135</u>		(reported by Arthur D. Jordan, Jr.)	
C	Bz 23 B	Brownsville Transportation Co.	.10
		Good For One Fare	
D	WM 23 V	Victoria Transportation Co.	.10
		Good For One Fare	

CANADA - BRITISH COLUMBIA

<u>Victoria 900</u>		(reported by Cecil G. Jefferson)	
C	A Hx Sd	Gorge Bus (26mm.)	1.00
		Full Fare	
D	A Hx Pc	Gorge Bus (26mm.)	1.00
		Harriet City Limits	
E	A Hx Tr-sc	Gorge Bus (20mm.)	1.00
		Harriet Road	
F	A Hx Po	Saanich M.B. (20mm.)	1.00
		Cloverdale Ave.	
G	A Hx Sd	Saanich M.B. (20mm.)	1.00
		Lakehill	
H	A 19 Sd	Saanich M.B.	1.00
		Tolmie Avenue (2 var - large & small letters)	

CORRECT the listings on page 27 of the March 1952 issue under Marinette, Wisconsin. F and G should read steel and zinc, respectively, instead of white metal.

PITTSBURGH COLLECTORS MEET IN CUYAHOGA FALLS

By M. B. McRobie

Pittsburgh District Token Collectors group had their meeting at the home of Mr. Chris J. Cook in Cuyahoga Falls, Ohio, on April 27, 1952. Pictures were taken. Anyone desiring pictures of the group please write me (address 1073 Pitkin Ave. - Akron 10, Ohio) enclosing 15¢ for cost of same. Picture #1 includes Mr. Carr, Mr. Koller, Mr. Cook, Mr. Jordan, and Mr. Bartley. Picture #2 includes only the Ohio group: Koller, Cook, McRobie, Jordan, and Carr. Thanks, and please order early because the supply is limited.

Don't forget the Annual Convention of the A.V.A. which will be held August 2-3 in Colorado Springs, Colorado. Plan to attend and bring the family.

THE STORY OF MIAMI'S TRANSPORTATION SYSTEM

By Roland C. Atwood

The first street railway in Miami was started in 1905. This consisted of old rails and equipment which had been nearly worn out elsewhere, laid over a few blocks of the down-town streets, over which were operated six semi-open air cars. This system operated about a year and then the rails were taken up and the cars sent to some other part of the country.

In 1914 the next street railway line was constructed by Tatum Brothers. Storage battery cars were operated on W. Flagler St. to 12th Avenue, and later extended to the ball park at 15th Avenue and 4th St. and north on N.E. 2nd Avenue to Buena Vista. A fire at the car barns in 1921 nearly destroyed the cars, and the operation of this system was discontinued.

In the first part of 1922 the City purchased the Miami Traction Company and what equipment remained after the fire and relaid the existing lines. A trolley system was added and 12 modern safety cars were purchased. This system had a total of 5.6 miles of trackage, with seven passing tracks. Lines were extended during 1923 and 1924, and by 1925 quite an ambitious expansion program was started. On taking over the street railway system the City contracted with the Miami Beach Railway Company to operate the street railway in Miami.

In the summer of 1925 the tremendous growth of Miami developed a pressing need for more transportation facilities in many quarters of the City. It was discovered that it would cost many months and \$100,000 per mile to extend street railway lines. Consequently a "coordinated transportation system" was decided upon, using motor buses as well as streetcars. Under this scheme, the immediate and pressing need for transportation in sections of the city where the street railway tracks did not exist could be met by bus service. The company expressed its willingness to bring in experts and make a study of the situation, and the city asked that this study be made with particular reference to coordinating the bus system with the City Railway system. The investigation which was made indicated that there was a need for approximately 50 motor coaches, properly routed and scheduled so as to supplement the existing street railway service, and with it to form a complete "coordinated transportation system."

Having the solution for that part of its problem, the city found itself without funds to purchase the buses, and with no desire to operate the bus system even had funds been available. It was finally decided that the buses would be purchased by the railway company under a contract with the city, whereby the city would in effect be the purchaser of the buses and pay for them from their earnings. The company waived interest on the cost of buses and equipment until after operating expenses had been paid and the city in turn assured the company that the buses would be so routed that the operating expenses would not exceed the revenue, as the buses were to be placed in service upon the direction and under the control of the city.

On November 19, 1925, contract was signed between the city and the Railway Company, which is now known as the "Bus Agreement." The Railway Company purchased 36 29-passenger and 14 21-passenger buses and the city built a garage suitable for housing the buses and the equipment which the railway company purchased with which to repair them.

Realizing the instability of the transportation situation in Miami, and considering that the railway company was going into the bus business primarily to meet the very acute needs of the city, a provision was made in the contract whereby the City agreed to make up any deficit which the company might incur from the operation of the buses. The City agreed to enact legislation regulating the use of streets for transportation so that the revenue from and investment in the coordinated transportation system could be protected.

(Mr. Atwood obtained information for this article in 1937, hence the final chapter in the story is not included.)

Check List of Foreign Transportation TokensBy Roland E. AtwoodSWEDEN (continued)

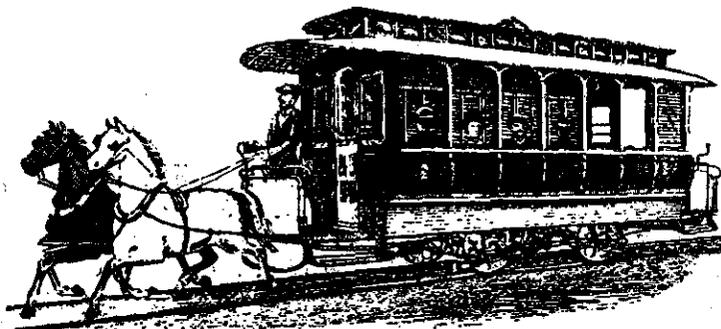
Nyland 580 (continued)			
C o B	Ov Sd	Ragnhild 65 (blank)(C to L issued 1872, used on ship Ragnhild)	\$2.00
D o B	Ov Sd	Ragnhild 60 (blank)	2.00
E o B	Ov Sd	Ragnhild 55 (blank)	2.00
F o B	Ov Sd	Ragnhild 50 (blank)	2.00
G o B	Ov Sd	Ragnhild 45 (blank)	2.00
H o B	Ov Sd	Ragnhild 40 (blank)	2.00
I o B	Ov Sd	Ragnhild 35 (blank)	2.00
J o B	Ov Sd	Ragnhild 30 (blank)	2.00
K o B	Ov Sd	Ragnhild 25 (blank)	2.00
L o B	Ov Sd	Ragnhild 20 (blank)	2.00
M o B	23 Sd	Angslupen Trafik 75 Ore (M to U issued in 1875) C.C. Sporrang & Co. Stockholm (in circle)	1.50
N o B	23 Sd	Angslupen Trafik 70 Ore C.C. Sporrang & Co. Stockholm (in circle)	1.50
O o B	23 Sd	Angslupen Trafik 55 Ore C.C. Sporrang & Co. Stockholm (in circle)	1.50
P o B	23 Sd	Angslupen Trafik 50 Ore C.C. Sporrang & Co. Stockholm (in circle)	1.50
Q o B	23 Sd	Angslupen Trafik 45 Ore C.C. Sporrang & Co. Stockholm (in circle)	1.50
R o B	23 Sd	Angslupen Trafik 40 Ore C.C. Sporrang & Co. Stockholm (in circle)	1.50
S o B	23 Sd	angslupen Trafik 35 Ore C.C. Sporrang & Co. Stockholm (in circle)	1.50
T o B	23 Sd	angslupen Trafik 30 Ore C.C. Sporrang & Co. Stockholm (in circle)	1.50
U o B	23 Sd	Angslupen Trafik 25 Ore C.C. Sporrang & Co. Stockholm (in circle)	1.50
Pitea 590	(all tokens issued in 1875)		
A o B	30 Sd	Angeren Roknas 100 Ore (blank)	2.50
B o B	30 Sd	Angeren Roknas 75 Ore (sc) (blank)	2.00
C o B	23 Sd	Angeren Roknas 50 Ore (sc) (blank)	2.00
D o B	21 Sd	Angeren Roknas 25 Ore (blank)	2.00
E o B	Ov Sd	Angeren Roknas 15 Ore (blank)	2.00
Skelleftea 600	(all tokens issued in 1870)		
A o K	34 Sd	Lovisa 30 (blank)	2.50
B o K	34 Sd	Lovisa 60 (blank)	3.00
C o K	Ov Sd	S.A.B. (Skelleftea Angslups-solag) (blank)	3.00

Skelleftea 600	(continued)	
D o B Ov Sd	S.A.B. (blank)	\$3.00
Soderhamn 700		
A o K 28 Sd	25/Ore/S (1860) (blank)(ship Spring)	1.00
B o K 28 Sd	20/Ore/S (blank)	1.00
C o K 28 Sd	15/Ore/S (blank)	1.00
D o K 28 Sd	10/Ore/S (blank)	1.00
E o K 28 Sd	5/Ore/S (blank)	1.00
F o B Ob Sd	20 O/L (1866) (ship Ljusne) (blank)	1.00
G o B Ob Sd	15 O/L (blank)	1.00
H o B Ob Sd	10 O/L (blank)	1.00
I o Z 30 Sd	30/Ore/N (seal) (1868) (blank) (ship Nyttig)	1.00
J o Z 30 Sd	20/Ore/N (seal) (blank)	1.00
K o Z Sq Sd	15/Ore/N (blank)	1.00
L o B 30 Sd	1/R S D/N (blank)	1.00
M o Z 30 Sd	1/R S D/N (seal) (blank)	1.00
N o B 30 Sd	50 O/N (blank)	1.00
O o B 30 Sd	50 O/N (seal) (blank)	1.00
P o Z 30 Sd	40 Ore/N (blank)	1.00
Q o Z 30 Sd	35 Ore/N (blank)	1.00
R o Z 30 Sd	35 Ore/N (lower edge clipped) (blank)	1.00
S o Z 30 Sd	35 Ore/N (lower edge clipped) (seal) (blank)	1.00
T o Z 30 Sd	25 Ore/N (seal) (blank)	1.00
U o Z 30 Sd	30 Ore/N (blank)	1.00
V o Z 30 Sd	25/Ore/N (blank)	1.00
W o Z 30 Sd	20/Ore/N (blank)	1.00
X o Z 30 Sd	20/Ore/N (seal) (blank)	1.00
Y o Z 30 Sd	15/Ore/N (blank)	1.00
Z o Z 30 Sd	15/Ore/N (sides clipped) (seal) (blank)	1.00
AA o Z 30 Sd	15/Ore/N (sides clipped) (blank)	1.00
AB o B 27 Sd	13 O/N (blank)	1.00
AC o Z 30 Sd	12/Ore/N (blank)	1.00

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



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VOLUME 6

JUNE, 1952

NUMBER 6

Until September 15, 1952, all mail intended for The Fare Box should be addressed to
JOHN M. COFFEE, JR. - 4104 SIXTH AVENUE - TACOMA 6, WASHINGTON

Mr. David H. Smith, of 312 Vardaman St., Jackson 16, Miss., informs us that he will be forced to discontinue actively collecting tokens for the present, due to his promotion to Superintendent of Maintenance of the Jackson City Lines. He asks collectors to whom he owes correspondence to have patience, because he does not have much spare time these days. Meanwhile he plans to sell his collection of 2,300 different if he gets a reasonable offer.

New collectors who do not have a copy of the old check list may obtain one for one dollar, if they have mailed in their subscription for the new Check List. This will give them the opportunity to put their collections in order pending the release of the new check list in October. Contact Max M. Schwartz - 147 West 42nd St. New York 36, N.Y.

We regret to announce that our Curator, Bill Black, is now in McKeesport Hospital. Mr. Bartley, who brought this to our attention, also reports that on Sunday, July 27 (& Sat. the 26th) the Pittsburgh Elec. Ry. Club holds a fan trip on the Wash. & Charleoi Interurban trolley lines of Pgh Rys Co., which will soon be abandoned. This is a chance to spend a nice weekend and meet the groups.

Here are names and addresses of motels on the route to Edgar Levy's place, all in Colorado Springs, Colo. Contact them directly for reservations. Alpine Court, 1814 S. Nevada Ave. Ambassador Motel, 1022 S. Nevada. Arrowhead Motor Court, 1623 So. Nevada. Bell Motor Court, 1639 S. Nevada. Belmont Mtr Hotel, 1501 S. Nevada. Blue Moon Lodge, 1018 S. Nevada. Cadillac Tourist Ct, 1827 S. Nevada. Casa Motel, 1502 S. Nevada. Dream Lodge, 1647 S. Nevada. Dude Ranch Motel, 1116 S. Nevada. Holiday Lodge, 1015 S. Nevada. Ivywild Lodge & Motel, 107 W. Cheyenne Road. Log Cabin Court, 1411 S. Nevada. Lone Star Court, 1802 S. Nevada. Mtn View Courts, 1703 S. Nevada. Nevada Motel, 1006 S. Nevada. Siesta Motel, 1515 S. Nevada. Trail's End Motel, 1516 S. Nevada. Travotel, 1545 S. Nevada.

August is a crowded month, so the sooner you get reservations, the better it will be.

Oversupplied: Have several duplicate sets of Muncie, Indiana 660 A,B,D, and E. Will trade a set of four for any three duplicates you think I can use in my collection of about 300 varieties.

Robert M. Ritterband - 6576 Colgate Avenue - Los Angeles 48, Calif.
 Will trade 2 U.S. tokens UNC. for 1 foreign token, metal only. Limit 2 per member. Also have 1 token catalogued \$1.50, will trade for 2 50¢ tokens I need. Send your token, mine will follow.

John G. Nicolosi - 5646 Fountain Avenue - Hollywood 28, Calif.
 For sale - Obsolete Alaska tokens 450 A - 15¢. 450 D - 25¢. 450 E - 25¢. 450 J - 15¢. 900 B - 15¢. (Note change in postal zone)

Ralph W. Winant - 500 West Summit Ave. - Wilmington 4, Dela.
 Will pay \$2.00 each for any of the following back issues of The Fare Box: July, August, September, 1947; April, May, 1949;

Harold Ford, Jr. - Box 211 - Wadsworth, Kans.
 Following items for sale (cash only) as there are only 2 or 3 of most items, 1st come 1st served. 25¢ each: Ark 720 A; Mass 115 A, 305 C; NY 75 A, 260 A,B,C, 305 A; Ohio 10 L, 125 B, 165 T, 748 A. 30¢ each: Iowa 850 O; NY 100 B, 630 EE,GG, 420 A; Wash 690 C. 35¢ each: NY 630 FF,HH,MM; Ohio 10 B, 95 A. 40¢ each: NY 255 A; Ohio 175 N; Okla 610 B. 50¢ each: NY 630 X pair (plain & stamped oper's no.), 630 AU pair as for X; Ohio 10 C. 60¢ each: NY 510 B,C,E. 75¢ each: NY 510 D, Ea (gunmetal), G; 630 Z. \$1.00 each: Calif 575 A (8 win.). \$2.50 each: Ohio 10 A. Please add 3¢ postage for each group of 3 tokens or less.

H. C. Bartley - 7012 Ohio River Blvd. - Pittsburgh 2, Pa.

APPLICATION FOR MEMBERSHIP

- 144 Russell Dean McBain - Small Craft Facility - Annapolis, Md.
- 145 Claude G. Thompson - 2445 Aldrich Ave. So. - Minneapolis 5, Minn.

Number 139, Allison Lievre, has been officially elected to membership.

Clyde A. Logsdon, formerly member No. 99 of the A.V.A., has been expelled by action of the Executive Board for conduct prejudicial to the welfare of the Association.

To The Executive Board of the American Vecturist Association (May 15, 1952)

Our Secretary, Mr. Laflin, has sent me four additional names for membership, which have been received in proper form, and I therefor submit their names herewith.

- Proposition 20, No. 140: Fred P. Zubryski, 3121 Zenith Ave. No., Minneapolis 22, Minn. Age 37, mail carrier, has about 80 tokens, collects U.S. only, uses Atwood's check list, receives The Fare Box. Collecting for 8 years.
- Proposition 21, No. 141: Charles J. Dochkus, 3522 E. Thompson St., Philadelphia 34, Pa. Age 51, coin dealer, collecting for 10 years, has about 30 tokens. Collects U.S. only, uses Atwood's check list, receives The Fare Box.
- Proposition 22, No. 142: Otto J. Van Heyde, 502 North Bronson St., Los Angeles 4, Calif. Age 61, works at Lockheed Aircraft, just beginning to collect, collects U.S. and foreign, does not use check list at present, has not received The Fare Box.
- Proposition 23, No. 143: Frank Roselinsky, 2040 Redondo Blvd., Los Angeles 16, Calif. Plater, age 29, collecting for 2 years, collects U.S. & foreign, does not use check list or receive Fare Box.

We have also received a request for reinstatement of Mr. Gordon Robertson, No. 74. Mr. Robertson has been in the U.S. Marines for the past 2 years, wishes to pay his 1951 and 1952 dues.

Please let me have your reactions to these matters as soon as possible.

Fraternally yours,
EROY L. KIMMONS, President

To The Executive Board of the American Vecturist Association (May 26, 1952)

At this writing I have not had time to receive your votes on the propositions submitted on May 15. Mr. Laflin, our Secretary, has just sent me the names of two additional applications for membership, and in order that they be listed in the June Fare Box, I therefore submit their names herewith.

Proposition 24, No. 144. Russell Dean McBain, Small Craft Facility, Annapolis, Md. Sailor, age 28, has about 300 tokens, collecting for about 8 years, collects U.S. and foreign, has not used a check list or received The Fare Box.

Proposition 25, No. 145. Claude G. Thompson, 2445 Aldrich Ave. So., Minneapolis 5, Minn. 36 years of age, collects U.S. & foreign, has about 82 tokens, uses Atwood check list, does not receive The Fare Box.

The above applications were received in the proper form.

Our Editor, Mr. Coffee, informs me that he is out of stationery, the cost of printing these mast-heads comes to twenty dollars (\$20). I therefore submit for your approval the following.

Proposition 26. That the Treasurer of the A.V.A. be authorized to advance to Mr. Coffee, Editor of The Fare Box, the sum of twenty dollars for stationery.

Since Mr. Coffee is leaving Boston on June 9, he wishes to have this printing done before leaving. I am therefore taking the liberty of officially authorizing the Treasurer to forward a check for the above amount to Mr. Coffee. However, I want your vote on this proposition.

I believe most of you are aware of the misfortune that happened to Mrs. Don Johns, the accident that kept her in the hospital for so long, and which will keep her confined to her home for some time. Don writes me that he will not have the time to attend to the duties as Assistant New Issues Editor. I hate very much to accept his resignation. I am therefore appointing Mr. Max M. Schwartz of New York as Assistant New Issues Editor, for the eastern part of the United States.

I think that most of you also know that Ed Levy's doctor ordered him to give up all activities; this is going to be very hard for Ed to do, but he assures me that he will be unable to devote as much time as he would like to the by-laws committee, and asks that I accept his resignation. I have contacted our friend Basil Brandon of San Francisco, who has consented to accept an appointment, as a member of this committee. I therefore appoint Mr. Schwartz as Chairman with Mr. Ben Bar-raclough of Minneapolis, and Mr. Basil Brandon of San Francisco, as members, and if anyone has any suggestions for revision of these by-laws, please contact one of the above gentlemen.

Please let me have your reactions to these matters as soon as possible.

Fraternally yours,
EROY L. KIMMONS, President.

To My Fellow Vecturists, Greetings:

As this issue of The Fare Box reaches you, most of you will be thinking of vacations. It is sincerely hoped that you and your family plan to attend your national convention of the A.V.A. I believe that most of you are aware of the crowded conditions of Colorado Springs during the tourist season. Our good friend Edgar Levy contacted several hotels, motels, etc. for reservations for our members, with always the same results, they wanted to know how many were coming, and a deposit for reservations. Some of them were already filled to capacity for the month of August. Mr. Levy was also unable to secure a place to hold our meeting, due to other conventions that were being held at Colorado Springs. I had a letter today from Mr. Levy who informs me that he has two other places in mind for our meeting, and in case these are not available he has kindly offered us the back of his lot to hold our meeting. In case it rains, he has offered us the use of the basement of his store, which will hold our entire convention. We are very thankful to Mr. Levy for offering us these facilities. Our meeting will therefore be called to order at 10 a.m., August 2, at Mr. Levy's home or at his store. Mr. Levy also sent me a list of motels on the route to his home, which are published in this issue, and I suggest you make your reservations now. I want to wish each of you a most enjoyable summer, and may we have the pleasure of meeting you in person at Colorado Springs.

Fraternally yours,
EROY L. KIMMONS, President.

NEWS FROM THE WEST COAST

By Ralph Freiberg

Pacific Greyhound is running again so was able to do some scouting. First a ride to Monterey reveals two new tokens. Fare has been raised and tokens were supposed to have been used on May 7, but company has been out on strike. However was able to buy the new tokens. Maybe by the time this is read the strike will be over and tokens in use, otherwise we have tokens that haven't been used as yet. New designs and rates are as follows. Bus to Carmel, a 25¢ fare or 5 tokens for \$1. Monterey City Bus, 15¢ fare or 8 tokens for \$1. Carmel token is a 25mm bronze token and Monterey a 16mm white metal token. Both show the cypress tree.

Another run up to Vallejo shows new tokens in use since April 1. One bus which runs to Chabot Terrace has a 20¢ rate or 6 tokens for \$1. This is a new design showing a submarine. Design used as Vallejo is a navy yard town and submarine building is done there. City bus rate is 15¢ or 8 for \$1, also new bronze tokens were ordered, same design as formerly used. Have about 64 tokens of each of the above four, anyone needing them send 80¢ for the four, or 75¢ plus six cents postage. Please send as soon as possible as hope to be on vacation by June 22. Any mail received after that day will be taken care of after my vacation.

Also for Vallejo as only a certain amount of the new bronze ones were ordered, a quantity of the former 5 Vallejo tokens were also brass plated, but was not able to pick up a sufficient number of these to go around. Perhaps later on someone be picked up after my vacation. Going back to an article I wrote a couple issues back in The Fare Box about plated tokens, tokens formerly used in Vallejo were sent in to be plated and along with them were some tokens of other companies. These I know were plated by mistake, so any plated token found please verify if company had them done or were done in error. Too many false reports have been turned in. When we get the new check list made, we wish it to be free of as many errors as possible.

The fare was raised in Fresno on December 26, 1951. This meant a new bronze token and the white metal ones to be bronze-plated. Fare is 11¢ or 5 tokens for 50¢. Should have made a trip to Fresno but this takes about six hours each way and am not sure if their office is open on Saturday or not. Do not have any extras of these at present time. Would also have liked to have gone to Fresno to check on size of school token in use. Have a report there is also a 20mm size token but not sure.

Anyone still needing the Gibson Line token of Sacramento or the new token of the Pacific Electric of Los Angeles, add 15¢ for each one wanted. Also have some extras of the silver-plated bronze token of Memphis, Tenn. Add a dime for this one.
Ralph Freiberg - 4142 26th Street - San Francisco 14, Calif.

INTRODUCING MR. EMZY L. THOMPSON, JR.

I would like to hear from members of the A.V.A. I am 24 years old, and have been collecting tokens for over a year. I have over 500, and am trying to get obsolete items, both foreign and U.S. I was born in Evanston, Ill., and raised in Harvey, Ill. When 18, I moved to Beaumont, Texas. I am in the Occupation forces in Germany and like it--that is, the countries I see. I am going to Holland for 3 days this June. Hope to get to Paris for July 4. I'm taking pictures of the trolleys, and have some of Mannheim and Basel. Will be glad to send photos to those interested. First twenty writing me will receive photos. (Address: Pfc Emzy L. Thompson -7774 Sig Bn- AFO 403, c/o P.M., New York City. Hc & sv Co.)

Tokens formerly used by So. Penna. Bus Co. & Dela. Coach Co. have been silver-plated, because of fare increase of 2¢. Silver-plated tokens are now in use ... Wilmington tokens were washed before being plated as no sign of old copper plated underneath. This makes them about the same as they were originally, so I don't consider them a new issue.

- Ralph Winant

Supplement to the National Check & Premium List

By Roland C. Atwood

CALIFORNIA

Vallejo 945 (reported by Ralph Freiberg)
 F Bz 16 V City of Vallejo Bus Lines \$0.15
 Good For One Fare
 G WM 16 Bar City of Vallejo Bus Lines (submarine) .20
 Good For One Fare (submarine)

FLORIDA

Jacksonville 380 (reported by M. B. McRobie)
 R Bz 23 Bar Jacksonville Coach Co. (bus) .10
 Good For One School Fare (bus)

OKLAHOMA

Guthrie 380 (reported by Ralph Freiberg)
 C Fr 38 Sd City Bus Phone 200 Good For One Ride Adult .10
 (blank)

TENNESSEE

Harriman 345 (R.C.A.)
 D WM 16 H Harriman City Bus Line .35
 One City Fare
 Johnson City 400 (R.C.A.)
 F WM 23 Bar Suburban Transit Lines, Inc. .15
 Good For One Fare

VENEZUELA

Carabobo 150 (reported by Daniel DiMichael)
 C B 24 Sd Carabobo Yagul (locomotive) 1.00
 B. Antich 1 Real 1881

CORRECT Tenn 345 C is 20mm., not 21mm. Ohio 165 A comes in two varieties: ornaments and no ornaments on reverse.

SWISS PUBLIC TRANSIT COMPANIES

By Emzy L. Thompson, Jr.

My first stop was the border town of Basel. Transit is all trollies and trolley buses, and gas buses. They are all modern, the trollies having a headlight on top of the car. One enters via the rear and exits through the center and front, the same as in Germany. The fares are 35 centimes for zone 1, 40 centimes for zone 2, and 10 centimes for each additional zone (10 zones all together). There are coupon books of 10 coupons for 75 centimes or 25 for 2 francs. Situation in Geneva is similar to that in Basel. The cars are inscribed G.C.T. for Geneve City Transportation. Most Swiss cities have dark green vehicles, although those in Basel are blue.

I shall try to get some information on French municipal transit, especially Paris, which is using tokens which cost 12 francs each. Any collector wishing photos of Swiss tramways or German tramways may obtain them by writing. I will send black and white pictures from the desired cities.

MAGNETS FOR STEEL TOKENS

Mr. R. F. Sanders - 4905 No. Mississippi Court - Minneapolis, Minn., informs us that he can supply small magnets, 5/8 by 7/8 inch from 3/16 inch stock, horse-shoe type. Price 15¢ or 2 for 25¢ postpaid, first come, first served. Here is an excellent opportunity for collectors who have experienced difficulty in identifying those steel tokens. No collector should be without a magnet.

PRICES REALIZED AT A.V.A. AUCTION HELD MAY 25, 1952

1...2.30	24..2.50	47..3.15	70.. .36	93..1.45	116..1.11	139.. .90	162.. .20
2...1.75	25..2.55	48..1.75	71..1.51	94.. .25	117.. .10	140.. .90	163.. .20
3...3.20	26..2.55	49..2.15	72..2.11	95.. .10	118..1.10	141.. .90	164.. .20
4... .50	27..1.11	50.. .65	73..1.29	96.. .10	119..1.11	142..2.35	165.. .40
5...6.25	28.. .15	51.. .35	74.. .56	97.. .85	120..1.70	143..1.08	166.. .51
6...3.10	29.. .50	52.. .50	75.. .10	98..1.00	121..3.00	144.. .90	167.. .10
7... .60	30.. .15	53.. .30	76.. .10	99.. .10	122..1.00	145.. .90	168.. .20
8... .50	31.. .15	54.. .80	77.. .56	100..1.85	123..1.50	146.. .90	169.. .10
9...4.60	32.. .58	55.. .80	78.. .56	101.. .51	124.. .25	147.. .90	170.. .20
10..2.08	33.. .50	56.. .80	79.. .35	102.. .60	125.. .50	148.. .90	171.. .45
11.. .35	34..2.15	57.. .80	80.. .58	103..1.91	126.. .30	149.. .90	172.. .40
12.. .80	35..5.08	58.. .35	81.. .56	104.. .50	127.. .25	150..1.55	173.. .51
13..3.55	36..2.00	59..3.15	82.. .55	105.. .26	128.. .75	151.. .90	174.. .40
14.. .21	37.. .35	60.. .50	83.. .56	106.. .75	129.. .40	152.. .90	175.. .40
15..1.25	38..1.00	61..1.60	84.. .35	107.. .75	130.. .10	153.. .90	176.. .10
16.. .15	39..1.40	62..1.00	85.. .56	108.. .60	131.. .50	154.. .90	177.. .26
17..2.25	40.. .75	63.. .40	86.. .56	109.. .60	132..1.00	155.. .90	178..3.50
18..1.11	41.. .05	64.. .50	87.. .35	110.. .60	133.. .37	156.. .90	179..2.65
19..2.25	42.. .05	65.. .50	88.. .35	111..1.25	134.. .05	157.. .90	180.. .75
20..4.00	43..3.15	66..1.05	89.. .35	112..1.25	135.. .30	158.. .90	
21..2.75	44.. .71	67.. .35	90.. .45	113.. .25	136..1.11	159.. .50	
22.. .15	45.. .80	68.. .60	91.. .45	114.. .25	137.. .91	160.. .26	
23..1.11	46.. .71	69..3.65	92.. .26	115.. .25	138.. .31	161.. .10	

Twenty-seven bid letters were received, and were recognized by the Auction Committee. Out of these 27 bid letters, three were unsuccessful and received no tokens. All of the 180 lots received at least one bid, some under but most over the price listings. Twenty-five lots received one bid, 36 - 2 bids; 23 - 3 bids; 36 - 4 bids; 16 - 5 bids; 19 - 6 bids; 6 - 7 bids; 9 - 8 bids. Lots #4, 47, 118, and 119 received 9 bids. Lots 5 and 49 received 10 bids. Lots 10, 43, and 116 received 12 bids. Lot 6 received 13 bids. Several ties developed but the earliest postmark received the lot. A card was received from one of the members following his regular bid letter requesting a bid at list price on any lots not receiving a bid. This postcard was disregarded due to the fact it was not a sealed bid. He also made a request for a 10% increase in case any of his bids met with a tie. This was also disregarded as being out of order and not conforming with the Auction Rules of the A.V.A.

