

THE FARE BOX

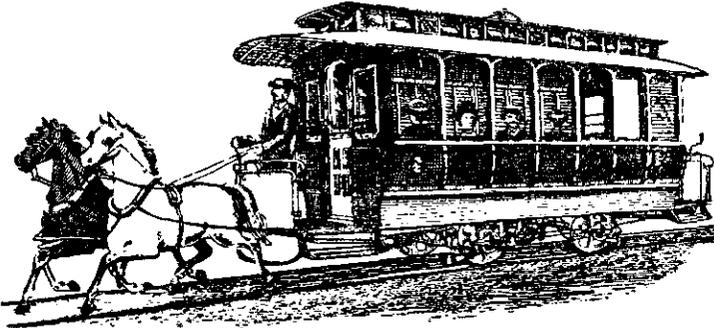
A MONTHLY NEWS-LETTER FOR THE COLLECTORS OF TRANSPORTATION TOKENS

New Issues Editor

RALPH FREIBERG
4142 - 26th Street
San Francisco 14, Calif.

Asst. New Issues Editor

JOHN G. NICOLosi
2579 - 35th Avenue
Oakland 1, Calif.



Editor

J. M. COFFEE, Jr.
P. O. Box 1204
BOSTON, MASS.

Associate Editors

HARRY C. BARTLEY
ROBERT M. BUTLER
HAROLD FORD, Jr.



VOLUME 11

JANUARY, 1957

NUMBER 1

The Editor has received a number of suggested ways of housing a collection of transportation tokens, and we shall report in more detail on these next issue. If any more collectors have novel ideas, please let us know about them. We hope to have a large article on the many different methods in the next issue.

Inasmuch as many of our new members have no opportunity to get a copy of Atwood's Check List, we shall appreciate it if some of you who have a copy to spare would let us know about it, and thereby give our new members a chance to purchase it. While it's a "seller's market" because of the scarcity of the Check List, I would urge moderation in pricing. After all, a new 1957 edition will be ready in a few months. In this respect, there are also some new collectors who have not been able to get complete copies of the 1956 issues of The Fare Box. If anyone has page 45 of the June issue, I could use it for a member who lacks that page. Please let me know.

If you still have not sent in your 1957 dues of \$3 to our Secretary, Mr. Eisenberg, please see to it promptly. There are big things in store for the A.V.A. in 1957, and this is about the one time that no one should want to drop out.

Our thanks to those who have answered our call for articles for The Fare Box. We actually have a surplus this month. But please do let us hear from you. We are anxious for more...also we like to have lots of ads in each issue. However, I should like to ask members to go easy in those ads which simply contain a long list of tokens you need in your collections. They are lots of work to type, and your purpose would be better served by mailing out complete want-lists.



EXECUTIVE BOARD LETTER

Executive Board Members, American Vecturist Association:
Gentlemen:

I enclose herewith the copy of a letter from Mr. Max Schwartz to Mr. Ralph Freiberg, Chairman of the New Check List Committee. Also a copy of the contract from "Stack's" regarding the printing of a proposed New Check List.

I have read this contract very carefully, also Mr. Schwartz' letter to Mr. Freiberg. I, for one, am in favor of letting Stack's print this New Check List under these terms. I think this is a very reasonable price.

I know that Mr. Schwartz has done quite a lot of work getting someone to print this list. I think he has done an excellent job, and deserves the thanks of all of us.

In order that the list will not be held up any longer than necessary, I want to ask each of you, (if you approve this contract), to sign your name under mine on the enclosed copy, and on a separate sheet of paper give me the authority to sign the original contract, which Mr. Schwartz will send to me if the present Check List Committee approves it.

Proposition 1. That the Executive Board of the American Vecturist Association do hereby authorize its President, Eroy L. Kimmons, to sign the contract with Stack's for the printing of a New Check List, to be known as Atwood's Check List of U.S. and Canadian Transportation Tokens, as per contract dated December 28, 1956, and signed by Mr. Jos. B. Stack.

Proposition 2. That the Editor of The Fare Box, Mr. John M. Coffee, Jr., be authorized to call for advance subscriptions of \$5.00 each for the new Check List, through the pages of The Fare Box, and that all monies now held by Mr. Coffee from sales of previous Check Lists be included with advance subscriptions toward the purchase of the first 150 copies of the New Check List.

Proposition 3. That the A.V.A. Treasurer be authorized to pay the unpaid balance of subscriptions and Mr. Coffee's fund are not sufficient to take up the 150 subscriptions.

I trust that you will give me your prompt attention on the above proposals.

Fraternally yours,

EROY L. KIMMONS, President.

POTTSTOWN OR POTTSVILLE

Mr. William R. Tyson writes in that he thinks Pa 785 A is a Pottstown token and not Pottsville. Pottstown, he says, is about 6 miles from Douglassville, and Pottsville is 61 miles. It seems very unlikely, he adds, that a line would run from Pottsville (pop. 20000) thru Pottstown (pop. 20,000) to a little village like Douglassville (pop. 1,000). He suggests the wording on the token must really read POTTSTOWN AND DOUGLASSVILLE. Who has the token? Let us know.

THE MODEL BUS TOKEN, MAVERICK #51

By Ralph Freiberg

This 16mm bronze token with the name Model Bus on it has had me puzzled for some little time, as quite a few of them were turning up in various places in this country. However, in one city in particular there were too many of them showing up, so a watch was put on a certain turnstile and thereby a couple of persons were detected using these tokens, and they were traced back to the manufacturer. The story of the token is that they were made for an outfit named the RAM-CAR Co. of Manila, Philippines. Before they could be placed into use the token rate or possibly the company, changed or went out of existence. So there was a question as to what to do with the tokens. For want of a better solution, they were used as sample tokens, and then as they appeared similar to tokens of another company, a couple fellows started to use them in turnstiles of that other company. However in all cases like this it is overdone, and so always exposed. You will also note that on this Model Bus token there appear the letters R C which could stand for RAM CAR. I don't know at this time just how to list this token although it seems that anyone who would want one could have easily obtained it because John Nicolosi recently had an offer for these, and also Mort Dawson came up with some from another source. So therefore there are enough in the hands of collectors for them to be listed somewhere.

TOKENS OF LOUISVILLE

I recently looked up some data on this city in a library, and came up with the following: Louisville City Ry. Co. was started in 1864; Central Pass Ry. Co. in 1865; Citizens Pass Ry. Co. in 1866. Saw no mention of the Beargrass line, but the Louisville City Ry. Co. had a line running from 12th St. to Beargrass so they might have taken over this line. Louisville & Portland Line was 3 miles long and was later purchased by Citizens Passenger Ry. Co.

The first streetcar in Louisville was mule drawn in 1864 and ran from Portland Wharf on Portland Ave. to 12th & Main. Central Pass. Ry. Co. had 2 lines: 1 on Walnut St. from Garden to 18th St. and 1 on 4th from Main to Oak. In June, 1872, Louisville City Ry. purchased lines operated and owned by Citizens Pass Ry. Co. So probably the lines were all consolidated in 1890 and then used the name of Louisville Railway Co. Then around 1950 or 51 the name of company was changed to Louisville Transit Co. Our last token from Louisville has the new name on it.

Kentucky Carriers is also owned by the Louisville Transit Co. On March 29, 1928, Virgil Pierce started to operate a bus between Louisville and the area known as Camp Taylor. Later on he sold out and the line was taken over by Blue Motor Coach Lines who still operate over this route. Ky. Bus Lines is an intercity & suburban line running out of Louisville, still going but no tokens now used. Daisy Lines is current name of company that runs buses from Louisville to New Albany but no tokens used at present. This is the line that used Ind 680 B and C. Fare now 15¢. Bridge Transit Co. runs over a bridge over the Ohio River between Louisville & Jeffersonville, Ind. Fare is now 20¢ with no more tokens. Holy Family School is a school located near the outskirts of the city, and they operate a couple of buses of their own because some of their pupils live quite a distance away.

- Ralph Freiberg

New Member A.V.A. #228, private collector of U.S. & Foreign coins, medals, trade tokens, dog tags, wooden money, and masonic marks and emblems, for many years. Will trade, sell, or swap for like items, or for transportation tokens.

F. Gordon Smith - 14 Miller Stile Rd. - Quincy 69, Mass.
Old U.S. coins wanted--have collection of transfers, etc. Write if you have any coins.

Virgil B. Wilson - 6026 E. Gardendale St. - Hollydale, Calif.
Listed are a number of new or recently issued tokens that I still need for my collection. Can you help me out? Ala 560 X; Ark 190 A; Conn 85 C D; 305 J L M; Fla 380 S; Ill 70 K, 190 F, 475 B; 530 F; Ind 330 H, 350 C, 740 A; Ky 150 H, 480 T, 510 BQ BR; Me 80 A; Mass 630 F, 760 G; Mich 60 E F, 370 M N; Minn 980 E; Nebr 420 H, 640 B.

2/Lt. Harold Ford Jr., 11th Air Div. Box 374 APO 731 Seattle, Wash.
For Sale (stamped envelope please): Pa 70 A B; Alaska 300 A B; N.D. 600 B (no rim); Maverick #70 at 10¢; La 100 A at 20¢ (6 left). Others at list price. Also Minn 600 A B.

John G. Nicolosi - 2579 35th Ave. - Oakland 1, Calif.
I am interested in buying, selling, exchanging, all late types of tokens. Also interested in the old ones.

Harry W. Salavitch - 221 So. Victoria Ave. - Atlantic City, N.J.
For Sale - I have 10 Mich 75 K at 20¢ each. Please remember to enclose 3¢ for postage.

Morton H. Dawson - 182 Whiting Lane - West Hartford 7, Conn.
I have two duplicates of the Halifax, Nova Scotia, ferry token. Will let them go to highest bidders. Bids close Feb. 10.

E. Leon Thompson - 78 Park Street - Portland 3, Maine
Would like to purchase the following: SG 110 A, 210 A, 240 C, 310 A, 310 B, 320 A, 450 A, 450 B, 490 B, 490 C, 500 A B C, 730 B, 840 A B; Dela 900 B D F H J; Penna 785 B C; 780 A B C.

William R. Tyson - 518 Ashley Drive - Aiken, South Carolina
I would like to trade for the following tokens: Calif 450 C H; 745 H K, 760 D F; Fla 880 B (3); Ga 70 A; Md 60 AL; Ill 510 B, 795 K; Minn 230 H, 540 L, 760 J (2); Ohio 175 U (3); DC 500 AA (2); Hawaii 240 C (3). I have these and would like to get something in trade for them--particularly interested in 16mm from Mass., N.Y., N.C., Pa., and Illinois.

Ron O'Donovan - 780 Dominion Street - Winnipeg 10, Manitoba
Will trade for 75 of your common duplicates (or \$7 cash, postpaid): 1935 issue of Poor's Manual of Public Utilities, over 2,000 pages, weight 7 lbs. postpaid. Contains a wealth of data on trolley, bus, and electric companies.

George W. Schroder - 89-25 Elmhurst Ave. - Elmhurst 73, N.Y.
For sale for catalog price (cash): Iowa 300 E; R.I. 700 C; Ontario 125 A. Also I have the following two tokens for trade only for tokens of equal rarity that I need: Iowa 510 A and Pa 495 G.

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

APPLICATIONS FOR MEMBERSHIP:

- J236 Clifford Mishler - P.O. Box 135 - Vandalia, Michigan
Age 17, Student. Collecting 4-5 years; 5,000 coins.
- 237 John H. Kitch - 2302 No. Third St. - Harrisburg, Pennsylvania
Age 52, Storeroom Keeper. Collecting several yrs; 100 tokens.

RESIGNATION FROM MEMBERSHIP:

- 191 J. H. Stevens - 520 W. Main St. - Elizabeth City, N.C.

223 William G. Bruce - 5433 12th Street, N.W. - Canton 8, Ohio
20 R.K. Frisbee - 368 South High Street - Denver 9, Colorado
188 John Krusley - 5287 Norquest Blvd. - Youngstown 9, Ohio
51 Franklin P. Snyder - 2418 South Baldwin Ave. - Arcadia, Calif.

Toby Frisbee's new address will be effective as of February 1, 1957. Mr. Franklin Snyder is recovering from a very serious operation, and our best wishes go out to him.

LAPEL PINS

LAPEL PINS

LAPEL PINS

At the present my supply of lapel pins has been exhausted. However, Mr. B.T. Barraclough has informed me that he is willing to forward me some more, with the money being given to the treasury of the A.V.A. If there is any member who desires one, please let me know by the end of January so I can inform Mr. Barraclough of my needs and he can accordingly supply me with them. Needless to say no company wants to do business in small amounts so if there are enough requests, we will be able to obtain the pins. Please don't put this off, but sit down and write immediately. With this generous offer of Mr. Barraclough's, you will gain a beautiful lapel pin and the A.V.A. will gain a dollar.

William E. Eisenberg - 2717 W. Carson St. - Pittsburgh 4, Pa.

A MESSAGE FROM THE SECRETARY

Fellow Members: With 1956 history and a new year upon us I would like to thank all who remembered me with cards at Christmas time. You are all very kind, for which I thank you. Dues are coming in at an excellent rate and I feel sure if you continue with your effort I will be able to clean this up by the end of January. If there are any of you who did not receive the Supplement to the Check List, I still have a few copies left, and for 9¢ postage I will be willing to forward you a copy. Last year was an excellent one for new members. I feel sure if we all try a little harder and with a few ideas that are being formulated we can even have a better boost in the membership this year. Remember this is your organization, and as Mr. Dunn, #214, so aptly put it, let's all put our shoulders to the wheel and make 1957 the best year this organization has ever known. My sincere thanks for your kindness and remembrance with a Happy New Year to you all.

- William E. Eisenberg
Secretary.

The Editor of The Fare Box has received a communication from someone who is willing to sell a new copy of Atwood's Check List for \$5.00. Anyone interested in obtaining a Check List at this price, please contact the Editor. Also, if any of you have copies of the Check List that you would be willing to sell to a new member, please let me know. Give condition of the list and price asked.

PITTSBURGH DISTRICT NOTES

The Pittsburgh District Token Collectors met as scheduled on Sunday, November 18, 1956, but though the weather was perfect that day, the bad weather which had preceeded for nearly two weeks influenced the attendance, especially from out-of-towners. The usual discussions and trades took place, topped off by the showing of a group of 8 new slides. These slides showed scenes at the open house held by the Butlers of Minneapolis last August 5, and were taken by Bob Butler who very kindly donated them to the A.V.A. They were very good, Bob; we enjoyed them. They have been catalogued and are now a part of the slide collection of A.V.A. Our thanks to you for donating them to the A.V.A. and our personal thanks for letting us have them to show at our own PDTC meeting.

Right now Pittsburgh is in the grip of winter, with little relief in sight. However, we are going to try to hold our regular meeting on Sunday, January 20 at the regular headquarters, Room 1208 House Bldg.

Three things have happened recently which lead your Pittsburgh correspondent to believe that transportation tokens and token collectors are finally coming into their own. First of all, the writer was unanimously elected to membership in the Western Pennsylvania Numismatic Society. This society was organized in 1878 and is Life Member No. 39 of the A.N.A. While other token collectors have belonged (notably AVA members John Kachmar and the late Wm. Piper) the writer is believed to be the first member admitted solely as a vectorist.