There were four consignors: Kenneth Smith, 141 lots; Eroy L. Kimmons, 17 lots; Kenneth E. Purdy, 21 lots; and B. T. Barraclough, 1 lot. The amount to be realized from this Fourth A.V.A. Auction, barring discrepancy or disqualifications, will be \$179.28, as computed by the Auction Committee. We wish to thank you for taking part in this auction held here in the Twin Cities.

Respectfully submitted,

THE AUCTION COMMITTEE
Quincy A. Laflin, Chairman.

Collectors will act to their advantage if they study these prices carefully. The descriptions of the lots will be found in the April issue of The Fare Box. The rare tokens invariably brought high figures, and there were so many good tokens in this sale that a detailed analysis would be impossible here. Some things deserve mention, however. The damaged Pa 750 S brought a high figure despite its condition; the Baltimore tokens brought very high figures, confirming the suspicions of a number of us that these tokens had long been underpriced; the two rare tokens of Venice, Calif., although amusement park tokens, brought very high figures (lots 43 & 47). Foreign tokens also showed especial popularity. Edgar Levy has informed me that he will give us the prices realized from the sale of tokens listed in his ad in the May issue, and these will be particularly interesting to all of us. Mr. Levy will also give his comments, and to these we shall all be looking forward eagerly.

- J.M.C.

Check List of Foreign Transportation TokensBy Roland C. AtwoodSWEDEN (continued)

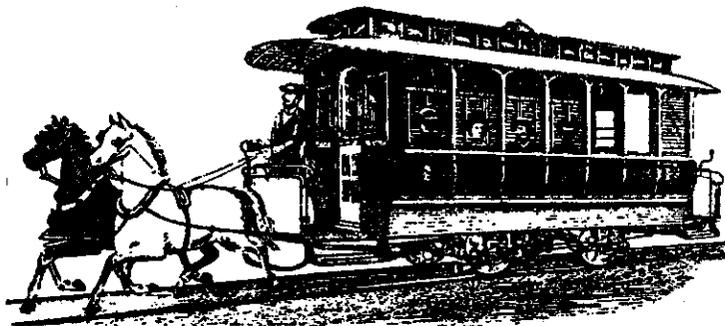
Soderhamn 700	(continued)		
AD o Z	30 Sd	10/Ore/N (seal) (blank)	\$1.00
AE o Z	Sq Sd	10/Ore/N (seal) (blank)	1.00
AF o Z	30 Sd	50/Ore/N (seal) (blank)	1.00
AG o B	30 Sd	50/ O/H (seal) (1864) (blank)(ship Handigg)	1.00
AH o B	30 Sd	40/ O/H (blank)	1.00
AI o B	30 Sd	35/ O/H (blank)	1.00
AJ o B	30 Sd	35/ O/H (clipped edges) (blank)	1.00
AK o B	30 Sd	30/ O/H (blank)	1.00
AL o B	30 Sd	30/ O/H (seal) (blank)	1.00
AM o B	30 Sd	30/ O/H (clipped edges) (blank)	1.00
AN o B	30 Sd	25/ O/H (blank)	1.00
AO o B	30 Sd	25/ O/H (seal) (blank)	1.00
AP o B	30 Sd	20/ O/H (blank)	1.00
AQ o B	30 Sd	20/ O/H (seal) (blank)	1.00
AR o B	30 Sd	20/Ore/H (blank)	1.00
AS o B	30 Sd	20/Ore/H (seal) (blank)	1.00
AT o B	30 Sd	15/ O/H (blank)	1.00
AU o B	30 Sd	15/ O/H (seal) (blank)	1.00
AV o B	30 Sd	15/ O/H (sides clipped) (blank)	1.00
AW o B	30 Sd	12/ O/H (blank)	1.00
AX o B	30 Sd	10/ O/H (blank)	1.00
AY o B	30 Sd	10/ O/H (seal) (blank)	1.00
AZ o B	30 Sd	10/ O/H (clipped square) (blank)	1.00
BA o B	Ob Sd	10/ O/H (blank)	1.00
BB o B	27 Sd	10/Ore/H (blank)	1.00
BC o B	27 Sd	10/Ore/H (seal) (blank)	1.00
BD o B	Sq Sd	10/Ore/H (blank)	1.00
BE o B	Sq Sd	10/Ore/H (seal) (blank)	1.00
BF o B	30 Sd	5 O/H (blank)	1.00

Soderhamn	700		(continued)	
BG o B	30	Sd	5 O/H (seal) (blank)	\$1.00
BH o B	30	Sd	5 O/H (sides clipped) (blank)	1.00
BI o B	30	Sd	5 O/H (sides clipped)(seal) (blank)	1.00
BJ o B	30	Sd	10 O/ (blank)	1.00
BK o B	30	Sd	20 over 5 O/H (blank)	1.00
BL o B	27	Sd	5 O/H (blank)	1.00
BM o B	27	Sd	5 O/H (9 sides clipped) (blank)	1.00
BN o B	27	Sd	5 O/H (seal) (blank)	1.00
BO o B	30	Sd	10/Ore/H (blank)	1.00
BP o B	30	Sd	10/Ore/H (seal) (blank)	1.00
BQ o B	27	Sd	100/Ore (1864) (blank) (ship Fardig)	1.00
BR o B	27	Sd	75/Ore (blank)	1.00
BS o B	27	Sd	25/Ore (blank)	1.00
BT o B	27	Sd	20/Ore (blank)	1.00
BU o B	27	Sd	20/Ore (seal) (blank)	1.00
BV o B	27	Sd	10/Ore (seal) (blank)	1.00
BW o B	27	Sd	10/Ore (clipped square) (blank)	1.00
BX o B	27	Sd	10/Ore (seal)(clipped) (blank)	2.00
BY o B	27	Sd	5/Ore (seal) (blank)	2.00
BZ o B	27	Sd	5/Ore (seal)(clipped) (blank)	2.00
CA o B	27	Sd	30/Ore (seal) (blank)	2.00
CB o Z	30	Sd	30/Ore (seal) (blank)	2.00
CC o B	30	Sd	Angbatsbolaget Flink Soderhamn 50 Ore (1860) (blank)	2.50
CD o K	30	Sd	Angbatsbolaget Flink Soderhamn 30 Ore (blank)	2.00
CE o K	Ob	Sd	Angbatsbolaget Flink Soderhamn 25 Ore (blank)	2.00
CF o B	Ob	Sd	Angbatsbolaget Flink Soderhamn 20 Ore (blank)	2.00
CG o B	Ov	Sd	Angbatsbolaget Flink Soderhamn 15 Ore (blank)	2.00
CH o K	Ov	Sd	Angbatsbolaget Flink Soderhamn 10 Ore (blank)	2.00
CI o K	Ov	Sd	Angbatsbolaget Flink Soderhamn 5 Ore (blank)	2.00
CJ o B	Sq	Sd	Angbatsbolaget Flink Soderhamn 40 Ore (blank)	3.00
CK o B	30	Sd	Nya Angsluvsbolaget Soderhamn 50 Ore (1872) (blank)	2.50

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



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Until September 15, 1952, all mail intended for The Fare Box should be addressed to
JOHN M. COFFEE, JR. - 4104 SIXTH AVENUE - TACOMA 6, WASHINGTON

HAL AND JINX DAGGETT, AND CECIL B. GEESON

It is in extreme sorrow that we must report the passing of three well-known collectors. Hal Daggett was a charter member of the Seattle Transportation Token Club and a charter member of the American Vecturist Association. At the time of his death he was serving as President of the S.T.T.C. Mr. Geeson was one of the pioneers of transportation token collecting, and possessed a magnificent collection.

This is the fifth anniversary edition of The Fare Box, and it is appropriate that this issue should issue the call for a great national convention of all collectors of transportation tokens. The American Vecturist Association will meet in annual convention August 2 and 3, 1952, at the Library of the City Auditorium, corner of north Weber & Kiowa streets, Colorado Springs, Colorado. Meeting will be called to order promptly at 10:00 a.m. Don't miss it!

I am happy to announce the appointment of two additional Associate Editors, subject to the approval of the Executive Board. These are Harold Ford, Jr., and Harry C. Bartley.

The Editor had a very pleasant trip across the nation, meeting many collectors. I thoroughly enjoyed Mr. Kimmons' gracious hospitality in Austin, and had an enjoyable get-together in Los Angeles at Mr. Ficklin's home, where I viewed Mr. Ficklin's collection admirably framed on the wall. Also enjoyed meeting Mr. Webster in Houston, and seeing Mr. Brandon in San Francisco again. Visited the bus company in Algiers, La., where I was surprised to see they are using six different cities' tokens but none of their own. It seems these companies are owned by a syndicate, and when one company stops using tokens, the syndicate simply sends its tokens to another company, thereby avoiding the necessity of ordering new definitives. This policy may save the syndicate money, but it is going to cause vecturists many headaches trying to keep track of which tokens were used where and when. In Atlanta I asked about the mail carrier token (Ga 60 G) only to be told that nearly all of them, about 30,000, had been melted down for scrap. None left anywhere, and they are now rare!

On June 11, 1952, Mr. and Mrs. Hal J. Daggett were fatally injured in a head-on collision as they neared the end of a very wonderful California vacation. While passing a house trailer going in the opposite direction, a speeding car darted out from behind the trailer and hit them head-on. Hal was killed instantly and his wife Jinx died three hours later. The man in the other car was also killed instantly.

Many of the California token collectors will long remember their visit with them on this trip. They were the last collectors to see them alive. Both Hal and Jinx were ardent collectors with fine representative collections. Both were active members of the Seattle Transportation Token Club. Hal was just completing his term as President and Jinx was active on committees as well as being the club Historian. Her specialty was school tokens. Hal was an untiring researcher for the story behind the tokens he collected. His finds of unknown tokens are already a matter of official record. The American Vecturist Association, as well as the Seattle Club, has lost two valuable members that long will be remembered. Hundreds of their friends all over the United States will regret their tragic deaths.

The Daggetts were married only about a year, this being the second marriage for each of them. Very much in love, they were just starting life all over again when they met their untimely end. Forty-one years ago Hal was born in Seattle. He attended Lincoln High School and the University of Washington, being a member of Phi Sigma Kappa fraternity. As top salesman for the Feltrock Corporation, covering the three northwest states, his splendid sales record assured him a wonderful future.

Mrs. Daggett was born twenty-nine years ago in Mound City, Missouri, and is survived by her two sisters living in Kansas City, Missouri.

Paul Fouts, as Club Secretary and close friend, served as pallbearer at the double funeral. The club sent a beautiful flower spray and many of the club members were in attendance. They were laid to rest side by side in Acacia Memorial Cemetery in Seattle. In sorrowful memory we of the Seattle Transportation Token Club pay our final respects to two wonderful friends.

- Seattle Transportation Token Club
Paul Fouts, Secretary.

A MESSAGE FROM THE PRESIDENT

To my Fellow Vecturists, Greetings. At this writing I have just learned of the tragic deaths of our A.V.A. member Hal Daggett and Mrs. Daggett in a head-on collision at Vancouver, Wash., June 11. The A.V.A. extends its heart-felt sympathy to the families of Mr. and Mrs. Daggett. Mr. Daggett contributed many articles to The Fare Box, and was responsible for many new finds.

I have also learned of the passing of another of our A.V.A. members, Mr. Cecil B. Geeson, of Bolton, England, who died last October. I had corresponded with Mr. Geeson since 1932. We had many pleasant exchanges, and some of my best tokens came from him.

Our Editor, Mr. Coffee, stopped off in Austin and spent the night with me on June 13. I enjoyed having John very much, and we had quite a number of things to talk about--mostly tokens. Incidentally, should any of you be down in this part of the good old U.S.A. drop in for a visit with the Kimmons family.

Since my last letter in The Fare Box, I have received a letter from Ed Levy informing me that he had secured a place for our first meeting. This will be held at the Library at the City Auditorium, located at the corner of N. Weber & Kiowa Sts. and will be called to order at 10:00 a.m. Quite a number of our members have written me asking that we have an auction at the close of our business meeting. I see no objection to this, so why not bring along some of your good tokens. Be looking forward to seeing each of you at Colorado Springs on August 2 & 3. Don't forget the time and don't disappoint us.

Fraternally yours,
EROY L. KIMMONS

To The Executive Board of the American Vecturist Association (July 6, 1952)

Greetings. Thank you all very much for your prompt response to my letters to you of May 5 and June 17, and wish to advise you that all propositions therein set forth have been duly approved by you all.

The Treasurer advises me that he promptly sent Mr. Coffee the \$20 for stationery.

I have a letter from Mr. Max M. Schwartz dated June 23 with a check to the amount of \$21.67; this amount represents nine copies of the old check list sold, which the Syndicate had voted in November, 1951, to turn over all unsold copies to the A.V.A. with no strings attached. Mr. Schwartz has been acting as distributing agent.

On behalf of our membership I wish to express to the Syndicate and to Mr. Schwartz our thanks for this money. The check was forwarded to Mr. Williamson, our Treasurer for deposit to the A.V.A. account.

I have received a financial statement from the Editor of The Fare Box, for the first half of 1952 (January thru June), as follows: Receipts \$72.12: (1) from AVA Treasurer \$60 (1st check, \$40; 2nd check, \$20). (2) subscriptions from non-members \$8. (3) paid advertising \$4.12. Disbursements \$62.09: (1) mimeo ink \$5 (2 cans @ \$2.50). (2) Envelopes for May & June issues, \$1.55. (3) printed letterheads (2,000) \$17.25. (4) 6 reams paper @ \$1.75, \$10.50. (5) postage \$22.99, as follows: Jan \$3.45; Feb \$3.17; Mar \$3.30; Apr \$3.17; May \$3.30; Jun \$3.60; office \$3.00. (6) 48 stencils @ 10¢, \$4.80. Balance, cash on hand \$10.03.

Mr. Coffee also advises that he estimates at this time that he will need about \$65 additional for operating expenses for second half of 1952; also when he returns to Boston he will need couple cans of ink, many more stencils, about 1,000 sheets of paper, envelopes for next 6 issues of The Fare Box, etc. I would therefore like to submit for your consideration the following proposition.

Proposition 27. That the Treasurer of the A.V.A. be authorized to forward to John M. Coffee, Jr., Editor of The Fare Box, the sum of fifty dollars (\$50.00) as part payment of the estimated cost for operations for latter half of 1952; the balance can be sent to Mr. Coffee after he returns to Boston.

Gentlemen, this disposes of all business brought to my attention for the first six months of 1952. I want to thank each of you for your prompt response to the various propositions submitted. It is indeed a pleasure to work in perfect harmony and I look forward to seeing each of you as well as all of our other members at Colorado Springs, August 2 and 3.

Please let me have your reactions to the lone proposition submitted.

Fraternally yours,

EROY L. KIMMONS, President
American Vecturist Association

Our Associate Editor for the Pittsburgh area, Harry C. Bartley, reports that Mr. Bill Black is now home from the hospital and is coming along nicely after his operation. He hopes to be on hand for the Pittsburgh District Collectors meeting July 26. We regret to report, however, that Mrs. Black's father died while Bill was in the hospital.

The regular quarterly meeting of the Pittsburgh District token collectors will be held Saturday afternoon, July 26, 1952, at 2:00 p.m. at the regular meeting place, Room 1206, House Building, Smithfield & Water streets, Pittsburgh, Pa. A gala weekend is in store for the Pittsburgh Electric Railway Club, also. The club, of which Bartley and Mackie are members, is holding a trolley fan trip over the interurban lines of the Pittsburgh Railways Co. to Charleroi and Washington, Pa., on Sunday, July 27. Visitors to the Collectors meeting are urged to stay over and take in this trip. For further information contact Harry C. Bartley - 7012 Ohio River Blvd. - Pittsburgh 2, Pennsylvania.

Want to buy: Calif 100 A; 275 A & B; 395 A & B; 535 A; 625 B & C; 630 A & C; 650 A; 745 F; 880 A; 950 C D & E. Colo 300 A, 440 A & B; 860 B & D. Fla 530 B. Ga 750 E. Ill 130 B & D; 305 A & B; 460 A; 580 A; 755 B. Ind 90 A B & C. Iowa 100 A; 230 I; 390 A & B. Kans 490 A; 820 A. Ky 250 A; 480 H N P & R. Mass 115 B 305 B & D; 550 E & O. Will trade if can be arranged.

Harry C. Bartley (AVA 46) - 7012 Ohio River Blvd. - Pittsburgh 2, Pa.

For sale: horsecar tokens from Mankato, Minnesota, at check list price of \$3.50 each. Please send stamped and addressed envelope with money order to

R. M. Butler - 731 East 26th Street - Minneapolis 4, Minn.

Sales tax tokens--assortment of 90 from ten states (including some duplicates).

Will give three for one in trade for transportation tokens, or will sell entire lot at two for a nickel (\$2.25) postpaid.

Robert M. Ritterband - 6576 Colgate Avenue - Los Angeles 48, Calif.

For sale - "Protect - a - Coin" cellophane envelopes, size "3" for cents, nickels, dimes, at 35¢ per 100.

John G. Nicolosi - 5646 Fountain Avenue - Hollywood 28, Calif.

Applicants for membership numbers 140, 141, 142, and 143, have all been officially elected to membership in the American Vecturist Association.

CHANGE OF ADDRESS

Sheridan L. Brann	-	8220 Summerfield Avenue	-	Whittier, Calif.
Roy H. Carpenter	-	1124 11th Avenue	-	Moline, Illinois
Charles M. Hamilton	-	945 Corona Street	-	Denver 18, Colo.
Donald B. Johns	-	1515 East Madison	-	Seattle 22, Wash.
Walter W. Underwood	-	4017 Miller Way	-	Sacramento, Calif.

THE STEEL CITY TRANSIT TOKEN
By Harry C. Bartley

Do you have Pa 765 Z (WM 16 Bar Steel City Transit Lines Inc. STC) in your collection, or on your want-list? If the latter, don't let it worry you. There is a story behind it, briefly this:

A certain promotor (nameless here) decided to start a bus line in Pittsburgh district by buying several existing lines of other companies. He even had a name and ordered, roughly, one thousand tokens. However the Fenna. Public Service Comm. had the last word and used it--they turned him down flat on his proposal. He has left the district and rumour has it that he turned the tokens over to a dealer or speculator. It is possible that they may sometime be used elsewhere (somewhat like the Altoona & Logan Valley tokens were) but rest assured, Pa 765 Z does not exist as such here in Pgh. Sooner or later they will be listed as deleted; right now they are just trick items and should be regarded as such. (PS - I will buy one if you have one for sale.)

Beaver Falls tokens: Do you have Pa 65 M and N in your collection? Have you seen 65 N in the different shades of copper plating? Well, 65 N should go down as the only token, plated, not because of a fare raise, for no raise occurred, but to protect another's fare. Compare these with Pa 765 Y and perhaps the story will dawn on you. Beaver Falls is 30 some miles from Pgh but the B.V. Motor Coach Co. covers a district up to within 12 miles of the metropolis and many persons from that area work in or visit Pittsburgh regularly. Since 765 Y sold 5 for 60¢ (later 4:55¢; now 3:50¢) against 65 M's 7 for 50¢, you can guess the rest. It is reported that the Pittsburgh company had 65 M copper-plated, and in 2 different lots (hence the shade difference) thus causing 65 N. No official release on this but the token speaks for itself. After all a nickel saved is a nickel earned.

- Bartley

LIST OF PRICES REALIZED AT MAIL BID SALE OF EDGAR LEVY

Ala 560 B.....	\$2.00	Ind 460 I.....	\$1.00	Miss 900 D.....	\$0.50	Tenn 375 A.....	\$2.00
Alas 300 A....	1.25	Ind 980 A.....	1.15	Mo 130 A.....	5.43	Tenn 375 D....	1.85
Alas 450 B....	.50	Ind 980 B.....	1.00	Mo 130 B.....	7.55	Tex 30 A.....	2.00
Ark 150 A.....	4.55	Ind 980 D.....	.75	Mo 130 C.....	1.30	Tex 255 A.....	1.25
Ark 150 B.....	4.55	Iowa 160 A.....	.83	Mo 440 C.....	1.20	Tex 255 Aa....	1.00
Calif 395 C....	.45	Iowa 180 A.....	7.50	Mo 700 A.....	7.25	Tex 255 F.....	.75
Calif 445 A....	.30	Iowa 230 K.....	1.15	Mo 700 B.....	4.75	Va 110 A.....	7.30
Calif 450 D....	.30	Iowa 300 D.....	.75	Nebr 420 A....	1.25	Va 350 A.....	16.10
Calif 535 C....	1.25	Iowa 300 I.....	1.00	Nebr 440 A....	7.55	Va 580 D.....	3.75
Calif 575 A....	1.00	Iowa 300 J.....	2.30	Nebr 540 C....	5.75	Va 580 E.....	3.75
Calif 745 C....	.50	Iowa 390 A.....	2.55	Nebr 540 D....	5.75	Va 580 F.....	3.75
Calif 745 D....	.50	Iowa 390 B....	2.50	Nebr 540 H....	4.75	Va 580 G.....	3.75
Calif 745 E....	.50	Iowa 590 A.....	4.55	Nebr 540 N....	5.39	Va 580 H.....	3.75
Calif 775 A....	.75	Iowa 590 B....	4.55	N.J. 115 A....	1.30	Va 580 I.....	3.75
Calif 775 B....	1.00	Iowa 640 A.....	3.75	N.J. 605 A....	1.00	Wash 300 A....	7.05
Calif 775 Ba..	1.00	Iowa 640 W.....	6.25	N.J. 730 B....	3.75	Wash 720 A....	1.00
Colo 140 A....	.35	Iowa 850 G.....	1.00	N.Y. 35 B.....	3.00	Wash 780 G....	.40
Colo 140 C....	.25	Iowa 930 B....	1.00	N.Y. 445 B....	.20	Wash 840 A....	3.75
Colo 260 O....	.10	Iowa 930 C....	.50	N.Y. 510 E....	.50	Wisc 170 B....	3.15
Colo 860 C....	.50	Kans 40 B.....	.50	N.Y. 630 P....	7.38	Wisc 170 Ba...	1.35
Dela 900 A....	2.00	Kans 40 E.....	.50	N.Y. 630 Z....	1.65	Wisc 170 C....	1.35
Dela 900 B....	2.50	Kans 40 F.....	.50	N.Y. 770 A....	1.25	Wisc 410 A....	1.75
D.C. 500 A....	5.10	Kans 880 A....	3.35	N.C. 440 A....	1.50	Wisc 410 B....	1.50
D.C. 500 B....	5.10	Ky 480 R.....	.97	N.C. 700 A....	1.50	Wisc 410 C....	1.75
D.C. 500 H....	.50	Ky 510 S.....	3.50	N.D. 320 C....	.30	Wisc 410 D....	1.50
Fla 380 Aa....	.15	Ky 510 T.....	1.10	Ohio 175 J....	5.10	Wisc 410 E....	1.00
Fla 380 D.....	.50	Ky 510 AA.....	2.15	Ohio 175 K....	5.10	Wisc 500 C....	.50
Fla 380 K.....	.75	Ky 510 AC.....	3.75	Ohio 475 B....	3.65	Wisc 500 Ca...	.55
Ill 95 A.....	4.75	Ky 510 AX.....	2.50	Ohio 520 C....	.50	Wisc 510 B....	1.55
Ill 130 E.....	.35	Ky 680 K.....	.25	Ohio 660 C....	2.30	Wyo 120 B.....	2.65
Ill 150 A.....	2.15	Md 60 Q.....	4.75	Ohio 660 E....	2.10	Wyo 480 A.....	2.15
Ill 150 D.....	1.75	Md 60 V.....	2.00	Oré 760 A.....	.30	Wyo 660 A.....	3.00
Ill 150 N.....	2.15	Mass 445 A....	.35	Pa 70 C.....	.40	Wyo 750 A.....	2.15
Ill 190 D.....	6.25	Mich 65 B....	1.00	Pa 195 C.....	.25	Wyo 810 A.....	3.00
Ill 305 A.....	1.50	Mich 65 C.....	1.75	Pa 195 E.....	.40	P.R. 640 A....	.45
Ill 305 B.....	2.00	Mich 65 D.....	1.50	Pa 195 Ga.....	.25	P.R. 640 B....	.75
Ill 580 A.....	6.25	Mich 65 E.....	1.50	Pa 495 G.....	.25	P.R. 640 C....	.60
Ill 620 A.....	1.65	Mich 315 Aa...	.65	Pa 495 H.....	.25		
Ill 685 A.....	.65	Mich 845 U....	.20	Pa 605 A.....	.75		
Ill 720 Ha....	1.00	Minn 245 A....	.50	Pa 605 C.....	.45		
Ill 755 D.....	.55	Minn 540 I....	1.50	Pa 750 E.....	1.75		
Ill 760 A.....	.60	Minn 540 O....	.75	Pa 750 P.....	.40		
Ill 795 J.....	2.15	Minn 620 B....	1.30	Pa 765 C.....	3.65		

This list represents prices realized on the tokens listed in Edgar Levy's ad in the May issue. Tokens listed in the ad, but not listed here, indicate either no bids or bids refused because they were not commensurate with the value of the token in Mr. Levy's opinion. There were three errors in the ad: Pa 400 E should have been Pa 495 E; NY 845 A should have been NY 875 A; NY 730 C should have been NY 780 C. Altogether there were 25 bidders and only 3 bidders were unsuccessful.

A Minneapolis woman who hasn't ridden a streetcar for some years got on one at Franklin Avenue the other day. She wasn't sure of the current fare, but saw someone drop 15¢ in the box, so she did the same. Seconds later, the conductor looked her way and called out "Nineteenth." The woman rummaged through her purse, saw she had no pennies, dropped a nickel into the fare box and told the conductor to "keep the change." (from a Minneapolis newspaper)

- R. M. Butler

Take your Atwood Catalog and put an o (obsolete) beside Pa 950 G (which should be B 20 St-sc Pittsburgh Railways 1922 according to page 71 of Sept 1951 Fare Box). Only do so with pencil. This is Pa 765 V which had the triangle re-punched into a star by Pittsburgh Railways Co. which controls the city lines in Washington, Pa. This reissued token was made necessary by a fare change which lasted less than a year. I recommend pencil for it may come back later with another imminent fare raise.

On July 27 Pa 765 Y is scheduled to go obsolete so another "o" also in pencil is in order. If this seems like trouble to you, consider us in Pittsburgh have to suffer these raises and changes in fare.

Pa 765 V has been obsolete but we in Pittsburgh wouldn't be surprised to see it come back, sooner or later. The company in conjunction with a local steel company tried to destroy some with very unsatisfactory results. Quite a few are still stored in company vaults just waiting the chance to be used again some day.

PHILADELPHIA TRANSIT FARES LOWER THAN IN MOST LARGE CITIES
(an article in the PTC Traveler sent in by Albert Field)

Local transportation fares in the nation's largest cities continue to be affected by the spiral of increased costs. In Philadelphia, even with PTC's proposed new fares, passengers will still be paying less for their ride than is now being paid in most of the nation's twenty largest cities.

With a fare of 23¢ cash on buses (token fare, 21¢) and 17¢ cash on streetcars (token fare 16 2/3¢), Pittsburgh leads the nation. Kansas City is next with a 20¢ cash or 18 3/4 ¢ token fare. Chicago follows closely with its 20¢ cash fare and a token rate of 18¢ on highspeed and 17¢ on surface lines. Cincinnati fares are 17¢ cash, or a 16 2/3¢ token. In St. Louis fares are 17¢ cash or a 16 2/3 ¢ token, but St. Louis has applied for a fare increase to 20¢ cash and a token rate of 18 3/4 ¢. Baltimore, with a present 15¢ cash fare, has also applied for a fare increase to 20¢ cash and a token rate of 17 1/2 ¢. In Los Angeles, you would pay 15¢ cash (2;25¢) for the first zone fare, but with additional zone fare payments, your ride could cost you 20¢, 25¢, or 30¢.

Straight cash fares of 15¢, with no token rate advantages, are currently being collected in San Francisco, Milwaukee, Houston, the twin cities, and on most lines in Boston, Cleveland, Detroit, and Seattle, each have fares of 15¢ cash with a token rate of 14 2/7 ¢.

New York is still operating its city-owned lines for a 10¢ fare. To maintain that fare, \$71,500,000 in debt charges and almost \$30,000,000 in operating deficits must be met by taxpayers. It is estimated that in addition to the annual debt charges the operating deficit for the coming fiscal year will be \$54,000,000.

(FB Editor's note: this article is strangely silent about the 7¢ cash fare which is still being used on all lines in New Orleans, with free transfer to boot.)

Mr. Ralph Freiberg, one of our Associate Editors, is currently travelling all over the country. So you will understand why there might be a delay in his correspondence. He reports that Indiana 390 A, the Hammond token (Chicago & Calumet Dist Transit Co. Inc. 2 23 St-sc) was put into use in March 1952 as a school token; selling at 2 for 15¢. This token has been bringing as high as \$2 each in the hobby. So collectors are warned to be wary of paying high prices for this token in the future. It is now available in quantity at 2 for 15¢, although at one time it was a scarce item.

Supplement to the National Check & Premium List

By Roland C. Atwood

CALIFORNIA

Carmel 125 (reported by Ralph Freiberg)			
• D	Bz 23 Ct-sc	Bay Rapid Transit Carmel (lone cypress) Good For One Fare (lone cypress)	\$0.25
Monterey 525 (reported by Ralph Freiberg)			
• D	WM 16 Ct-sc	Bay Rapid Transit Monterey (lone cypress) Good For One Fare (lone cypress)	.15
Napa 540 (reported by Ralph Freiberg)			
• A	WM 16 N	Napa Transit Company Good For One Fare	.15
Vallejo 945 (reported by Ralph Freiberg)			
• F	Bz 16 V	City of Vallejo Bus Lines Good For One Fare	.15
• G	WM 16 Bar	City of Vallejo Bus Lines (submarine) Good For One Fare (submarine)	.20
• H	WM 16 V	Vallejo Bus Co. Inc. (brass-plated) Good For One Fare	.15
• I	Z 16 V	Vallejo Bus Co. Inc. (brass-plated) Good For One Fare	.15
• J	S 16 V	Vallejo Bus Co. Inc. (brass-plated) Good For One Fare	.15
• K	S 16 V	City of Vallejo Bus Lines (brass-plated) Good For One Fare	.15
• L	WM 16 V	City of Vallejo Bus Lines (brass-plated) Good For One Fare	.15

ILLINOIS

Evanston 285 (reported by R. M. Butler)			
H	Bz 23 Bar	Evanston Bus Company (bus) High School Student Fare (bus)	.10
Lyons 530 (reported by MTT&TC - Anna Butler)			
• E	WM 16 Bar	Bluebird Coach Lines Inc. (bus)(copper-plated) Good For One Adult Fare (bus)	.25
Rock Island 760 (reported by Ivan B. Cline)			
• H	Bz 23	Keysto. Rock Island - Moline City Lines Illinois RIM Inc. Good For One Fare RIM (keystone is center device)	.15

MICHIGAN

Lansing 560 (reported by Max M. Schwartz)			
M	B 23 Bar	Inter-City Coach Line Co. Lansing, Mich. (bus) Good For One Fare (bus)(silver-plated)	.15

OKLAHOMA

Tulsa 860 (reported by Frank C. Greene)			
P	Bz 16 Bar	Tulsa City Lines, Inc. (bus) Good For One School Fare (bus)	.10

PENNSYLVANIA

Clairton 195 (reported by Max M. Schwartz)			
N o K	21 Ch	Mon Valley Bus Co. Good For One Zone	.25
Clearfield 200 (reported by Ralph W. Winant)			
E	WM 16 F	Fullington Auto Bus Co. Inc. Good For One Fare	.15

TENNESSEE

Knoxville 430 (reported by Max M. Schwartz)			
T o B	19 K	Knoxville Power & Light Co. 1925 Good For One Fare	.25

WISCONSIN

Marinette 430 (reported by Ralph Freiberg)
H B 16 T-sc Twin City Transportation Co. (bronze-plated) \$0.10
Good For One Fare

ENGLAND

Dewsbury 230 (reported by A. D. Jordan) .20
AH Cb Hx Sd Dewsbury Post Office
2d.

M T T & T C MEETING

The Midwest Transportation Token and Ticket Club of Minneapolis held its second quarterly meeting of the year at the home of Gladys Kurth. The sponsorship of this meeting was done under a strong handicap for Gladys, as she is still undergoing doctor's care for injuries received while operating one of the streetcars here in the city, and which has kept her out of work for the past five months. Despite her uncomfortable back pains, which make it very hard for her to get around, Gladys is full of spunk and enthusiasm for her token hobby and vowed that she would have this meeting somehow--and she did it.

The meeting was attended by sixty-four percent of the club's membership, with six of its members being kept away by one thing or another. We have had growing pains in the last short while, with two new members being added to our fold, and a third one is in the process of becoming a member. When this last one is entered, our membership will number fifteen.

Many interesting topics were vigorously "cussed and discussed" as the old saying goes, along with the more sorrowful news of Bill Black's illness, and the death of the Seattle Club's President, Mr. Daggett, and his wife. We wish to convey in this article, as well as by personal mail, our sincere wishes to Bill Black for a speedy recovery to such an extent that their hopes of attending the AVA convention can be fulfilled, and to the Seattle Transportation Token Club we extend our deepest sympathy for the loss of its President.

Several new tokens were presented to our membership, including a find by the Butlers of a few horsecar tokens from Mankato, Minnesota. This is the "C" item listed for Mankato in the check list, and the finders of these tokens were not looked on with very happy or favorable eyes by their fellow collectors, but rather were frowned on and made to feel very unhappy and unfavorable over the whole matter, despite their spending of considerable time and money in acquiring these tokens. Despite this local feeling, the finders of these Mankato tokens wish to thank the members of AVA, with whom contacts have been made, for their congratulations which have been extended for the finding of these tokens.

A rather complete discussion was also given to the AVA convention, which is now the big issue of the day, in the way of who was riding with whom, departure times and reservations. We are all looking forward to the trip, and despite the fact that a small number of our group cannot attend, present indications are that approximately fifty percent of our membership will be there in Colorado Springs.

With this the meeting closed, and all members, wives, etc., were well fed with a fine buffet supper which Gladys had prepared. We are now looking forward to our summer schedule of picnics, weiner roasts, and other such things.

- Robert M. Butler

Mr. Freiberg reports a new maverick token: WM 23 Bar Transit Lines, Inc. ALMA
Anyone help us with this one? Good For One Fare (bus)

Check List of Foreign Transportation TokensBy Roland C. AtwoodSWEDEN

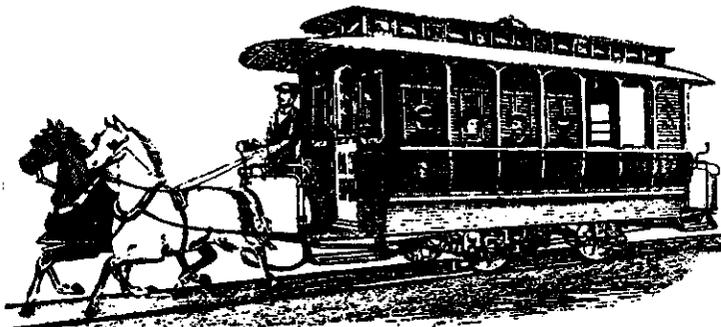
Soderhamn 700	(continued)		
CL o Z 29 Sd	Nya Angslupsbolaget Soderhamn 30 Ore (blank)		\$2.50
CM o B 29 Sd	Nya Angslupsbolaget Soderhamn 20 Ore (2 sides clipped) (blank)		2.00
CN o B 29 Sd	Nya Angslupsbolaget Soderhamn 15 Ore (1 side clipped) (blank)		2.00
CO o K 29 Sd	Nya Angslupsbolaget Soderhamn 10 Ore (blank)		2.00
CP o B 29 Sd	Nya Angslupsbolaget Soderhamn 25 Ore (2 sides clipped) (blank)		2.00
CQ o K 29 Sd	Nya Angslupsbolaget Soderhamn 5 Ore (top & bottom clipped) (blank)		2.00
CR o B 29 Sd	Dristig 50 Ore (1874) (blank)		2.50
CS o K 29 Sd	Dristig 30 Ore (blank)		2.50
CT o B Sc Sd	Dristig 25 Ore (blank)		2.00
CU o K Sc Sd	Dristig 20 Ore (blank)		2.00
CV o B 25 Sd	Dristig 15 Ore (blank)		2.00
CW o B 25 Sd	Dristig 10 Ore (blank)		2.00
CX o B Ov Sd	Dristig 5 Ore (blank)		2.00
CY o B 29 Sd	Angslups Bolaget Tarnan Soderhamn 20 Ore (blank)		2.00
CZ o K Ob Sd	Angslups Bolaget Tarnan Soderhamn 15 Ore (blank)		2.00
DA o B Ob Sd	Angslups bolaget Tarnan Soderhamn 10 Ore (blank)		2.00
DB o B Ov Sd	Angslups Bolaget Tarnan Soderhamn 5 Ore (blank)		2.00
DC o B 29 Sd	Neptun 30 Ore (clipped) (blank)		2.00
DD o K Ob Sd	Neptun 25 Ore C.C. Sporrang & Co. Stockholm (in oval)		2.50
DE o B Ob Sd	Neptun 25 Ore C.C. Sporrang & Co. Stockholm (in oval)		2.50
DF o K Ob Sd	Neptun 25 Ore (blank)		2.00
DG o B Ob Sd	Neptun 20 Ore (blank)		2.00
DH o B Sq Sd	Neptun 15 Ore (blank)		2.00
DI o B Ov Sd	Neptun 10 Ore (blank)		2.00
DJ o B Tr Sd	Neptun 5 Ore (blank)		2.00
DK o B Ov Sd	Stugsund 10 Ore (1874) (blank)		2.50
DL o B Tr Sd	Stugsund 5 Ore (blank)		3.00
DM o B Sq Sd	Stugsund 15 Ore (blank)		2.50
DN o K 29 Sd	Angslupsbolaget Nockturnus 30 Ore (1880) C.C. Sporrang & Co. Stockholm (in oval)		2.00

Soderhamn 700 (continued)			
DO o K	Sq Sd	Angslupsbolaget Nockturnus 25 Ore C.C. Sporrang & Co. Stockholm (in oval)	\$2.00
DP o K	Sq Sd	Angslupsbolaget Nockturnus 20 Ore C.C. Sporrang & Co. Stockholm (in oval)	2.00
DQ o K	Oc Sd	Angslupsbolaget Nockturnus 15 Ore C.C. Sporrang & Co. Stockholm (in oval)	2.00
DR o K	30 Sd	Angslupsbolaget Nockturnus 10 Ore C.C. Sporrang & Co. Stockholm (in oval)	2.00
DS o B	Ob Sd	50 O/L (seal) (Ljusne) (blank)	1.00
DT o B	29 Sd	20 O (seal) (Fardig) (blank)	1.00
DU o B	29 Sd	15 Ore (seal) (sides clipped) (blank)	1.00
DV o B	29 Sd	15 Ore (sides clipped) (blank)	1.00
DW o B	29 Sd	10 O (seal) (blank)	1.00
DX o B	29 Sd	10 O (seal) (sides clipped) (blank)	1.00
DY o Z	29 Sd	5 Ore (seal) (2 var: clipped bottom, & all sides) (blank)	1.00
Sorfors 725			
A o B	30 Sd	Prinsessen Louisa 25 Ore (blank)	2.50
B o B	Ov Sd	Prinsessen Louisa 20 Ore (blank)	3.50
C o B	Ov Sd	Prinsessen Louisa 5 Ore (blank)	3.50
Stockholm 800			
A o B	Oc Sd	S.J. (B incuse)(Yardman) (blank)(used by Statens Jernvagastrafik Railroad)	3.00
B o B	Oc Sd	S.J. (M incuse)(machine shop men) (blank)	3.00
C o B	Oc Sd	S.J. (T incuse)(traffic men) (blank)	3.00
D o B	Ov Sd	Kungsholms Omnibus 1852 (used from 1852 to 1860) (blank)	3.00
E o B	Ov Sd	Kungsholms Omnibus 1852 (stamped P) (blank)(pass Inspector Pettersson)	3.50
F o B	Ov Sd	Kungsholms Omnibus 1852 (stamped B) (blank)(pass Inspector Boman)	3.50
G o B	Ov Sd	Kungsholms Omnibus 1852 (stamped LB) (blank)(pass Inspector Ludwig Bergmans)	3.50
H o B	22 Sd	Kungsholms Omnibus 1860 (used from 1860 to 1865) (blank)	3.00
I o B	25 Sd	Jacob Och Johannes 1853 O.B. (blank)	3.50
J o B	Ov Sd	Stockhs Norra Omnibus 1853 (2 var: thick & thin) (blank)	2.00
K o K	Ov Sd	Stockhs Norra Omnibus 1853 (blank)	2.50
L o K	Ov Sd	Ladugards Landet (blank)	2.00
M o K	Ov Sd	Ladugards Landet Oms BOg	2.50
N o B	22 Sd	Maria Omnibus (1853) (blank)	1.50

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



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Until September 10, 1952, all mail intended for The Fare Box should be addressed:-
JOHN M. COFFEE, JR. - 4104 SIXTH AVENUE - TACOMA 6, WASHINGTON

Not having received the Supplement to the Check List, I am unable to include it in this issue. Any issues that would have been listed in this issue will be included next month.

Thomas Jefferson is supposed to have said that "The least government is the best government." Although unable to evaluate the wisdom of this statement insofar as it applies to nations, I nevertheless feel on safe ground when I suggest that it would be a wise path for small organizations to follow: particularly our own. Inside this issue the reader will find a report of the Colorado Springs convention, followed immediately by Mr. Laflin's resignation as our Secretary. Quincy has been outstanding as our Secretary, and his absence will indeed be painful to us. However it is not difficult to sympathize with him. It is imperative that we remember the reasons for the existence of the A.V.A. Let us not lose sight of its noble objectives by submerging our intellects in a labyrinth of regulations, resolutions, and counter-regulations. Many a fine organization has ruined itself under the burden of too many regulations. To what avail all our regulations if we lose our best men? Many of us--and I suppose I should include myself--have let our collections go by the wayside while we have enmeshed ourselves in Association politics. Then, if perchance a set-back or disappointment is received, we become completely disillusioned and give up collecting. Let's remember it's a hobby--just a hobby--and the purpose of an avocation is to have a good time. When we become so tense about our hobby that friendships are broken, feuds born, even hatreds kindled, and sleep is lost--when it comes to that point it is no longer a hobby but a millstone about our necks. Henceforth let's try to keep regulations to a minimum and enjoyment to a maximum. Let us not be so grimly serious about the business. In the future I suggest that we all spend less time on ritual and regulations concerning procedure, and more time on tokens and the story behind tokens. In this respect, the office of Curator is, in the last analysis, the most important in the Association. Yet few of us have paid much attention to Mr. Black and his efforts to make that office one worthy of its original purpose--and I do not exclude myself from the culpable ones. What I propose, then, is a dynamic reorientation of outlook for our association, and it has been Mr. Laflin's resignation which furnished me the incentive. Other's comments in this vein will be welcomed and printed.

(74 Aug 52)

Calif 275 A (Eureka Street Railway) for 50¢ each; NY 225 A (Kings Coach) with or without operator's numbers, at 50¢ each. Also a very few of the scarce NY 510 A (Perey Turnstile) for \$1.25 each. Note - will consider trades on the Perey turnstile tokens. What have you? Please enclose stamped self-addressed envelope with all orders.

Donald B. Johns - 1515 East Madison Street - Seattle 22, Wash.
For sale - Pa 320 A (Easton & South Easton old black cell horsecar tokens).

Brought over six dollars in the STTC auction. Also horsecar fiber ticket of Fairmount Park Philadelphia. Like new and choice. Picture of horsecar and station. \$1.95 each while they last.

C. J. Dochkus - 3522 East Thompson Street - Philadelphia 34, Pa.
Tokens for sale: Conn 40 A @ 10¢. Conn 560 C @ 25¢. Conn 560 H @ 20¢. DC 500 F @ 25¢. Mass 115 A @ 20¢. Mass 550 C @ 25¢. NC 830 A @ 15¢. SD 10 A (3 stars) @ 25¢. Wisc 500 D @ \$1.00.

Morton H. Dawson - 285 Prive Blvd. (Elmwood) - West Hartford 10, Conn.
Want to buy: Calif 100 A, 275 A & B, 395 A & B, 535 A, 625 B & C, 630 A & C, 650 A, 745 F, 880 A, 950 C D E. Colo 300 A, 440 A & B, 860 B & D. Fla 530 B, Ga 750 E. Ill 130 B D, 305 A B, 460 A, 580 A, 755 B. Ind 90 A B C. Iowa 100 A, 230 I, 390 A B. Kans 490 A, 820 A. Ky 250 A, 480 H N P R. Mass 115 B, 305 B D.

Harry C. Bartley - 7012 Ohio River Blvd. - Pittsburgh 2, Pa.

I could use a few want-lists of Dewsbury and Nottingham, England.

Arthur D. Jordan, Jr. - 2734 9th Street - Cuyahoga Falls, Ohio

APPLICATIONS FOR MEMBERSHIP

146 Jacob B. Wilson - 131 Nevin Street - Lancaster, Pa.
147 C. B. Holcombe - 49 Clarke Street - Burlington, Vermont

CHANGE OF ADDRESS

Arthur D. Jordan, Jr. - 2734 9th Street - Cuyahoga Falls, Ohio
William Liddell - 3204 26th Street - Lubbock, Texas
Max M. Schwartz - 130 West 42nd St. (Rm 1102) - New York 36, N.Y.
Cpl Leonard J. Stock (RA 15298109) - U.S. Army Hospital - Ward 44 - Camp Cooke, California

Mr. Freiberg and Mr. Cook have done some investigating and, with the help of Meyer & Wenthe, have found out the following information:

Friendly Service Bus is located in Waynesville, Mo. Fare 25¢, round trip 45¢. There are both bronze & white metal tokens....Dent Coach Lines WM 16 D is Cartersville, Ga. Company is now out of business, hence token is obsolete....Checker Taxi WM 23 C may be Huntington, W.Va....Employees Transit of Lorain, Ohio, have new fare rate of 2 for 25¢. They plated (Bz) the 16mm. white metal and steel tokens only; others plated would be errors....Suburban Transit Lines Inc WM 23 is Johnson City, Tenn., but the 16mm. token is probably Anderson, S.C....new issue is Bz 23 Keystone - Rock-Island - Moline City Lines/Good For One Fare; also Bz 23 Bar Omaha & Council Bluffs/One Student Fare-One Student Fare....Colonial Transit Co. WM 16 Bar is definitely Fredericksburg, Va. Company won't give 'em out....Bay Park Bus Line (female) is probably East Rockaway, Long Island, N.Y. Also, Mr. Dawson reports that Pa 775 A and B are sold only to the U.S. postoffice and Visiting Nurses Association.

Santiago, Chile, taking a leaf from the book of U.S. transit operators, upped its fares, but it didn't work. Disagreement over a half cent boost in fares resulted in bloody rioting, cost seven lives, brought the Chilean Congress into emergency session and inspired government charges of Communist agitation. The fare increase which precipitated all the furor was from 1.40 pesos to 1.60 pesos, (3.2 cents to 3.6 cents).

ELEVENTH CONVENTION OF THE AMERICAN VECTURIST ASSOCIATION

The Eleventh Meeting of the American Vecturist Association was held at Colorado Springs in the City Auditorium on August 2 and 3, 1952. The meeting was called to order by President Eroy L. Kimmons at 10:15 a.m. with the following officers attending: R. K. Frisbee (vice president); Quincy A. Laflin (secretary). In addition, the following members were present: Walter Underwood, Ben Barraclough, Bob and Anna Butler, Ivan Cline, Johnnie Jones, Julius Kurtz, Harold Chesney, Kenneth Snyder, Cecil Jefferson, Ralph Freiberg, Edgar Levy, W.A. Whitfield, C.M. Hamilton, and Albert Field. Also present were a visitor, Mr. W. L. Hammersley (a member of the Pikes Peak Coin & Stamp Club), and an ex-member of the AVA, Clyde A. Logsdon.

The Chairman, Mr. Kimmons, addressed the members in his opening speech which bore on the "Roberts Rules of Order." He felt that he was unfamiliar with these rules but would do his best to conduct the meeting in accordance to them, even though he felt them unnecessary. Mr. Barraclough took the floor with intention of showing the simplicity of these rules and after much explaining put over his point. The chairman agreed to follow his suggestion.

The reading of the 1951 minutes followed. Discussion followed on vacations. Motion was made that the next convention be held the first Saturday and Sunday in August. Discussion was interrupted by a photographer and a recess was called in order that the pictures of the group could be taken for the local newspaper.

The meeting resumed and a motion was made by Mr. Levy that a vote of thanks be given the City Manager M. Biery for allowing the AVA to use the City Auditorium. Motion carried. No communications were presented. The Treasurer's report was read by the Chairman. Motion by Mr. Barraclough that it be accepted. Motion carried. Secretary's report was read by Mr. Laflin. Moved that it be accepted. Motion carried. A letter was then read from the ANA by the chairman explaining the failure of publication of the AVA's convention in their magazine. Motion was made by Mr. Barraclough that a committee of three be appointed to serve as correspondents to the ANA. Messrs. Kimmons, Kurtz, and Levy, to serve. Motion carried. Discussion took place on subject of the new check list. Discussion was broken off in order to allow Mr. Hammersley an opportunity to address the club. He expressed the good wishes of the Pikes Peak Coin Club to the AVA. Meeting was recessed at 11:50 a.m. in order that more pictures could be taken.

Meeting was resumed at 12:25 p.m. at which time more discussion of the new check list took place. Under new business the subject of an official letterhead was brought up by the President and presented by Mr. Levy. Motion made by Mr. Barraclough and seconded by Mr. Jefferson that the AVA adopt the cut designed and presented by Mr. Levy for the AVA's approval. Motion carried. An amendment to the above motion was made that the pattern be reversed and the V be made solid so that it would stand out more prominently. Discussion took place on the new mimeograph machine. Motion was made by Mr. Freiberg that the bill of sale of the AVA mimeograph machine be handed to the curator after being recorded by the Secretary of the AVA and that the Executive Board secure proper insurance for this machine. Motion carried. Motion made by Mr. Butler that an investigation be made in order to improve the machine by slip-sheeting, inking, etc. Also that the President be authorized to conduct the investigation and have power to take any necessary steps to improve work done by this machine. Motion carried. The meeting was then recessed by the chairman at 1:30 until 2:15 for lunch.

The meeting resumed at 2:15 and a discussion took place on reinstatements. Motion by Mr. Barraclough that Mrs. Brown #76 be allowed reinstatement for the \$1 sent to the secretary for 1952 and that the penalty in her case be waived. Motion carried. Motion made by Mr. Barraclough that first class mail be used in the mailing of The Fare Box to the members and that the system of mailing The Fare Box be worked out by the Editor in order that they reach different parts of the country at the same time. Motion carried. Motion made by Mr. Barraclough that a committee of three be appointed by the president to revise the auction rules and incorporate a clause asking for protective bids. Motion carried. The appointment

of Quincy A. Laflin along with Mr. Barraclough and Mr. Snyder as a committee of 3, was made by the president to formulate a specific set of rules for conducting auctions in the AVA. Motion made by Mr. Freiberg and seconded by Mr. Barraclough to the effect that Mr. Field be appointed to act as agent for the official millimeter measuring device. Motion carried. Motion by Mr. Barraclough that the AVA order 100 of these devices and offer them to the members at a price of 75¢ a set. Monies will be returned to the treasurer. Motion carried. Motion by Mr. Butler that the secretary read the proposed new By-laws presented at this time by the By-laws Committee. Motion carried. Motion by Mr. Butler that proposed By-laws should be read and voted upon section by section. Motion carried.

Article I and II remain unchanged.

Article III: Section 3a, words "Association, museums, library or kindred organizations" be stricken from this paragraph. (On a motion by Butler; carried 10 for, 5 opposed.) Section 4,5,6,7 a,b, 8 remain unchanged.

It was moved that no expulsion by the executive board be final if the accused requests a hearing before the annual convention, which shall then have the final decision. Motion carried. A committee was then appointed to revise Article V, Barraclough, Field, and Jefferson serving. Meeting was then recessed until 9 a.m. August 3.

Meeting resumed at 9:45 a.m., August 3, at which time Article V was taken up and presented by the committee.

Section 1: The President shall each year appoint a committee of at least 3 members who will submit the name of candidates. Such names will appear in the March issue of the official publication.

Section 2: Such candidates appointed by the nominating committee shall be a vice president, secretary, treasurer, and curator. The office of President shall automatically be filled by the out-going vice president.

Section 3: Such nominations must be declined in writing to the Secretary before April issue of The Fare Box. Notification will then pass from the secretary to the committee who shall cause all accepted nominations to be published not later than the May issue of The Fare Box.

Section 4: Immediately after the close of nominations, the secretary shall cause all accepted nominations to be published on an official ballot and shall mail a copy thereof to each member entitled thereto marked "official ballot" together with a return addressed envelope which must be returned to the secretary not later than the 10th of July.

Section 7: The canvas of the ballot shall be conducted by the election committee appointed by the president as called for in article VI Section 4(b) and only official ballots may be counted.

Section 8: The results of this canvas shall be made known by the end of the first convention day.

Section 9: The newly elected officers will assume their duties at the last session of the annual convention and will hold their office until their successors have been duly elected and declared installed.

The above sections 1 thru 9 were moved and carried by the membership present at this convention section by section.

Article VI Section 1. Moved that the convention be held annually the first weekend in August of each year. The site of the convention city for the next year to be determined by the members present at the convention. Carried.

Section 3 - moved and seconded that at least two officers and five members be present in order to make a quorum. Carried.

Section 4(a) - A register book shall be supplied the secretary at conventions for members and their guests.

Article VII Section 3 - Dues shall be raised to \$2.50 which shall include a subscription to The Fare Box mailed first class. Subscription alone is \$2.50.

Article VIII Section 3 - This instrument may be amended or altered at a convention by a two-thirds vote of the members voting.

It was then moved and seconded that the new constitution & by-laws be adopted as read. Carried.

(77 Aug 52)

A letter to the AVA was read by the president concerning an invitation from Mr. Bartley that the coming convention be held at Pittsburgh, stating particulars as to the feasibility of such a move. Bids were taken on the floor at this time from other parts of the U.S. and were submitted by Mr. Kimmons for Austin; by Mr. Cline for Evansville; by Mr. Jefferson for Seattle. Majority of those present chose Pittsburgh.

A motion was then made that the AVA constitution & by-laws be printed in booklet form unless the cost would be excessive. Carried. The president then appointed a committee of three (Jefferson, Butler, Jones) to investigate the situation and report to him. A recommendation was then given that notice appear in The Fare Box to keep business letters separate from personal correspondence.

A request at this time was presented by an ex-member, Clyde A. Logsdon, that the letter written by him to the Library of Congress be read to the membership. This was done by Mr. Kimmons. Mr. Logsdon then requested the reading of the letter sent by Mr. Coffee to the president concerning Mr. Coffee's charges against Mr. Logsdon. This was also read by Mr. Kimmons. After much discussion on the subject Mr. Kimmons informed Mr. Logsdon that as far as the Executive Board were concerned, his case had been handled fairly according to the present constitution and was now closed. Any further appeal would have to be taken up with the membership of the A.V.A.

A motion was finally made by Mr. Barraclough and seconded by Mr. Snyder that the 1952 Convention be closed until the first weekend in August of 1953. The motion was carried and the meeting was duly adjourned at 1:30 p.m.

Respectfully submitted,

QUINCY A. LAFLIN, Secretary.

To Mr. Eroy L. Kimmons
Mr. John M. Coffee, Jr.
Fellow Members of the American Vecturist Association

August 9, 1952

Dear Sirs:

Due to the many changes in the AVA Constitution & By-laws, the outcome of which are forcing me to resign as Secretary of the A.V.A., I'm handing in my resignation effective September 1, 1952.

I have given much thought to the subject before I made this statement. I shall not delve into the many reasons for my resignation, however, one of the uppermost and deciding reasons is the fact that the position of Secretary has been changed to the extent where it will no longer be a hobby to me but a very curtailed job accompanied by rules and regulations which made the work repugnant to me.

I sincerely hope that my friends will understand and continue to contact me in their collecting and I shall do my best to help you all in the coming years. I'm sure our President, Mr. Kimmons, understands my position and will appoint a new Secretary much better fitted to the job than I for the remainder of this fiscal year or until the proper machinery can be set up to elect another man to the post. I have taken great pride in my work as Secretary and my records concerning the AVA are all in order and ready for the next man to take over. I think the AVA has advanced very noticeably in the past year and my sincere wish is that new members continue to come in at this rate or better in the coming years.

Wishing you all great success in the coming years and many thanks to all of you for the help toward compiling my collection of over 5,000 pieces. I shall be free now to go after those items that I haven't had the time for before and I will remember those that have favored me and the many new collectors coming up at this time.

Respectfully submitted,

QUINCY A. LAFLIN, Secretary
American Vecturist Association

(78 Aug 52)

NEWS AND COMMENTS FROM THE PACIFIC NORTHWEST

By Donald B. Johns

From the Pacific Northwest and STT Club we send all our vecturist friends greetings and salutations. So as to include our friends in Texas and such places we thoughtfully amend above to end with the words "you all." Now that that's taken care of, let's get on with this our first column for The Fare Box (and I hope I kin think of enough things to write about to warrant the use of Mr. Coffee's ink.)

First, can anyone loan us a coupla bucks till payday--er did you, too, go overboard on Mr. Levy's fine auction? . . . Quite significantly it was noted that only one STTC man managed to get to Colorado Springs, Cecil Jefferson. Jeff had a car to go in or he'd not have made it either; he would have been booted off the 'side-door Pullman' same as we others were! Well, we tried hard!