Secondly, this above-mentioned society designated the meeting of November 6 specifically for EXHIBITS of transportation tokens and tickets. The writer made up a frame of each and was called upon to give a brief explanation and description of some of the more important items exhibited.

Lastly, the writer offered these exhibits to the Committee in charge of the joint meeting and banquet of the stamp and coin clubs of the Pittsburgh District, held in Carnegie Museum Hall Nov. 14. His offer was accepted, and space was allotted in a very conspicuous place at the meeting. News reel cameramen who covered the event took shots of the token exhibit which were later shown over station KDKA-TV.

The writer feels certain that this publicity cannot help but be beneficial to the cause of token collecting, knowing full well from experience that some years ago this hobby was looked upon by numismatists as a "fad," hardly even worthy of notice. Proof of this attitude is contained in an article in The Fare Box some years back which reported the almost deliberate omission of token exhibits from a national convention.

- Harry C. Bartley

Indianapolis will abandon its trackless trolleys about March 1. They first operated there in December, 1932. As a result, the Indianapolis Transit System has for sale over 3,000,000 pounds of copper wire and cable from the overhead trolley system. "Modern buses" will displace the electric buses on all routes.

MONTEREY BUS LINES OF JACKSON, MISS.

By David H. Smith

Back in 1946 a Mr. Farmer, living in the fast-growing suburb known as Level Woods, approximately five miles south of Jackson, started a bus service from there to downtown Jackson, operating with only one bus. It was known as the Level Woods Bus Line. He operated this bus line until 1948 and then sold out to Mr. O.T. King, who operated it until 1949 when Mr. T.F. Mahaffey and Mr. Carey Brent, who were at that time just starting to operate a bus service to Van Winkle (another suburb some 7 miles west of Jackson), purchased his line. Having five buses with the one purchased from Mr. King they operated both lines for several years. A Mr. Jack Sherer bought out Brent's share and later Mr. Mahaffey sold his holdings to Mr. K.L. Smith, the present owner who, on February 1, 1956, purchased Mr. Sharer's holdings and incorporated the company. It was named the Monterey Bus Lines and began operating also east of Jackson across the Pearl River to what is known as Pearl City.

He was now operating eleven buses and serving a number of people with transit service who otherwise would have had to depend upon their own means of transportation to work and to downtown Jackson. Mr. Smith started using tokens some time in 1955. The aluminum token is good for a fare within the corporate limits of Jackson. The brass and aluminum token is good for fares to Level Woods, Van Winkle and Pearl City. They were sold at the rate of 2 for 25¢ for the aluminum token and 6 for \$1 for the brass and aluminum token, and were good for the otherwise case fares of, respectively, 15¢ and 20¢.

Mr. Smith, the owner, reluctantly let me purchase a dozen of each kind of token from his small supply. However, he is ordering a new supply, and has promised to order an extra 150 of each kind solely for the purpose of supplying collectors. Consequently, any collector desiring a set of these tokens may order them directly from me. Send 35¢ cash plus a stamped, self-addressed envelope. I can supply only one set per collector. If you want more than that, you are welcome to try your luck with the owner (address: Monterey Bus Lines - 1818 Topp St. - Jackson, Miss.) Those who are ordering from me, use the following address:

David H. Smith - 312 Vardaman St. - Jackson, Mississippi

AUTOMATIC KIDDIE RIDE TOKEN, MAVERICK #70

For some time I have been wondering where the Bert Lane Company is. I had just recently noted that this company was in Miami, Fla., and then at the same time got a letter from Dan DiMichael where he had written this outfit which is located in North Miami about the tokens, and he was informed that on some of these rides were certain coin chutes which would take the tokens. The question is that maybe they could be listed under Miami, but then again they might have been used in any city where they had these rides. Mr. Nicolosi still has some of these Kiddie Ride tokens if anyone should need one.

- Ralph Freiberg

We start the new year out with two tokens--Ga 580 H and Tenn 75 K, and a possibility of 5 more. Never thought I would get Tenn 75 K as I had written letter after letter to the company. But I finally received word from the President of the company stating I could purchase the amount of tokens I wanted (I think your letter turned the tables, Harold!). Ga 580 H was first put into use in 1954; Tenn 75 K was first put into use April 1, 1950. These two tokens will be in the mails for you this month, and if I receive them in time, I will send the two from Joplin, Mo. We are having a little difficulty on these two, as it is a small concern and they don't have too many tokens on hand.

I also expect to get two from Jackson, Miss. Mr. Smith of Jackson has offered to get them for me. Thanks to you, Mr. Smith. We may also have to wait on these two from Mississippi as they are short on tokens and have to reorder. I also will send you Fla 530 H, the Keys Transit Inc., of Miami, as soon as I get them from Mr. Fyler. So that means that we have batted 100% for the year 1956. Am working on a couple from Canada. If successful I'll send to you who are on my Canada list.

When Yellow Coach Lines, Inc., ordered the $\frac{1}{2}$ fare tokens (75 K) they did not order adult tokens as they had plenty of these on hand, i.e. 75 J. They are still using them. The company still goes under the name of Yellow Coach Lines, Inc.

Hoping that 1957 brings us continued success in obtaining new issues, although 1956 was not bad at all....

- John G. Nicolosi

TOKENS OF AMARILLO, TEXAS

By Robert A. Rieder

The first company to undertake bus transportation in Amarillo was the Country Club Bus Line. This line issued the token known as Tex 30 A. When this line went out of business the Amarillo Bus Line took over operations of the buses. This company issued two tokens, one full and one half fare. Both of these tokens had a D in the center. This was because the owner of the bus line was named Doerfler, hence the D. The Amarillo Bus Line was purchased by the Amarillo Bus Co, which operated the city buses at the present time. The owner is a family named Nussbaum. Amarillo Bus Co. has issued two tokens, a full and a half fare, listed as Tex 30 D and E.

Before the bus lines came into being in Amarillo there were two streetcar lines. The Amarillo Traction Co. and the Amarillo Street Railway. In the past few months I have been delving into the history of the transportation facilities here in Amarillo, and hope to send you a more complete history next year.

I have been lucky enough to get all the tokens which have been issued un Amarillo. The most difficult one to find was 30 A. But I located one in the bus company foreign-token-box, which I bought for 10¢. I have obtained many tokens from the odd-token boxes of bus companies around the panhandle of Texas.

JANUARY SUPPLEMENT TO ATWOOD'S CHECK LIST

By Ralph Freiberg

MISSISSIPPI

Jackson 460 (reported by David H. Smith)
 MONTEREY BUS LINES, INC. JACKSON, MISS.
 K A 23 Sd Good For One Fare \$0.15
 L B 23 Sd Good For One Fare (aluminum center) .20

MISSOURI

Carthage 160 (reported by Johnnie Jones)
 JASPER COUNTY ELECTRIC RAILROAD CO.
 B o A Oc Sd One Fare $\frac{1}{2}$ (27mm) ?
 St. Louis 910 (reported by W. Vredenburg)
 ST. LOUIS PUBLIC SERVICE CO. (BUS type #3)
 R o B 25 Sd Park . Ride . Token (automatic gate) .25

OHIO

Piqua 730 (reported by George Gould)
 W.F. ROBINS & CO. FIFTEEN CENTS. 15 (Mfg's name)
 F o B 30 Sd Good For 1 Ride On Bus Piqua, O.

NOTES BY RALPH FREIBERG

We start the new year out with a couple of nice discoveries. Johnnie Jones on a trip to Carthage looking for other token listed from there, happened to run into someone who, on being questioned about the other item, mentioned that he had a token for another line. So now Johnnie Jones is the proud possessor of a nice token. This line was called the "White Line" because the color of the cars was white. It began operation in 1894 and ran about two years before selling out to the Southwest Missouri Railroad of Webb City. See Mo 960 A. This Jasper County Line ran from Carthage to Carterville and then it connected to the old Southwest Missouri Railroad. By buying out this line the Southwest Missouri then had a line from Carthage to Webb City. Besides the aluminum token for $\frac{1}{2}$ fare, there is also a rumor that there was a yellow celluloid token for an adult fare. However, Johnnie is doing his best to locate more of these.

George Gould, a new collector, has come up with an unlisted token through a coin dealer and at this time we don't know just when it was used. It might have been used before the Dodge Taxi & Bus Co. It might not have been used too long ago, and so it will be a little while before we can tell just how many will turn up to price.

Speaking of prices, it has been suggested that instead of giving a price on the tokens of which fewer than 10 exist, we should simply use such a word as "rare." No matter what price may be given them, if there are fewer than five, any catalog price will mean nothing, as a token of that rarity will bring five dollars or more. However, to go over the entire list and have such tokens marked thus would take too much time and we don't want to delay the printing of the new Check List. However, in all future listings in The Fare Box, no price will be given till it is known that ten or more exist. This will then take care of the rarer tokens. If everyone would send me a want-list then I could have a better idea of how many of certain tokens exist. However it may be too late to do this as the revised

Check List may be sent to the printer. However, when we do get the new list, I would like a want-list from everyone so as to be able to keep records on them and some day I would then have a more accurate pricing index for tokens.

Dave Smith of Jackson has sent in a couple new tokens from his city. This line is more of a suburban line and fares within the city of Jackson are 2 for 25¢--the same price as the regular city buses which also charge that. The aluminum one is for the ride within the city and the brass one with aluminum center is for a ride that crosses the city line. This line runs from downtown Jackson to Pearl City, east across the Pearl River on Highway 80 and south on old Highway 51 to Levelwood beyond the corporate limits of Jackson. So for the longer ride it is a 6-for-\$1 token. I don't know just how these tokens are made but the brass one looks like it had a big hole in the center and then filled up with aluminum. The owner of this line does not have too many tokens on hand, but expects to order some soon, so it may take a little while to get enough to go around. Be patient.

This Park & Ride token from St. Louis we had mentioned sometime back, but needed more opinion on it, if enough considered it a transportation token. There are enough in favor of listing it, so therefore it is being listed...Although not good for a ride on a bus. You had to board a bus and pay your fare and then were given a token to raise the gate in the parking lot so you could drive your car out. So unless you rode the bus, there was no way of getting the token. As the token should only actually cost about a quarter, you had to park your car and then ride a bus downtown and then another bus back, so through all this you would have to pay about 50¢ before you could actually get a token. However you could park your car in the lot and raise the gate by putting in a quarter in the automatic gate.

I am a little delayed in getting those other tokens from Joplin, so will carry listing of these when we get hold of them.

CAMP TAYLOR BUS TOKEN (MAVERICK #60)

This token I have always believed to be from Louisville, but cannot get any confirmation on that. In doing some checking I find that Camp Taylor was a camp used during the war in 1918 and that after that was it was deserted. Since then homes have been built in this area and the location still carries the name, although there is no camp there. No one seems to know of this bus line, so there is a slight possibility that there was such a line at one time, but I cannot be definite. Virgil Pierce in 1928 applied for a permit to run a line to this locality and he in turn later sold out to Blue Motor Coach Co. However the Blue Motor Coach or the Louisville Transit have no information on this line. So if it was actually used for a line to Camp Taylor in Louisville is something that will be a mystery until someone can come up with further information. I do not like to list from there, and then later find out it was used somewhere else.

The first electric elevated railroad opened on June 2, 1883. The first subway opened on September 1, 1897, in Boston.

THE FARE BOX

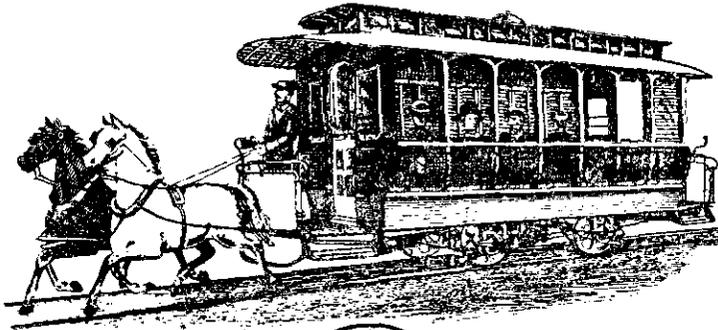
A MONTHLY NEWS-LETTER FOR THE COLLECTORS OF TRANSPORTATION TOKENS

New Issues Editor

RALPH FREIBERG
4142 - 26th Street
San Francisco 14, Calif.

Asst. New Issues Editor

JOHN G. NICOLSI
2579 - 35th Avenue
Oakland 1, Calif.



Editor

J. M. COFFEE, Jr.
P.O. Box 1204
BOSTON, MASS.

Associate Editors

HARRY C. BARTLEY
ROBERT M. BUTLER
HAROLD FORD, Jr.



VOLUME 11

FEBRUARY, 1957

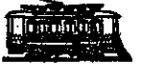
NUMBER 2

SPECIAL ISSUE ON HOUSING THE COLLECTION

This issue is devoted, for the most part, to articles and letters and suggestions received from various collectors telling of the manner in which they house their token collections. This does not mean there is no other news. There's plenty of news in this issue, covering every angle of our hobby. For instance, how many of you knew there was a real live organization of bus-fans? We've all heard of trolley fans, but who ever heard of enthusiasts for the arch-enemy of the trolley car? Well, I have found such an association. They publish a handsome slick paper magazine every other month, and we've agreed to swap publications. They are running a fine article on token collecting in their next issue, and in turn we are running an article about their organization in this issue. More power to them! Maybe there's more romance in the old motor bus than any of us had realized.

A couple more people have written in that they are willing to sell their copies of Atwood's Check List, 1952 Edition, in good condition, for \$5.00 each. So if any reader desires a copy of the Check List, please let me know.

Have you ever noticed how incredulous people are when you tell them you collect streetcar tokens? To some people, it seems about the most ridiculous thing in the world to collect such things. Inevitably they ask, "Buy why do you collect them?" And about the only answer that is always available is something to the effect that you save tokens for the same reason that people save coins or stamps or buttons. Actually, it is very difficult to explain why one collects anything. I suppose there are a variety of reasons. For some people, the col-



lecting instinct probably satisfies a desire to be important. If you have a large collection of transportation tokens, then you are at least very important to a small group of people. Others collect tokens because they love trolley cars, and tokens are often the only tangible things left to remind us of the glorious days when the nation was all-trolley. Others, being coin collectors by nature, collect tokens because they are round and made of metal--and such people save anything that is round and made of metal. Others are students of history, and find in tokens valuable artifacts, valuable relics, of an ancient and extinct form of civilization once extant in America.

Transportation tokens are really forms of money, for each token has at one time in its history carried a definite value at which it would be accepted by the issuer. Interestingly enough, the value of the same token often has varied with changes in fare rates. Boston's current token, for example, started out worth 15¢. Then it went to 18¢, and now it is worth 20¢, face value. Transportation tokens are unique forms of money, then, privately issued, and accepted only in payment of transportation. And because transportation has played a decisive role in the development of America, the little transportation-coins, or transportation-money which we sometimes call "vectures," are a very important item in the development of America, too.

Why collect transportation tokens? Because there are lots of them, and they are inexpensive. Because it's a lot of fun to dig them up in the most unlikely places. And because other people who collect them are some of the nicest, and most generous, and most patient people in the world!

A HUNDRED DIFFERENT WAYS TO KEEP YOUR TOKENS

Vecturists are an ingenious bunch when it comes to ways of keeping their tokens. There are nearly as many different ways as there are collectors. We have received only a few letters from collectors on the subject, which serve to make up much of this issue. But there are many, many other methods of filing tokens. For example, Roland Atwood, whose U.S. collection is probably the world's largest, keeps his tokens in bouillon cube cans--he has hundreds of those little cylindrical cans, of all sizes, in which his tokens are carefully stacked. They make nice air-tight containers, he says. And Roland can find you any particular token in sixty seconds, though how he does it only he can ever figure out! Another prominent collector, the late Ray B. Cooper of Chicago, kept his tokens in jars. He had a system, so he could tell which jar held which token in a jiffy. And nobody ever touched his tokens! He'd show you the right jar, and after much jiggling and shaking, the token in question usually came into view. I understand they were about quart size. Then there was the method tried by Your Editor. I took strips of Crystal Mount, which is a cellophane mounting material made by H.E. Harris & Co. for stamp collectors. They are flat tubes of cellophane with adhesive material on the top of one side. Tokens could be placed in Crystal Mount and stapled to cardboard pages in an album. It was fairly satisfactory, but too much work and too expensive and too bulky. And you either had to leave room for tokens you needed, or put later acquisitions out of order. So I gave that up and went back to 2x2 coin envelopes, the old standby which is probably the most popular method, because the easiest and least expensive.

Some collectors make all manner of notations on the envelopes in which they file their tokens, such as where obtained and how much the token cost. Sometimes clever little codes are used for the latter, lest the curious visitor find out that we really paid \$10 to a sharp collector for the token which we claim we bought for a quarter from some unsuspecting dealer. But as for myself, I simply write the Atwood number on the envelope. Consequently, if I lost my Check List, I'd have a devil of a time locating any given token.

There are other, quite elaborate and commendable ways of keeping your tokens. Paul Fouts of Seattle keeps his nearly complete collection of Washington, Alaska, and Hawaii tokens in a neat album. The pages are made of cardboard with holes carefully punched to the exact diameter of the token. Several other Seattle collectors utilize this time-consuming but attractive method. The late Basil Brandon of San Francisco used the same method...and I'm sure there are several others who do it that way.

Charlie Lamb of Long Beach, Washington, made patriotic displays of his tokens during World War II and thereby gained considerable publicity in national magazines. The tokens, arranged in frames under glass, would form some symbol such as the American flag, or a shield, and the letters in the tokens would spell out appropriate slogans, such as "Buy Defense Bonds." A number of other collectors have used this idea, for it makes a sure-fire winner in any hobby exhibition. Ed Rudolph of Seattle made a large frame of tokens telling about the hobby, the message spelled out in tokens, for the Western Washington State Fair. The entire Seattle Transportation Token Club had such displays in the hobby room at the Fair for several years.

Mr. Ficklin of Los Angeles has a particular attractive display of tokens in his home. The tokens are arranged in glass frames on the wall. There are many frames, and the over-all picture is very attractive. Probably the most satisfactory of all methods, but of course it is expensive and time-consuming. Mrs. Ficklin, by the way, collects salt and pepper shakers, and has hundreds of them.

Another California collector using the wall-frames idea is Edrick J. Miller of Costa Mesa. He sends two newspaper clippings of his collection, and the following explanation:

"Although my method of housing my collection couldn't exactly be considered novel, I thought that I would submit it anyway as I think it makes for a fairly nice presentation. First of all, I have divided my collection (U.S. tokens only) into four groups: West, South, Mid-West, and East. At present ten 12x16 black frames make up each group. All tokens are glued to a piece of white mat board cut to fit the frame. Ten rows of eight tokens. The center two rows hold the large sized tokens and the remaining eight rows hold the 16mm. Below each token is typed the name of the city represented. I use model airplane glue to hold the tokens in place, as all you have to do to remove it is to put your token in boiling water for a short time and the glue peels off without harm to the token (metal tokens only, of course!) As for housing a collection of tokens from each major city, I had my wife make up a colored map of the U.S. on a piece of plastic table cloth mounted on a piece of beaver board. The map is 4x6 feet and the tokens are glued in place as to the city represented. A little scene

also depicts each city. For example, San Francisco has the Golden Gate Bridge; Philadelphia has the Liberty Bell, etc."

By far the most popular method submitted in the past month is some variation of the coin envelope idea. Mr. Smith of Quincy, Mass., submits the following:

"Being a coin collector for the past 50 years, and after joining the A.V.A. I immediately turned to cellophane envelopes for easy access and visibility of my tokens. However I found that if $1\frac{1}{2} \times 3$ cellophane envelopes are used, you can cut 8 enclosure cards from a 4×6 regular file card, bought in the dime store. This smaller size can be filed in 3 rows, strips of cardboard between, in an ordinary 5×9 cigar box, or in any 3×5 filing cabinet. The smaller size envelope also gives you more of a fold over for closer filing, and they are only 50% per 100. I have always been proud of my coin collection, protected by cellophane, and I therefor use the same method of protecting these most interesting tokens. I offer this information in answer to Mr. Tyson's request in his recent article, as a help to those who may want to try his suggestion, and come to grief with a $2\frac{1}{4}$ inch envelope with only a $\frac{3}{8}$ inch fold-over. The 3-inch envelope gives a 1-inch fold-over and files much easier."

Mr. Tyson, whose article started all this, sends us another letter, in which he has this to say:

"I've been looking for a good way to house tokens for a long time. Now I think I've found it. My specifications were: (1) one token per mount, to give flexibility to display and fitting. (2) both sides visible. (3) space for recording date. (4) adaptable to standard 2×2 coin fitting systems. (5) Very cheap. (6) Not too difficult to fabricate. (7) Neat and attractive."

Mr. Tyson sends along a sample of his mounts: a regular 2×2 coin envelope with a round hole punched (or cut) through it. Inside the envelope is a sheet of clear thin plastic, about 2×4 , folded over to hold the token and fit into the envelope. He goes on to say:

"I am improving this by making the envelope hole smaller and the spot welds (the plastic is held closed, or sealed, by two spot welds) on the plastic closer to the token. I plan to have 2 standard size and make others up as needed: tokens 16-19mm, hole 20mm diameter. Plastic welds in circle 26mm diameter. For 20-25mm tokens, hole 25mm, welds on 31mm diameter. The plastic can be any standard sheet plastic; mine is 5-mil thickness. It is important to have it relatively stiff. I cut it out with an Exacto knife on a jig and wled it with a touch (3 touches) of a soldering iron. The weld locations are carefully determined by experiment to hold the token securely, but still permit insertion and removal of the token. Envelopes are standard 2×2 kraft coin envelopes. Circles are cut with a Stanley adjustable hole cutter in a $\frac{1}{4}$ " drill press--stack of 15 envelopes at a time. Any readers may have a sample of this method, with token inserted, if they will send me 2 10¢ tokens (the one I return will be different). Write C.B. Tyson - 117 Ridgeland Road, Lynnfield - Wilmington 3, Del."

Mr. Philip Easterly submits the following, concerning his method of housing a collection of tokens:

"Enclosed you will find a color-slide "Ready Mount" showing my method of filing tokens...By placing a token in the Ready Mount and using a warm iron (a regular clothes iron) to heat the ready mount so that it will seal. I buy Kodak Ready Mounts that cost a little over 1¢ each and a sheet of plastic from the dime store...Cutting the plastic and bending it to fit the Ready Mount. Plastic is glued to the Ready Mount so that it will not pull out when removing the token. Place token in between plastic and seal with hot iron. In this way, I can file tokens in a regular color slide file box. The file box I buy from Sears Roebuck at \$1.00 (may cost more now)."

Mr. Easterly adds in his letter that he has found 15 different hole-sizes in Tenn 710 A tokens.

Mr. Lester D. Grady, of Palmerton, Pa., has made up an exhibit book for some of his tokens. His letter follows:

"I haven't solved the problem for handling all my tokens, but I have made up an exhibit book from which I derive much satisfaction, and I find it is interesting to non-vecturists. I mount the tokens between 9" x 11" cellulose acetate sheets with DuPont cement. In this way both sides can be observed. Both sides of the token are protected by the folded sheet (I can give numbers for ordering sheets and book if anyone is sufficiently interested to copy this scheme). On a white sheet in back of the double clear plastic sheet, I type information about the tokens which lie on top. I will list the sheets which I have prepared to date, in order to give you a better picture: (1) History of passenger transportation in tokens. Horse-cars; trolleys, various styles of buses. (2) Transportation tokens used for many purposes. Tunnel, subway, ferry, postman, bridge, taxi etc. (3) Transportation tokens of 48 states (16mm). (4) The alphabet (with one exception. Will someone please write the Chamber of Commerce in Quincy and have them do something about this missing piece of my design?!) (5) Pictorial tokens. Old Man of the Mountain; rose; beehive; azalea; etc. (6) Interesting cut-outs in tokens. apple, heart, star, etc. (7) These tokens look like antiques--and they do.

"Max Schwartz has cautioned me about not using DuPont cement to stock-tokens to acetate because, he says, it reacts in time with certain metals. I have not noticed this. If for any reason it becomes desirable to remove the adhering cement, soaking in water for a while will make it loose enough to peel off readily. Besides, one can make up a nice exhibit book using the cheaper, relatively common tokens. This book I can keep out to show to friends. If I owned any rarities I suppose they would end up in a safe deposit box somewhere where they could not be enjoyed."

One of the fanciest methods of keeping your tokens is offered by the Hollander Coin Albums. Designed primarily for foreign coins, they work quite satisfactorily for transportation tokens. The idea here is thick heavy cardboard pages, with a clever slide-in arrangement. Tokens fit in small cardboard slides, size 2 7/8 x 2 3/4. Slides have holes punched in them to fit nearly any size from 8mm to 50mm. Four 16mm tokens will fit in one slide. A page holds 12 such slides, and there are cellophane sheets which fit snugly over the slides, thereby showing both sides of the token. The pages will fit any 3-ring binder (there are small half-size pages, too). If you

want to keep your collection in neat albums, this is the answer. There are slides to fit every round size of transportation token, and up to 24mm, you can get 4 tokens to a slide. Most sizes of tokens fit snugly into their holes; will stay in that position and not slide around. However, on the all-important 16mm size token, the holes provided are either too large or too small. They have a 16mm size hole which is just a trifle too small for most of our "16mm" tokens. They also have a 16½mm size hole, which is just a trifle too large for most of our 16mm tokens. The token will fit in nicely, but tends to turn about, and inevitably ends upside-down. Except for this, the arrangement is excellent. You can put all different size tokens on one page.

Of course the biggest draw-back to the Hollander albums in the cost. The album page costs \$1 without slides, which are 5¢ each. Thus it costs \$1.60 per page complete--a high price to house 48 tokens at the most. I thought of using this method myself, but even with a generous discount, I figured it would cost me over \$150 to house my collection this way. Actually, I don't know of any collector of transportation tokens who uses the Hollander albums, mainly because of the cost. I suppose one starting out, with not too many tokens, wouldn't find the expense too stiff. But to buy enough pages to hold a big collection of, say, 4,500 tokens would be too expensive for most of us.

Still, Hollander albums offer a beautiful method of keeping your tokens, if you can afford it. Those interested in these albums may write Mr. Foster B. Pollack (1841 Broadway, Rm 201 - New York 23, NY) who offers a free brochure and a 10% discount. I believe Mr. Pollack is one collector who does use them.

This ends our discussion of methods of housing the collection of transportation tokens. I want to thank those collectors who have written in with suggestions. I suppose the last word has not yet been said, and if anyone else has a novel method, we invite him to let us hear about it. From soup-cube cans and glass jars to Hollander coin albums and glass frames, the important thing is still the tokens themselves, and not really the manner in which we keep and display them.

- John M. Coffee, Jr.

Mr. F. Gordon Smith informs us that he has found an interesting token, described as follows: WM 20 Sd "Coney Island 5" on obverse; "5" on reverse with circle of 16 stars. It looks like a shield nickel, he says. Perhaps this token was used for the same purpose as the now infamous "Feltman's Coney Island" token. Perhaps, on the other hand, it was good for an amusement ride.

RESIGNATION FROM MEMBERSHIP

61 John Metz - 1033 Seminary Ave. - St. Paul 4, Minnesota

Mr. Metz is "unable to continue with so many hobbies," and he wishes us the best of luck in A.V.A. and with The Fare Box.

MOTOR BUS SOCIETY ENTERS ITS TENTH YEAR

The Motor Bus Society, 517 East Nelson Avenue, Alexandria, Va., will enter its tenth year this March. The Society, filling a gap in the list of transportation enthusiasts associations, provides a meeting place for all those interested in the design, construction, operation and maintenance of buses.

The Motor Bus Society maintains a library of over 50,000 photographs of buses all over the world--and being added to daily. Also in this library is a file on each model of coach built. This library takes up the entire third floor of 1383 DeKalb Avenue, Brooklyn.

Another interesting project is the establishment of a museum of old buses. Already one has been donated, a 1932 Yellow Coach deluxe cruiser, formerly of Greyhound. It was donated by a small charter bus operator who used the coach until recently. This coach is presently in Southern New Jersey being readied for the road. Other coaches will be acquired in time.

For photo fans is an interesting part of the MBS known as the photo-packets. Ten to twenty photos are placed in an envelope with a list of them and a list of addresses. This is sent to members on the list. Each photo removed is replaced by another and entered on the list. So each member has a monthly "trade" all arranged on approval.

The Society also prints Motor Coach Age which features pictures, stories, and news about buses. This is issued bimonthly.

The Society is made up of (1) enthusiasts in all walks of life interested in buses; (2) people working in the bus industry; (3) and companies. Membership is only \$3.00 per year.

DUES DUES DUES DUES DUES DUES DUE

All dues for 1957 were due and payable January 1, 1957. You will be carried until April 1 when, if not paid, you will be automatically dropped from the active list. The amount again: \$3.00. At this writing there are only 48 unpaid members. How about sitting down and sending them in today. THIS WILL BE THE LAST TIME THE SUBJECT WILL BE MENTIONED so be sure the mailman delivers that really interesting and enlightening edition of April Fare Box.

William E. Eisenberg - 2717 West Carson St. - Pittsburgh 4, Pa.

CALLING CARDS FOR VECTURISTS

A number of collectors have expressed interest in the cards used by Roland C. Atwood, A.V.A. #1. They feature a small picture of a horse car, and have helped Roland more than once to get into the inner sanctum of some big official at a transit company, and hence to get some old tokens. If you would like similar calling cards, featuring the little picture of the horsecar, write "Card-o-Print" Box 1414, Ojai, California. They cost \$2 per 200, or \$3.50 per 500, postpaid. It took Roland four years to find another printer with a picture of a horsecar, but he finally found one.

Would like to purchase the following Minn. tokens. Will pay over catalog price: 30 A B C, 50 A, 60 A B, 90 A, 110 A, 120 A, 180 A B, 400, 490, 590 A, 660.

Mike Sichak - 4712 Quail Ave. No. - Minneapolis 22, Minn.

Will trade 5 streetcar and bus tickets...PLUS 3 different transfers from Canada and the States, for any ONE token. Some of these date back 30 years or so. I also have a batch of weekly transportation passes from Milwaukee, Wisc., dated from 1936 to 1942. What offers?