That well-known Harvard character is amongst us--meaning of course ye Ed of Fare Box, and we are planning some great token talks for the weeks ahead, which, undoubtedly, will advance our hobby one way or another. At any rate our talks will be interesting, entertaining, and instructive, and we urge all vecturists up this way to attend. Note: What's a few thousand miles to such avid collectors as the Blacks or the Midwest bunch? Or to our worthy President, "E.L.K." with his new Pontiac--a "Texas Pontiac" no doubt!

Our convention "delegate" Mr. Jefferson will hold the spotlight at STTC August meeting. We are all anxious to find out what was accomplished at the convention, and of course what new tokens he managed to get for his collection. (Any dupes, Jeff?)

Nothing more at this time so until next month, all our best wishes to all 'youse guys and gals'

- Don B. Johns, Associate Editor.

THE NEW CHECK LIST

Work is progressing rapidly on the new edition of the Atwood Check List, and should be completed in October, as scheduled. We now have sufficient funds on hand to insure completion of the project, but there is only enough to pay for a sufficient number of copies to furnish each subscriber with one. Unless more money is received, it will be impossible to prepare extra copies of the list. ~~Now, if you have not sent in your \$3 by the time mimeographing commences--once~~ we start the number of copies will be set--you will probably be out of luck. Once again I implore you to send your \$3 immediately if you ever intend to own this list which, when out, will make the old one thoroughly obsolete. Receipt of at least \$3 each is hereby acknowledged from the following (listed in no particular order):

Reynolds, Schwartz, Ginther, Ford, Guernsey, Morgan, DiMichael, Augustine, Nicolosi, Cook, Kimmons, Hamilton, Jefferson, Whitfield, Payne, Nilson, Guernsey, Pierson, Freiberg, Kibbe, Kurtz, Houser, Ritterband, Williamson, Underwood, Black, Laffin, Thompson, Fouts, Frisbee, Transit Token Exchange, McRobie, Super, MTT&TC, F. Snyder, Zubryski, Cline, Dochkus, Sichak, McBain, K. Snyder, Emriok, Greene, Brandon, Carmichael, Van Hoyde, Field, Ficklin, Eisenberg, Winant, Mackie, Chesney, Webster, Lake, Lievre, Sprague, Wilson, Robertson, Maitland, Holcombe, Sanders, Dawson, Carpenter, Thrall, Baake.

Check the above list and make sure your name is there. If you have sent in \$3 but are not listed, contact the Editor immediately. Remember this is your last chance to get a copy of the new check list. Don't be left out!

Check List of Foreign Transportation TokensBy Roland C. AtwoodSWEDEN

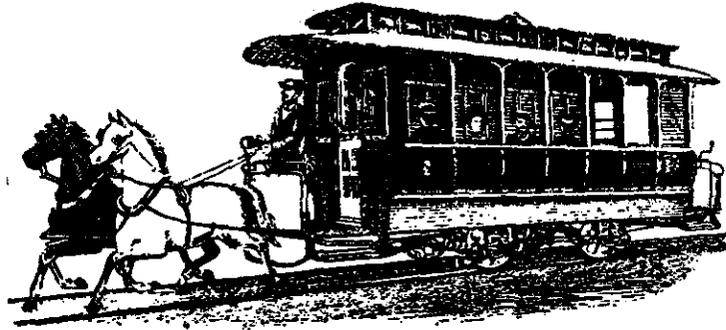
Stockholm 800	(continued)	
O o B 22 Sd	Maria Omnibus (L stamped - for P.J. Liljander) (blank)	\$2.00
P o B 22 Sd	Maria Omnibus (OAR stamped - for O.A. Risberg) (blank)	3.00
Q o K 25 Sd	Gothgaten S.A. Omnibussan (1861) (blank)	3.50
R o B 25 Sd	J. Westerlings Omnibus (1865) (blank)	2.50
S o B 25 Sd	J. Westerlings Omnibus 25 (blank)	2.50
T o B 36 Sd	Omnibussarne Nordstjernen Haga Deflin Och Solnadahl (blank)	3.50
U o B 36 Po	Omnibussarne Nordstjernen Haga Deflin Och Solnadahl (blank)	3.50
V o B 36 Heel-so	Omnibussarne Nordstjernen Haga Deflin Och Solnadahl (blank)	3.50
W o B 22 Sd	25/Ore (Slussen to Hornstull) (blank)	2.00
X o B 22 Sd	Stockholms Central Omnibus Line 10 (1888) SCO	1.50
Y o B 20 Sd	Stockholms Central Omnibus Line 10 SCO	1.25
Z o WM 20 Sd	Stockholms Central Omnibus Line 10 SCO	1.50
AA o K 29 Sd	Angslups Biljett Emellan Ridderholmen Och Liljehomsviken 10 Ore / Reverse: (blank)	1.50
AB o B 29 Sd	(as above, but 12 Ore)	1.50
AC o B 0v Sd	Foreningen 40 Ore (1861) (blank)	2.00
AD o K 0c Sd	Foreningen 15 Ore (blank)	1.50
AE o B 24 Sd	Foreningen 8 Ore (blank)	1.00
AF o B 24 Sd	Foreningen 8 Ore JGS (blank)	1.00
AG o B Sq Sd	Barn Polett 5 (rounded corners) (blank)	.50
AH o B Sq Sd	Barn Polett 5 (square corners) (blank)	1.00
AI o B 0b Sd	Bolaget Foreningen 25 Ore (clipped corners) (blank)	1.50
AJ o B 0c Sd	Angslups Bolaget Foreningen 20 Ore (blank)	1.25
AK o K 25 Sd	Angslups Bolaget Foreningen 6 Ore (blank)	1.00
AL o K 0v Sd	Angslups Bolaget Foreningen 3 Ore (blank)	1.00
AM o B 28 Sd	Orn Och Falken (1859) (blank)	2.00
AN o B 28 Sd	Orn Och Falken JGS (blank)(2 var: thick & thin)	2.00
AO o B 25 Sd	Angslupen Svalan (blank)	3.00
AP o B 28 Sd	Phoenix (blank)	1.50
AQ o B 28 Sd	Phoenix JGS (blank)	1.50

Stockholm 800	(continued)		
AR o B 28 Sd	Phoenix H & CS (blank)		\$2.50
AS o K 28 Sd	Phoenix JGS (blank)		1.50
AT o K 28 Sd	Phoenix 6 (blank)		1.50
AU o B Sq Sd	Phoenix (blank)		2.00
AV o K 28 Sd	Phoenix (blank)		1.50
AW o B 25 Sd	Angfartyget Ulricsdahl 6 (1850) (blank)		3.50
AX o B Ov Sd	Angfartyget Ulricsdahl 12 (1862) (blank)		3.50
AY o B 25 Sd	Angbatarne Frey Och Freya (1860) (blank)(2 var: thick & thin)		3.50
AZ o B 25 Sd	Djurgards Brunn (1859) (blank)		3.00
BA o B 29 Sd	Angslupen Haga 25 Ore (1861) (blank)		2.00
BB o S 29 Sd	Angslupen Haga 25 Ore (blank)		2.00
BC o B 29 Sd	Angslupen Haga 20 over 25 Ore (blank)		2.00
BD o S 29 Sd	Angslupen Haga 20 over 25 Ore (blank)		2.00
BE o K Oc Sd	Angslups Bolaget Haga 20 Ore (blank)		2.00
BF o K Oc Pc	Angslups Bolaget Haga 20 Ore (blank)		2.00
BG o B 29 Sd	Skarpskytten (flag) NB (1862) (blank)(2 var: thick & thin)		2.50
BH o B 29 Sd	Skarpskytten (flag) (blank)		2.50
BI o B 22 Sd	Hedvig Eleonora 1862 (blank)		3.00
BJ o B 22 Sd	Museum Staden 1862 (blank)		2.50
BK o B 18 Sd	Museum Staden 1862 (blank)(2 var: long & short "staden")		2.00
BL o K 18 Sd	Museum Staden 1862 (blank)		2.50
BM o B Ov Sd	Ladugardslandet Staden 1862 (blank)		2.00
BN o B 28 Sd	Ladugardslandet Staden 1862 (blank)		2.00
BO o B 20 Sd	Unionen 5 Ore (1864) (blank)		1.50
BP o B 28 Sd	Unionen 8 Ore (blank)		2.00
BQ o B 28 Sd	Unionen 8 Ore BN		3.50
BR o B 25 Sd	Unionen 10 ore (blank)		1.50
BS o B Sq Sd	Angslupen Nackanas 30 Ore (1865) (blank)		2.50
BT o S Sq Sd	Angslupen Nackanas 30 Ore (blank)		2.50
BU o B 29 Sd	Angslupen Nackanas 20 Ore (blank)		2.00
BV o B 29 Sd	Angslupen Nackanas 15 Ore (blank)		1.50
BW o S 29 Sd	Angslupen Nackanas 15 Ore (blank)		3.00

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



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VOLUME 6

SEPTEMBER, 1952

NUMBER 9

On Thursday, September 11, the Editor leaves the Pacific Northwest. I shall arrive in Boston on the 16th, travelling via Canadian National. Consequently, please address all mail to Boston henceforward.

All stencils for the new edition of Atwood's Check List have been cut, and that part of the work is finished. It took a total of 259 stencils to list all tokens of the U.S. and possessions. Next the stencils must be run off on the mimeograph machine--a labor which will take a lot of time, since it is to be done by one person alone. Many cities have been drastically rearranged. Among those where the order of listing will bear no resemblance to the 1948 edition will be New York, Louisville, and Washington, D.C. The tokens of these, and other, cities have been arranged together by companies, and company-groups are arranged chronologically. All villages inside the limits of New York City have been regrouped under that city's heading. Hundreds of errors have been removed, mainly because of the painstaking and brilliant work of Mr. Schwartz. There has been a vast revision of prices, nearly all upward. All in all, it is a considerable improvement over the previous list and I am sure collectors will approve of it immediately if only the mimeograph machine works smoothly for us.

Mr. Atwood has a complete Index for this new Check List, but we need someone who will cut stencils for it. Neither I nor Mr. Atwood has the time for this, and we would therefore enormously appreciate the cooperation of some generous soul with a pica-type typewriter. Anyone interested please contact the Editor.

If you are among those tardy few who have not yet sent in their subscriptions for this Check List, I advise you to get busy fast. You won't like it next winter if you're left out in the cold. Remember, the deadline is getting closer!

It is with pleasure that I announce the appointment of Emzy L. Thompson as Associate Editor of The Fare Box for Europe (Overseas Editor), subject to the approval of the Executive Board.

I neglected to include an advertisement of Mr. Jordan's in the usual place, so will state its substance here. He offers Ga 60 S for 15¢ each and a stamped self-addressed envelope. The company is out of business--taken over by Atlanta Transit over a year ago. Write: A.D. Jordan - 2734 9th St. - Cuyahoga Falls, O.

(82 Sept 52)

Set of 7 Saanich-Victoria bus tokens \$8.25. Single Saanich-Cloverdale Ave. for 75¢, North Vancouver Ferry 50¢. (only 6 sets left).
Leslie C. Hill - P.O. Bx 747 - New Westminster, B.C., Canada
Will trade a 16mm Greenhills token of Cincinnati for a 23mm token of same company.
Ralph Freiberg - 4142 26th Street - San Francisco 14, Calif.
Wanted - Ark 295 C; 480 K L N; MH 520 C. Will purchase or trade.
Charles Houser - 734 St. John Street - Allentown, Penna.
\$3.00 special Baltimore, Maryland, combinations - - (1) Md 60 A and B - - (2) Md 60 B & C - - (3) Md 60 A & S - - (4) Md 60 C & S - - (5) Md 60 B & T - - (6) Md 60 S & T - - (7) Md 60 B & KK - - (8) Md 60 S & KK. With each order I will enclose one additional token of my selection.
Kenneth E. Purdy - 17 Village Road - Pikesville 8, Md.
Balance of my Comprehensive and Eastside Omnibus Corp. tokens for sale to close out. Sets of 3 C.O. now only 60¢ set. Sets of 4 E.S. now 75¢. Only 12 C.O. and 4 E.S. complete sets left. Single tokens, the brass or bronze-plated-steel C.O. or the white metal (either variety) or laminated steel E.S. at 20¢ each. (only plain steel C.O. or E.S. not sold singly, only in sets). Will trade for most any token. What do you have?
Donald B. Johns - 1515 East Madison - Seattle 22, Wash.
New issue school token from Syracuse is due to be issued any day. Will accept advance orders for this token now, at 10¢ each plus stamped addressed envelope.
Felton W. Smith - 128 Redfield Place - Syracuse 10, N.Y.

REINSTATEMENT TO MEMBERSHIP

76 Mrs. M.M. Brown - 10844 Garfield Ave. - Culver City, Calif.

CHANGE OF ADDRESS

Floyd O. Barnett - 6048 Stevens Avenue South - Minneapolis 8, Minn.
Martha L. Barnett - 6048 Stevens Avenue South - Minneapolis 8, Minn.

THE NORTHWEST'S WORST TROLLEY WRECK

It was shortly after 8:00 a.m. on July 4, 1900. Motorman F. L. Bohem and Conductor J. D. Calheun were operating their open-type streetcar for the Tacoma Railway & Power Company from South Tacoma to the downtown area. Before they got very far the car was loaded with gay holiday crowds out to celebrate Independence Day. They clung to the outer rail and thoroughly enjoyed the ride.

Mr. Bohem had never operated a car up Delin Street Hill before, but he was an experienced motorman, having had several years' experience in Cincinnati before coming out to Tacoma. He knew there had been two fatal wrecks on the Hill before, but he put his trust in the wise policies of the fathers of the T R & P. His car roared up the hill without much difficulty, and then began the sharp descent down the other side. Suddenly he realized that the car was out of control. He applied the brakes, threw down sand, and reversed the current. But there was no effect on the wheels, and the car rolled faster and faster down Delin Street Hill. Immediately the shouts of joy were transformed into shrieks of horror, and passengers leaped to the pavement from the speeding vehicle, badly injuring themselves as they did so. At the bottom of the hill, the car crashed through the guard rail of a bridge which spanned a gulch. Car 116 carried 45 people to their death at the bottom of the gulch, in one of the worst disasters in trolley car history. Tacoma's 4th of July celebration was turned into a day of mourning, and the following weeks saw bitter denunciation of the Tacoma Railway & Power Co. for criminal negligence. This company issued and used the token Wash 880 B.

(83 Sept 52)
SIGHTS AND DISCOVERIES WHILE TRAVELING
By Robert M. Butler

While traveling to and from the AVA convention, held in Colorado Springs last month, I and other members of the Midwest Transportation Token & Ticket Club saw and discovered some things which may be of interest to other token collectors.

The Bussard Bus Lines in Fort Collins no longer serves the neighboring town of Loveland, but now serves only Fort Collins. The 16mm "Ft. Collins and Loveland" tokens with the center hold (Colo 340 C) have now been taken over by Loveland for use on their own bus line. The Municipal Railway token (Colo 340 B) still continues to find its way into Bussard fare boxes, and after several accumulate they are turned over to the city who reimburses the bus company for the fare. Yours truly was fortunate enough to get the last existing solid token (Colo 340 D) which the owner of the present system has carried on his person ever since the others were punched with the center hole.

Mr. Harold T. Chesney, of our local club, stopped in Greeley, Colo., on his way home from the convention, and discovered a new 23mm solid brass token being used there. This is a half fare token that was put into use in May of this year, and sells at the rate of seven for 50 cents. The old 21mm tokens (Colo 460 A & B) are now obsolete and have been called in. The adult fare is now 15¢ cash or 2 tokens for 25¢. For this purpose the old tokens (Colo 460 C) have been put back into service.

Approximately 8 of the old Des Moines streetcars were found in a field beside the highway at Indianola, Iowa. Yours truly stopped to take pictures of these old streetcars, and while doing this the present owner of the cars and his son came running over to us from their adjacent hometo find out what I was doing and why. After my explanation, he broke down and told me his story of getting the cars. It seems he had visions of making tourist cabins out of them when he made the purchase and had them placed in the field in a semi-circular position, with one located in the center, supposedly for the office. After stripping the cars of seats, controls, etc., he discovered the conversion cost would be too high, so abandoned his plans and the cars now stand there in a dilapidated condition of broken windows, gates ajar and partially hid by high weeds. Such is the fate of a few of the old Des Moines streetcars.

Another note of possible interest to collectors, but not a result of traveling, pertains to Minot, N.D., where tokens were once used between the Waverly Hotel and the depot. This hotel stood on a prominent corner of Main Street and burned to the ground many years ago. Until the beginning of this year, this spot remained just a boarded-up hole in the ground, but now a \$200,000 J.C. Penney store has been erected on the site and opened its doors for business on the 17th of January of this year, and with this the city's memories of their one time city hack, or bus, line have given way to a modern department store.

SUBSCRIPTIONS TO THE NEW CHECK LIST

Receipt of \$3.00 subscriptions for the new Check List from the following since last month's listing, is hereby acknowledged:

Felton W. Smith
Kenneth E. Purdy
Raymond McIntyre
W.L. Carr
Robert M. Butler

Dr. Elmer M. Nelson
Edward C. Rudolph
Floyd O. Barnett
David Michaels

Floyd L. Johnson
B.T. Barraclough
Charles B. White
Leonard J. Stock

We regret failure to include Mr. Butler's by-line on the top article on page 84, but wish to state here that the article is by Robert M. Butler, and that it covers a lot more territory than that suggested by the title.

(84 Sept 52)
MINNEAPOLIS CLUB PICNIC

Another picnic outing was held by the Midwest Transportation Token and Ticket Club on Sunday afternoon & evening, the 20th of July. Although there were several absentees, the membership was well represented, and all present enjoyed themselves, as on previous outings of this nature for the club. To relieve the monotony of these outings, the place and manner of having and providing the picnic meal is varied, and this meeting was no exception to the rule. Instead of assigning each member to bring certain articles, they were told to bring what they wanted and make this a "pot luck" supper. There were no duplications, and no potato chips, so--as the Scandinavians would say--we had a fine smorgasbord, and everyone went home well fed. Besides the meal part of the outing, a meeting was held in which final plans were made for the trip to the AVA convention. This concluded the picnic outing for this time.

There were a couple of errors made in the listing of new issues in the last issue of The Fare Box, with credit for the tokens being given incorrectly. Corrections to these errors are hereby submitted: the school token (bz 23) from Evanston, Ill., should have read "reported by MTT&TC - Anna Butler" and the blue bird token from Lyons, Ill., should have read "reported by MTT&TC - Floyd Barnett". While making corrections, we might include the notation that the ad inserted by R.M. Butler should have read "for sale or trade." There still are a few of these tokens, in case someone failed to get the ad answered.

Not long ago, the Secretary of MTT&TC received a letter from the Check List & New Issues Editor, asking for a check-up to be made on the Minn 60 A and B tokens. The first step of several intended to be taken, was made and a letter was received from the Secretary of the Businessmen's Association in answer to the inquiries. We wish to quote the contents of that letter which reads as follows: "In answer to your inquiry regarding the bus tokens which you have requested on a bus line known as A. Momillon's Bus Line, operated in Appleton, I wish to advise that no one knows of such a bus line. I am wondering if you do not have our town confused with that of Appleton, Wisconsin. This happens quite frequently and I note that you state that one of the tokens was made of a pewter or plastic material, and that would indicate to me that this bus line should have been operating within the last 20 years at least, and I know that no such line has operated in that length of time. I am sorry, and if there is other information I can give you, kindly feel free to write." That is the contents of the letter received, and it would appear from the information contained therein that these tokens either do not exist or are wrongly listed. We are endeavoring to trace them down further, however, and will pass the findings along.

The Midwest Transportation Token & Ticket Club has taken another step forward, in that it has added another new member to its membership rolls. This is a local factory worker by the name of Donald Johnson, who enters our club with a collection numbering about 300 tokens. Mr. Johnson is the third new member to join our organization in the past couple of months, and he brings our total to 15 members. We are looking forward to more increases, not only in membership for our club and AVA but also in the popularity of the hobby.

Lehigh Valley Transit Co. tokens were put in use May 26, 1952, at 4 for 45¢. But they were discontinued July 27 when fare became 13¢ straight.....Scranton tokens are 4 for 55¢, but company does not sell them thru its buses, only at the office.....Trenton Transit Co. intended to start using tokens July 27, but the tokens didn't arrive in time, so they had strips of 8 tickets printed and used them instead. They began to use tokens August 21 and the tickets were discontinued. Fare is 8 tokens for a dollar.....Allentown & Reading Transit sold out to Allentown Suburban Bus Lines all local Allentown interests, but still operate thru buses from Allentown to Reading. Allentown Suburban continued to use A & R tokens until granted a fare increase recently.

- Charles Houser

CONNECTICUT

Bristol 40 (reported by Paul Targonsky)
 B WM 16 Bar Bristol Traction Co. (bus) \$.15
 Good For One Fare (bus)

GEORGIA

Cartersville 200 (reported by Ralph Freiberg)
 A o WM 16 D Dent Coach Lines .15
 Good For One Fare

MICHIGAN

Benton Harbor 75 (reported by Ralph Freiberg)
 J WM 16 Tr-se Benton Harbor & St. Joe Mich. .25
 Good For One Fare

Grand Rapids 370 (reported by Ralph Freiberg)
 M S 16 G Grand Rapids Motor Coach Company .15
 Good For One City Fare (brass plated)

N WM 16 G Grand Rapids Railway Co. 1 .15
 Good For One City Fare

Lansing 560 (reported by Ralph Freiberg)
 N WM 23 Bar Inter-City Coach Line Co. Lansing, Mich. (bus) .15
 Good For One Fare (bus)

MISSOURI

Waynesville 950 (reported by Ralph Freiberg)
 A WM 23 Bar Friendly Service Bus (bus) .10
 Good For One Fare (bus)

B Bz 23 Bar Friendly Service Bus (bus) .10
 Good For One Fare (bus)

NEBRASKA

Omaha 700 (reported by Ralph Freiberg)
 W Bz 23 Bar Omaha & Council Bluffs St. Ry. Co. Omaha .10
 One Student Fare One Student Fare Omaha

NORTH CAROLINA

Anderson 40 (reported by Ralph Freiberg)
 A B 16 Bar Suburban Transit Lines, Inc. (bus) .10
 Good For One Fare (bus)

OHIO

Lorain 475 (reported by Chris J. Cook)
 BR WM 16 Dd Employee's Transit Lines, Inc. Lorain, Ohio E.T.L. .15
 Good For One Fare (bronze-plated)

BS S 16 Dd Employee's Transit Lines, Inc. Lorain, Ohio E.T.L. .15
 Good For One Fare (bronze-plated)

PENNSYLVANIA

Scranton 840 (reported by Morton Dawson)
 G WM 16 Bar Scranton Transit Co. (bus) .15
 Good For One Fare (bus)

VIRGINIA

Sandston 775 (reported by R.K. Frisbee)
 A WM 23 Bar Fairfield Transit System (bus) .10
 Good For One Zone Fare (bus)

PHILIPPINE ISLANDS

Sapangbato 700 (reported by R.D. McBain)
 A WM 16 Bar Clark Field Bus Line PCFL .25
 Good For One Fare 20¢

(86 Sept 52)

CORRECTIONS to Check List: New discovery from England is Eng 900 C which is like A but has "D" on reverse. Value \$1.00. Change the price on Ind 390 A to 10¢, as the token is now in use. Delete Minn 510 A--no such.

To the Executive Board of the American Vecturist Association (September 2, 1952):

Gentlemen:

I have just received from the Secretary the names of two new applicants for membership. I therefore submit for your approval the following:

Proposition 28, No. 146. Mr. Jacob B. Wilson - 131 Nevin Street - Lancaster, Pennsylvania. Age 53; bus operator. Collecting for 8 years, has a total of about 700 tokens. Collects U.S. and Foreign; does not use a check list; does not receive The Fare Box.

Proposition 29, No. 147. Mr. C.B. Holcombe - 49 Clarke Street - Burlington, Vermont. Age 54, postman. Collecting for one year, has between 200 and 300 tokens and collects both U.S. and Foreign. Use Check List; has not received Fare Box.

Since I have returned from my vacation and the Colorado Springs meeting, I have received letters from several of you, and also from other members asking that the authority of the Executive Board be used, as provided in Article VII Section 1 of our present Constitution and By-laws.

Several of the amendments to our By-laws that were read and voted on at our meeting at Colorado Springs did not meet with the approval of the officers present. We feel that certain amendments presented would harm our organization. It has been suggested that only certain provisions be approved by the Executive Board. I for one am not in favor of approving a few of these amendments just to please one member, or one group of members. I would therefore ask that you give me your vote on the following:

Proposition 30. That the Executive Board of the American Vecturist Association, acting upon the authority as provided in Article VII Section 1, reject the amendments, in entirety, to our By-laws which were presented and voted upon at our national convention, which was held at Colorado Springs, Colorado, on August 2 & 3, 1952. And that all business of this Association shall be conducted by this Executive Board as provided by our present Constitution and By-laws.

Kindly let me have your reactions to the above propositions as soon as possible.

Faternally yours,

EROY L. KIMMONS, President.

NEWS AND NOTES FROM THE MIDWEST

By Harold Ford, Jr.

Those who collect foreign tokens might be interested to know that Hansan's Coin & Stamp Shop of 1326 Main Street, Kansas City, Mo., have obtained some of the commoner tokens of Scotland. Why not drop them a line and see if they can be of any help to you.

Mr. Ivan B. Cline and Mr. Ralph Freiberg stopped off in Kansas City for a short visit with Frank Greene on their way to the convention. Mr. Greene availed himself of the opportunity to pick up some of the late issues.

After two years of effort I have completed my back issue file of The Fare Box. A complete file seems to be quite a collector's item these days, judging from the difficulty in locating some of the early issues.

The Topeka City commission has authorized an increase from 10 to 15 cents in the public bus fare in the Kansas Capital effective September 1. By purchasing tokens, bus riders can get two trips for 25 cents.