Ron O'Donovan - 780 Dominion Street - Winnipeg 10, Manitoba

Will trade for 75 of your common duplicates (or \$7 cash postpaid) 1935 issue of Poor's Manual of Public Utilities, over 2,000 pages, weight 7 lbs. postpaid. Contains a wealth of data on trolley, bus, and electric companies.

Geo. W. Schroder - 89-25 Elmhurst Ave. - Elmhurst 73, N.Y.

Part two of the list of new or recent issued tokens that I still need for my collection. Can you help me out? NJ 555 F; NY 395 A, 630 AP, 685 E, 735 G; NC 710 B, 770 C; Ohio 230 U, 475 BT, 505 G, 815 B, 835 A; Pa 360 C; RI 520 H I; SD 680 B; Tex 445 J; Wash 840 O; WVa 290 H; Wisc 220 G.

- 2nd Lt. Harold Ford, Jr.
11th Air Division - Box 374 - A.P.O. 731 - Seattle, Washington

Wanted - Minn 490. Will pay \$25.00 for perfect specimen. No trades. What am I offered in trade for Minn 400 ?

B.T. Barraclough - 3635 Nicollet Avenue - Minneapolis 8, Minn.

For Sale: Minn 820 C 50¢. Ill 530 E & NY 631 B 25¢. Ind 860 L 20¢. Fla 530 C, Ga 450 A, Ill 765 A, Mass 695 A, NY 210 A B, ND 260 I, Okla 640 G, Va 20 K - 15¢.

Claude G. Thompson - 2445 Aldrich Ave. So. - Minneapolis 5, Minn.

For Sale or Trade - Pittman O-Gauge trolley car kit, No. 500-1 with power unit. Original retail value \$15.90. Write for details.

Cornelius B. Tyson - 117 Ridgeland Road, Lynnfield, Wilmington 3, Del.

For Sale - MODEL BUS TOKEN, Maverick #51 for 25¢ each and a stamped return envelope. I have 5, so first come, first served.

Morton H. Dawson - 182 Whiting Lane - West Hartford 7, Conn.

A.V.A. #228, private collector of U.S. & Foreign coins, medals, trade tokens, dog tags, wooden money, and masonic marks and emblems, for many years. Will trade, sell, or swap for like items, or for transportation tokens.

F. Gordon Smith - 14 Miller Stile Rd. - Quincy 69, Mass.

For Sale at Check List. Please enclose stamped envelope. Ill 150 T, 690 B. Ind 330 B F, 660 G. Kans 150 C, 540 C D E F, 550 A, 940 L. Ky 150 D. Mich 370 J. Mo 430 A, 440 B L, 880 D, 910 C D. Neb 360 G 700 I. NJ 555 D. ND 260 I, 900 B. Okla 640 C. Ore 700 G. Pa 750 Y. Utah 750 N. Tex 445 B. DC 500 V. Hawaii 240 C D.

R.F. Sanders - 4931 No. Mississippi Ct. - Minneapolis, Minn.

For sale at catalog: Ind 960 B. R.I. 700 C. Ontario 125 A.

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

APPLICATIONS FOR MEMBERSHIP

- 238 Harry W. Salavitch - 221 So. Victoria Ave. - Atlantic City, N.J.
Age 70, Social Secretary & Dealer. Collecting 20 yrs; 300.
- 239 Robert H. Solomon - 1703 "A" Third St. - Alameda, California
Age 34, Graphic Arts Helper. Collecting 4 yrs; 251 tokens.

CHANGE OF ADDRESS

- 20 R.K. Frisbee - 211 King Street - Denver 19, Colorado.
(effective March 11. Disregard listing last month.)

A MESSAGE FROM THE PRESIDENT

To my Fellow Vecturists, Greetings:

I am very happy to inform you that the entire Executive Board, along with the entire Check List Committee, approved the contract with "Stack's" for the printing of a new Check List. There are always differences in any organization--while some approve certain provisions, others disapprove them, but we feel that a new Check List printed under the terms of this contract will be a big help to all of us, and enable us to continue our drive for new members. It is hoped that before very long this new list will be coming your way.

I also feel at this time, since the Check List will not be done on our mimeograph machine, that Mr. Coffee can continue to use the present machine. Those of you who have mailed contributions to Mr. Frisbee for the new mimeograph fund may request that your contribution be sent in for a new Check List, if you so desire.

I am asking Mr. Coffee to accept your advance subscription of \$5.00 per copy for the new Check List.

The Secretary informs me that (at this writing) there are 59 members who have not paid their dues for 1957, most of whom are the older members. Come on, Fellows, don't forget to send in those dues.

Mr. Schwartz has offered to let the A.V.A. use his large office to hold our convention. He also has a couple of small rooms that can be used for committee meetings. Thanks a lot, Max, for this kind offer. The Executive Board members and myself accept your offer. I have asked Mr. Schwartz to contact several of the hotels near his office and make arrangements for all members to stay at one hotel. Max has also promised to have a baby sitter for the night of our banquet to take care of our children; perhaps tickets to a TV telecast, or other entertainment. So plan now for that vacation trip and include your A.V.A. Convention in New York City, August 3-4, 1957.

I would like to urge that every member who can do so, to bring a display frame of your pet tokens, tickets, zone checks, etc. All of us enjoy looking at these rare items, and it's good advertising for our hobby.

I trust that I may have the pleasure of seeing all my old friends again at the convention, and meeting many more of you in person.

Fraternally yours;

EROY L. KIMMONS, President.

CALL FOR NOMINATIONS

The Constitution & By-Laws of the American Vecturist Assn. (Article V Section 1) provides for the election of officers to be held at the Annual Convention which, this year, will be held at New York, N.Y., August 3 and 4. To initiate such proceedings, I do hereby issue a call for nominations. These may be made by any member in good standing. (continued on next page)

CALL FOR NOMINATIONS (continued from preceding page)

Nominations in writing are to be sent to the Secretary, William E. Eisenberg - 2717 W. Carson St. - Pittsburgh 4, Pa., who will thereafter communicate with the proposed nominee, requesting his or her acceptance. Such nominations will be published in subsequent issues of The Fare Box, together with the action of the nominee thereon. Nominations will close on May 5, 1957.

All five offices: President, Vice-President, Secretary, Treasurer, and Curator, are open for nominations. If you desire to make any nominations, please do so at an early date.

EROY L. KIMMONS, President

NEW ISSUES SERVICE NEWS

By J.G. Nicolosi

This looks like one of those slow months, as I only have one new issue to send you: Calif 715 S, a new school token from Sacramento. No new adult token as yet with the Transit Authority inscription. I have been working on this token for some time now, have written letter after letter to the company, but with no response. On his way home from San Francisco, via Sacramento, Mr. H. Chesney stopped by the transit company office, and sure enough he discovered this new school token. Mr. and Mrs. Chesney, Ralph Freiberg, and I enjoyed a pleasant afternoon here at my home, discussing tokens. Mr. Chesney sent me a supply of these tokens for the New Issues Service, and thank you a lot, Mr. Chesney.

I am still waiting on the tokens from Joplin, Mo. Johnnie Jones was to get these for me, but he has been ill in the hospital. Get well quickly, Johnnie! As soon as he is able, he will send me the two tokens from Joplin.

I also am still waiting on the Keys Transit token from Miami, Fla., and will send them out as soon as I receive them. Still no word on the Canadian tokens; I'll keep trying.

ADVANCE SUBSCRIPTIONS FOR THE NEW CHECK LIST

As readers of this news-letter know, work has already started on a brand new 1957 edition of Atwood's Check List, which will be an improved cloth-bound printed book on good quality paper. It promises to be a major contribution to numismatics, and will be a veritable encyclopedia of information about transportation tokens. The book will include U.S., U.S. Possessions, and Canada. There will be 1,000 copies printed, and the book will sell at \$10.00 per copy. It will be the official catalog of the A.V.A. However, A.V.A. members who subscribe in advance of the publication date, may have copies for \$5 each. We have promised to take 150 copies at \$5 each, so we need your subscriptions now. If you can use two copies, by all means order two. Send in your subscriptions, \$5.00 each, to the Editor of The Fare Box. Copy will be in the printer's hands by June, and the book will be ready as soon as he gets it printed after that.

FEBRUARY SUPPLEMENT TO ATWOOD'S CHECK LIST

By Ralph Freiberg

CALIFORNIA

✓ Sacramento 715 (reported by Harold Chesney)
SACRAMENTO TRANSIT AUTHORITY
S Bz 23 Ht-sc School Token \$0.10

ILLINOIS

✓ Rossville 763 (reported by Max M. Schwartz)
ROSSVILLE DANVILLE
A o Bz 23 R One Ride Purple System ---

MARYLAND

✓ Baltimore 60 (reported by Harold Chesney)
CENTRAL RAILWAY CO.
AN o B 25 C-sc Good For Employees Only ---

CANADA - QUEBEC

✓ Sherbrooke 850 (reported by John G. Nicolosi)
SERVICE LARAMEE INC SHERBROOKE. QUE
D o B 20 Bar Bon Pour Un Demi-Passage .15

CORRECTIONS

In the new edition of the Check List, the following changes will be made:

- ✓ Ind 330 F will be changed to 390 B
- ✓ Ky 10 E will be listed under Paducah, Ky. ^{64C}
- ✓ Ohio 165 AB will be listed under Ohio, as Ohio 230 V (Dayton)

NOTES BY RALPH FREIBERG

This month we have a couple more old discoveries. After mentioning a couple months back that there should be another token for the Purple System, and wondering where it could be from, Max Schwartz has come up with the missing one. So far as I know this is the only one in collectors' hands, and the future policy of not pricing any token until five are known will apply.

Harold Chesney has also come up with another old token. Although not picked up near the city we have listed, the only place it would seem to be from would be Baltimore as there is another token, Md 60 O, which could be from the same company. From what we can gather, the United Rys. & Electric Co. of Baltimore was incorporated March 4, 1899, with a reorganization of the companies it controlled. Central Ry. Co. was one of the companies controlled. So from all information available, this token must have been used prior to 1899, if it is from Baltimore.

I mentioned a few issues back that Sacramento Transit Authority (municipally owned) bought Sacramento City Lines, which was owned by National City Lines. Tokens of the former company are still being used, but a shortage of school tokens made some new ones necessary. So Mr. Chesney on his way home from a vacation stopped over in Sacramento and discovered the new school token. Perhaps a new adult token will appear in the future if they run low on the old one.

In writing to a Canadian city to see if he could find some dog tags, Mr. Nicolosi was sent the Sherbrooke token. It was probably replaced by the other school token we have listed from Sherbrooke, so most probably it is obsolete. Strange as it seems, when a token shows up a couple years after its use, Max Schwartz also came up with the same token, within a week of its being reported.

In the new Check List, on which we are now working, there will be a couple of changes of listings. The token shifted from Cincinnati to Dayton was mentioned some time back in an article by Dave Jordan. As no one else seems to be able to dispute this claim, the token will be listed under Dayton. As for the token shifted from Gary to Hammond: city operations in Gary are by Gary Rys, and the Chicago & Calumet District Transit Co. operates in Hammond but does not run buses from Chicago to Gary, so the proper place for this token is Hammond. Another token on which there has been discussion is the one listed under Ashland, Ky. It was listed there in the belief that the "A" in its center stood for Ashland. However a couple collectors disputed this and said the "A" stood for "Adult," and that the token was from Paducah. In digging through some records of Kentucky Utilities Co. I can find no mention of their operation in Ashland, but only mention of operating bus systems in Paducah, and also the operation of the Kentucky Traction & Terminal Co. of Lexington, which they purchased in 1935. So this token could only be from Paducah, or possibly Lexington.

I also have a letter from Bill Eisenberg in which he mentions that tokens of the Connecticut Company were plated and used in Pittsfield, Mass. The Berkshire St. Ry. of Pittsfield is owned by the same outfit that uses the Connecticut tokens 305 G H and I. These tokens have been used in Pittsfield in the past, but I guess this was not ever mentioned in The Fare Box because only one city is listed for the tokens. Eisenberg has the information that 50,000 of the Conn 305 G tokens (white metal) were brass-plated and used in Pittsfield from May 17, 1953, to September 19, 1955. Mr. Nicolosi, in trying to see if he could obtain any for the New Issues Service, was told that tokens were discontinued and those on hand had been destroyed. So from all indications it seems that tokens of this nature were used, and if so, will be listed under Mass 645 A. However, for the meanwhile, we'll see if we can find out anything further.

AN ELEVATOR TOKEN FROM SWEDEN

By J.M. Coffee

The world's safest form of mass transportation is the elevator. Generally, these do not charge any fare. However, there are a few elevators that apparently do charge a regular rate of fare. One of these is in Stockholm, Sweden. Recently I was explaining our hobby to Dr. Krister Stendahl, Professor of New Testament at Harvard University. Prof. Stendahl, who left Sweden only two years ago, informed me that there was an elevator in Stockholm that used fare tokens. He promised to get one for me. Within the week, I received one of the tokens in the mail from him. The elevator is called the "Katarinahissen." The token is B 18 Sd. On one side are the letters KF. On the other side is a picture of the elevator--an outside affair with a ramp leading from the top to the top floor of a neighboring building. An interesting and authentic transportation token!

THE FARE BOX

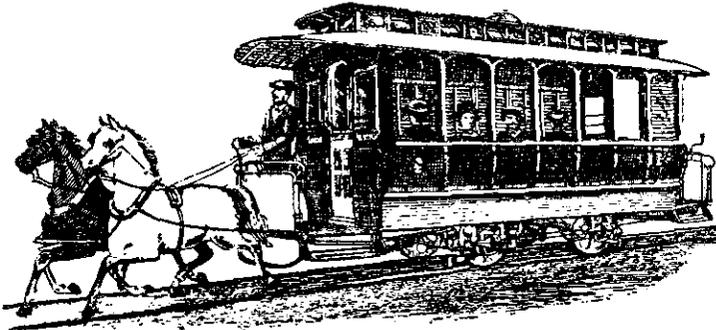
A MONTHLY NEWS-LETTER FOR THE COLLECTORS OF TRANSPORTATION TOKENS

New Issues Editor

RALPH FREIBERG
4142 - 26th Street
San Francisco 14, Calif.

Asst. New Issues Editor

JOHN G. NICOLSI
2579 - 35th Avenue
Oakland 1, Calif.



Editor

J. M. COFFEE, Jr.
P. O. Box 1204
BOSTON, MASS.

Associate Editors

HARRY C. BARTLEY
ROBERT M. BUTLER
HAROLD FORD, Jr.



VOLUME 11

MARCH, 1957

NUMBER 3

KENNETH B. TURNER

It is with deep sadness that I must report the passing of Kenneth B. Turner, A.V.A. 196. He died on December 28, 1956, as a result of a tumor in his one remaining lung. An active collector, and a loyal friend, he will be missed by all of us. He was only twenty-six years old at the time of his death.

I wish to thank Frank Greene for sending in the fine article in this issue on ferry boats. The article was actually a review of a new book just published on ferries, American Ferryboats, by John Perry. Selling for only \$3.95, it is well within the reach of all who are interested in these exciting little boats which issued so many of our fare tokens.

A number of collectors have expressed a desire to have their copies of the new 1957 Atwood Check List unbound, pages only, so that additions might thereby be typed in. I have communicated with Mr. Schwartz on this matter, and it will be all right for anyone who desires them that way, to have the unbound pages only. The cost will still be \$5, either bound or unbound. Please state if you wish the unbound copy. It will be assumed that all wish the bound copy, unless they specifically state otherwise.

This is your last chance to remain on the rolls on the A.V.A., if you haven't already sent in your dues for 1957. If you are one of the slow pokes, you'd better get that \$3 off to Bill Eisenberg immediately. Otherwise, you will not receive the April issue, and there will be no further notice to you. Take care of it now!



TRENTON'S TOKENS
By John P. Hoschek, Jr.

Trenton, N.J., is served by a bus fleet of about 140 vehicles; having won several maintenance efficiency awards also makes it a top operating company--and it is known as Trenton Transit.

Trenton Transit started in the mid-1800's when horse-drawn omnibuses connected hotels with the Camden & Amboy RR station--which gradually developed into horsecars, and then electric cars. The company is a direct descendent of the Trenton & Mercer County Traction Corp. This firm operated streetcars in Trenton and environs; and in 1923 brought in the first buses, and operated them under a subsidiary, Central Transportation Co. Streetcars were discontinued during 1934, the last running in December, 1934. The picture in Trenton hasn't been rosy, as Trenton Transit spent 17 years in receivership, this ending in the Spring of 1950. Much of the cause was the underlying companies and their old lease agreements. Basically stable for many years had been a 10¢ city fare, with unlimited weekly pass selling for \$1. The first general increase came during the postwar period when the pass was raised to \$1.25 per week; and then to \$1.35. Gradually the unlimited portion of the weekly pass proved to be more than the company could bear; and on April 1, 1951, a 14-strip of tickets sold for \$1. This still provided a workingman's fare, although the transit company had hoped for a straight 10¢ fare. This system started on March 8, 1951. But back in March, 1949, Trenton Transit had borrowed some coin boxes from Public Service Coordinated Transport in an effort to experiment with their use. These lasted until August, 1949, and no more was said.

During 1952, Trenton Transit was successful in obtaining a 15¢ fare, but the Utilities Commission insisted that some reduced fare system be kept for regular riders. Trenton Transit adopted the 8 for \$1 token plan. There were two obstacles to the token plan. One was the quick availability of fare boxes which would take coins and tokens, and the second was the availability of tokens.

Grant Money Meters Co. produced at that time an electric coin sorting & counting machine known as the "Electrofarer," which Trenton Transit purchased for the entire fleet. But the token problem was still there. So Trenton Transit had strips of 8 "tokens" printed on cardboard, which were used for several weeks till the metal tokens were delivered. The latter were placed in use on 8/21/52. Later, all cardboard "tokens" were recalled, and redeemed, and declared no longer acceptable for fare. Metal tokens lasted for over a year, when the company was able to obtain a straight 15¢ fare with transfers going from 1¢ to 2¢. The company has just applied to the Utilities Commission for permission to raise city fares to 18¢, boost transfers to 3¢, raise proportionately all suburban and intercity fares, and boost school fares to 7¢ with a special school token. One of the concessions which the company will make is to bring back the metal tokens, this time selling for 2 for 35¢.

It seems fairly well "in the bag," as the city has announced it will not fight the application since all previous battles have been to no avail.

(The above article was written for THE FARE BOX by Mr. Hoschek, who is Editor of MOTOR COACH AGE, official publication of the Motor Bus Society.)

BACK ISSUES OF THE FARE BOX FOR SALE

The following is a complete list of all back issues of The Fare Box which are now available from the Editor. The file of back issues has been cleaned out, and all miscellaneous pages from incomplete issues have been thrown out, except pages from the Foreign Check List. The material in the back issues is just as timely and interesting as that in the current issues. The old issues are full of information which is of great value to any vecturist. A complete set of them is a price-less possession--literally (try to buy one for any price)--and is a veritable encyclopedia of information about transportation tokens.

The price for these back issues is 20¢ per copy, no matter how many you buy. This price includes first class postage. Issues not listed are not available, and those desiring a complete set are advised to watch ads in The Fare Box for collectors selling them. Condition generally is average for the issue (which was not always too good), and in some cases very few remain of any given issue. All are complete unless otherwise noted.

1947 and 1948: None available.

1949: February (only 1 left), March (first 6 pages only).

1950: None available.

1951: March, July, December.

1952: February (smearred front page), March, April, May, June, July, September, November, December.

1953: April (only 2 left), May (only 1 left in poor condition), July (only 1 left), August, September, October, November, December.

1954: February (only 1 left in poor condition), April, June, July, August, September, October, December (missing pp. 109-110).

1955: All available except January.

1956: April, May, July, August, September, October, November, December.

1957: January, February.

NEW YORK CONVENTION ARRANGEMENTS

The 1957 annual convention of the A.V.A. meets in New York City the first weekend in August. Mr. Schwartz has arranged for delegates to stay at the Hotel Holland, a block and a half from Times Square. Rates will be \$5 for single, \$8 for a double, all with bath. Reservations should be made directly to Mr. Schwartz. Advise him of (1) expected time of arrival and of departure; (2) how many in your party; (3) whether you want single or double, and if the latter, whether twin or double beds (same price). Further details will appear in the next issue of THE FARE BOX. We hope to have a particularly large turnout for this convention, especially since New York is accessible to a large number of our members.

For Sale at catalog, plus stamp please. Alaska 300 A B, 500 A. Maverick #70 (10¢); ND 600 B; Minn 600 A B; Mich 75 A D E F; Pa 70 A B.

John G. Nicolosi - 2579 35th Avenue - Oakland 1, Calif.
For Sale--100 all different tokens (mixed sizes) for \$6.50 postpaid. Manila envelopes 2x2, box of 1,000 for \$2 (West Coast postage extra). Will exchange duplicates.

Chris J. Cook - 2794 Revere Drive - Cuyahoga Falls, Ohio
Will trade one Indian Cent for each token sent. Have other coins to trade for tokens.

Foster B. Pollack - 1841 Broadway, Rm 201 - New York 23, N.Y.
Will trade following for any of your duplicate tokens postpaid: 21 diff. Venezuela postage stamps, for 6 tokens; 13" x 15½" 1927 map of San Francisco's Market Street Railway Co., showing streetcar lines and bus routes and all named streets, for 7 tokens

Geo. W. Schroder - 89-25 Elmhurst Ave. - Elmhurst 73, N.Y.
For Sale at catalog: Fla 530 C; Ind 660 B-E; Mass 760 A; NJ 555 D; NY 631 Q, 615 D, 830 C; Pa 750 AO, 765 V; Ore 700 G; Va 580 S; Hawaii 240 C-D; Philippines 500 B.

A.A. Gibbons - 300 Lenox Road - Brooklyn 26, N.Y.
If and when your collection is FOR SALE, be it large or small, I am ready to buy it for cash. It will be to your advantage to communicate with me.

Max M. Schwartz - 130 West 42nd St. - New York 36, N.Y.
Will give double catalog price for these: Ala 120 I, 560 X; Ark 190 A, 285 C; Colo 460 D; Fla 105 A, 530 H; Ga 630 A B; Ill 70 K, 190 F, 315 B, 475 B, 770 A; Ind 300 A, 520 E, 740 A; Iowa 740 L, 910 A; Kans 940 M; Ky 480 S, 510 BQ BA; Maine 80 A; Mass 630 F.

Frank W. Guernsey - 3138 S.E. 78th - Portland 6, Oregon
Have Atwood Check List, plus Foreign Check List, and Fare Boxes from June '54 to date, also transfers from all over U.S. Will sell or trade all or part.

Virgil B. Wilson - 6026 E. Gardendale - Hollydale, Calif.
For Sale for highest offer: Mo 440 G; Mont 380 A. Also want offer for 25 Kans 540 C and 5 Kans 540 D. For Sale at Check List: Neb 700 F and J; Pa 765 X.

R.F. Sanders - 4931 N. Mississippi Ct. - Minneapolis, Minn.
Rochester, N.Y., horsecar token (NY 780 A) for sale for \$3.50 cash. Only have one, so the first check gets it.

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

APPLICATION FOR MEMBERSHIP

240 Miss Dorothea Case - Box 43 - Brokaw, Wisconsin
Age 46, Paper Mill Employee. Collecting 10 yrs, 200 tokens.

CHANGE OF ADDRESS

130 Carroll Morgan - 2222 S. Buckner Blvd. - Dallas 27, Texas
135 Emzy L. Thompson, Jr. - 6603 Middleton St. - Huntington Park, Cal.

Syracuse, N.Y., has abolished its adult token rate. Tokens formerly sold 5 for 70¢. Rate is now 15¢ cash. School tokens went up from 7½¢ to 8¢....Rapid Transit, Inc., of Lawrence, Kans., abandons service next May. "Way in the red," says its President as his reason.

AUSTRALIAN TOKENS PRESENT PROBLEMS

By Kenneth Smith

I recently had the opportunity of purchasing, at a very stiff price, one of the most terrific transportation token accumulations, consisting of tokens principally from Australia. This accumulation consisted almost entirely of the quarterly, half-yearly, and yearly ferry, steam tramway, tramway, and railroad passes--all obsolete. In many cases the passes were made originally in quantities of only 20, 25, or 30 passes; some as many as 100. The smaller the quantity in the original issue, the more the party I got them from tried to get larger quantities. When the pass was issued, if the quantity was large the number lost was large, and when they were called in, they were destroyed. So when the quantity issued was from 51 to 100, I only got a maximum of four, and in many cases only one. When the original issue was from 20 to 50, not so many were lost, and sometimes the issue was saved for possible reissue and then very rarely actually reissued.

In one instance an issue of quarterly ferry passes for men was issued in white metal, and all 20 were returned and the company was still holding them when my correspondent had bought all 20. When I got the collection, all 20 of them were gold-gilted. The problem posed is that these 20 were issued and used un-gilted, but none of these now exist un-gilted, so how can I list it? If I list it in WM, it will always be on every collector's list, as the only way one can get an un-gilted one would be to remove the gilt. If I don't list it, I am omitting an issue that was actually used. On plated and gilded tokens it was hoped that this problem would never arise, but it has. I would like to make a cross-section analysis of the collectors' opinions. In the accumulation were about 125 different, and out of these only five were present in quantities of more than ten each. Of the 125 the majority were singles; a large number of 2, 3, or 4 of a kind; very few between 5 and 10. The five he had in quantities of over ten of a kind were on the above issue of 20 gilded he sent all 20. On another, he obtained 21 out of 25 made. On another he got 20 of 25 made. On the fourth he got 45 of 50 made. On another 25 of 30 made. All five were used before I was born.

Some collectors, if they had this accumulation, would hold all these tokens. But I believe in giving everybody an opportunity to get tokens, so I sell my dupes (except for about 30 saved for trades, mostly U.S.). I am selling lots of ten different ferry passes at \$25.00 for the ten, and money back within two years if they are returned in the same condition as when they were sold by me. These ten will be all unlisted tokens, but each lot will not be the same except that each lot will include one of the gilded tokens, one of the 20 of 25 issued, one of the 21 of 25 issued, one of the 45 of 50 issued, and one of the 25 of 30 issued. Only one set to a collector because I don't want any collector to accumulate what I am breaking up for the benefit of all collectors.

Some collectors have mentioned the difficulties of getting foreign tokens and disposing of them. So I am proposing to do almost the counterpart in foreigners of what Nicolosi is doing with U.S., except it will apply to all foreigners, in turn as the catalog of foreign tokens is issued. I will accept on consignment for sale at catalog any British (and later on others), and the only charges will be from two to ten per cent for postage and insurance on the tokens sold.

AUSTRALIAN TOKENS (continued from previous page)

This is as far as I can go toward promoting foreign tokens: making the new foreign lists, plus helping collectors dispose of their foreign tokens, plus helping others accumulate foreign tokens.

Kenneth E. Smith - 328 Avenue F - Redondo Beach, Calif.

THE END OF THE QUEENSBORO BRIDGE RAILWAY
By Ralph Katz, in The New York Times

The age of the trolley car here was one clang nearer its end yesterday. A Public Service Commission examiner heard argument by the Queensboro Bridge Railway Co., Inc., to substitute buses for trolley service across the East River span. The trolley line operates from Second Avenue & 59th St. to Queens Plaza in Long Island City. Homer A. Johnson, General Manager of the company, testified about deficit operations, poor track conditions, inability to get replacement parts for the 38-year-old cars, and the declining passenger revenues. He said the 1.64-mile line had suffered net losses of \$6,791 in 1954, of \$24,124 in 1955, and of \$26,422 last year.

The line, which was started in 1909, keeps four trolley cars in operation. Between 80 and 85 percent of the passengers are city employees going to and from work at the Bird S. Coler and Goldwater Memorial Hospitals on Welfare Island, Mr. Johnson said. These passengers alight in the middle of the bridge and reach Welfare Island by elevator. They pay 6½¢ a ride. Other passengers pay 10¢ and 5¢ more if they want transfers to bus routes of the Steinway Omnibus Corp. in Queens. This line, a subsidiary of Queensboro, serves Welfare Island on an around-the-clock basis.

Under the plan, Queensboro buses would operate across the bridge on the span's main roadway, now used by passenger cars, trucks, and buses. The trolley cars move along separate outer roadbeds. While city employees would continue to pay 6½¢, the bus fare would be 15¢, with free transfers. Instead of dropping Welfare Island passengers at the mid-bridge elevators, the buses would cross the span non-stop, loop around at the Queens Plaza end, and use the two-year-old 36th Avenue Bridge to reach Welfare Island. This is the route used by the Steinway buses. Queensboro would operate between 7 a.m. and 6 p.m., making twelve stops on the island.

ADVANCE SUBSCRIPTIONS TO THE NEW CHECK LIST

At this writing, the Editor has received exactly thirty-two advance subscriptions for the new 1957 printed edition of Atwood's Check List, which is to be issued some time this summer. As you all know, we have agreed to take 150 copies at \$5 each. It is therefore important that as many members as possible send in their advance subscriptions. In addition to money received from advance subs, there is exactly \$137.44 in the old Check List fund, which will if necessary be used to make up our obligation. Strangely enough, most of the subscriptions I've received so far are from the newer members. So how about you old-timers getting busy and sending your \$5 checks in? You're going to do it eventually, so why not now?

FERRYBOATS FADING FROM THE NATIONAL SCENE

- By Warren H. Griffith, in The Kansas City Times -

Less than half a century ago crossing a stream on a ferryboat was as routine as it is today for a motorist to use a toll bridge or turnpike. Most young people would consider it high adventure to ride a ferry. Some historians have declared the ferryboat virtually extinct, but some of them continue to serve at out-of-the-way crossings, and some at coastal cities, crossing various bays and arms of the sea. New York still has a fair number of ferries, despite the construction of tunnels and bridges to speed the flow of traffic. The Staten Island Ferry remains a great tourist attraction, and others serve commuters and travelers arriving by train. The San Francisco Bay area has lost most of its once picturesque ferries with the building of the Golden Gate and Bay bridges. Many a traveler to the Golden Gate area considered the ferry voyage from Oakland across the Bay to the foot of Market Street in San Francisco a highlight of his visit, and the most fitting means of approaching the picturesque coastal city.