Check List of Foreign Transportation TokensBy Roland C. AtwoodSWEDEN

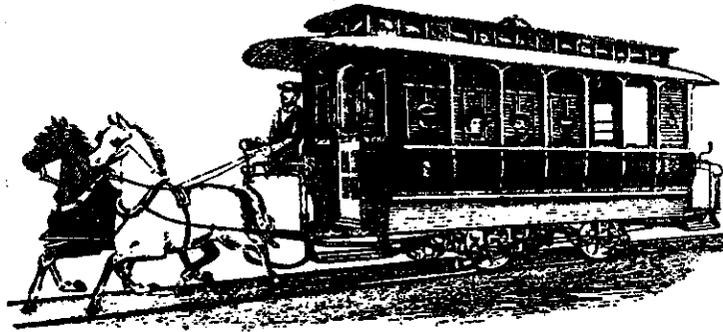
Stockholm 800	(continued)		
BX o B Ov Sd	Angslupen Nackanas 8 Ore		\$1.50
	(blank)		
BY o S Ov Sd	Angslupen Nackanas 8 Ore		2.50
	(blank)		
BZ o B Ob Sd	Angslupen Nackanas 10 Ore		1.50
	(blank)		
CA o S Ob Sd	Angslupen Nackanas 10 Ore		2.50
	(blank)		
CB o B 29 Sd	Brage 60 Ore (1873)		2.50
	(blank)		
CC o B 33 Sd	Brage 50 Ore		2.50
	(blank)		
CD o B 29 Sd	Brage 40 Ore		2.00
	(blank)		
CE o B 26 Sd	Brage 30 Ore		2.00
	(blank)(Sc)		
CF o B 33 Po	Brage 50 Ore		2.00
	(blank)		
CG o B 29 Po	Brage 40 Ore		2.00
	(blank)		
CH o K 20 Sd	Nacka		3.50
	(blank)		
CI o Z 20 Sd	Nacka		3.50
	(blank)		
CJ o WM 25 Sd	Angslups Bolaget Pelikan (1868)		2.50
	(blank)		
CK o WM Ov Sd	Angslups Bolaget Pelikan		2.50
	(blank)		
CL o B Ov Sd	T F B (Tegelviken Och Finnboda Beckbruk)(1860)		3.00
	(blank)		
CM o B 22 Sd	Tegelviken (1860)		3.50
	(blank)		
CN o Z Sq Sd	2 (Tegelviken to Hermansdal)(1860)		3.00
	(blank)		
CO o B 21 Sd	P.E. & C.S. (P. Elde or Carl Scheutz ships)(1850)		3.50
	(blank)		
CP o B Ov Sd	Kungsholmen Riddarholm 1860		2.50
	(blank)		
CQ o B Ov Sd	Kungsholmen Riddarholm 1860		3.50
	E		
CR o B Ov Sd	Kungsholmen Riddarholm 1860		3.50
	F (2 var: thick & thin)		
CS o B Ov Sd	Kungsholmen Riddarholm 1860		3.50
	G		
CT o B Ov Sd	Kungsholmen Riddarholm 1860		3.00
	D		
CU o B Ov Sd	Kungsholms Omnibus 1852 (stamped A.B.)		3.50
	(blank)		
CV o B Ov Sd	Dockan Staden (1880)		2.50
	(blank)		
CW o B Ov Sd	Dockan Slipen		2.00
	(blank)		
CX o B 24 Sd	Nya Angslups Bolaget Polett (1857)		.50
	(blank)		
CY o B 25 Sd	Nya Angslups Bolaget Polett		.50
	(blank)		
CZ o K 24 Sd	Nya Angslups Bolaget Polett		1.00
	(blank)		

Stockholm 800		(continued)		
DA	o B 24 Sd	Nya Angslups Bolaget Polett		\$0.75
		C.C. Sporrang & Co. (in oval) Stockholm		
DB	o Z 25 Sd	Nya Angslups Bolaget Polett		1.00
		C.C. Sporrang & Co. (in oval) Stockholm		
DC	o B Cv Sd	Nya Angslups Bolaget Polett		1.00
		C.C. Sporrang & Co. (in circle) Stockholm		
DD	o K 25 Sd	Nya Angslups Bolaget Polett		.75
		C.C. Sporrang & Co. (in circle) Stockholm		
DE	o Z 24 Sd	Nya Angslups Bolaget Polett		1.00
		C.C. Sporrang & Co. (in circle) Stockholm		
DF	o B 24 Sd	Nya Angslups Bolaget Polett		.50
		C.C. Sporrang & Co. (in circle) Stockholm		
DG	o K 23 Sd	Nya Angslups Bolaget Polett		1.00
		C.C. Sporrang & Co. (in circle) Stockholm		
DH	o B 24 Sd	Nya Angslups Bolaget Polett		.50
		C.C. Sporrang & Co. (in circle) Stockholm (small)		
DI	o B 24 Sd	Nya Angslups Bolaget Polett		.75
		C.C. Sporrang & Co. (in circle) Stockholm (large)		
DJ	o B 24 Ch	Nya Angslups Bolaget P t (1865)		.50
		(blank)		
DK	o B 24 Ch	Nya Angslups Bolaget P t		.75
		C.C. Sporrang & Co. (in oval) Stockholm		
DL	o B 24 Ch	Nya Angslups Bolaget P t		.50
		C.C. Sporrang & Co. (in circle) Stockholm		
DM	o B 25 Ch	Nya Angslups Bolaget P t		.50
		C.C. Sporrang & Co. (in circle) Stockholm		
DN	o K 24 Ch	Nya Angslups Bolaget P t		.75
		C.C. Sporrang & Co. (in circle) Stockholm		
DO	o B Oc Sd	Edsvikens-Angbatsbolag Billet 75 Ore (1867)		2.00
		(blank)		
DP	o B Oc Pc	Edsvikens-Angbatsbolag Billet 75 Ore		1.50
		(blank)		
DQ	o B 29 Sd	Edsvikens-Angbatsbolag Billet 50 Ore		2.00
		(blank)		
DR	o B 29 Pc	Edsvikens-Angbatsbolag Billet 50 Ore		1.75
		(blank)		
DS	o B 29 Heel-so	Edsvikens-Angbatsbolag Billet 50 Ore		2.00
		(blank)		
DT	o B 29 Tr-so	Edsvikens-Angbatsbolag Billet 50 Ore		1.75
		(blank)		
DU	o B 25 Sd	Edsvikens Bolag 25 Ore		2.00
		(blank)		
DV	o B 25 Ch	Edsvikens Bolag 25 Ore		1.50
		(blank)		
DW	o B 29 Sd	Brunnsviken Bolag (1873)		2.00
		(blank)		
DX	o B 29 Sd	Brunnsviken Bolag (scroll)		2.00
		(blank)		
DY	o B 29 Pc	Brunnsviken Bolag		2.00
		(blank)		
DZ	o B 29 Pc	Brunnsviken Bolag (scroll)		2.00
		(blank)		
EA	o B Oc Sd	Brunnsviken Bolag		2.00
		(blank)		
EB	o B Oc Pc	Brunnsviken Bolag		2.00
		(blank)		
EC	o B Ov Sd	Stockholms Angslups Aktie Bolag 45 Ore (1863)		2.00
		(blank)		
ED	o B Ov Sd	Stockholms Angslups Aktie Bolag 40 Ore		2.00
		(blank)		
EE	o S Ob Sd	Stockholms Angslups Aktie Bolag 30 Ore		2.00
		(blank)		

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



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OCTOBER, 1952

NUMBER 10

The Editor is turning over the front page and most of the second page of this issue to our President, Mr. Kimmons, who will give us an extremely interesting account of his travels during the summer. Editorial comments, usually appearing here, will be placed at the end of Mr. Kimmons' article, on the next page.

A MESSAGE FROM THE PRESIDENT

To my Fellow Vecturists, Greetings:

At this writing I have recently returned from a wonderful vacation trip. My family and I drove nearly 7,000 miles. First of all we attended the A.V.A. Convention at Colorado Springs, spending four days at Palmer Lake, in the pines and mountains above Colorado Springs. We shared a large Methodist camp cabin with Johnnie Jones and his wife and small daughter, whom we enjoyed very much. I was very disappointed in the small attendance at our meeting. I do not think that we accomplished very much.

We left Colorado Springs, took in the Royal Gorge, Mesa Verde, down to Gallup, N.M., where we missed the National Indian Celebration by one day, next went to the Painted Desert, Petrified Forest, and Grand Canyon. Words cannot express the beauty of these places. Then on to Boulder Dam and spent the night at Boulder City, Nev. Believe it or not an air-conditioned cabin sure felt good. Went through Las Vegas at 6 a.m. and the gambling halls were still in full swing. Your President felt like slipping a quarter into one of those machines with the hope it might pay off in tokens, but kept thinking of that long highway across the desert before reaching Los Angeles. After going through mile after mile of all sorts of fruits, vegetables, almonds, olives, flowers, etc., we arrived at Roland Atwood's place. We spend four days and nights in Los Angeles. One day was spent at Catalina Island, another with my two old aunts. Roland is a wonderful host and took us to every city surrounding L.A. and the most important places. In fact, we saw more of southern California in four days than most people see in a year. I had the pleasure of meeting Miss Augustine, Mr. Nicolosi, Mr. & Mrs. Ficklin, Mrs. Brown, and Mr. & Mrs. Laible. It certainly was a pleasure to meet all of these members. I deeply regret that due to my short stay and the hours the rest of our members were working, I was unable to meet the rest of you.

(90 Oct 52)

We left Los Angeles on highway 101 to San Francisco. It was indeed a pleasure to meet my old friend Basil Brandon, and hear Basil render a few tunes on his accordion and view his wonderful collection next morning. Next day we met Ralph Freiberg and if you ever visit Frisco go by and get Ralph; he really showed us the old town. Some day I am going back and spend a week with Ralph. Later in the afternoon we visited R.L. Moore and Mrs. Moore, and spent a most enjoyable hour or so talking. About 5 p.m. we left for Dillon Beach where we spent a most enjoyable two nights and a day with Walter Underwood. Walter has a swell cabin, nicely furnished, and the large Frigidaire is always full of good things to eat and drink. I almost accepted Walter's invitation to stay a week after I saw those 8 and 10 pound salmon.

Leaving Walter's place, we took U.S. 101 for about 70 miles thru another fruit belt (sure good eating), then continued up the coast to Astoria, Oregon, going thru Redwood Forest--scenes which one can only see to believe. But gosh a snake would get lost in those continuous curves! Crossed the Columbia River on a ferry. It looks like the ocean. Finally got to Long Beach, Wash., where we met our old friend and former token collector, Charlie Lamb. Charlie has a wonderful sand collection from all over the world, and any of you fellows have any odd looking sand, send Charlie an ounce or two, he sure will appreciate it. We left Charlie's place early Sunday afternoon, and drove to Tacoma, where we spent an hour or so with John Coffee Jr., and had the pleasure of meeting John's parents. Of course John and I had quite a number of things to talk about. John telephoned ahead to Don Johns at Seattle, and when we arrived at Don's apartment, August Nilson was there. Later on, Mary Lake and Paul Fouts arrived. Mrs. Johns served refreshments, which were greatly enjoyed. We had a most pleasant talk until Midnight. Gus Nilson insisted we spend the night at his home. We hated to barge in on Mrs. Nilson at Midnight, but want to assure you all that you certainly are not a stranger at the Nilson home. We talked until 2:30 a.m. and looked at Gus's fine collection of tokens, as well as his stamp and coin collections. Next morning Cecil Jefferson came over and we all went for a short sight-seeing tour of Seattle and met Cecil's wife and children. Later we met Ed Rudolph, and we all went back to Don's apartment for a short gossip session. That Seattle bunch are certainly a swell bunch.

We left Seattle in the afternoon, taking Highway 40 through the Yakima Valley, eastern Oregon, Idaho, and Utah. Most of this was beautiful country--the most beautiful country I have ever seen; plenty of water, forests, fruits, and cattle. We spent one day in Salt Lake City, visiting Great Salt Lake, the historic Mormon Tabernacle, and other old buildings. A very beautiful city with its 160 foot-wide streets. We arrived in Denver next night, found Toby and Mrs. Frisbee, and enjoyed seeing them again. Our only regret was the time left in which to get back to Austin didn't give us any leeway in which to see very much of Denver. The rest of the trip was over the same highway as we had taken three weeks before. We arrived back home three days late, with temperatures running to 102° every day. This we really felt after feeling that 43° at Walter's place, up to 55° and 60° on other parts of the Coast.

We had a most enjoyable trip, saw a wonderful lot of things, enjoyed meeting our many members, and now we are looking forward to our A.V.A. meeting in 1953 at Pittsburgh, where we hope to meet in person many more of our members, and won't you all start planning now to be there?

Fraternally yours,

EROY L. KIMMONS

The Editor is progressing nicely with work on the new Check List. I have found myself snowed under with all sorts of work but will bring this List out as fast as is humanly possible. Wish to thank Bob Butler and Anna Butler for coming forward to volunteer to type up the Index to the Check List. This Index will be included with each list at no extra cost to the purchasers.

(91 Oct 52)

To The Executive Board of the American Vecturist Association (October 7, 1952)

Gentlemen:

At this writing I have heard from all of you except one, and your votes are in favor of the propositions submitted to you in my letter of September 2, 1952. Since this is the vote of this Executive Board, the amendments to our by-laws as were voted upon at our meeting at Colorado Springs are hereby nullified.

I have had no official letter of resignation from Mr. Laflin as Secretary of this association, and since we will soon have an election of new officers, I do not think that I would accept such a resignation at this time.

In my letter to you of July 11, 1952, I gave you the financial statement of the Editor of The Fare Box. Mr. Coffee also stated that he would need \$65.00 or more for the latter half of 1952. Under proposition no. 27 the Board voted to have the Treasurer of the A.V.A. send Mr. Coffee a check for \$50.00.

I have just had a letter from Mr. Coffee, and he states that the mimeographing for July, August and September came to \$34.56. Stencils \$4.80. Postage & envelopes \$12.43. Total expenses \$51.77. Receipts: Cash on hand \$10.03. AVA check \$50.00. Subscription \$2.00. Advertisement 75¢. Total \$62.78. Cash on hand September 30, \$10.99. Mr. Coffee needs an additional \$25.00 for operating expenses for the latter half of 1952. I would like your approval on the following proposition no. 31.

Proposition number 31. That the Treasurer of the A.V.A. be authorized to forward to John M. Coffee, Jr., Editor of The Fare Box, a check to the amount of \$25.00 as additional operating expenses for the latter half of 1952.

Please let me have your vote on this lone proposition as soon as possible.

Fraternally yours,

EROY L. KIMMONS, President
American Vecturist Association

MIDWEST NEWS

By Robert M. Butler.

The Third Quarterly meeting of the Midwest Transportation Token & Ticket Club was held at the home of our Vice President, Harold Chesney, on Sunday afternoon and evening of September 7. Harold is one of our charter members, and greatly enjoys his hobby of collecting tokens. This meeting was one of particular enjoyment and happiness for both Mr. and Mrs. Chesney as their son, Dale, was recently returned from the battlefields of Korea, and was present at the meeting to show us slides of his travels. He returned looking none the worse for his experiences and his happiness to be home can be seen to be reflected in his parents who are now greatly relieved at his being home.

Slightly over 53 percent of our membership was present at this meeting, giving us much more than the number required for a quorum, so it was possible for our important meeting of the year to be accomplished. One of the important features of the meeting was our annual election of officers for the coming year. After being Secretary of the club ever since we founded in June, 1950, yours truly was removed from that post, but found himself plunked into the seat of Vice President. Our constitution calls for the Vice President to become automatically the President the following year, so Harold Chesney becomes the driver of our chariot for next year. As I have already mentioned the Vice President I will continue on to say that Floyd Barnett was elected as the new Secretary and a unanimous ballot was cast for Ben Barraclough to remain as our Treasurer. I might say that the office of Treasurer was the only one receiving this award. The office of curator was changed from an appointive position to an elective office and Mr. Claude Thompson won that ballot. Being one of our newest members, it was thought this would give Claude a chance to become acquainted with the hobby and affairs of our club.

(92 Oct 52)

Have common tokens for collectors with A.V.A. numbers higher than 117. Might help smaller collections grow. Most are 10¢ with a few higher. About 200 all told. Write for list. Will be glad to answer all letters.

Robert F. Sanders - 4906 No. Mississippi Court - Minneapolis, Minn.
For sale: New Mass. 270 A (now obsolete) at 15¢ each while they last. Have 21 left. Please remember stamped envelope.

Morton Dawson - 285 Price Blvd. - West Hartford, Conn.
New Buffalo, N.Y., token for sale at 15¢ each plus stamped envelope.

R. B. McKee - P.O. Box 587 - Buffalo 5, N.Y.
For Trade: Kans 250 A, Kans 40 G, Mo 420 A, Nev 100 A & B. Need many late tokens.

Frank C. Greene - 900 East 9th Street - Kansas City 6, Missouri
New bronze-plated Eastern Mass. St. Ry. Co. token, and new aluminum Dedham & Needham Transit Lines Inc. tokens. For sale at 15¢ each, cash, plus stamped self-addressed envelope. As many as you want. Also Mass 695 A (Saugus) Rapid Transit Lines token, now obsolete, for 15¢ each and an envelope with a stamp on it.

John M. Coffee, Jr. - P.O. Box 1204 - Boston 4, Mass.

CHANGE OF ADDRESS

Frank W. Guernsey - 615 S.E. 70th Avenue - Portland 16, Oregon
Donald B. Johns - 1205 Queen Anne Avenue - Seattle 99, Wash.

MIDWEST NEWS (continued from previous page)

It has long been recognized that the members of our organization like to eat, but from now on the "Midwestern Hogs" will have to go hungry. The feeling has arisen that the hostesses of our Sunday meetings, while doing a wonderful job at feeding the gang, have been running the game of competition with one another. You should have seen Mrs. Chesney's preparation for the evening meal, and then a few of the "hogs" had the nerve enough to stay late and eat more later in the evening. All this has now ended, as it was voted at this meeting to abandon Sunday meetings and to adopt short, snappy evening business meetings, with informal social meetings thrown in between them for the purpose of tokening. If the hostess still desires to provide refreshments, she is now limited to coffee and one thing.

While on the matter of eating, I might mention here that one of our members extended the invitation to her home for a waffle breakfast some morning in the future, and we all will be looking forward to the fulfillment of the offer.

I am happy also to announce the news we have received of the decision of one of our members to remain with us. It had been feared that he was about to drop out but through persuasion and such, his confidence in us was renewed, and he decided to hang around. We consider this very good news when he stated that he would remain a part of our organization.

Everything prior to the last paragraph constituted the bulk of our quiet, well organized and well-planned meeting, and with a few additional matters taken care of, we adjourned to fill every nook and cranny in our bodies with Mrs. Chesney's luscious and well-prepared meal. I had intended to present another item in this report, but I'm afraid my boss, Mr. Coffee, might rebel if I take up so much space, so until next month the Midwest group wishes lots of joyful and harmonious collecting for everyone.

Marshfield, Wisconsin, has dipped their 23mm. student tokens in 4 different colors of enamel: green, red, white, yellow. These tokens are given by merchants of stores to customers: 1 for \$1 purchase; 2 for \$2 purchase (limit 2). The bus company sells the tokens at half price to the stores. Each store has different colored tokens.

- B. H. Baake, Jr.

COLORADO

Greeley 460 (reported by Harold Chesney)
 D B 23 Sd Greeley Transportation Co. \$0.10
 Good For One Half Fare

CONNECTICUT

New Britain 290 (reported by Paul Targonsky)
 M B 16 Ball Wagner Service WS .10
 Good For One Fare WS
 Waterbury 560 (reported by Morton Dawson)
 I Bz 16 Tr-sc North East Transp. Co. Inc. .10
 Good For One Fare

MICHIGAN

Alma 30 (reported by Ralph Freiberg)
 A WM 23 Bar Transit Lines, Inc. Alma .10
 Good For One Fare (bus)
 Battle Creek 60 (reported by Ralph Freiberg)
 E WM 23 Bar Battle Creek Coach Co. (bus) .10
 Good For One School Fare (bus)

NEW JERSEY

Trenton 885 (reported by Charles Houser)
 B WM 16 Ball Trenton Transit F.E. Mathews, Treas. T .15
 Good For One Fare T (2 cut-outs)

NEW YORK

Buffalo 105 (reported by Robert B. McKee)
 H Bz 16 Tr-sc Niagara Frontier .15
 Good For One Fare

PENNSYLVANIA

McKeesport 605 (reported by William L. Black)
 N WM 16 Ball Ridge Lines R .15
 Good For One Fare R
 Scranton 840 (reported by Max M. Schwartz)
 H o Ve 23 Sd Peoples Street Railway Scranton Pa. 3.50
 (blank)

TEXAS

Houston 445 (reported by Albert P. Webster)
 I Bz 23 Ball Yale Street Transportation Corp. Y .20
 Good For One Fare Y

The Hazleton Auto Bus Company has been taken over by four other companies, which have paid \$365,500 for the operating rights. The new owners are: Luzerne & Carbon County Motor Transit Co., Baran's Transit Lines, Diamond Bus Line, and John Adams. These four lines will split up among themselves the lines formerly operated by the Hazleton Auto Bus firm.

Receipt of \$3.00 subscriptions for the new Check List from the following since last month's listing, is hereby acknowledged:

Claude G. Thompson	David H. Smith	R. B. McKee	Roland C. Atwood
Johnnie W. Jones	H. C. Laible	Ralph Koller	William C. Piper
John Metz	R. K. Moulton	H. C. Bartley	A.D. Jordan, Jr.
Donald B. Johns	Paul Targonsky	Walter K. Dillow	Frank C. Greene

(94 Oct 52)

To My Fellow Vecturists, Greetings:

Perhaps some of you have been wondering about the recent rejection of the amendments to our by-laws that were voted on at Colorado Springs. A month or so before our convention I was sent a copy of the proposed amendments by one of the by-laws committee. One or two of these provisions I objected to, as being contrary to what was voted at Kansas City in 1951. This was the method of election of officers. I again objected to this amendment at Colorado Springs as did the others present.

The amendment taking the power away from the Executive Board was one of its own making at Colorado Springs, and not one submitted in original proposed amendments. There is no need of electing officers to any organization if they are not backed up by the membership. When I returned from my vacation I had letters from several members asking the Executive Board to reject only certain amendments while other letters proceeded to tell me that our old constitution and by-laws were dead, and that any future business of this association should be done under the amendments voted on at Colorado Springs. This organization cannot be run trying to please any one person, or any one group of persons. Several of the Executive Board members requested that this Executive Board reject all the amendments presented at Colorado Springs. The proposition was submitted to the Board and, at this writing, all members have been heard from except one, to reject all these amendments, as provided in Article VII Section 1 of our constitution & by-laws.

We had a very poor showing of our members at Colorado Springs, only about 15 being present. Your officers do not feel that it is fair to our other 100 odd members to pass such amendments without at least a better representation.

Since the amendments have been rejected, it becomes my duty to appoint a committee of three, as a nominating committee of officers for 1953. Those to be nominated will be President, Vice President, Secretary, Treasurer, and Curator. I have appointed Ralph Freiberg as Chairman, with Roland Atwood and Johnnie Jones as members. These members have been notified of their appointments and requested to contact the various candidates for their acceptance to their respective offices. The entire list of proposed new officers shall appear in the November Fare Box. Members who wish to nominate others for these offices will first contact and secure their acceptance and send in their nominations to the Editor of The Fare Box. The entire list of candidates shall appear in the December Fare Box. The Editor shall mail "Official Ballots" to all members entitled to receive them with the December Fare Box. All ballots shall be sent to the Chairman of the Election Committee and must be post-marked not later than Midnight, December 31, 1952.

The Election Committee shall open and count the ballots and shall notify the Editor of The Fare Box in time for the January 1953 issue. The new officers shall take over their duties as soon as they are notified by the Election Committee.

Since the Election Committee appointed last year did such an excellent job, I am again appointing Mr. William Eisenberg, 2717 West Carson Street, Pittsburgh 4, Pennsylvania, as Chairman, with Mr. Harry C. Bartley and Mr. John M. Mackie, Jr., as members, to receive these ballots. Please send only "Official Ballot" to Mr. Eisenberg.

Fraternally yours,

EROY L. KIMMONS, President
American Vecturist Association

Check List of Foreign Transportation TokensBy Roland C. AtwoodSWEDEN

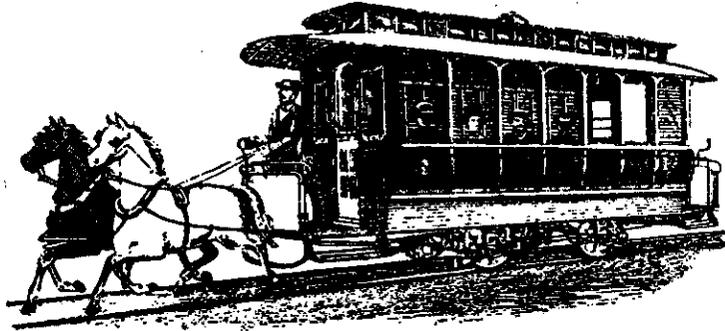
Stockholm 800		(continued)					
EE	o S	Ob	Sd	Stockholms Angslups Aktie Bolag	30 Ore	(1863)	\$2.00
				(blank)			
EF	o Z	Ov	Sd	Stockholms Angslups Aktie Bolag	30 Ore		2.00
				(blank)			
EG	o B	Oc	Sd	Stockholms Angslups Aktie Bolag	25 Ore		2.00
				(blank)			
EH	o B	29	Sd	Stockholms Angslups Aktie Bolag	20 Ore		2.00
				(blank)			
EI	o K	Oc	Sd	Stockholms Angslups Aktie Bolag	20 Ore		2.00
				(blank)			
EJ	o B	29	Sd	Stockholms Angslups Aktie Bolag	15 Ore		2.00
				(blank)			
EK	o K	Oc	Sd	Stockholms Angslups Aktie Bolag	15 Ore		1.25
				(blank)			
EL	o K	29	Sd	Stockholms Angslups Aktie Bolag	15 Ore		1.50
				(blank)			
EM	o B	29	Sd	Stockholms Angslups Aktie Bolag	12 Ore		1.50
				(blank)			
EN	o K	29	Sd	Stockholms Angslups Aktie Bolag	10 Ore	(raised)	1.00
				(blank)			
EO	o K	29	Sd	Stockholms Angslups Aktie Bolag	10 Ore		1.00
				(blank)			
EP	o B	29	Sd	Stockholms Angslups Aktie Bolag	8 Ore		1.25
				(blank)			
EQ	o B	29	Sd	Stockholms Angslups Aktie Bolag	8 Ore	SAAB (up)	1.50
				(blank)			
ER	o B	29	Sd	Stockholms Angslups Aktie Bolag	8 Ore	SAAB (down)	1.50
				(blank)			
ES	o B	25	Sd	Stockholms Angslups Aktie Bolag	6 Ore		1.25
				(blank)			
ET	o B	Ov	Sd	Stockholms Angslups Aktie Bolag	5 Ore		.50
				(blank)			
EU	o B	Ov	Sd	Stockholms Angslups Aktie Bolag	5 Ore		3.00
				EM			
EV	o K	Ov	Sd	Stockholms Angslups Aktie Bolag	3 Ore		.50
				(blank)			
EW	o K	Ov	Sd	Stockholms Angslups Aktsie Bolag	3 Ore		3.50
				(blank)			
EX	o K	25	Sd	Stockholms Angslups Aktie Bolag	6 Ore	(1870)	.75
				(blank)			
EY	o B	25	Sd	Stockholms Angslups Aktie Bolag	6 Ore		.50
				C.C. Sperrong & Co. (in oval) Stockholm			
EZ	o B	Ov	Sd	Stockholms Angslups Aktie Bolag	5 Ore		.50
				C.C. Sperrong & Co. (in oval) Stockholm			
FA	o B	Ov	Sd	Stockholms Angslups Aktie Bolag	5 Ore		3.50
				(blank)			
FB	o Z	29	Sd	Stockholms Angslups Aktie Bolag (boat)	50 Ore	(dog)	2.50
				(blank)			
FC	o Z	29	Sd	Stockholms Angslups Aktie Bolag (boat)	50 Ore		3.00
				(blank)			
FD	o K	29	Sd	Stockholms Angslups Aktie Bolag (boat)	25 Ore		2.50
				(blank)			
FE	o B	Oc	Sd	Stockholms Angslups Aktie Bolag (boat)	25 Ore		1.50
				C.C. Sperrong & Co. (in oval) Stockholm			
FF	o B	Oc	Sd	Stockholms Angslups Aktie Bolag (boat)	25 Ore		1.50
				(blank)			

Stockholm 800 (continued)						
FG	o B	Oo	Sd	Stockholms Angslups Aktie Bolag (boat) 25 Ore (dog) (blank)		\$1.50
FH	o B	Oo	Sd	Stockholms Angslups Aktie Bolag (boat) 25 Ore AJ		3.50
FI	o K	Oo	Sd	Stockholms Angslups Aktie Bolag (boat) 20 Ore AD		3.50
FJ	o K	Oo	Sd	Stockholms Angslups Aktie Bolag (boat) 20 Ore (dog) (blank)		1.50
FK	o K	Oo	Sd	Stockholms Angslups Aktie Bolag (boat) 20 Ore (blank)		1.50
FL	o Z	Oo	Sd	Stockholms Angslups Aktie Bolag (boat) 20 Ore (dog) C.C. Sporrøng & Co. (in oval) Stockholm		1.50
FM	o K	Oo	Sd	Stockholms Angslups Aktie Bolag (boat) 15 Ore (blank)		1.50
FN	o K	Oo	Sd	Stockholms Angslups Aktie Bolag (boat) 15 Ore (dog) (blank)		1.50
FO	o K	Oo	Sd	Stockholms Angslups Aktie Bolag (boat) 15 Ore C.C. Sporrøng & Co. (in circle) Stockholm		1.50
FP	o K	Oo	Sd	Stockholms Angslups Aktie Bolag (boat) 15 Ore C.C. Sporrøng & Co. (in oval) Stockholm		1.50
FQ	o Z	29	Pe	Stockholms Angslups Aktie Bolag (boat) 13 Ore (dog) (blank)		2.00
FR	o B	29	Sd	Stockholms Angslups Aktie Bolag (boat) 12 Ore C.C. Sporrøng & Co. (in circle) Stockholm		1.50
FS	o B	29	Sd	Stockholms Angslups Aktie Bolag (boat) 12 Ore C.C. Sporrøng & Co. (in oval) Stockholm		1.50
FT	o B	29	Sd	Stockholms Angslups Aktie Bolag (boat) 12 Ore (blank)		1.50
FU	o K	29	Sd	Stockholms Angslups Aktie Bolag (boat) 12 Ore (blank)		1.50
FV	o K	29	Sd	Stockholms Angslups Aktie Bolag (boat) 10 Ore (blank)		1.00
FW	o B	29	Sd	Stockholms Angslups Aktie Bolag (boat) 10 Ore (dog) (blank)		1.00
FX	o K	29	Sd	Stockholms Angslups Aktie Bolag (boat) 10 Ore C.C. Sporrøng & Co. (in oval) Stockholm		1.50
FY	o K	29	Sd	Stockholms Angslups Aktie Bolag (boat) 10 Ore C.C. Sporrøng & Co. (in circle) Stockholm		1.00
FZ	o B	29	Sd	Stockholms Angslups Aktie Bolag (boat) 10 Ore (blank)		1.50
GA	o K	29	Sd	Stockholms Angslups Aktie Bolag (boat) 10 Ore AA		3.50
GB	o B	29	Sd	Stockholms Angslups Aktie Bolag (boat) 8 Ore (blank)		1.50
GC	o B	29	Sd	Stockholms Angslups Aktie Bolag (boat) 8 Ore (dog) (blank)		1.50
GD	o B	29	Sd	Stockholms Angslups Aktie Bolag (boat) 8 Ore C.C. Sporrøng & Co. (in oval) Stockholm		1.50
GE	o B	29	Sd	Stockholms Angslups Aktie Bolag (boat) 8 Ore (dog) C.C. Sporrøng & Co. (in oval) Stockholm		1.50
GF	o B	29	Sd	Stockholms Angslups Aktie Bolag (boat) 20 Ore (blank)		2.00
GG	o K	Ov	Sd	Stockholms Angslups Aktie Bolag 3 Ore C.C. Sporrøng & Co. (in oval) Stockholm		.75
GH	o WM	20	Ch	Stockholms Angslups Aktie Bolag 15 Ore Passagerare-Polett Sv.Ol.Morell & Co. Stockholm		.50
GI	o WM	20	Sd	Stockholms Angslups Aktie Bolag 12 Ore (Sc) Sv.Ol. Morell & Co. Stockholm		.50
GJ	o WM	20	Sd	Stockholms Angslups Aktie Bolag 12 Ore (Sc) Passagerare-Polett Sv.Ol.Morell & Co. Stockholm		.50
GK	o WM	20	Sd	Stockholms Angslups Aktie Bolag 10 Ore Tio (blank)		.50

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



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NUMBER 11

It looks as though the Editor bit off more than he could chew when he volunteered to do all the mimeographing of the new Check List. It is a task of such proportions that few can understand its immensity. Original schedules and deadlines have of necessity been cast aside. It is simply impossible for one man to do this work in a short time. Let me assure the members, however, that I am even more eager than you are to get this work finished. I am confident that the check lists will be mailed to subscribers early in December. It is not going to be a cure-all for all our ills. There will be mistakes, omissions, and even poor printing in a few rare, rare instances. But it represents the best possible result from the materials available and will be a distinct improvement over the 1948 edition I am sure. There will be a page of "Errata" so that last minute errors may be corrected. I am sure all collectors will be pleasantly surprised by the work, if only they keep in mind that it is by no means perfect--as indeed nothing produced by human hands can be perfect.

Fortunately the last minute rush of subscriptions made it possible to produce our original quota of 250 copies, so there will be plenty of extras. In this vein, let me here acknowledge receipt of \$3 subscriptions from Kenneth Smith, William Liddell, and William A. Hilt, since last month's issue.

Work on this new check list has precluded my usual preoccupation with The Fare Box. Thus the issues will be small and, occasionally, a few days late until the check list is finished. Commencing with the January issue, however, I intend to inaugurate a new era with this news-letter. It will be bigger, better-organized, and infinitely more interesting than it has been up to now. The new program is ambitious, and will require plenty of help from the Associate Editors and others. But I know I can count on that.

It is tragic that the Nominations Committee was unable to find any members willing to serve as officers of the A.V.A., with the exception of Black and Williamson. The past year has been a hectic one for our officers, and I can understand why they do not wish to repeat the burdensome labors another year. The onerousness of the toil has far outweighed any honor which once was attached to the positions. But I am confident the new year will be much gentler all around, thanks especially to the tireless efforts which have marked the fine leadership of Messrs. Kimmons, Frisbee, and Laflin, especially. I am confident the next two weeks will see some of our more responsible members stepping forth in willingness to serve us as officers. Certainly there should be at least two nominations for the three top executive positions, each. So tax your brains, and nominate some fine men--men who have no axe to grind except that of the well-being of the American Vecturist Association.

APPLICATIONS FOR MEMBERSHIP

148	Lewis M. Reagan	-	P.O. Box 577	-	Wichita 1, Kansas
149	Stanton L. Don	-	350 So. Parfet	-	Lakewood, Colorado
150	William A. Hilt	-	57 Westminster Road	-	Brooklyn 18, N.Y.

CHANGE OF ADDRESS

Roy H. Carpenter	-	1214 East Boone Street	-	Marshalltown, Iowa
Kenneth E. Purdy	-	Route 4 - Box 520	-	Siesta Keys, Sarasota, Florida

Mr. W. G. Robertson has left Florida and his copy of The Fare Box was returned "No Forwarding Address." If anyone knows his whereabouts, please inform the Editor.

TOKENS LISTED AS TEN CENT ITEMS
By Ralph Freiberg

There have been some tokens listed in the past year as 10¢ items. These are so listed as this price as at the time of reporting them the actual price was not known. They are also so listed if still available. It was thought best to list any token as soon as possible because if there is any chance of finding them, the quicker the information the better. The bronze token of Waynesville, Mo., should be 25¢. This token was listed on page 74, August Fare Box. Persons who sent a dime for this one and didn't get it can now understand why. The token reported in October FB from Alma, Michigan, is probably obsolete. I have a report from a person in Alma that there was a bus line there in 1948 which went out of business early in 1949 due to lack of patronage. This is probably the issuing company; hence it is not certain whether or not the supply of these tokens will be large. Please let me know if anyone else finds this token, because so far the only one known to exist is the one I found among the strays of another company in Indiana. The token reported in the September 1951 Fare Box from Oconto, Wisconsin, is another one used by a company which has since gone out of business. The only chance of obtaining one of these is through the strays of some other company--the way I got mine. Also reported in that same issue was a token from North Wilkesboro, N.C. I sent them cash for tokens but it was returned. Writing a second time, I learned that the tokens were all destroyed a few years ago and there are none left to send anybody. So the possibility of picking up the Alma, Oconto, and North Wilkesboro, for a dime is out of the question, although it can be done if you can find them in some other company which sells tokens at a dime rate.

NEW DISCOVERIES FROM PRESTON, ENGLAND

Two years ago the Preston, Lancashire, Corporation burned all tram tokens up. There were three types of a 20mm token: Cm 20 Sd (Arms)/Return Token. Co 20 Sd (Arms)/Post Office Dept. Ce 20 Sd (Arms)/ld. These tokens were also inscribed on the obverse "Preston Corp Tramways."

These were all I could find. I shall write the Editor of the Preston paper and have an ad inserted to see if I can find any of the tram buttons (the British call them buttons) and see if any old people or drivers have some in their possession.

I stopped at the Corporation offices in downtown Preston and talked with the General Manager of the company for over an hour. He went out of his way to take time and look through the company's safes for any odd ones. Then I was told they were all called in and destroyed, since they were plastic.

- Emzy L. Thompson

(99 Nov 52)
PLATED TOKENS
By Ralph Freiberg

Continuing my articles on plated tokens. Tokens are usually plated due to fare raises so that operators can spot them, telling if correct fare has been paid. The fare in Lorain, Ohio, was raised to 2 for 25¢ so tokens were plated. An effort was made to pick out all the zinc tokens before plating, so any zinc tokens that have plated are errors. Also all the solid steel tokens were picked out. These tokens that were plated are copper plated (as for calling tokens copper plated or bronze plated, we may be wrong in telling one from the other. The list will never give separate numbers to copper and bronze plating. At best they are shade varieties.)

Tokens of Lansing, Michigan, have also been given a silver plating as fare was raised to 15¢ or 9 for \$1.00, so the brass tokens were silver-plated. Inasmuch as as their token is similar to a type used in other cities I would not hesitate to say that tokens of other cities took a dipping with the Lansing tokens, so please check before reporting any plated tokens. It is also possible that an additional lot of tokens were ordered for Lansing being of white metal.

Tokens of Hamilton, Ohio, were bronze plated but never put into use. Fare is now 10¢ straight with no tokens. Tokens were plated but any that have gotten out are in error. Tokens have been sacked up and sent to main office which is in another city. It is possible, however, that the tokens will be used if the fare is increased. It is questionable if this token deserves listing, but since it has already been listed we may as well leave it alone. Letters to the company will get you nowhere, because they can't supply you.

Tokens of the City Lines of West Virginia were used in 3 cities: Clarksburg, Fairmont, and Parkersburg. Rate was 4 for 25¢, then 3 for 25¢, and were probably silver-plated at that time. W.Va. 140 A is brass; we doubt if there is any bronze, so B will be deleted. C is the silver-plated one. We doubt the existence of any white metals, so if anyone thinks he has one, check again. At present tokens there are obsolete, fare being 10¢ straight. Only tokens in use are Parkersburg 590 B which are plated for special use such as mailmen. These tokens are not confined to Parkersburg alone, as the Parkersburg and City Lines of W. Va. are probably the same outfit. However the tokens of the Conn Transportation Co. of Fairmont were never plated but a few may have been plated in effort by City Lines of W. Va. since both are in same city. These tokens should be CT Co and not CTC Co as in check list. Tokens 200 A to E are correct, only other token is the brass 24mm token for 30¢ fare. The only token still in use in these three cities is W. Va. 590 B.

A few months back I mentioned about a token from Grand Rapids, Michigan, listed under 370 L which was listed as brass. There is no brass token, but it is white metal brass plated. Fare was raised there to 15¢ or 2 for 25¢ over a year ago and so a certain number of tokens were taken and plated. All the tokens of the company were not plated as they thought a certain number would be sufficient. As there are a large number of the Grand Rapids Railway Co. tokens still in use some of these were plated also but I am not too sure if this will be listed or not. Then there were a lot of the WM of the Grand Rapids Motor Coach Company and also some steel tokens plated. Then later on it was found that the company's estimate of how many tokens were needed was wrong and so more tokens had to be put into circulation. This time they didn't bother to plate them--just used them as they were. So 370 I J K are still in circulation and also the same three tokens brass plated. However due to use the plating is wearing off on some of them with the result that the plated ones are distinctly in the minority.

As for other cities having tokens listed as plated and if there is any doubt in anyone's mind as to their actual use, let me know and I will see if I can find out or find someone who does know.

As of November 13, fare in Seattle is 20¢ cash or 3 tokens for 50¢. Tacoma is expected to follow suit shortly. Boston may go that way, too, before too long.

For sale - Obsolete Alaska tokens. 450 A 15¢. 450 D 25¢. 450 E 25¢. 450 J 15¢.
 900 B 15¢.
 Ralph W. Winant - 500 West Summit Ave. - Wilmington 4, Delaware

For sale: new issues - Conn 40 B 15¢; 290 M 10¢ (Wagner Service WS); 560 I 10¢.
 I have 8 of the scarce Conn 560 C at 50¢ apiece and 9 of the obsolete Mass 270 A
 at 15¢ apiece. Remember to include a stamped envelope.
 Morton Dawson - 285 Price Blvd. (Elmwood) - West Hartford 10, Conn.
 Standard 2-inch by 2-inch manila envelopes for your tokens, \$2 a thousand postpaid.
 Chris J. Cook - 2105 Fourth Court - Cuyahoga Falls, Ohio

Would like lists of U.S. transportations for sale or trade.
 William A. Hilt - 57 Westminster Road - Brooklyn 18, N.Y.

Wanted - Alabama 120 C D E F; 220 B D E F H I J; 470 A; 560 F G H I J K L M O R;
 570 A B; 750 B C D E I J K L; 800 B C D; 840 A. Will purchase or trade.
 Ivan B. Cline - 911 West Michigan St. - Evansville 11, Ind.

Will exchange U.S. want-lists, also Swedish and British based on new check list.
 Have many duplicates (rare duplicates for trade only).
 Kenneth & Eleanor Smith - 1212 West 92nd St. - Los Angeles 44, Calif.

To the Executive Board of the American Vecturist Association

Gentlemen:

The Secretary has recently sent me the names of two new applicants for membership. Both applications have been received in the proper form. I therefore wish to submit their names for your vote.

Proposition 32, no. 148. Lewis M. Reagan - P.O. Box 577 - Wichita 1, Kansas. Age 48; University professor. Collecting for 25 years, collects U.S. & foreign; uses Atwood check list, has not received The Fare Box.

Proposition 33, no. 149. Stanton L. Don - 350 So. Parfet - Lakewood, Colorado. Has about 100 tokens; operator; age 29. Collecting for three years, does not have a check list, and has not received The Fare Box.

Since this year is fast drawing to a close, it is requested that these two new applicants be sent the November and December issues of The Fare Box with our compliments, and that their membership become effective January 1, 1953.

To you officers who have had postage and other expenses carrying on A.V.A. business for 1952, please send me your amount, plus estimate for balance of this year. I will submit to the board in my next letter.

Please let me have your reactions to these matters as soon as possible.

Fraternally yours,

EROY L. KIMMONS President

In the September issue, on page 84, Mr. Butler made reference to the Appleton, Minnesota, tokens and suggested that they might really be from Wisconsin. Since the article appeared, Mr. Schwartz has personally viewed these tokens in the cabinet of the American Numismatic Society, in New York (they are from the Morganthau collection). He reports that the wording on the tokens is very plain, reading "Appleton, Minn." Hence there can hardly be any doubt as to the origin of the tokens.

On November 3, Los Angeles' fare was increased to 3 for 40¢. Prior to that the rate was 2 for 25¢. In the last days before the increase, there was such a rush of token buying that the company had to limit sales to two tokens per customer.

The Eastern Massachusetts Street Railway Company, of Brockton and other cities, has requested an increase in fare to 15¢ straight, abolishing tokens. The plated tokens of the company have only been in use a few months, and if the increase is granted, which is likely, the plated tokens of this firm may well become quite rare.

(101 Nov 52)

NOMINATIONS FOR OFFICERS

Mr. Ralph Freiberg, Chairman of the Nominations Committee, reports the Committee was able to get acceptances from only two men for officers in the A.V.A. for 1953. These nominations, therefore, are as follows:

President.....	(open)	Treasurer.....	Thomas F. Williamson
Vice President.....	(open)	Curator.....	William L. Black
Secretary.....	(open)		

Any member of the Association may make nominations for any office, providing he has first obtained acceptance from his prospective nominee. Such nominations must be mailed to the Editor of The Fare Box before December 8, 1952.

PITTSBURGH DISTRICT NOTES

By Harry C. Bartley

In case you have wondered what has happened to your Pittsburgh District Associate Editor, just put it down to too much vacation coupled with too much after-effects. Like our AVA President, he too traveled around the country, mostly the southern part, this summer and had to come home to rest up. After getting the accumulated correspondence and work in fair shape, he hopes to be able to resume his reporting on a more regular basis.

The biggest news here is, of course, the word that Pittsburgh has been selected for the 1953 AVA convention. It is understood that the letter to this year's convention by said correspondent was mainly responsible for this (or at least he assumes so; in fact he is contemplating hiring out to the convention bureau of the local Chamber of Commerce as a result) so it will behoove him to see that all is as he represented.

Seriously speaking, all of us in the Pittsburgh District Token Collectors group are happy and proud to be able to entertain the AVA membership this next August here in the "Workshop of the World." He firmly believes that anyone who attends will be assured of the time of his life; especially if it is his first time here in Pittsburgh. Paragraphs could be devoted to the many features of our city but it can be summed up in one sentence: "Come on--leave the rest to us." In succeeding issues of The Fare Box we will inform the members of our plans and programs. It is our earnest wish that as many as possible will attend. We are within easy traveling distance of nearly three fourths of the membership and this alone will give many the chance to meet each other.

Another item of interest to us is the appointment of three of our local group as election tellers (Eisenberg, Mackie, Bartley). Again we will try to do the same job we three did last year and in the same satisfactory manner (we hope). One thing, though: we ask that the members adhere to the instructions that will be given by our President concerning mailing, etc. While such things may seem small and inconsequential to you they mean a lot to the committee. Where a hundred or so ballots are concerned, every bit of help really helps.

We regret that one item we had hoped to show the visitors is no longer with us; we refer to that real interurban trolley line--the West Penn Railways, which went bus in August. We did manage to save one car (the Pittsburgh Electric Railway Club which includes AVA members Bartley and Mackie) so at least we can show you a sample of the line; in fact we may go even further and....(sh..)

The Blacks were the only PDTC members able to attend the meeting with the Akron group last month. As previously reported Bill is in very good health again; he looks better than ever, and tho he must take it a bit easier (he doesn't) he is the Bill Black of old. Good news for all of us and especially his family. Corinne Black, along with the wives of the other AVA-PDTC members are looking forward to

PITTSBURGH NOTES (continued)

meeting and entertaining the other members' wives, so don't hesitate to bring the little woman along next year.

Pittsburgh Railways did not get the fare increase so Pa 765 Y is still in use. (See what I mean by putting the "o" in pencil!) However it is reliably reported that the company sold their stock of Pa 765 V to a scrap dealer who melted them down, so that token can now be considered "gone." Your correspondent has several of these which he will let anyone have for 10¢ plus stamped envelope. As this was a very common token it is doubtful that anyone needs it, but the offer is made just in case.

As a parting thought, the groups in our nation who last week were ready to tear each other apart politically speaking, have joined hands and agreed to work together for the mutual good of everyone. Perhaps after the convention next year (why not before?) those AVA members who are at variance with the group can iron out their differences and make AVA the best society of its kind in existence. It has been my pleasure to meet many of the AVA members personally, and I assure you that members of the type of Bill Black, Eroy Kinmons, Chris Cook (just to mention a few) are worth knowing and a credit to any organization. Meet these men personally next year and see if you don't agree with me. Even at the best, a written correspondence with fellow collectors leaves something to be desired, and often a misinterpretation of the written word has led to hard feelings; but personal contact can change all that. Again we say, and will close with our slogan for '53 "Come on...leave the rest to us."

Your Pittsburgh District Reporter

HARRY C. BARTLEY

PS - The Pittsburgh District Reporter was invited to and displayed a frame of tokens in the Chamber of Commerce-Kiwanis Club Hobby Show at Sewickley, Pa., September 6. With but two days' notice a display was rushed through, but was enthusiastically received by both the committee and visitors alike.

The Editor wishes to apologize for the delay in filling orders received in answer to his ad in the October issue. The reason is that I wanted to wait till all orders were in before traveling all the way to Dedham to get the tokens. All orders will be filled this week.

Mr. Freiberg reports the similarity between two tokens of Hattiesburg and Laurel, Mississippi. Both are Bz 23 Sd with "Mississippi City Lines M" on the obverse. But the Hattiesburg says "Good For One Fare M" on reverse, while the Laurel token says "Good For School Fare M" on reverse. Keep this in mind.

Among the occasional new issues which cross the Editor's desk are the new WM 16 Bar from Bristol and Scranton. I noted with interest that a new kind of bus is pictured here, which rather resembles a Greyhound or Trailways vehicle rather than a city bus. I wonder if this is a new trend with the token manufacturers. This is the third general kind of bus that has been pictured on tokens. Watch for new issues of tokens which differ only in that they picture this new kind of bus.

Mr. Butler has made a statistical analysis of A.V.A. members and where they live. California claims most members, with 17 living there. Minnesota and Pennsylvania are 2nd, with 15 each. New York is 3rd with 14. Washington is 4th, with 8. Maryland is 5th, with 6. Sixth place is held by Connecticut, Illinois, Iowa, and Texas, with 5 each. Then as 7th are Colorado and Missouri with 3 each. 8th are Michigan and Oregon with 2 each. States with one member each are Delaware, Indiana, Kansas, Massachusetts, Mississippi, Nebraska, New Mexico, Vermont, Virginia, West Virginia. Compare these statistics with Mr. Moore's remarks in the July 1947 issue.

(103 Nov 52)

Supplement to the National Check & Premium List

By Roland C. Atwood

CALIFORNIA

Fresno 300 (reported by Morton Dawson)
I WM 20 F Fresno City Lines \$0.10
Good For One School Fare

IOWA

Council Bluffs 240 (reported by R.C.A.)
C WM 23 C-sc Council Bluffs Transit Co. .15
Good For One Adult Fare

MASSACHUSETTS

Brookton 135 (reported by Ralph Freiberg)
B WM 23 Ball Eastern Massachusetts St. Ry. Co. EM .15
Good For One Zone Fare EM (bronze-plated)
Dedham 210 (reported by J.M. Coffee, Jr.)
B A 22 Sd Dedham-Needham Transit Lines, Inc. .15
Good For One Fare

MICHIGAN

Grand Rapids 370 (reported by Ralph Freiberg)
O WM 23 G Grand Rapids Motor Coach Company .10
Good For One School Fare

MISSISSIPPI

Hattiesburg 360 (reported by Ralph Freiberg)
A Bz 23 Sd Mississippi City Lines M .10
Good For One Fare M

NEW JERSEY

Ocean Grove 625 (reported by Morton Dawson)
A WM 16 S Ocean Grove Bus Line .10
Good For One Fare
Trenton 885 (reported by Corinne M. Black)
C WM 23 Bar Trenton Transit F.E. Matthews Treas. T .10
Good For One School Fare T (2 out-outs)

NEW YORK

East Rockaway 210 (reported by Ralph Freiberg)(B reported by Max Schwartz)
A o B 23 Bar Bay Park Bus Line Inc. Female .50
Good For One Ride Female
B B 23 Sd Bay Park Bus Line Inc. Male .15
Good For One Ride Male
Oneonta 685 (reported by Arthur D. Jordan)
D Bz 16 Sm-sc Oneonta Bus Lines One Fare 1 .10
Thrifty McToken Says Ride The Bus (cartoon)
Port Chester 745 (reported by Charles Houser)
B WM 23 Bar County Transportation Co. (bus) .10
(same as obverse)

OHIO

Mansfield 505 (reported by R.C.A.)
G WM 16 Sd Mansfield Rapid Transit, Inc. Mansfield, O. O .15
Good For One Fare O H.W. Arnold Pres.
Toledo 860 (reported by Ralph Freiberg)
K WM 23 S The Community Traction Co. Toledo .10
School Fare C H Forsgard Vice-Pres. (Bronze-plated)

OKLAHOMA

Guthrie 380 (reported by R. K. Frisbee)
E Fr 38 Sd City Bus Phone 376 Good For One Ride .15
(blank)("adult" blacked out; "under 12 child" written on)

(104 Nov 52)

TEXAS

Midland 630 (reported by Ralph Freiberg)
B Bz 16 M Midland Transportation Company \$0.15
Good For One Fare

WEST VIRGINIA

Huntington 290 (reported by Ralph Freiberg)
H o WM 23 C-sc Checker Taxi Co. .25
Good For One Zone Fare
Weston 860 (reported by Charles Houser)
B WM 20 V Weston Bus Lines .10
Good For One Fare

WISCONSIN

Marshfield 440 (reported by B.H. Baake, Jr.)
C WM 23 Ball Inter Transit Co. Marshfield, Wis. MW .10
Good For 1 Student Fare MW (green enameled by company)
D WM 23 Ball (as above, but red enameled) .10
E WM 23 Ball (as above, but white enameled) .10
F WM 23 Ball (as above, but yellow enameled) .10

ALASKA

Fairbanks 300 (reported by B.H. Baake, Jr.)
G WM 16 Bar Fairbanks City Transit System Alaska .15
Good For One Fare Zone One (bus)

CANADA - QUEBEC

Sherbrooke 850 (reported by Morton Dawson)
A B 16 Bar Service Laramee Inc Sherbrooke (bus) .10
Bon Pour Un Passage (bus)

The New Issues Editor wishes to point out that the numbers used in the last several supplements apply to the new 1952 Check List, and not to the 1948 edition. Things will be further clarified after the 1952 edition is released.

REPORT FROM EUROPE
By Emzy L. Thompson

Here are some statistics on the Preston, Lancashire, (England) tram system. Rides cost from 2d. to 2¹/₂d. per ride, depending on the district in which the passenger travels. It costs less than two cents for a ride on the corporation buses. These buses are all double deckers, and are maroon in color.

In Blackpool, there are the following types of buses and trams. Double decker trams & single decker trams, both come in open and closed types. Also double and single decker buses, both open and closed. The open type single deck tram is shaped like a boat, and travels a distance of six miles on the Irish sea coast. The trams, and buses, are green and cream in color. I hope to report on Leeds Corp. trams at a later date. Hope that this is making good reading material. I shall sign off and will investigate some tram buttons (tokens) of Leeds, Lancashire. Anybody interested in contacting members of a British token club, let me know, and I will also include for future copy of The Fare Box a detail of the omnibus society of London. They dedicate time to the history of trams, buses, and tickets, tokens, etc. I have made application for membership, and will investigate for metal British and British Colonial tokens.

Some time ago Mr. Schwartz asked if anyone had a zinc C R & L token. Since then Mr. Freiberg says he has obtained such a token and also has seen such tokens in the collections of several others. Mr. Freiberg, in turn, asks if there is anyone who has a Michigan 525 J. If you know anything about it, contact him directly.

Check List of Foreign Transportation TokensBy Roland C. AtwoodSWEDEN

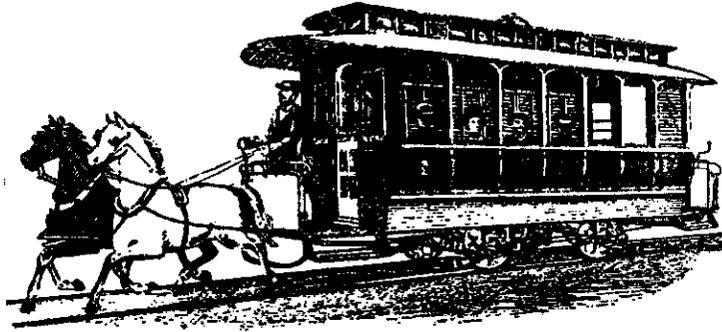
Stockholm 800									
GL o WM 20 Sd	Stockholms Angslups Aktie Bolag	10 Ore Tio							\$C.50
	Passagerare-Polett Sv.Ol.Morell & Co. Stockholm								
GM o WM Sq St-sc	Stockholms Angslups Aktie Bolag	5 Fem Fem Fem Fem							.50
	(blank)								
GN o WM Sq St-sc	Stockholms Angslups Aktie Bolag	5 Fem Fem Fem Fem							.50
	Passagerare-Polett Sv.Ol.Morell & Co. Stockholm								
GO o WM Sq St-sc	Stockholms Angelups Aktie Bolag	5 Fem							.50
	Morell & Co. Stockholm								
GP o WM Ov Tr-sc	Stockholms Angslups Aktie Bolag	Ore Ore 3							.50
	Passagerare-Polett Sv.Ol.Morell & Co. Stockholm								
GQ o WM St Ch	Stockholms Angslups Aktie Bolag	6 Ore							.50
	Eric Cumeilus Stockholm								
GR o B Oc 8-sc	Stockholms Angslups Aktie Bolag	8 Ore							.50
	Passagerare-Polett Sv.Ol.Morell & Co. Stockholm								
GS o WM Sq Sd	Stockholms Angslups Aktie Bolag	4 (Sc)							.50
	Passagerare-Polett Sv.Ol.Morell & Co. Stockholm								
GT o WM Sq Sd	Stockholms Angslups Aktie Bolag	20 20 20 20 20							.50
	Passagerare-Polett Sv.Ol.Morell & Co. Stockholm								
GU o WM Tr St-sc	Stockholms Angslups Aktie Bolag	15 Ore							.50
	Passagerare-Polett Sv.Ol.Morell & Co. Stockholm								
GV o K Sq Sd	Stockholms Angslups Aktie Bolag	35 Ore							1.00
	Passagerare-Polett Sv.Ol.Morell & Co. Stockholm								
GW o WM Pe Sd	Stockholms Angslups Aktie Bolag	25							.50
	Passagerare-Polett Sv.Ol.Morell & Co. Stockholm								
GX o WM Tr 30-sc	Stockholms Angslups Aktie Bolag	Trettio Trettio Trettio							.50
	Passagerare-Polett Sv.Ol.Morell & Co. Stockholm								
GY o WM Sq Sq-sc	Stockholms Angslups Aktie Bolag	40 40 40 40 40							.50
	Passagerare-Polett Sv.Ol.Morell & Co. Stockholm								
GZ o WM Oc Sd	Stockholms Angslups Aktie Bolag	8 Ore							.50
	Passagerare-Polett Sv.Ol.Morell & Co. Stockholm								
HA o WM 16 Sd	Stockholms Nya Sparvags Aktie Bolag	SNS (star)							.60
	(same as obverse)(rose)								
HB o K 16 Sd	Stockholms Nya Sparvags Aktie Bolag	SNS (star)							.60
	(same as obverse)(rose)								
HC o WM 16 Sd	Stockholms Nya Sparvags Aktie Bolag	SNS (rose)							.25
	(same as obverse)(rose)(2 var: lge & sm rose)								
HD o K 16 Sd	Stockholms Nya Sparvags Aktie Bolag	SNS (rose)							.25
	(same as obverse)(rose)(die varieties)								
HE o WM 18 Sd	Stockholms Nya Sparvags Aktie Bolag	SNS (star)							.60
	(same as obverse)(star)								
HF o WM 20 Sd	Stockholms Nya Sparvags Aktie Bolag	SNS (star)							.50
	(same as obverse)(star)								
HG o K 18 Sd	Stockholms Nya Sparvags Aktie Bolag	SNS (star)							.25
	(same as obverse)(star)								
HH o K 20 Sd	Stockholms Nya Sparvags Aktie Bolag	SNS (star)							.25
	(same as obverse)(star)								
HI o WM Sq Sd	Stockholms Nya Sparvags Aktie Bolag	SNS (rose)							.25
	(same as obverse)(rose)								
HJ o WM Sq Sd	Stockholms Nya Sparvags Aktie Bolag	SNS (star)							.25
	(same as obverse)(rose)								
HK o WM 35 Sd	Stockholms Nya Sparvags Aktie Bolag	SNS 10							1.00
	(same as obverse)(star)								
HL o WM 16 Sd	StockholmsSodra Sparvags Aktie Bolag								.25
	SBS								
HM o WM 18 Sd	Stockholms Sodra Sparvags Aktie Bolag								.25
	SBS (2 var: thick & thin)(die varieties)								
HN o Z 18 Sd	Stockholms Sodra Sparvags Aktie Bolag								.25
	C.C. Sporrang & Co. (in circle) Stockholm								

Stockholm 800 (continued)			
HO	o K 18 Sd	Stockholms Sodra Sparvags Aktie Bolag C.C. Sporrang & Co. (in circle) Stockholm	\$0.25
HP	o B 18 Sd	Stockholms Sodra Sparvags Aktie Bolag C.C. Sporrang & Co. (in circle) Stockholm	.25
HQ	o K 18 Sd	Stockholms Sodra Sparvags Aktie Bolag (blank)	.50
HR	o B 18 Sq-so	Stockholms Sodra Sparvags Aktie Bolag (blank)	.50
HS	o K 18 Sq-so	Stockholms Sodra Sparvags Aktie Bolag (blank)	.50
HT	o Z 18 Sq-so	Stockholms Sodra Sparvags Aktie Bolag (blank)	.50
HU	o B 22 Sd	Stockholms Sodra Sparvags Aktie Bolag C.C. Sporrang & Co. (in circle) Stockholm (small)	.25
HV	o B 22 Sd	Stockholms Sodra Sparvags Aktie Bolag C.C. Sporrang & Co. (in circle) Stockholm (large)	.50
HW	o WM 19 Sd	M H B (Maria Hiss Bolag)(1884) 3 Ore	.30
HX	o B 19 Sd	M H B 3 Ore	1.00
HY	o WM Ob Sd	M H B 5 Ore (2 var: wide & narrow 5)	.50
HZ	o WM Ob Sd	M H B 6 Ore	1.00
IA	o WM Ob Ch	M H B 6 Ore	.60
IB	o B Ob Sd	M H B 6 Ore (2 var: thick & thin)	.60
IC	o B Hx Sd	Stockholms Stads Hiss 2 Ore C.C. Sporrang & Co. (in circle) Stockholm	1.00
ID	o B 27 Sd	Mosebacke Gangbro 3 Ore (1881) (blank)	1.00
IE	o B 28 Sd	Mosebacke Gangbro 3 Ore C.C. Sporrang & Co. (in circle) Stockholm (small)	1.00
IF	o B 28 Sd	Mosebacke Gangbro 3 Ore C.C. Sporrang & Co. (in circle) Stockholm (large)	1.50
IG	o B 28 Sd	Mosebacke Gangbro 3 Ore C.C. Sporrang & Co. (in oval) Stockholm	1.50
IH	o Z 28 Sd	Mosebacke Gangbro 3 Ore C.C. Sporrang & Co. (in circle) Stockholm	1.50
II	o B Ov Ch	Gangbroh Ofver Norrstrom (1869) (blank)	1.00
IJ	o B 28 Sd	Berg & Adacker (1887) C.C. Sporrang & Co. (in oval) Stockholm	1.50
IK	o K 30 Sd	Angslups Bolaget Nackanas (1876) C.C. Sporrang & Co. (in oval) Stockholm	2.00
IL	o B 31 Sd	Angslups Bolaget Nackanas C.C. Sporrang & Co. (in oval) Stockholm	2.00
IM	o B 31 Pc	Angslups Bolaget Nackanas C.C. Sporrang & Co. (in oval) Stockholm	2.00
IN	o B Ov Sd	Angslups Bolaget Nackanas C.C. Sporrang & Co. (in oval) Stockholm	2.00
IO	o B Ov Pc	Angslups Bolaget Nackanas C.C. Sporrang & Co. (in oval) Stockholm	2.00
IP	o B Ob Pc	Angslups Bolaget Nackanas C.C. Sporrang & Co. (in oval) Stockholm	2.00
IQ	o B Ob Pc	Angslups Bolaget Nackanas C.C. Sporrang & Co. (in oval) Stockholm	2.00
IR	o K 30 Sd	Angslups Bolaget Nackanas C.C. Sporrang & Co. (in oval) Stockholm	2.00
IS	o B 30 Sd	Angslups Bolaget Nackanas C.C. Sporrang & Co. (in oval) Stockholm	2.00

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



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I am happy to report that all of the 1952 officers have consented to serve again for 1953. There were no other nominations for any office, hence there is no contest and therefore no need to send out any ballots. In the similar case for 1950 officers there was no contest and no ballots were mailed. In the contest for 1951 officers there was contest only for Vice President, and the ballot was only for that office. For 1952 there was a general contest, and that was the first time it was necessary to list all offices on the ballot. It is unfortunate that no one else came forward willing to serve as officers; Messrs. Kimmons, Frisbee, and Lafflin, consented to serve again only because no one else exhibited a willingness to do so. It will be a great strain on them for another year, but let us do our best to mitigate their labors. I hope that next year we shall have several good men coming forward willing to serve for each office. There should be a contest every year; it is healthy and stimulating.