Before the days of paved ribbons of concrete throughout the Middle West, the Kansas City area was plentifully dotted with ferry boats. The ferry that crossed the Missouri here at Kansas City, landing at Harlem on the opposite river bank, did a prosperous business before the Hannibal bridge and other spans brought its doom. Explorers in the western wilderness found Indians operating ferry boats across unbridged rivers. Hernando de Soto and his band of Spaniards used one of the Indian-operated ferries in crossing southern streams. Indians often continued to operate ferries as white men established the first settlements in the West; one Indian-owned ferry crossed the Kaw River at Kansas City, Kansas. Not for many years did bridges make such headway in these regions. But just as the white man cast envious eyes on the lands of the Indian, he also resented the fact that tribesmen had the ferry concessions. Most treaties with the Indians carried clauses that permitted them to provide ferry service on the main routes of transportation. But the white settlers used influence and sometimes skullduggery to take over.

Kansas City was a focal point of commerce to the Southwest, California and Oregon and several ferries were established along streams in this vicinity. One was operated by William Chick--a converted flat boat, propelled by horsepower. There is a story that one day a traveling menagerie had to be transported across the Missouri. The caged animals made the crossing without incident, but there was an elephant that caused trouble and so much damage to the ferry that Chick had to go to court to collect from the menagerie's owner.

Wyandotte had a Missouri River ferry and so did Ft. Leavenworth. Joseph Roubidoux, fur trader whose name is well commemorated in St. Joseph, owned one at that city. In fact, in those days anyone who lived near a stream on a main traveled route could operate a ferry and make a fair living. At times wagons extended for miles waiting their turn to cross at the pleasure of the ferry's owner.

When the North and South took up arms, the lowly ferry assumed an important role in the country's affairs. Both North and South, particularly the Confederacy, lacked shipping, and many ferries were converted into warcraft and served valiantly through the early years

of the war. Historians say as many as 22 double-end ferries were used by the Union; records do not show how many the South used. The Commodore Perry was a converted ferry, lightly armored and with heavy guns on its decks, that took part in the fighting; the U.S.S. Delaware was another converted ferry. Probably the best known of such craft was the Westfield, which before the war served on the Staten Island run. Early in the war it made the long run down the Atlantic coast, around into the Gulf of Mexico and joined Admiral Farragut's fleet before New Orleans. It was in the thick of the fighting when the fleet under Farragut entered the Mississippi River and captured New Orleans. The Westfield continued in service until New Year's Day, 1863, when it was blown up by the skipper at Galveston, Texas, to prevent capture by the enemy.

After the war, steam ferries made rapid progress in crowding out the cruder type that depended on animals and stream current for operation. Railroads spread rapidly and, with ferries causing delay in transportation across important streams, more and more bridges came into use. Well into the present century, however, many were in use in the far West and on the eastern coast.

In 1955 the venerable Christopher street ferry in New York made its last run after 118 years of continuous service. In Boston a municipal ferry (the "Penny Ferry") that for 121 years carried passengers for a penny each yielded to progress in 1953. Only two are known to be in service in the San Francisco Bay area at present; in 1930 there were 43.

The venturesome traveler who is looking for a ferry today must scan his road map with care to find an unobtrusive "FY" symbol indicating such a crossing. Many of the pioneer settlements that were established at points where ferries served traffic have all but vanished as such trade evaporated. Harper's Ferry, W.Va., scene of John Brown's famous raid, lost much of its population because traffic routes now by-pass it. Each year a few more ferryboats are abandoned but some still serve on out-of-the-way rural routes. They are bits of America comparable to the cable car and the steam locomotive, and many Americans may feel a pang of regret at their passing.

THE AUCH INTERBOROUGH TRANSIT COMPANY

The origin of this company dates back to May 24, 1924, when Howard Auch started operating two converted Reo trucks from his home at 1514 Butler Pike, Conshohocken. His first line was from First Ave. in Conshohocken to the Philadelphia & Western RR station at Matsonford Road & Montgomery Ave, in Upper Merion township. One truck was required for the line, while the other was held in reserve. This route proved so popular that by 1930 it was extended to Ambler. The firm was incorporated December 7, 1933, as Auch Inter-Borough Transit Co. A new route started from Norristown to City Lines (Philadelphia). Here passengers would transfer to cars of Phila. Transp. Co. for the trip to Philadelphia. By 1939, Auch started operating through service to Chestnut Hill. The Ambler route was extended to Willow Grove in 1942 as a result of the transportation needs of the Brewster Aeronautical plant. Other routes followed, and the firm is still going strong. (See Pa 235 A & B)

- Motor Coach Age

MARCH SUPPLEMENT TO ATWOOD'S CHECK LIST
By Ralph Freiberg

MASSACHUSETTS

Pittsfield 645 (reported by Bill Eisenberg)
CONNECTICUT COMPANY

A o WM 16 C Good For One Fare (brass-plated) \$0.15

(Above are tokens of New Haven, Conn., (and other Connecticut cities) plated for use in Pittsfield.)

MINNESOTA

Anoka 50 (reported by Robert M. Butler)
M.A. & C.R. RY. CO. ANOKA, MINN. 5

J o B 29 Sd Deposit This Token in the Box on Leaving /Car 5 3.50

NEW YORK

Rome 790 (reported by Harry W. Salavitch)
ROME CITY BUS LINE INC. (BUS)

D o Bz 20 Ball School Token (bus)(2 slots) .10

VIRGINIA

Suffolk 840 (reported by Morton Dawson)
SUFFOLK ST. R.W. CO.

A o Vi 25 Sd One Fare 3.50

NOTES BY RALPH FREIBERG

February being a short month, there were no new issues that we have learned of. However, there have been some older ones. Robert Butler has come up with another one of those Anoka tokens. For the Minneapolis group it is the ambition of the entire group up there to see who can come up with any of these. This line (Minneapolis, Anoka and Cayuga Range Railway Company) ran between Minneapolis and Anoka. However, as the line was an interurban line, all fares were not the same, with the result that there was a variety of rates. Some people were given special rates, so even with the addition of the token listed this month, there may still be others with different rates. Even if these do sound like zone checks, I have been informed that they were purchased before people boarded the cars.

Nothing much has been learned about the Suffolk Street Railway token that Mort Dawson has picked up except that it should be from about 1900 or before.

On the token listed last month from Canada--Sherbrooke--I forgot to add that it has a picture of a bus on each side of the token.

Rome City Bus Line has gone out of business, and Mr. Salavitch obtained one hundred of the obsolete school token from them.

San Antonio, Texas, has abolished tokens, which were 4 for 45¢. Rate now is 15¢ straight....Bamford Motor Coach Lines, Munhall, Pa., has eliminated its 12½¢ tokens, leaving a flat 15¢ cash fare.

NEW ISSUES SERVICE NEWS

This looks like another slow month, although I do have one to send to you. It is Mass 645 A, which will be in the mail this month. This is the old Connecticut Company token (305 G) which was brass plated for use in Pittsfield, Mass. These tokens were used in Pittsfield from February 18, 1951 to September 19, 1955, ...but they were not brass-plated until August 1, 1952. The fare was 3 for 25¢ until May 17, 1953, when it was raised to 12½¢. They are now on a straight 15¢ cash fare.

Connecticut Company is a subsidiary of the New Haven Railroad (N.Y., N.H., & H.)

Still no word on the Fla 530 H token or the Mo 430 C D. Just got a card from Mr. Smith of Jackson, Miss., saying he will send me the tokens as soon as he gets them (Miss 460 K L) as the owner of the company will not sell him any tokens till he gets in the new supply he has ordered.

No luck to this date on the Canadian tokens, but will still try.

- John G. Nicolosi

MONONGAHELA ST. RY. TOKEN OF MUNHALL, PA.

By William L. Black

The black half-fare token of the Monongahela Street Railway Co. (Pa 675 D - December Fare Box) was used in 1898 and 1899. These tokens were sold to mill workers who boarded the car at either Munhall or Homeville and went to Homestead, where the steel mills were located. The men using the cars paid 5¢ to ride in the morning and were given one of these tokens. Then riding home from work the token was surrendered, hence the half fare. Fare to and from work was only 5¢. Later, in 1900, paper tickets were used instead of tokens. This Monongahela Street Railway Company was one of the independent railways in the Pittsburgh area which were later absorbed by the Pittsburgh Railways Company.

Mr. Charles H. Runyon of Aurora, Ill., writes about the Camp Taylor mentioned on the V. Pierce Bus Line tokens of Louisville, Ky. The camp was located, he says, on the outskirts of Louisville. He spent two weeks there during 1919 being mustered out of the Army. A trolley line (not a bus line) ran from Louisville to Camp Zachary Taylor, but Mr. Runyon says he can't recall whether they used cash fares or tokens.

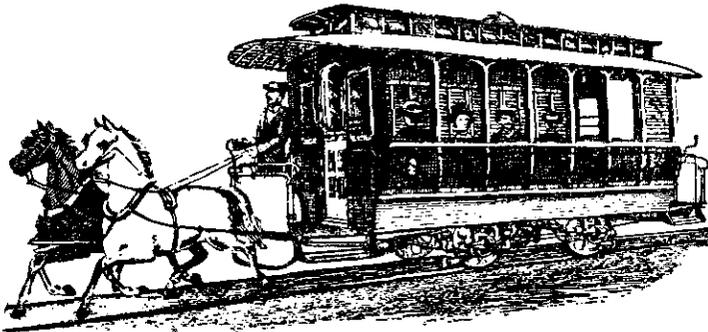
The Editor recently acquired a horsecar token similar to NY 780 A, except that it is White Metal. I filed very deeply into the edge, but could find no brass. It's solid white metal. Its reverse die differs from the brass (N-plated) tokens I've seen, in that the reins are well above the horses; on the brass tokens, the reins just touch the back of the horses. I wish others would check on this, as it's quite possible many have a WM token without realizing it.

THE FARE BOX

A MONTHLY NEWS-LETTER FOR THE COLLECTORS OF TRANSPORTATION TOKENS

New Issues Editor

RALPH FREIBERG
4142 - 26th Street
San Francisco 14, Calif.



Editor

J. M. COFFEE, Jr.
P. O. Box 1204
BOSTON, MASS.

Asst. New Issues Editor

JOHN G. NICOLSI
2579 - 35th Avenue
Oakland 1, Calif.

Associate Editors

HARRY C. BARTLEY
ROBERT M. BUTLER
HAROLD FORD, Jr.



VOLUME 11

APRIL, 1957

NUMBER 4

At this writing the Editor has received sixty-nine orders for the new printed edition of Atwood's Check List, which will be ready some time this summer. We have committed ourselves for 150 copies, so it is imperative that every collector who wants this book should place his advance order now. This is particularly true if you want an unbound copy, because after they go to the binder, the only way you can get an unbound one is to rip off the binding--a messy business at best. So please place your orders with the Editor right away. Price is \$5. After publication date, they will be \$10.

A letter from Max M. Schwartz informs me that he is moving to a new office on April 26. His new address will be 25 West 43rd St., New York 36, N.Y. This was received too late for regular inclusion on the "Change of Address" page.

Mr. Schwartz recently compiled a long list of Pattern Tokens for inclusion in the new Check List. However, the list will be mimeographed and sent to collectors some time during the next month, possibly along with the May issue.

Remember the New York Convention, August 3-4. Make your plans now to be there for your vacation. Write Mr. Schwartz for reservations and more information.

As usual, The Fare Box will appreciate all articles submitted for publication. We particularly like histories of token-using transit companies, such as the one in this issue on Kansas City. Harold Ford sent us that one, which used Mo 440 F--or so his grandmother has told him. Also, we like to get your free ads, but please try to keep them down to 5 or 6 lines, and try to avoid long lists of numbers!



WILL TRADE the following for any of your duplicate tokens postpaid.
21 diff. Venezuela postage stamps, for 6 tokens. 13" x 15 1/2" 1927
map of San Francisco's Market St. Ry. Co. showing streetcar lines and
bus routes and all named streets, for 7 tokens.

George W. Schroder - 89-25 Elmhurst Ave. - Elmhurst 73, N.Y.

For Sale at catalog: Mich 75 A D F; Conn 290 M; Va 500 F; Pa 70 A B;
Alaska 300 A B; Calif 110 D both types, 15¢ each.

John G. Nicolosi - 2579 35th Ave. - Oakland 1, Calif.

For trade for horsecars or cells I can use: Ia 110 C; Kans 820 A;
Md 60 AM; Mo 860 B; NY 780 A; Okla 610 A; Pa 725 F; Minn 245 A (T&T);
620 B C, 760 A, 820 B C, 540 A, G & H (set only), G.I. For Sale -
Ida 640 B; Ind 180 A; Md 60 I J K P T U AB; Minn 820 A, 540 K (3 var)
45¢.

R.F. Sanders - 4931 N. Mississippi Ct. - Minneapolis, Minn.

Have a number of the Alaska 300 A token for sale at \$1.00 each. Send
stamped envelope.

Harry W. Salavitch - 223 S. Rhode Island Ave. - Atlantic City, N.J.

If it is tokens you are looking for, here they are. Over 400 much
better-than-average common tokens at NO INCREASE IN PRICE. Many are
obsolete and hard to find. Will sell for catalogue or trade. Write
for list. Don't hesitate; they will not last.

William E. Eisenberg - 2717 W. Carson St. - Pittsburgh 4, Pa.

I am interested especially in tokens from South Carolina, Georgia,
Delaware, and Pennsylvania. Would like to hear from anyone who has
duplicates from those states for sale.

William R. Tyson - 518 Ashley Drive - Aiken, S.C.

For Sale at catalog: Cal 760 F; Fla 380 Q; Ind 660 C D; NJ 115 C G,
555 E, 885 A; NY 10 J; 631 P; Pa 750 AP, 765 W, 990 B; Va 560 A.
Also Costa Rica 700 D (50 centavos token).

A.A. Gibbons - 300 Lenox Road - Brooklyn 26, N.Y.

Will trade my extra copy of December 1950 Fare Box (14 pages complete)
plus an Index page for year of 1950, for the following: any token
of South America or South Africa, plus any token of Australia or New
Zealand.

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

WANTED: back issues of The Fare Box and other numismatic publications
A postal card will bring you a list of my wants.

Clifford Mishler - P.O. Box 135 - Vandalia, Michigan

For sale or swap 200 tokens; Ariz 80 A; Ark 360 D, 450 B, 480 R, 885
G; Cal 435 A, 715 H, 810 A, 825 D, 970 A; Colo 60 A B, 300 D; Conn
290 G, 560 G; Fla 90 A, 710 G E; Ga 50 B, 70 B, 200 A, 450 A, 920 A;
Ill 315 A, 350 F, 665 A, 690 B C D, 765 A, 890 D E; Ind 270 A, 280 B
C F; 460 K U, 520 D, 660 A D E; 860 C D E; Iowa 30 B, 270 A B; Ky
480 M; Mass 115 N; Mich 75 A D; 225 F, 680 N O; Minn 190 B C; Miss
350 A; Mo 140 D E; N.H. 240 A, 835 A; NY 310 A, 631 Q, 995 A; Ohio
15 C, 230 K, 505 E F, 535 E F, 640 A; Okla 510 A, 640 C D E; Pa 70 A,
235 A, 340 C, 555 A, 590 A, 850 A; R.I. 700 E; SC 210 A; Tenn 710 A;
Va 580 S; Wash 990 D; W.Va. 830 B, 850 A.