The new Check List is now completely mimeographed. What remains to be done is this: the pages must be collated (gathered together from their respective piles); the Identifier list must be run off, and will be the minute Mr. Butler has it completed; the Errata pages must be cut and run off. All the lists will definitely be mailed out before Christmas, and those living in the East will receive them before that day. Those in the West may not get them so soon because of the Christmas rush. They will be mailed by parcel post, of course.

If any collectors wish copies of the check list bound in cloth for library copies, please contact the Editor. The binding will be about three dollars extra. The check list is printed on a heavy grade of bond paper, 20% heavier than that which formerly was used for The Fare Box. Beginning with the November issue, this newsletter has been using the new heavy paper (except for the front page, which is already printed up from 20-pound stock).

There is an interesting new book on the market called Popular Mechanics' Picture History of American Transportation. It costs five dollars and is worth every penny of it. Here are hundreds of pictures, including river boats, flatboats, plank roads, toll roads, omnibuses, horse and trolley cars, cable cars, as well as railroads, automobiles, and airplanes. The secret of America's greatness must lie in the mobility of its people. We travel around more than any other people in the world, and the story of the means by which we have moved around for over three hundred years is, indeed, one which inspires every lover of history.

NEW MEMBERS

148	Lewis M. Reagan	-	P.O. Box 577	-	Wichita 1, Kansas
149	Stanton L. Dow	-	350 So. Parfet	-	Lakewood, Colorado

APPLICATIONS FOR MEMBERSHIP

151	Virgil B. Wilson	-	6026 Gardendale St.	-	Hollydale, Calif.
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CHANGE OF ADDRESS

W. Gordon Robertson	-	1324 Market St.	-	Jacksonville 6, Florida
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BRASS SILVER-PLATED TOKENS

By Ralph Freiberg

Continuing my articles on plated tokens. Having mentioned those tokens being silver-plated by Duke Power, Lansing, and the City Lines of West Virginia due to fare raises, we have another group of tokens being the silver-plated brass tokens which were issued around 1944 and 1945. During 1942 and 1943, tokens were made of zinc and steel; however, these tokens did not prove very satisfactory and in many cases these tokens are being pulled out of circulation as fast as they are being noticed. Then around the end of the war it seems brass was made available and so a choice was given to companies either to have plain brass tokens or the brass silver-plated ones. Some companies chose the latter, mainly because there was still a shortage of white metal. However a few years have gone by and the silver plating is wearing off these tokens and some are asking how come the plain brass ones were never listed. Obviously the answer is because they were never ordered in this condition. From time to time these reports of plain brass ones have come in. On a couple of them there is doubt in my mind if there ever were plain brass, such as NY 730 E and F; Tenn 120 D and F, and 430 S; Iowa 600 D and E. So on these I believe there were only the silver-plated brass ones and no plain brass at all. I'd like to hear comment on these--that is, if anyone has the plain brass ones.

A MESSAGE FROM THE SECRETARY

Now that an understanding with the local club here in the Twin Cities has been reached, along with the feeling the AVA needs its present principles upheld, I shall accept the nomination of Secretary of the AVA by one of my supporters.

I have had several requests to continue on as Secretary and I feel that the AVA needs me as well as the rest of the present officers for the coming year. The work has been strenuous this past year perhaps due to my inexperience coupled with a lot of unsavory actions presented. I do feel that we have not only grown in number but have gained prestige. Auctions have been stabilized and now we have received recognition from the ANA to the extent an article about the recent convention has been published in the November issue of the Numismatist. This was followed by the application of one of its officers for membership in the AVA which shows their interest and respect for our organization. I feel that my actions the past year have been favorable to the majority of AVA members however queer my procedure may have seemed. I feel there are members more suited to my position than I but no one seems willing to come forth. Therefore my delayed acceptance.

This is all I have to say, Boys. Good luck to you all whatever the case may be, and also my best wishes for a pleasant Holiday season to all of you.

Sincerely,

QUINCY A. LAFLIN, Secretary

(109 Dec 52)

To The Executive Board Members of the American Vecturist Association (Dec. 5, 1952)

Gentlemen:-

I have received two additional applications for membership from the Secretary. Both applications were received in the proper form. I therefore submit their names for your approval.

Proposition 34, No. 150. William A. Hilt - 57 Westminster Road - Brooklyn 18, N.Y. Age 52; Contractor; collects U.S. only; has about 3,000 tokens; collecting for 30 years; does not have a check list and has not received The Fare Box.

Proposition 35, No. 151. Virgil B. Wilson - 6026 Gardendale St. - Hollydale, Calif. Age 36; Aircraft Worker; has about 60 tokens; collecting for 2½ years; collects U.S. and Foreign; does not use a check list and has not received The Fare Box.

Mr. Laflin's expenses for postage for A.V.A. business were \$10.00. My total expenses were \$14.38, of which \$7.20 was for postage; \$2.23 for express charges in shipping stencils, constitution and By Laws, and cards, to Mr. Laflin, and stationery \$4.95. I would therefore like to submit for your approval the following Proposition 36.

Proposition 36. That the Treasurer be authorized to forward to Quincy A. Laflin the sum of \$10.00 and to Eroy L. Kimmons the sum of \$14.38.

Mr. Laflin also informs me that he received notice of dues in A.N.A. for 1953 and sent the Secretary a personal check for \$5.00. I also wish to submit for your approval the following:

Proposition 37. That the Treasurer be authorized to reimburse Mr. Laflin the \$5.00 he paid for A.N.A. dues of the A.V.A. for 1953.

Gentlemen, since this will probably be my last letter to you for 1952, I want to take this opportunity of thanking each of you for your fine cooperation and support to the many propositions submitted. I also want to wish each of you and your families a very Merry Christmas and a New Year filled with good health, happiness, and prosperity.

In order that all of us may close our books for 1952, I trust that you will let me have your votes on the above propositions as soon as possible.

Fraternally yours,

EROY L. KIMMONS, President.

NOMINATION OF OFFICERS OF THE AMERICAN VECTURIST ASSOCIATION

The following members have been nominated, and have accepted nomination, for officers in the American Vecturist Association:

President.....	Eroy L. Kimmons
Vice President.....	R. K. Frisbee Treasurer.....Thomas F. Williamson
Secretary.....	Quincy A. Laflin Curator.....William L. Black

Inasmuch as there was only one nomination for each office, there is no contest. Therefore ballots, being unnecessary, will be dispensed with according to the practise of the Association in such cases. The nominees, elected automatically, will serve as officers throughout 1953.

Mr. Freiberg gives an interesting story of how he discovered the new plastic token from Midland, Michigan. He had found a Bz 16mm token inscribed "Midland Transportation Company." So he decided to write Midland, Mich., and another collector wrote to Midland, Texas. The token was from Texas, but the Michigan city sent Ralph one of these plastic tokens, which took him completely by surprise.

Mr. Kimmons reports Austin on Nov. 27 went to 15¢ cash or 2 tokens for 25¢. They are using the old tokens, and Mr. Kimmons will send one to any new collector who needs it at this rate plus a stamped self-addressed envelope.

100 Different tokens \$8.00. 100 16mm tokens \$8.00.
 Arthur D. Jordan, Jr. - 2734 Ninth Street - Cuyahoga Falls, Ohio
 For Trade Only: Scarce tokens from Connecticut, One 290 B; One 290 E; One 345 B; three 550 A; and one 560 C. Also have five of the Checker Taxi Tokens (W Va 290 H). Please list only the older tokens as I have all the new issues. Will answer all letters.

Morton Dawson - 285 Price Blvd. - West Hartford 10, Conn.
 Will pay one buck each for the following steel tokens: Conn 520 G; Ill 455 I; Iowa 30 D; Kentucky 150 F; Kentucky 670 E; Mich 375 C; N.C. 450 F; Wash 880 K.

Ralph Freiberg - 4142 26th Street - San Francisco 14, Calif.
 Wanted - the following back issues of The Fare Box. 1947- all issues. 1948- Jan. 1949- March, April, May. When writing please mention price.

Daniel DiMichael - P.O. Box 485 - Coatesville, Pa.
 For sale: back issues of The Fare Box, 1947 thru 1952. Lacks July, August, Sept. Oct. 1947; May 1948; March, April, May, 1949. Entire lot \$10.50.

Arque Bays - Box 149 - Charleston 21, W.Va.
 For sale - only one lot. Scotland 100 N P T; 200 AE; 300 F P U AH AI AK; 450 AI. Eleven different tokens \$2.50 and a self-addressed stamped envelope.

Harold Ford, Jr. - Box 211 - Wadsworth, Kansas
 For sale or trade. Ohio 10 Q, 25¢. Ohio 10 R, 25¢. Ohio 535 E, 10¢. Colo 760 E, 10¢. Ga 60 Q, 10¢. Va 560 A, 10¢. Mich 225 D, 35¢. Please enclose a stamped envelope with order.

M. B. McRobie - 1073 Pitkin Avenue - Akron 10, Ohio
 The Editor of The Fare Box needs pages 75-76 of the August 1952 issue for a collector who wants to complete his file. I will pay 25¢ for this sheet.

BACK ISSUES OF THE FARE BOX

The Editor has on hand the following back issues of this publication, for sale at the nominal price of 15¢ each postpaid, to members only. Some are available in very limited quantities, and first come, first served.

January	1949.	October	1950.	March	1951.	September	1951.	June	1952.
February	1949.	November	1950.	May	1951.	December	1951.	July	1952.
June	1949.	December	1950.	June	1951.	March	1952.	September	1952.
July	1950.	January	1951.	July	1951.	April	1952.	October	1952.
August	1950.	February	1951.	August	1951.	May	1952.	November	1952.

This is the last time back issues will be offered at a flat rate. Henceforth the prices will be graded according to the scarcity of the issues. It should be unnecessary to point out that the material in the back issues is as interesting and timely as that in current issues, and will prove of great value to new collectors, especially. Also available are many odd pages from incomplete issues, which contain much useful information. These are for sale at 5¢ per sheet. Let us know what you need. We may have just the pages you require.

Later on, after the Check List is finished and the Editor has had time to get his breath, a small catalogue of back issues of The Fare Box will be printed & sent to all collectors gratis. It will give comparative valuations of the issues. At the present time there is too much confusion about the actual scarcity of some of the back issues; some of the old issues have brought several dollars each in private transactions between collectors.

The Barnetts--Floyd & Martha--have moved into their new home at 6048 Stevens South, in Minneapolis, after working on it for months. They invite any collectors who get to Minneapolis to drop in on them, or call them at CO 6169.

***** DON'T FORGET YOUR 1953 DUES *****

WHAT HAPPENED TO THE SOUTH HILLS TOKENS?

By Arque Bays

Last Spring, I decided to make an investigation and see just what did happen to the stock of South Hills tokens, when they discontinued using them. During this investigation, I interviewed the widow of O. J. Wood, former owner of the line, the Administrator of Mr. Wood's estate, and two former bus drivers. So, I believe the information I have is true.

In the first place, since the tokens were really used for only a trial period only about 200 of each were struck. After they were discontinued, Mr. Wood placed them in a small cloth bag and put them in his desk. He later removed them and is believed to have taken them to his home, located in the South Hills district. Later, a disastrous fire destroyed his entire home and all of the contents. No one has seen the tokens since. It is believed by all persons I interviewed that the tokens were destroyed in the fire.

Since the South Hills district is known by all persons living here, as South Hills and not "South Hill," I made inquiry as to why the tokens used the singular name "South Hill." It was an error on the part of the company that struck the tokens, as Mr. Wood intended for the right name to be used, and would have changed it had more been ordered.

Through the kind efforts of a local newspaper reporter, I received a lot of publicity while making the investigation. I had planned this, for I thought it might turn up some tokens from persons who had kept them for souvenirs. I had given up hope, and then one day the Charleston City Clerk called me and said one had been found in the local parking meter funds. I was very enthused about this, but thought it may still be a mistake. When I called on him, sure enough, there it was--an excellent copy of the 15¢ brass token. He gave it to me and stated it was common to find transportation tokens in the meters and showed about 100 others. For a small fee I bought the entire lot from him, but had to assure him the tokens would not find their way back to the meters.

The job of getting the above information was an interesting one, and it was remarkable how some of the persons recalled certain incidents which were small but important. Mrs. Wood has remarried and moved to another city. She and her daughter gave me most of the information. The former bus drivers are still living here, but are working at other trades except one, and he still drives the South Hills route, which is now owned by the Charleston Transit Company.

For further information about the South Hills tokens, review my story, published in the November 1951 issue of The Fare Box.

SHAKER HEIGHTS RAPID TRANSIT

By Harry D. Chapman

The line was built by the Van Swerigen brothers for their real estate development of Shaker Heights. It is all private right-of-way except a portion entering the Terminal Tower which is leased from the N.Y.C. & St. L. RR. It started operation in 1920 but was operated by the old Cleveland Railway Co. at 10¢ fare. Cleveland Interurban RR took over in 1930 at 15¢ fare (7 tokens for \$1.00). In 1936 the line was taken over by the banks as mortgagees. Banks operated the line till 1944 when it was sold to the City of Shaker Heights. Fare went to 18¢ on Oct. 1, 1949, and up to 20¢ or 5 tokens for \$1 on Oct. 1, 1950. The line is a total of 25.1 miles in length. New cars were purchased 2 years ago--all electric PCC's. However these are often used in 5-car multiple units.

TRANSPORTATION IN KNOXVILLE FROM 1887 TO 1898

By Roland C. Atwood

The West End Street Railroad Company was chartered November 10, 1887, and the city granted a franchise over Clinch street from Gay Street into West Knoxville. On October 14, 1889, a charter was granted the Middlebrook Railway Co., and they received a franchise April 14, 1893, to operate along Fifth Avenue from Gay Street to Clinton Street (City Limits) over the Knoxville & Ohio Railroad bridge, which is now called the West Fifth Avenue Bridge. In May, 1893, the Knoxville Electric Railway Co. was organized by amendment of the charter of the parent company, the Knoxville Street Railway Co. The city granted a new franchise. Just prior to the reorganization, this company had absorbed the Mabry, Bell Avenue & Hardee St. RR. The new company also consolidated the Market Square Company and the Rapid Transit Company, which latter had absorbed the Edgewood Company. The new firm now proceeded to electrify. The Middlebrook and West End companies remained out of the consolidation.

In 1893, the Knoxville Electric Railway Company, having failed to pay interest on its bonds, went into the hands of the receivers. In 1895 the Citizens Company began to operate the Rapid Transit Company line and commenced the construction of lines on Jacksboro, Munson, and Central and Park Avenues. This brought on litigation after litigation, and the Citizens company battled C.C. Howell, who was acting as trustee of the old Knoxville Electric Railway Company. The city also took a hand in the litigation to protect its rights, and the U.S. Court of Appeals decided that a street railroad could only build on streets where the charter specifically named the streets and the municipality specifically granted a franchise. This delayed the Citizens Company, and C.C. Howell seemed to be having his own way. Through good management, Howell obtained possession of rights on all the streets and bridges in and about Knoxville. Mr. Howell now organized a new firm, the Knoxville Street Railway Company, chartered November 2, 1896. The city granted a new franchise giving all rights formerly held by Howell plus many more. However the Citizens Company got an injunction preventing the Howell people from accepting the franchise, which held for a year. After the year was up, the Howell people finally accepted the franchise, or rather, were allowed to accept it.

Meanwhile the city of North Knoxville granted a franchise to the Citizens Company over certain streets. The Citizens Company delayed and delayed, and the city finally declared the franchise and deposit of \$1,000 forfeited, and took over all track of the citizens company within the city. On March 1, 1897, the Citizens Company attempted to dig up Depot Street, contrary to a city ordinance prohibiting digging up streets in winter months. When the police interfered, the Citizens Company had the police arrested for interfering, and the fire department was called out to do police work, which they did. This brought on more litigation between the city and the Citizens Company, but the city won on every point.

In the latter part of 1895 C.C. Howell bought the Middlebrook Railway and operated it in connection with the other lines managed by him. Meanwhile on March 28, 1898, by an amendment to the charter of the Knoxville Street Railway Company, the Knoxville Traction Company was organized. On the same day this new firm acquired by purchase the property and lines of the Knoxville, Middlebrook, West End, and Citizens Street Railway Companies. This comprised all the street railways in the city. On the same day the new company acquired the properties of the Knoxville Electric Light & Power Company, and the Mutual Light & Power Company. It was a virtual consolidation of all the street railway and electric business in Knoxville, and Mr. C.C. Howell was placed in charge.

Thus arrived a period of peace on the stormy scene of the street railway history of Knoxville, Tennessee.

Guthrie, Okla., is using the cardboard tokens as school fares. They simply cross out the old adult fare and put in children fare in ink.

CALIFORNIA

San Diego 745 (R.C.A.)

L	WM 16 S-sc	San Diego Transit System	\$0.15
		Good For One Token Fare	

KANSAS

Blue Rapids 85 (reported by Harold Ford, Jr.)

A o A	25 Sd	Kelsey Bros. South Side Livery Bus and Transfer	3.00
		/Round Trip 25¢ Blue Rapids Kansas	
		Good For One Ride From Hotel to Depot	

KENTUCKY

Ashland 10 (reported by A.D. Jordan)

Q o B	35 Sd	P O (oooooo around edge)	1.00
		(oooooo around edge)(2 sides clipped)	

MICHIGAN

Midland 635 (reported by Ralph Freiberg)

B	Pe 23 Sd	Midland Transit Lines (white letters)	.15
		Courtesy Lester Kent Inc. Builder	

MONTANA

Helena 480 (reported by Morton Dawson)

G	WM 16 Bar	Community Transit Company CTC	.10
		Good In City Limits Only CTC	

NEW YORK

Oneonta 685 (reported by Ralph Freiberg)

E	WM 16 S	Oneonta Bus Lines	.10
		Good For One School Fare	

Syracuse 875 (reported by Thomas F. Williamson)

R	Bz 23 S	Syracuse Transit Corporation	.10
		Children's Fare	

CORRECT Ocean Grove N.J. 625 A to Manasquan, N.J. 460 A.

A MESSAGE FROM THE PRESIDENT

To My Fellow Vecturists, Greetings:

Once again it comes that time of the year when we are about to write the word "finish" and I sincerely hope that each of you has had a year filled with good health, prosperity, and added a lot of good tokens to your collection.

My family and I had a most wonderful vacation on the Pacific Coast and the Pacific Northwest. We enjoyed very much meeting so many of our members, and now we are looking forward to our A.V.A. meeting at Pittsburgh in 1953, and meeting as many of our members from Texas to Maine as is possible.

I wish to take this means of wishing each of you a most joyous Christmas, and may the New Year bring you health, happiness, and prosperity--and of course a lot of good tokens.

Fraternally yours,

EROY L. KIMMONS, President
American Vecturist Association

(114 Dec 52)

LAWRENCE, KANSAS, NOTES

I recently paid a visit to the offices of the Lawrence, Kansas Rapid Transit Company to secure some issues of the old K.E.U. (Kan 540 A) and K.E.P. (540 B) tokens. Many of the KEU tokens are still in the hands of the old drivers and the present bus company, but the KEP tokens have proven to be quite scarce around town.

Mr. Joe Wilson, the manager of the present Rapid Transit Company, said his company took over operations from the Kansas Electric Power Company in December, 1935, and issued the 540 C token immediately afterwards. The token has been from time to time reordered from the manufacturer. He accounts for the 540 D token, same as 540 C except in zinc, as being a token ordered from the manufacturer during the war when the white metal could not be obtained for token manufacture. The ainc and silver-plated zinc tokens were probably from two different orders. Mr. Wilson said that 10,000 zinc tokens were ordered and put into circulation during the war period.

The Lawrence, Kansas, 540 F token as it is listed in the old check list was issued in 1949 by the present company to commemorate the 85th year of the University of Kansas which is located in Lawrence. In 1864 the university was organized by the Kansas legislature. Five thousand tokens were issued for this purpose.

The Rapid Transit Company at the present time uses a straight ten cent fare, the 540 C and D tokens are being sold for 5 for 25¢ as school fare.

- Harold Ford, Jr.
Associate Editor

MIDWEST HAS VISITOR

Mr. Russell D. McBain (AVA #144) paid the Twin Cities a visit on Friday, November 21, and contacted the Midwest Transportation Token & Ticket Club upon his arrival. Mr. McBain is now serving in the U.S. Navy, and we understand he was on leave at the time and also enroute to his new place of duty.

A meeting place was set at Barnett's home, where he was fed supper. Seven of the club's fifteen members were able to get out to meet him and attempt help in passing away his one available evening in the city. Due to previous engagements, two of the seven were unable to stay longer than a half hour, and offered their apologies to Mr. McBain for having to desert the meeting so soon. A third member was not able to arrive until late in the evening.

In addition to meeting a portion of the group and seeing how their tokens are kept, Mr. McBain was able to secure a large number of tokens to add to his collection from the various members' supplies of dupes.

At the close of the meeting, Mr. Chesney invited Mr. McBain to their home where he was provided with a bed for the night and fed the next day before catching his bus at noon for the next leg of his journey.

It is the hope of the Midwest Club that Mr. McBain had an enjoyable time while in Minneapolis, and that he will meet with good fortune during his Navy service, and also have luck in adding many tokens to his collection during his travels.

- Robert M. Butler
Associate Editor

***** DON'T FORGET YOUR 1953 DUES *****

Check List of Foreign Transportation TokensBy Roland C. Atwood

S W E D E N

Stockholm 800 (continued)			
IT o B	30 Pc	Angslups Bolaget Nackanas (1876) C.C. Sporrong & Co. (in oval) Stockholm	\$2.00
IU o K	29 Sd	Angslups Nya Foreningen Bolaget (1868) (blank)	2.00
IV o B	29 Sd	Angslups Nya Foreningen Bolaget (blank)	2.00
IW o B	29 Pc	Angslups Nya Foreningen Bolaget (blank)	2.00
IX o K	29 Pc	Angslups Nya Foreningen Bolaget (blank)	2.00
IY o K	29 Sd	Angslups Nya Foreningen bolaget 10 Ore (counterstamped) (blank)	.75
Iz o B	25 Sd	Barn Polett (blank)	.60
JA o B	25 Sd	Barn Polett 5 (Sc) (blank)	.75
JB o K	25 Sd	Barn Polett (blank)	2.50
JC o B	29 Sd	Angslups Bolaget Nya Foreningen (boat) 8 Ore (1872) (blank)	2.50
JD o B	29 Sd	Angslups Bolaget Nya Foreningen (boat) A.B.N.F.	2.50
JE o B	29 Sd	Angslups Bolaget Nya Foreningen (boat) 10 (over 8) A.B.N.F.	2.50
JF o B	29 Sd	Angslups Bolaget Nya Foreningen (boat) 10 (over 8) C.C. Sporrong & Co. (in oval) Stockholm	2.50
JG o B	29 Sd	Angslups Bolaget Nya Foreningen (boat) 10 Ore A.B.N.F.	2.50
JH o WM	sq Sd	Stockholms Angslups Aktie Bolag 4 Ore Passagerare-Polett S.V. Ol. Morell & Co. Stockholm	.50
JI o WM	Oc 8-sc	Stockholms Angslups Aktie Bolag 8 Ore Passagerare-Polett S.V. Ol. Morell & Co. Stockholm	.50
JK o WM	Dd 9-sc	Stockholms Angslups Aktie Bolag 9 Ore Passagerare-Polett C.C. Sporrong & Co. Stockholm	1.00
JL o B	Dd 9-sc	Stockholms Angslups Aktie Bolag 9 Ore Passagerare-Polett C.C. Sporrong & Co. Stockholm	1.00
JM o WM	20 Sd	Stockholms Angslups Aktie Bolag 10 Ore Tio Tio Tio Tio Tio Passagerare-Polett C.C. Sporrong & Co. Stockholm	.25
<u>JJ</u> o WM	Sq St-sc	Stockholms Angslups Aktie bolag 5 Fem Passagerare-Polett C.C. Sporrong & Co. Stockholm	.50
JN o B	20 Sd	Stockholms Angslups Aktie Bolag 10 Ore Tio Passagerare-Polett C.C. Sporrong & Co. Stockholm	.25
JO o WM	20 Sd	Stockholms Angslups Aktie Bolag 12 Ore (Sc) Passagerare-Polett C.C. Sporrong & Co. Stockholm	.25
JP o WM	Ov Tr-sc	Stockholms Angslups Aktie Bolag 13 Ore Ore (Sc) Passagerare-Polett S.V. Ol. Morell & Co. Stockholm	1.50
JQ o WM	Tr St-sc	Stockholms Angslups Aktie Bolag 15 Ore Passagerare-Polett S.V. Ol. Morell & Co. Stockholm	1.00
JR o WM	Pe Sd	Stockholms Angslups Aktie Bolag 25 Ore Passagerare-Polett S.V. Ol. Morell & Co. Stockholm	.50
JS o B	Pe Sd	Stockholms Angslups Aktie Bolag 25 Ore Passagerare-Polett S.V. Ol. Morell & Co. Stockholm	.25
JT o WM	Sq Sd	Stockholms Angslups Aktie Bolag 20 (Sc) Passagerare-Polett S.V. Ol. Morell & Co. Stockholm	.50
JU o B	St 45-sc	Stockholms Angslups Aktie Bolag 45 Ore Passagerare-Polett C.C. Sporrong & Co. Stockholm	.25
JV o B	Tr St-sc	Stockholms Angslups Aktie Bolag 15 Ore Passagerare-Polett C.C. Sporrong & Co. Stockholm	.50

Stockholm 800 (continued)			
JW	o WM Sq Sd	Stockholms Angslups Aktie Bolag 20 Ore	\$0.50
		Passagerare-Polett Eric Cumelius Stockholm	
JX	o B Sq Sd	Stockholms Angslups Aktie Bolag 20 Ore	.25
		Passagerare-Polett Eric Cumelius Stockholm	
JY	o WM Pe Sd	Stockholms Angslups Aktie Bolag 25	.50
		Passagerare-Polett Eric Cumelius Stockholm	
JZ	o WM 20 Ch	Stockholms Angslups Aktie Bolag 6 Ore	.50
		Passagerare-Polett Eric Cumelius Stockholm	
KA	o WM Sq Sc-sc	Stockholms Angslups Aktie Bolag 40 40 40 40 40	.50
		Passagerare-Polett Eric Cumelius Stockholm	
KB	o B Sq Sq-sc	Stockholms Angslups aktie Bolag 40 40 40 40 40	.50
		Passagerare-Polett Eric Cumelius Stockholm	
KC	o B St 45-sc	Stockholms Angslups Aktie Bolag 45 Ore	.50
		Passagerare-Polett Eric Cumelius Stockholm	
KD	o K 22 50-sc	Stockholms Angslups aktie Bolag 50 Ore	1.00
		Passagerare-Polett Eric Cumelius Stockholm	
KE	o B Ov 60-sc	Stockholms Angslups Aktie Bolag 60	.50
		Passagerare-Polett Eric Cumelius Stockholm	
KF	o K Hx 70-sc	Stockholms Angslups Aktie Bolag	1.00
		Passagerare-Polett Eric Cumelius Stockholm	
KG	o B 25 Sd	Stockholms Angslups Aktie Bolag 6 Ore	.50
		C.C. Sporrong & Co. Stockholm (in oval)	
KH	o B 20 St-sc	Stockholms Angslups Aktie Bolag 8 Ore	.50
		Passagerare-Polett S.V. ol. Morell & Co. Stockholm	
KI	o B 20 Sd	Stockholms Angslups Aktie Bolag 12 Ore	1.00
		Passagerare-Polett S.V. ol. Morell & Co. Stockholm	
KJ	o WM 20 Sd	AF	.25
		C.C. Sporrong Stockholm 5	
KK	o WM 20 Cross	AF	1.00
		C.C. Sporrong Stockholm 5	
KL	o Bz 18 Sd	A.B. Stockholms Sparvagar	.35
		Sporrong & Co. 25	
KM	o K Sq Sd	A.B. Stockholms Sparvagar	.40
		Sporrong & Co. 30	
KN	o Z 22 Ch	F.F.H.O.A.K. Fast (2 var: lge & sm Ch)	.35
		C.C. Sporrong & Co. (in circle) Stockholm	
KO	o WM 25 Sd	Carl XII Torg Stadgarden 5 Ore (Sc)	.30
		C.C.S. & Co. (engine)	
KP	o WM 22 Sd	Carl XII Torg Stadgarden 10 Ore	.50
		Passagerare-Polett Eric Cumelius Stockholm	
KQ	o B Sq Sd	Carl XII Torg Stadgarden 8 Ore	1.00
		Passagerare-Polett Eric Cumelius Stockholm	
KR	o B Sq Ch	Carl XII Torg Stadgarden 8 Ore	.25
		Passagerare-Polett Eric Cumelius Stockholm	
KS	o B 20 Sd	Carl XII Torg Stadgarden 7 Ore	.40
		Passagerare-Polett S.V. ol. Morell & Co. Stockholm	
KT	o B 20 Pc	Carl XII Torg Stadgarden 8 Ore	.25
		Passagerare-Polett S.V. Ol. Morell & Co. Stockholm	
KU	o WM Ob Sd	Stockh. Angsl. Aktie Bolag 2 Ore	1.00
		Passagerare-Polett	
KV	o K Sq 80-sc	Stockholms Angslups A.B.	1.00
		Passagerare-Polett Eric Cumelius Stockholm	
KW	o K Ob 100-sc	Stockholms Angslups A.B.	1.00
		Passagerare-Polett Eric Cumelius Stockholm	
KX	o B Ov 110-sc	Stockholms Angslups A.B.	1.00
		Passagerare-Polett Eric Cumelius Stockholm	
KY	o B Ob 125-sc	Stockholms Angslups A.B.	1.00
		Passagerare-Polett Eric Cumelius Stockholm	
KZ	o K Hx 150-sc	Stockholms Angslups A.B.	1.50
		Passagerare-Polett Eric Cumelius Stockholm	

CONSTITUTION AND BY-LAWS
of
THE AMERICAN VECTURIST ASSOCIATION

ARTICLE I

NAME

The name of this organization shall be American Vecturist Association.

ARTICLE II

PURPOSES

The purpose and objects of said Association shall be to advance the knowledge of transportation tokens along educational, historical, and scientific lines in all its branches; to assist in bringing about better cooperation between all persons interested in the issue, circulation, classification, collection, exhibition, use, and preservation of all transportation and kindred tokens; to acquire and disseminate trustworthy information bearing upon these topics; to promote greater popular interest in the science of transportation token collecting, and for the particular purpose of bringing the collectors thereof into closer relationship with one another and of promoting friendly feeling for one another through social intercourse, the exchange of ideas, and discussions of mutual interest, and to perform all such other acts and things as may be necessary to the full carrying into effect of the said purposes, but such purposes to not include operations for pecuniary profit.

ARTICLE III

MEMBERS

Section 1. The membership of this Association shall consist of regular and junior members.

Section 2. All members shall be entitled to all the privileges of the Association, including the right to vote and receive the official publication of the Association, except that junior members may not hold office.

Section 3. (a) Any individual of good moral character, twenty-one years of age or over, and any local club, association, museum, library or kindred organization, whose purposes are consistent with those contained in this instrument, shall be eligible for regular membership.

(b) Any individual of good moral character, less than twenty-one years of age, shall be eligible for junior membership, provided his application be approved by either his parent or guardian.

(c) During the minority of a junior member, his membership number shall be preceded by the letter "J." Upon reaching his majority the said junior member shall automatically become a regular member and entitled to all the privileges thereof.

Section 4. Application for membership shall be made in writing on forms prescribed by the Executive Board, and shall be accompanied by such admission fee and/or annual dues as may then be in force; or one-half of such annual dues if such application be made after May 1 in any year. Such application shall furnish the name, address and occupation of the applicant, his age at his last birthday, whether regular or junior membership is desired, and such other information with respect to his collecting activities as may be prescribed by the Executive Board. The application of any local club, association, museum, library or kindred organization shall include the names and addresses of its officers; a statement of its object and purposes, the date of its organization, and such other information as may be prescribed by the Executive Board.

Section 5. Such application, together with the admission fee and dues, shall be sent to the Secretary, who shall cause notice of the application to be published in the official publication of the Association.

Section 6. If no written objection to such admission be received by the Secretary by the first of the month succeeding the publication of said application, the applicant shall be admitted on the 10th day of that month.

Section 7. If written and timely objection to such admission be received by the Secretary, he shall refer the same to the President, who shall thereupon advise the applicant of the nature of the objections and request an answer thereto. When this has been received, the President shall forward all the available information to the Executive Board for consideration and action. The Executive Board may either accept or reject such application and, in either event, notify the Secretary of its decision.

(a) When the Executive Board accepts the said application, the applicant shall be admitted and notice thereof caused to be published in the official publication.

(b) In case the applicant be rejected, the advance payment for dues and admission fee shall be returned to the applicant.

Section 8. No member shall be permitted to resign from the Association while he is indebted to it in any manner or while charges are pending against him.

Section 9. Whenever written charges are brought against any member of conduct prejudicial to the welfare of the Association, such charges shall be signed by the person making them. The identity of the person making such charges shall not be made known except to the Executive Board. Such charges, with particulars thereof, shall be filed with the President, who shall thereupon furnish the accused member with a written copy thereof. The accused member shall be afforded a reasonable opportunity to enter a written defense to such

charges. The matter shall then be referred to the Executive Board, which shall determine the case, under such rules and regulations as it may adopt. The Executive Board may dismiss such charges, or it may censure, suspend or expel such member. Until the final decision of the Executive Board, the accused member shall continue in good standing.

ARTICLE IV

OFFICERS - DUTIES

Section 1. The elected officers of this Association shall be President, Vice-President, Secretary, Treasurer, Curator, and an Executive Board.

Section 2. The duties of the President shall include but not be limited to the following:

- (a) To preside at all meetings of the Association;
- (b) To call meetings of the Executive Board and preside thereat;
- (c) To appoint all committees that may be necessary and remove them at will;
- (d) To countersign all proper warrants drawn by the Treasurer.

Section 3. The duties of the Vice-President shall include but not be limited to the following:

- (a) To assist the President, upon his request, in the discharge of his duties;
- (b) To act in the place of the President, in case of his absence or disability;
- (c) To succeed to the post of President in case of his death or resignation.

Section 4. The duties of the Secretary shall include but not be limited to the following:

- (a) To keep a true record of the transactions of the Association and preserve all documents pertaining to his office;
- (b) To act as secretary of the Executive Board, keep a true record of its proceedings, and send a copy thereof to each of its members;
- (c) To receive all applications for membership; if properly prepared and accompanied by the required advance dues and admission fees to forward notice thereof to the Editor of the official publication;
- (d) To prepare and publish a directory of members as often as the Executive Board may direct.

Section 5. The duties of the Treasurer shall include but not be limited to the following:

- (a) To receive all moneys of the Association collected from any source;
- (b) To pay out moneys on all warrants drawn by him and countersigned by the President or Vice-President;
- (c) To invest and re-invest the funds of the Association in accordance with the instructions of the Executive Board;
- (d) To prepare an accounting of all funds received and a full and final report of all matters pertaining to his office at the end of the fiscal year and render the same accompanied by the proper vouchers to the Association through its President.

Section 6. The duties of the Curator shall include but not be limited to the following:

- (a) To keep in safe custody and in good order all books, papers, tokens, etc., which the Association has or may acquire;
- (b) To compile and keep an accurate account of all material coming into his charge, with the price thereof if acquired by purchase, or the name of the donor if acquired by gift;
- (c) To afford access to such material and loan the same to members of the Association under such rules and regulations as may be adopted by the Executive Board;
- (d) To prepare an accounting of all funds received and a full and final report of all matters pertaining to his office at the end of the fiscal year and render the same, accompanied by the proper vouchers, to the Association through its President;
- (e) To receive, preserve, display, and return to owners thereof, tokens submitted for exhibition by non-attending members. Reasonable care shall be exercised by the officers and members with respect to such exhibits, but all risk of loss or damage shall be borne by the owner thereof.

Section 7. Between meetings of the Association, the affairs thereof shall be conducted by its Executive Board, which shall consist of the duly elected officers of the Association, and in the event of any vacancies occurring during the year, their pro-tem successors. It shall have the power to act on all affairs of the Association, including but not limited to the following:

- (a) To prescribe the form of membership applications;
- (b) To act on applications for membership where written objections have been filed;
- (c) To rule on disposition of formal charges brought against a member;

(d) To appoint a successor for the remainder of the term in the event of any vacancy of any elected office occurring during the year, except in the office of President;

(e) To perform all of their other duties referred to in this instrument.

Section 8. Each officer at the expiration of his term of office shall deliver to his successor all books, papers, tokens, money or other property of the Association in his possession.

Section 9. No officer, committee, or member shall incur any expense in the name of the Association except with the authorization or approval of the Executive Board.

ARTICLE V

OFFICERS - ELECTION

Section 1. The President shall each year issue a call for nominations of officers to appear in the March issue of the official publication. Such nominations may be made by any member in good standing

Section 2. All nominations shall be in writing and shall be sent to the Secretary, who shall immediately write to the respective nominees, notifying each of them of such nomination and requesting his acceptance in writing.

Section 3. Upon receipt of such nominations, the Secretary shall cause them to be published in the official publication, together with the action of the nominees thereon. Nominations shall close sixty (60) days prior to the opening date of the annual meeting or convention.

Section 4. Immediately after the close of nominations, the Secretary shall cause all accepted nominations to be published on an official ballot and shall mail a copy thereof to each member entitled thereto, together with an envelope marked "official ballot" and a return addressed envelope.

Section 5. The envelopes containing the executed ballots shall be retained by the Secretary unopened and shall be delivered to the Chairman of the Election Committee on the first day of the annual convention.

Section 6. In case there are no nominations for any particular office, nominations may be made therefor until the close of the first business day of the convention, provided the written acceptance of the nominee is filed with the Secretary immediately thereafter.

Section 7. The polls shall close at the end of the first business day of the convention. The canvass of the ballots shall be conducted by an Election Committee. Excepting for a contingency arising pursuant to Section 6 of this Article, only official ballots may be counted.

Section 8. All of the officers referred to in Article IV are to be elected each year. They will assume their duties at the last session of the annual convention, and will hold office until their successors have been duly elected and declared installed.

ARTICLE VI

CONVENTIONS

Section 1. The Association shall meet in convention once every year, at such time and place as may be decided upon by the Executive Board. The time and place thereof shall be announced by the President in at least three issues of the official publication published prior to said convention.

Section 2. Such convention shall be conducted according to Robert's Rules of Order.

Section 3. A quorum for the transaction of business at such convention shall consist of seven (7) members present in person.

Section 4. To expedite the work of such convention, as soon as it shall be expedient to do so the President shall each year appoint:

(a) A Committee on Credentials of not less than three (3) members whose duties shall be to report the presence of a quorum at the first meeting of the convention.

(b) An Election Committee of not less than three (3) members, whose duties shall be to canvass the official ballots cast and report the result thereof at the opening of the last business meeting of the convention.

(c) A Resolutions Committee of not less than three (3) members, whose duties shall be to consider all matters referred to it and report thereon as soon as convenient before the close of the convention.

(d) An Auditing Committee of not less than three (3) members, whose duties shall be to audit such reports and accounts as may be referred to it, and report thereon as soon as convenient before the close of the convention.

(e) Such other committees as the President may deem advisable to facilitate the work of the convention.

ARTICLE VII

ADMISSION FEES AND DUES

Section 1. The admission fee for new members shall be the sum of \$1.00 payable in advance.

Section 2. The dues of the Association shall be \$2.00 per year, payable in advance, except that dues for new memberships which shall become effective on or after July 1 in any year shall be \$1.00 for the remainder of the year.

Section 3. Any member who fails to pay his dues before April 1 in any year shall be liable to suspension, in which case his name shall be dropped from the membership rolls and removed from the mailing list. Any member suspended for non-payment of dues or who has resigned may be reinstated upon payment of arrearages or a fee of \$2.00, whichever is less, provided no charges are pending against him, and in such case, only if the charges are dropped or dismissed.

ARTICLE VIII

SPECIAL PROVISIONS

Section 1. The official publication shall be published monthly and shall be known as "THE FARE BOX." As far as it is possible to do so, it shall be the Association's official means of communication to its members.

Section 2. The fiscal year of the Association shall be from July 1 to June 30 of each year.

Section 3. This instrument may be amended or altered at a convention of the Association by a two-thirds vote of the members present and the approval by a majority of the Executive Board.

NEW ISSUES TO ADD TO COMPLETE THE CHECK LIST THROUGH DECEMBER, 1952

CALIFORNIA

Carmel 125			BAY RAPID TRANSIT CARMEL (TREE)	
	D	Bz 23 Ct-sc	Good For One Fare (tree)	.25
Fresno 300			FRESNO CITY LINES	
	G	Bz 16 F	Good For One Fare	.10
	H	WM 16 F	" " " " (Bz plated)	.10
	I	WM 20 F	" " " School Fare	.10
Glendale 320			ASBURY RAPID TRANSIT SYSTEM	
	F o	Bz 16 A	Good For One Fare	.15
Los Angeles 450			PACIFIC ELECTRIC RAILWAY CO.	
	J	WM 16 PE	One Token Fare	.15
Monterey 525			BAY RAPID TRANSIT MONTEREY (TREE)	
	D	WM 16 Ct-sc	Good For One Fare (tree)	.15
Napa 540			NAPA TRANSIT COMPANY	
	A	WM 16 N	Good For One Fare	.15
San Diego 745			SAN DIEGO TRANSIT SYSTEM	
	L	WM 16 S-sc	Good For One Token Fare	.15

COLORADO

Greeley 460			GREELEY TRANSPORTATION CO.	
	D	B 23 Sd	Good For One Half Fare	.10

CONNECTICUT

Bristol 40			BRISTOL TRACTION CO. (BUS)	
	B	WM 16 Bar	Good For One Fare (bus)	.15
New Britain 290			WAGNER SERVICE WS	
	M	B 16 Ball	Good For One Fare WS	.10
Waterbury 560			NORTH EAST TRANSP. CO. INC.	
	I	Bz 16 Tr-sc	Good For One Fare (thick & thin)	.10

GEORGIA

Cartersville 200			DENT COACH LINES	
	A o	WM 16 D	Good For One Fare	.15

INDIANA

Goshen 350			GOSHEN MOTOR COACH CORP. G	
	C o	WM 16 Ball	Good For One Fare G	.15
Lafayette 520			LAFAYETTE DANVILLE	
	E o	WM 23 L	One Ride Purple System	.25

IOWA

Council Bluffs 240			COUNCIL BLUFFS TRANSIT CO.	
	G	WM 23 C-sc	Good For One Adult Fare	.15

ILLINOIS

Chicago 150			CHICAGO TRANSIT AUTHORITY CTA	
	W	WM 23 Ball	Rapid Transit System Token CTA	.20

KANSAS

Blue Rapids 85			KELSEY BROS. SOUTH SIDE LIVERY BUS /AND TRANSFER ROUND TRIP 25¢ BLUE /RAPIDS, KANSAS	
	A o	A 25 Sd	Good For One Ride From Hotel to /Depot	3.00

KENTUCKY

Ashland 10			P O (oooooo)	
	Q o	B 35 Sd	(oooooo)(used for postmen)	1.00

MASSACHUSETTS

Brockton 135			(like A but bronze-plated)	.15
Dedham 210			DEDHAM-NEEDHAM TRANSIT LINES, INC.	
	B	A 22 Sd	Good For One Fare	.15

NEW ISSUES (continued)

MICHIGAN

Alma 30			TRANSIT LINES, INC. ALMA	
Battle Creek 60	A o WM 23 Bar		Good For One Fare (bus)	.50
Benton Harbor 75	E WM 23 Bar		BATTLE CREEK COACH CO. (BUS)	
Grand Rapids 370	J WM 16 Tr-so		Good For One School Fare (bus)	.10
	M S 16 G		BENTON HARBOR & ST. JOE MICH.	
	N WM 23 G		Good For One Fare Mich.	.25
Lansing 560	O WM 16 G		GRAND RAPIDS MOTOR COACH COMPANY	
			Good For One City Fare (B plated)	.15
Midland 635	N WM 23 Bar		" " " School Fare	.10
	B Pe 23 Sd		GRAND RAPIDS RAILWAY CO. 1	
			Good For One City Fare (B plated)	.15
			INTER-CITY COACH LINE CO. LANSING, /MICH. (BUS)	
			Good For One Fare (bus)	.15
			MIDLAND TRANSIT LINES (incuse)	
			Courtesy Lester Kent Inc. Builder (incuse white letters)	.15

MISSISSIPPI

Hattiesburg 360	A Bz 23 Sd		MISSISSIPPI CITY LINES M	
			Good For One Fare M	.10

MISSOURI

Waynesville 950	A WM 23 Bar		FRIENDLY SERVICE BUS (BUS)	
	B K 23 Bar		Good For One Fare (bus)	.20
			" " " " " "	.25

MONTANA

Helena 480	G WM 16 Bar		COMMUNITY TRANSIT COMPANY CTC	
			Good In City Limits Only CTC	.10

NEW JERSEY

Manasquan 460	A WM 16 S		OCEAN GROVE BUS LINE	
Trenton 885	B WM 16 Bar		Good For One Fare	.10
	C WM 23 Bar		TRENTON TRANSIT F.E. MATTHEWS /TREAS. T	
			Good For One Fare (2 cut-outs)	.15
			" " " School Fare "	.10

NEW YORK

Buffalo 105	H o Bz 16 Tr-sc		NIAGARA FRONTIER	
East Rockaway 210	A o B 23 Bar		Good For One Fare	.15
Oneonta 685	B o B 23 Sd		BAY PARK BUS LINE INC. FEMALE	
			Good For One Ride Female	.15
			(like A but "male" on both sides)	.15
	D o Bz 16 Sm-sc		ONEONTA BUS LINES ONE 1 FARE /(INDIAN HEAD)	
			Thrifty McToken Says Ride the /Bus (cartoon)	.15
Port Chester 745	E o WM 16 S		ONEONTA BUS LINES	
Syracuse 871	B WM 23 Bar		Good For One School Fare	.10
	R Bz 23 S		COUNTY TRANSPORTATION CO. (BUS)	
			(same as obverse)	.15
			SYRACUSE TRANSIT CORPORATION	
			Children's Fare	.10

OHIO

Lorain 475	BR WM 16 Dd		EMPLOYEE'S TRANSIT LINES, INC. /LORAIN, OHIO E.T.L. (Bz plated)	
	BR S 16 Dd		Good For One Fare	.15
			" " " " (Bz plated)	.15

NEW ISSUES (continued)

OHIO

Mansfield 505			MANSFIELD RAPID TRANSIT, INC. /MANSFIELD, O. O	
	G	WM 16 Sd	Good For One Fare H.W. Arnold, /Pres. O	.15
Toledo 860			THE COMMUNITY TRACTION CO. TOLEDO	
	K	WM 23 S	SCHOOL FARE C H Forsgard Vice- /Pres. (Bz plated)	.10

OKLAHOMA

Tulsa 860			TULSA CITY LINES, INC. (BUS)	
	P	Bz 16 Bar	Good For One School Fare (bus)	.10

PENNSYLVANIA

Chester 190			SOUTH PENNA. BUS CO.	
	B	Bz 16 C ?	Good For One Fare (Sv plated)	.15
McKeesport 605			RIDGE LINES R	
	N	WM 16 Ball	Good For One Fare R	.15
Scranton 840			SCRANTON TRANSIT CO. (BUS)	
	G	WM 16 Bar	Good For One Fare (bus)	.15
	H o	Ve 23 Sd	PEOPLES STREET RAILWAY SCRANTON, PA. (blank)	3.00

SOUTH CAROLINA

Anderson 40			SUBURBAN TRANSIT LINES, INC. (BUS)	
	A	B 16 Bar	Good For One Fare (bus)	.10

TEXAS

Houston 445			YALE STREET TRANSPORTATION CORP. Y	
	I	Bz 23 Ball	Good For One Fare Y	.20
Midland 630			MIDLAND TRANSPORTATION COMPANY	
	B	Bz 16 M	Good For One Fare	.15

VIRGINIA

Sandston 775			FAIRFIELD TRANSIT CO. (BUS)	
	A	WM 23 Bar	Good For One Zone Fare (bus)	.10

WEST VIRGINIA

Huntington 290			CHECKER TAXI CO.	
	H o	WM 23 C-sc	Good For One Zone Fare	.15

WISCONSIN

Marshfield 440				
	B	WM 23 Ball	(like B, green enameled)	.15
	C	WM 23 Ball	(like B, red enameled)	.15
	D	WM 23 Ball	(like B, white enameled)	.15
	E	WM 23 Ball	(like B, yellow enameled)	.15

ALASKA

Fairbanks 300			FAIRBANKS CITY TRANSIT SYSTEM ALASKA	
	G	WM 16 Bar	Good For One Fare Zone One (bus)	.25

PORTO RICO

Ponce 560			PONCE STAR LINE INC.	
	C o	B 19 S	Day School Token	.15

(New issues of Guam and the Philippines are incorporated on the new pages for those areas.)

ERRATA

Please make the following corrections to this Check List:

1. Ala 470 B - should be large & small cut-outs, instead of lge & sm letters
2. Ala 570 D - there is no comma after Lines
3. Ariz 80 - all are obsolete
4. Ariz 80 D - there are 2 varieties, large & small slots
5. Ariz 840 - all are obsolete
6. Ark 360 - all are obsolete
7. Calif 50 - all are obsolete
8. Calif 445 - all are obsolete
9. Calif 450 B - price is \$3.50
10. Calif 450 I - is bronze, not brass
11. Calif 525 B & C - both are obsolete
12. Calif 575 - all are obsolete
13. Calif 795 A is obsolete
14. Calif 825 A thru E - the name of the company is "Union" not "United."
15. Calif 945 G - 2 varieties, steel & silver-plated steel
16. Colo 260 G - should be marked (silver-plated)
17. Colo 460 A is 22mm
18. Colo 780 - all are obsolete
19. Conn 320 B - the price is 10¢
20. Conn 520 A B C - there is no comma in name of company after Lines
21. Conn 560 E - add (bus) to reverse
22. Fla 300 B C - each comes in 2 varieties, large & small letters
23. Fla 520 - all are obsolete
24. Fla 710 C is obsolete
25. Fla 910 D - 2 varieties, large & small cutouts
26. Fla 960 F - On reverse there is a hyphen (-) between 9 & 44 instead of ()
27. Ga 780 G is obsolete
28. Ill 135 B - there are shade varieties
29. Ill 150 G is 27mm, not 29.
30. Ill 150 R is 28mm, not 29.
31. Ill 150 V - price is 20¢
32. Ill 195 D is obsolete
33. Ill 285 F - 2 varieties, Z & SPZ
34. Ill 370 A is obsolete
35. Ill 435 A - is 24mm and reads "Medinah"
36. Ill 605 B - not octagonal, but round and 30mm
37. Ill 755 C - 2 varieties, large & small letters
38. Ill 795 K - 2 varieties, large & small letters
39. Ill 795 O - 2 varieties, large & small letters
40. Ind 290 C is bronze
41. Ind 660 E F - add (bus) to obverse
42. Iowa 100 A - 2 varieties, large & small letters
43. Iowa 230 J - should be changed to Solid instead of Ball
44. Iowa 240 B - price is 10¢
45. Kans 600 B - reverse should be "Kans" and not "Kan"
46. Kans 800 A is obsolete
47. Kans 940 C - should be large & small T instead of solid & hollow diamonds
48. Ky 480 E - 2 varieties, large & small letters
49. La 30 D is obsolete
50. Mass 270 A and 135 A are obsolete
51. Mass 550 I should be described as follows: Union Street Ry. Co. New Bedford
(Good For One Five Cent Fare)(matter in parentheses crossed out by
company) - on both sides.
52. Mass 630 E - should read (shades)
53. Mich 65 E - price is \$1.00
54. Mich 225 F G H - all are obsolete
55. Mich 750 A B - name of the company is "Petosky" although city's name is
"Petoskey"
56. Minn 230 M N O - there is a dash between "Duluth" and "Superior"

2nd page of Errata

57. Miss 460 G H I - reverses of these tokens all read "Good For One City Fare"
58. Miss 500 A - should be Solid, not diamond
59. Mo 140 E is obsolete
60. Mo 370 L is brass, not steel
61. Mont 500 A is obsolete
62. Nebr 540 O P - on reverse it should be "Nebr" and not "Neb"
63. Nev 100 A B - both are obsolete
64. NJ 20 A - price is \$3.00
65. NJ 115 A - the word in parentheses should be "Joint" and not "Join"
66. NM 760 - all are obsolete
67. NY 685 C - price is 10¢
68. NY 695 B C - price is 15¢ each
69. NY 631 E - has a bus on both sides of the token
70. NY 830 D E F G H - all are obsolete
71. NY 875 P - 2 varieties, zinc and silver-plated zinc
72. NY 995 B is obsolete
73. NC 30 A B - both are obsolete
74. NC 160 - all obsolete
75. NC 710 A - should read "Roxboro" on the token, although city is "Roxboro"
76. ND 440 B is obsolete
77. Ohio 35 A - is (Oc) 35mm
78. Ohio 230 Q R S T - all are obsolete
79. Ohio 125 K - this is Solid not Ball
80. Ohio 175 J - this is 22mm, not 23mm.
81. Ohio 830 D E - both are obsolete
82. Okla 180 A is obsolete
83. Okla 280 - all are obsolete
84. Okla 590 - all are obsolete
85. Oregon 680 - all are obsolete
86. Pa 305 C D - both are obsolete
87. Pa 340 D is bronze
88. Pa 455 B C - both are obsolete
89. Pa 460 - all are obsolete
90. Pa 495 L - this is same size as I J K, so make it 20mm
91. Pa 605 G H I J - all "Pa." to obverses of these tokens
92. Pa 750 AD - should read Route 23, not route 33.
93. Pa 765, X is obsolete
94. Pa 785 C - price is 10¢
95. Pa 990 C is Solid, not Dd
96. SC 240 C - should read "Sullivans Is." and not "Sullivan Id."
97. SD 10 E - this is obsolete
98. SD 380 A - on both sides it should be "So. Dak." and not "S.D."
99. Texas 445 B - there are three varieties of the B
100. Texas 985 - all are obsolete
101. Va 110 B - price is \$3.50
102. Va 120 A B - both are obsolete
103. Va 350 B is obsolete
104. Va 730 D - it should be "Lines" on obverse, not "Line"
105. Wash 840 D - 2 varieties, large & small cutouts
106. W Va 140 B should be deleted; there is no such token
107. Wisc 220 A - 2 varieties, large & small letters
108. Wisc 870 E - it should be "Good For One Adult Fare"
109. Wisc 940 B - price is 10¢

Va 700 D - delete its reverse and make it the same as that given for E.
Indiana 995 B - make it WM instead of Bz. This token is copper-nickel, similar to
Ohio 165 E, and hence resembles white metal more closely than Bz.

(So) after a token's description means the token has a scalloped edge, i.e., undulating, rather than perfectly round.

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