F. Gordon Smith - 14 Miller Stile Road - Quincy 69, Mass.

APPLICATION FOR MEMBERSHIP

241 Charles E. Axthelm - P.O. Box 36 - Piketon, Ohio
Age 28, Mechanical Engineer. Collecting 12 yrs, 100 tokens.

CHANGE OF ADDRESS

88 Samuel Le Jeune, Jr. - 748 Majorca Ave. - Coral Gables 34, Fla.
238 Harry W. Salavitch - 223 S. Rhode Island Ave. - Atlantic City NJ

THE TRANSIT HISTORY OF FAIRBANKS, ALASKA
By Harold Ford, Jr.

The first public bus lines for interior Alaska were organized by Paul Greimann and commenced operation September 15, 1931, with two Wayne composite 16 and 20 passenger puller type buses. It was named the College Bus Line as it initially only operated from downtown Fairbanks, then with a population of 2,500, out a gravel road to the College, six miles west of town, and on past to the tiny gold dredging community of Ester City.

The Red Cross Drug Store between First and Second on Cushman, at the foot of the Chena River Bridge, was used as the downtown terminal from 1931 to 1942. Bus fares in the first years of operation were 15¢ one-way, 25¢ round-trip, to the college; and \$1 one-way, and \$1.50 round-trip, to Ester City, with monthly passes also being sold for \$15.00. The tokens Alaska 300 C and D were probably used during these initial years.

In 1936 Congress changed the name of the College to the University of Alaska, and that same year Greimann followed suit and changed the name of his line to the University Bus Lines. Tri Coach pusher type buses that were built in Seattle were put into use in 1937. In 1939 the federal government, realizing the strategic importance of arctic Alaska, began construction of Ladd Field, the first permanent Far-North military air base. That year bus service was extended to the field on the east side of town to provide transportation for the construction crews. Ladd Field was not activated until 1941 and during the War was of prime importance in ferrying aircraft to the Russians via the Siberian route. American crews would fly the planes to Ladd, where they would transfer them to Russian crews.

Construction on Eielson Air Force Base was started in 1941. Eielson is 26 miles southeast of Fairbanks, down the Richardson (Alcan) Highway, and bus service was extended to this second military installation with a \$1.00 one-way fare.

In 1941 the tokens Alaska 300 A and B were initially issued and used on the Ladd and University routes. Johnson computer and Johnson lock type fare boxes were also used. A bus station was established at Second and Noble in 1942 due to the expanding number of routes. The buses to the University loaded on Second Ave. and the air base buses on Noble Street. Following World War II, in 1946, using buses from the city lines, a scheduled bus service to the Alaska-Canada border was established for tourist travel during the summer months of June, July, and August. A round trip was made twice a week from Fairbanks to Koidern, Yukon Territory, Canada, to meet a bus of the White Pass & Yukon Route bus line which hauled passengers on through Canada to the United States. The name of this line was changed in 1948 to Alaska Coachways, and between 1948 and 1954 the tokens Alaska 300 E and F were used. Greimann sold the line in 1952 to Russell Swank, owner of the Anchorage City Transit, who in 1954 renamed the line the Fairbanks City Transit System. The token Alaska 300 G was used during one year only--1955.

In the fall of 1955, the line went into receivership, and after a short period in which there was no public bus transportation, a small outfit that had been operating the school buses expanded operations to fill the gap. This most recent company, taking the name

Alaska Overland and operating without a franchise, took over all routes of the preceding company. A bus depot was established at Fourth and Noble in which buses could load inside, out of the weather. Fares are 20¢ city, 40¢ Ladd and the University, and \$1 Eielson. No tokens have been issued or planned. No fare boxes are used either; the cash fare is handed directly to the driver.

One of the biggest bugs the companies which have operated in Fairbanks have had to face is keeping buses on time. Mud and detours in the summer, 50° below zero weather in the winter, have combined to make scheduled trips if not impossible, at least difficult. Without good and well-maintained equipment such service would be an impossibility.

Keeping drivers for any length of time is another problem in the boom territory of Alaska. The bus lines have had a hard time in competing with the high wage scales of the construction trades. In some years over a hundred drivers have been on the payrolls. With these problems it is evident that operating a bus line in the Land of the Last Frontier is a very unique and trying experience.

NEW ISSUES SERVICE NEWS

This month you will receive N.Y. 790 D, a Rome school token which is now obsolete; in fact all Rome tokens are obsolete, as the company has gone out of business. I obtained these from Dan DiMichael to whom Thanks!

You will also receive Miss 460 K L. I am sorry for the delay on these two tokens. I had to wait until the owner of the company re-ordered more tokens, as he was very short on them. Thanks, Mr. David Smith, for your time and effort in obtaining these tokens for us. Anyway, we shall get nice brand new shiny, so that should compensate for the delay. In reference to Mo 430 C D, Johnnie Jones made a 150-mile trip to try to get me the tokens, but with no avail, as they will not sell to anyone. However there is a possibility of our getting them, as the owner plans to abandon all tokens, and when he does Johnnie Jones will get them for me and I'll forward them to you.

On the Park Ride token of St. Louis, Mo 910 R, I will not be able to supply these for the New Issues Service, as the company has called in all the tokens and absolutely refuses to sell them to any one, not even ONE token. I wish I could supply them, but under the circumstances, I cannot.

- John G. Nicolosi

Hudson & Manhattan RR has threatened to abandon its tube service unless the current strike ends soon....Trenton Transit raised fares April 14 to 2 for 35¢; its school tokens went up to 10 for \$1 from 10 for 75¢, effective Sept. 1....Ann Arbor, Mich., has its bus service restored with 25¢ cash fares no tokens yet....Ohio Railway Museum is negotiating with Kansas City Public Service Co. for the purchase of an 1895 streetcar....a new cable car line has been built in San Francisco and is now in operation....school fares in Roanoke, Va., have gone up from 5¢ to 2 for 15¢ with tokens, so watch for a new one.

CABLE CAR DAYS IN KANSAS CITY By Calvin Manon

On October 13, 1913, the last cable car made its final trip over Kansas City streets. That last cable train, on the 12th St. line, completed its final trip with something more than a capacity load and checked in at the car barn at 9th & Washington Sts. at 1:21 a.m.

For the benefit of the middle-aged generation which has reached maturity since that historic early morning scene in 1913, a cable car is a streetcar which depends on a moving cable in a slot in the middle of the track for its propulsion. The cable is driven by steam engines in the power house. A grip mechanism on the car, operated by a gripman, closed on the cable to start the car moving, and was released to stop it. Maximum speed was about 12 m.p.h. Cable cars are still operated in San Francisco, their birthplace. Elsewhere one is to be seen only in the museum of the Smithsonian Institution at Washington. Andrew C. Hallidie, a steel rope manufacturer of San Francisco, invented the little horseless trams after seeing four horses dragged to their death while attempting to haul an overloaded horse car up a steep hill. The device came to the attention of Robert Gillham, an engineer who was trying to find some means of communication between downtown Kansas City and the Union Depot, situated in the 1880 period at 9th St. and Union Ave. The only available route was a horse car line running north from 9th & Main along Delaware to 5th, then west around the bluff and back south down Bluff & James St. Gillham proposed a cable line directly went on 9th St. to the depot, right down the side of the bluff. He went to work on the project in 1883 and 18 months later had track laid from 8th at Woodland to the Union Depot, with powerhouses ready at Woodland Ave. and at 9th & Washington. Each unit of rolling stock consisted of a grip car and a trailer, with board seats on the trailer for the more hardy passengers. This 1-paragraph news item told of the grand opening on the system on June 15 1885:

"The cable company started its ponderous engines yesterday morning and the cable spun right merrily all day. In the afternoon everything was running so smoothly that a grip car was placed on the track, and after being filled with human freight, started for Woodland Ave. The trip there and back was made without incident, and the descent of the bluff was also accomplished in safety. The company will run a car or two every day and expects to have all cars running on schedule time in a few days. The work of Asst. Engineer Wise has been first rate in every respect. It will not be a great while before he has the road in great shape."

Things went so smoothly that a group of the city's very important personages was invited to make the trip the following day. Everything went well until the train crested the hill. The VIP's all clutched their seats and gritted their teeth. At Jefferson St., where the cars started the big plunge down a 23% grade, the VIP's all bailed out, leaving the crew, company officials and a newsboy who was stealing a ride, to complete the trip in safety. Despite this inauspicious christening and an accident 2 days later when a car "lost the rope" and did what the VIP's expected theirs to do, the public rapidly accepted the service. Construction of the 12th St. line was started 2 years later, with a similar incline down the side of the bluff to provide direct access to the stockyards. Other lines followed quickly, and within a few years Kansas City had nearly a dozen, including two

to Kansas City, Kansas. This mushroom growth of cable car lines, each the development of a separate company, made it possible to travel much more swiftly than had been possible when animals provided the motive power. Cable car development was one of the big causes of the real estate boom of the late 1880s and was responsible for extending the city limits south to 47th St. and east to Cleveland Avenue.

Gillham, not entirely satisfied with his 9th St. incline, started work on a tunnel from 8th & Washington to the station. This eased the grade slightly and had the big advantage of having the cash customers enclosed where they couldn't see how sharp a drop they were really having. This was a big contrast to the 9th St. incline which scared the daylight out of the customers, giving very much the same sensation the present generation gets from riding roller coasters at the amusement park, except that the roller coaster passengers are strapped to their seats and those on the streetcars had to hang on without benefit of mechanical aids. In spite of its 23% grade and its opening week accident, the 9th St. incline was operated without a major accident till August 30, 1902. That night a gripman lost the rope and a heavily-loaded train shot down the incline and smacked into another, halted at the depot. Two persons were killed and a dozen injured. This wreck meant the end of the incline as soon as other transportation facilities could be arranged. The solution turned out to be the 8th St. tunnel, Gillham's afterthought. The grade was too steep for electric cars, then coming into full bloom, so the company eased the grade by placing the east portal of the tunnel at 8th & Broadway, nearly two blocks east of the original tunnel.

While the cable cars were the first successful method of operating transportation units with power transmitted from a central power plant, their days were numbered from the start. The same newspaper that told of the first operation on the cable system reported the arrival of an electrical expert to resume experiments with electrical streetcars. One electric line had been operated in Kansas City a year before the cables went into operation--out on what now is Broadway between Linwood & 39th St. The project was unsuccessful, but two years later the first permanent electric line went into operation on 5th St. Development was slow, but between 1900 and 1906 all of the vast cable system was switched to electricity except for the west end of 12th Street, from 12th & Washington to the stockyards at 16th & Genesee.

The cables had to be kept here until plans for the present elaborate 12th St. viaduct could be perfected. This was in October, 1913, and the last car made its ceremonial trip on the early morning of October 13. Packed from stem to stern the car started on its last round trip at 1 a.m. It was back at 12th & Washington 21 minutes later, and the last cable was shut down 28 years and 4 months after the new mode of travel revolutionized local transit.

Several of the old cable powerhouses still are in use, for other purposes. The one at 15th & Kensington is a general store; that at 31st & Holmes a laundry; 9th & Washington, a trucking terminal; and one at 12th & Cleveland an electric power substation. The 8th & Woodland powerhouse and smokestack have become a landmark. Various operations have used the building in recent years.

- The Kansas City Times
October 13, 1953.

NOTES BY RALPH FREIBERG

From time to time I receive word that it is possible in some cases that we have tokens listed from the wrong cities. There are a couple which I've been ready to switch to different cities, but on which I was trying to get more information. However, as there will be a new Check List this year, it has been decided by the Committee that it would be better to shift two listings for the present, as it would seem more likely that they would be from the cities indicated. On the Park Street Line token, in the December 1949 issue of The Fare Box, Kenny Smith mentioned that there was a possibility of a Park Street Line token from Fort Worth. Shortly thereafter, John Coffee expressed doubts that the token was from Boston, since Park Street in Boston is only one block long.

On the Galvin Centralia token, the sequence of wording has not been listed correctly. On top of the token appears "One Fare" but we usually list such words last. Then comes "Galvin Centralia Harris Morris." In the city of Centralia, Washington, there is a section called Galvin about 3 to 5 miles out of Centralia, so this token could very well have been used from Galvin to Centralia, and the other two words could possibly be the names of the persons (or the person) who operated the line.

In both the above cases, at present I only know of one of each of these tokens being in collectors' hands. The Park Street Line token is owned by Mr. Baake of Baltimore, and the Galvin Centralia token by Mr. Nilson of Seattle. This is also possibly a reason why no more have been discovered: collectors have been looking in the wrong places. So please make note of the following changes:

MASSACHUSETTS 115 H: delete and move to TEXAS 340 N.

Fort Worth, Texas 340

PARK STREET LINE

N o B 20 Sd Good For One Fare \$3.50

ILLINOIS 130 F: delete and move to WASHINGTON 150 A

Centralia, Washington 150

GALVIN CENTRALIA HARRIS MORRIS ONE FARE

A o A 31 Sd (blank) 3.50

Some others which may be incorrectly listed as to city are Ind 460 N, it being claimed that the IND. on the token doesn't necessarily mean Indianapolis but could mean anywhere in Indiana. But I have not yet found any information on where the line did run. Also Minn 540 F and 760 F may not be from the Twin Cities. This type token was used around the 1890's and the only information we can find, unless they were really used in Mpls and St Paul, could be from a line up in Michigan that operated in 1895, the Twin City Railroad Company, of Ironwood, Michigan. However at this time it is too little to go on. If in the future anyone can find anything definite on the ones in question, please let me know. Also if there are any others that may be incorrectly attributed as to city, I'd like to know about them in case I run across any information on them.

THE AMERICAN VECTURIST ASSOCIATION

- members in good standing for 1957 -

- | | | | |
|------|-----------------------|---------------------------------------|------------------------|
| J163 | Barry Adelman | 88-11 63rd Drive | Rego Park 74, N.Y. |
| 166 | Richard K. Atkins | Box 296 | Glenville, Conn. |
| 1 | Roland C. Atwood | P.O. Box 621 | Hollywood 28, Calif. |
| 127 | Dorothy Augustine | 6230 Condon Ave. | Los Angeles 56, Cal. |
| 57 | B.H. Baake, Jr. | 2922 Chenoak Ave. | Baltimore 14, Md. |
| 210 | Harry Babb | 550 Maccabees Bldg. | Detroit 2, Michigan |
| 227 | John M. Barnes | Box 605 | Idyllwild, Calif. |
| 38 | Floyd O. Barnett | 6048 Stevens, So. | Minneapolis 19, Minn. |
| 71 | B.T. Barraclough | 3635 Nicollet Ave. | Minneapolis 8, Minn. |
| 46 | Harry C. Bartley | 7012 Ohio River Bd. | Pittsburgh 2, Pa. |
| 224 | Richard H. Beimer | 3225 Avenue L | Fort Madison, Iowa |
| 82 | O.R. Bertram | 2111 Swisher St. | Austin 5, Texas |
| 7 | Corinne M. Black | 1409 Evans Street | McKeesport, Penna. |
| 6 | William L. Black | 1409 Evans Street | McKeesport, Penna. |
| 207 | Willard C. Blaisdell | 846 Magle Avenue | Elizabeth 3, N.J. |
| 218 | John D. Bland, Jr. | 4346 196th Street | Flushing 58, N.Y. |
| 223 | William G. Bruce | 5433 12th St., N.W. | Canton 8, Ohio |
| 122 | Anna M. Butler | 731 E. 26th St. | Minneapolis 4, Minn. |
| 97 | Robert M. Butler | 731 E. 26th St. | Minneapolis 4, Minn. |
| 189 | C.L. Carlson | 4628 44th Ave. So. | Seattle 18, Wash. |
| 42 | Melvin O. Carmichael | 4041 Delaware Ave. | Klamath Falls, Ore. |
| 128 | Roy H. Carpenter | 5725 Aubrey Terrace | Downers Grove, Ill. |
| 114 | William L. Carr | 2648 Pelton Ave. | Akron 14, Ohio |
| 240 | Dorothea Case | Box 43 | Brokaw, Wisconsin |
| 198 | Robt. L. Chamberlain | 332 West 79th St. | Seattle 7, Wash. |
| 105 | Harold T. Chesney | 4653 Ewing Ave. So. | Minneapolis 10, Minn. |
| 233 | Samuel D.Y. Ching | 1267 Kanewai St. | Honolulu 16, Hawaii |
| 28 | Felix M. Church | 700 Seward Ave. | Detroit 2, Michigan |
| 59 | Ivan B. Cline | 808 W. Illinois St. | Evansville 10, Ind. |
| 14 | John M. Coffee, Jr. | P.O. Box 1204 | Boston 4, Mass. |
| 86 | Chris J. Cook | 2794 Revere Drive | Cuyahoga Falls, Ohio |
| 215 | Edward M. Cutler | 11603 Ruthelen Ave. | Los Angeles 47, Cal. |
| 95 | Morton H. Dawson | 182 Whiting Lane | W. Hartford 7, Conn. |
| 137 | Walter K. Dillow | Box 182 | Byron, Illinois |
| 50 | Daniel DiMichael | P.O. Box 485 | Coatesville, Penna. |
| 141 | Chas. J. Dochkus | 3522 E. Thompson St. | Philadelphia 34, Pa. |
| 214 | Rufus Dunn, Sr. | 2003 Union Ave. | Chattanooga 4, Tenn. |
| 205 | Philip Easterly | 4442 Storer Ave. | Cleveland 9, Ohio |
| 216 | Dr. Herbert Eccleston | 124 Elm Avenue | Hackensack, N.J. |
| 111 | William E. Eisenberg | 2717 W. Carson St. | Pittsburgh 4, Pa. |
| 69 | Dr. M.W. Emrick | 1426 Market St. | Harrisburg, Penna. |
| 208 | Alexander Faubert | 3431 Webber St. | Saginaw, Michigan |
| 157 | Alfred J. Ferraro | P.O. Box 146 | Phillipsburg, N.J. |
| 54 | Claude G. Ficklin | 283 Isabel St. | Los Angeles 65, Cal. |
| 129 | Albert Field | 20-25 29th Street | Astoria 5, N.Y. |
| 124 | Harold Ford, Jr. | - 2/Lt. USAF - Hq Sq - 11th Air Div., | Box 374 |
| | | A.P.O. 731 | Seattle, Washington |
| 192 | Olney L. Foringer | 2813 Tennessee Ave. | Baltimore 27, Md. |
| 153 | Bertha M. Foster | 410 Lancaster Ave. | Haverford, Penna. |
| 29 | Paul Fouts | 609 Peoples Bldg. | Seattle 1, Wash. |
| 62 | Ralph Freiberg | 4142 26th Street | San Francisco 14, Cal. |
| 20 | R.K. Frisbee | 211 King Street | Denver 19, Colorado |
| 171 | Melvin Fuld | 6701 Park Hgts Ave. | Baltimore 15, Md. |
| 80 | W. G. Fyler | P.O. Box 37 | West Simsbury, Conn. |

24	Wm. C. Gallagher	4125 Madrone Road	Riverside, Calif.
181	A.A. Gibbons	300 Lenox Road	Brooklyn 26, N.Y.
213	Lee Gilbert	209 West Commercial	Springfield, Missouri
53	Paul H. Ginther	-	New Holland, Illinois
J222	George Gould	1217 Hemlock Avenue	Everett, Washington
204	Lester D. Grady	Residence Park	Palmerton, Pa.
234	Fred A. Grasso	120 Greenleaf Ave.	Waterbury 4, Conn.
35	Frank C. Greene	2838 Forest Avenue	Kansas City 9, Mo.
102	Frank W. Guernsey	3138 S.E. 78th	Portland 6, Oregon
21	Chas. M. Hamilton	945 Corona Street	Denver 18, Colorado
170	Charles T. Heaton	135 Kensington Place	Syracuse 10, N.Y.
159	L.A. Hensley	1616 Spencer St.	Omaha 10, Nebraska
182	Wm. C.L. Hofmann	Mapledale Road	Orange, Connecticut
147	C.B. Holcombe	49 Clarke Street	Burlington, Vermont
26	Charles W. Houser	734 St. John Street	Allentown, Penna.
206	Arthur P. Hughes	West Winds - Gurteenroe	Bantry, County Cork EIRE
174	Roy L. Irwin	430 Steves Avenue	San Antonio 10, Texas
200	Walter Jagiello	Route 5	Harrison, Arkansas
52	C.G. Jefferson	8845 Wallingford Ave.	Seattle 3, Washington
231	D. Wayne Johnson	P.O. Box 3146	St. Louis 5, Missouri
77	Floyd L. Johnson	183 West Gibson St.	Canandaigua, New York
138	Johnnie W. Jones	RR #2 - Box 78 B	Springfield, Missouri
9	Ione E. Kibbe	497 Fern Street	W. Hartford 7, Conn.
47	Eroy L. Kimmons	521 E. Live Oak St.	Austin 4, Texas
237	John H. Kitch	2302 No. 3rd Street	Harrisburg, Penna.
187	Charles W. Koenig	1910 George Street	Chicago 13, Illinois
22	Ralph T. Koller	1135 Bedford Ave.	Canton 10, Ohio
188	John Krusley	5287 Norquest Blvd.	Youngstown 9, Ohio
48	Julius A. Kurtz	928 13th Avenue So.	Minneapolis 4, Minn.
49	Quincy A. Laflin	1476 Iglehart Ave.	St. Paul 4, Minn.
203	Mary Lake	1509 First, North	Seattle 99, Wash.
88	Samuel Le Jeune Jr.	748 Majorca Avenue	Coral Gables 34, Fla.
177	Atwood L. MacDonald	P.O. Box 56	San Diego 12, Calif.
65	John M. Mackie, Jr.	1315 N. Franklin St.	Pittsburgh 33, Pa.
104	Pasquale H. Maffeo	145 Kimberly Avenue	New Haven 11, Conn.
175	Sherman A. Mahan	1320 1/2 Roosevelt	Yakima, Washington
121	Allen B. Maitland	26 Earls court Ave.	Toronto 10, Ontario
115	Raymond McIntyre	416 Harmon Avenue	Danville, Illinois
5	Robert B. McKee	Box 587	Buffalo 5, New York
72	M.B. McRobie	1073 Pitkin Avenue	Akron 10, Ohio
201	Wilton Merrifield	1411 English Avenue	Indianapolis 2, Ind.
235	Leon H. Messerlian	83 Norwood Avenue	Edgewood, Rhode Island
209	Edrick J. Miller	694 Senate Street	Costa Mesa, Calif.
J236	Clifford Mishler	P.O. Box 135	Vandalia, Michigan
2	R.L. Moore	2400 Van Ness Ave.	San Francisco 9, Cal.
130	Carroll Morgan	2222 S. Buckner Blvd.	Dallas 27, Texas
94	R.K. Moulton	150 Michigan Avenue	Detroit 26, Michigan
155	Charles R. Mullin	111 Alter Avenue	Staten Island 4, N.Y.
232	Frank J. Nemeo	4 Margery Court	Clifton, New Jersey
116	John G. Nicolosi	2579 35th Avenue	Oakland 1, California
30	August J. Nilson	326 West 78th St.	Seattle 7, Washington
195	Ron O'Donovan	780 Dominion Street	Winnipeg 10, Manitoba
199	Faye M. Palmer	1220 W. 95th St.	Los Angeles 44, Calif.
112	Frank G. Payne	P.O. Box 655	Roanoke, Virginia
202	Winifred Perry	114 East 22nd Street	Houston, Texas
211	Foster B. Pollack	1841 Broadway, Rm 201	New York 23, N.Y.
125	Kenneth E. Purdy	1146 N.W. 85th St.	Miami 50, Florida
184	Robert A. Rieder	1303 So. Monroe St.	Amarillo, Texas

118	Robert M. Ritterband	6576 Colgate Ave.	Los Angeles 48, Cal.
74	W. Gordon Robertson	8219 Belair Road	Baltimore 6, Maryland
143	Frank J. Roselinsky	5287 E. First St.	Los Angeles 22, Cal.
225	Charles H. Runyon	812 Talma Street	Aurora, Illinois
238	Harry W. Salavitch	223 S. Rhode Island	Atlantic City, N.J.
117	Robert F. Sanders	4931 N. Miss. Court	Minneapolis, Minn.
185	George W. Schroder	89-25 Elmhurst Ave.	Elmhurst 73, N.Y.
162	Charles H. Schwab	126 Sumner Street	Newton Centre 59, Mass.
3	Max M. Schwartz	130 West 42nd St.	New York 36, N.Y.
230	Melvyn A. Scott	1024 Knott Bldg.	Dayton, Ohio
176	Lola Sellentine	5725 41st Ave. So.	Minneapolis 17, Minn.
193	Julius E. Sherr	1115 South 18th St.	Arlington 2, Virginia
217	W.D. Shupe	836 Berkeley Road	Columbus 5, Ohio
165	Mike Sichak	4712 Quail Ave. No.	Minneapolis 22, Minn.
93	David H. Smith	312 Vardaman St.	Jackson, Mississippi
228	F. Gordon Smith	14 Miller Stile Rd.	Quincy 69, Mass.
4	Felton W. Smith	128 Redfield Place	Syracuse 10, N.Y.
27	Kenneth E. Smith	328 Avenue F	Redondo Beach, Calif.
51	Franklin P. Snyder	2418 S. Baldwin Ave.	Arcadia, California
55	Kenneth W. Snyder	15½ Glenwood Ave.	Minneapolis 3, Minn.
180	Myron C. Sobotta	4058 W. 215th St.	Fairview Park, Ohio
J219	Richard Sollom	730 Oak Street	Grand Forks, N.D.
239	Robert H. Solomon	1703 "A" 3rd Street	Alameda, California
92	A.R. Sparks	1015 Rebecca Avenue	Wilkinsburg, Penns.
79	Thomas B. Sprague	204 W. Fayette St.	Baltimore 1, Md.
191	J.H. Stevens	520 West Main St.	Elizabeth City, N.C.
17	Michael Super	105 So. Pine Street	Hazleton, Penna.
18	Paul Super	105 So. Pine Street	Hazleton, Penna.
169	Carroll Swearengen	1813 28th Street	Two Rivers, Wisconsin
34	Paul Targonsky	46 Norwood Street	Meriden, Connecticut
145	Claude G. Thompson	2445 Alrich Ave. So.	Minneapolis 5, Minn.
135	E. Leon Thompson Jr.	6603 Middleton St.	Huntington Park, Cal.
103	Don T. Thrall	610 Arlington Ave.	Berkeley 7, Calif.
172	Cornelius B. Tyson	117 Ridgeland Road	Wilmington 3, Dela.
190	William R. Tyson	518 Ashley Drive	Aiken, South Carolina
16	Walter W. Underwood	-	Shook, Missouri
142	Otto J. Van Heyde	502 N. Bronson Ave.	Los Angeles 4, Calif.
160	Walter J. Vredenburgh	4119 Dressell Ave.	St. Louis 20, Mo.
25	Albert P. Webster	2827 Worthington Ave.	Houston 16, Texas
173	George W. Werner	5009 Parker Avenue	St. Louis 9, Missouri
123	Charles B. White	57 Spring Street	Fredonia, New York
68	W.A. Whitfield	110 California St.	Albuquerque, N.M.
12	T.F. Williamson	312 Lexington Ave.	Syracuse 10, N.Y.
146	Jacob B. Wilson	924 Wabauck Road	Lancaster, Penna.
19	Ralph W. Winant	500 W. Summit Ave.	Wilmington 4, Dela.
178	Gilbert F. Ziemann	1016 So. 64th Street	West Allis, Wisconsin
140	Fred P. Zubryski	3121 Zenith Ave. No.	Minneapolis 22, Minn.

(Membership numbers 1 through 30 are Charter Members.)

OFFICERS OF THE A.V.A.

PRESIDENT: EROY L. KIMMONS, of Austin

Vice-President: Morton H. Dawson, of West Hartford
Secretary: William E. Eisenberg, of Pittsburgh
Treasurer: R.K. Frisbee, of Denver
Curator: Harry G. Bartley, of Pittsburgh

THE FARE BOX

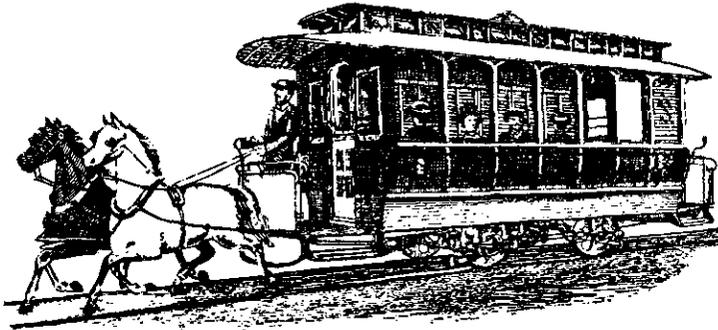
A MONTHLY NEWS-LETTER FOR THE COLLECTORS OF TRANSPORTATION TOKENS

New Issues Editor

RALPH FREIBERG
4142 - 26th Street
San Francisco 14, Calif.

Asst. New Issues Editor

JOHN G. NICOLSI
2579 - 35th Avenue
Oakland 1, Calif.



Editor

J. M. COFFEE, Jr.
P. O. Box 1204
BOSTON, MASS.

Associate Editors

HARRY C. BARTLEY
ROBERT M. BUTLER
HAROLD FORD, Jr.



VOLUME 11

MAY, 1957

NUMBER 5

For the first time this year, our issue is smaller than ten pages. There has been a lack of articles sent in for publication, and unless this situation changes, the little issues will have to continue. I do have some nice historical articles, especially two submitted by Mr. Easterly. But these will not suffer if held up for a couple of months. The main reason for our small issue is that your Editor is now engrossed in work on the new Check List. Every minute counts in this Check List work, and there seems little need to take out hours of my time in order to include histories in The Fare Box. Consequently this issue will be small.

The next issue, too, will probably be small. The June issue will be mailed out before June 18, since I am leaving Boston on the 19th. Consequently, your articles for the June issue must be sent to me immediately. The July issue will be sent you from Tacoma, and because of the high cost of mimeographing there, there will be no page for the Foreign Check List with the July issue. We'll make up for this with the August issue.

Work on the U.S. Check List is progressing rapidly, but it is still nip and tuck as to whether the book will be ready in time for the August convention. In any event, however, it should be ready by the end of the summer. It's better to have a GOOD catalog a little later, than a MEDIOCRE one a little sooner.

I had a pleasant visit recently with Mr. Smith of Quincy. He has found a couple of interesting 40mm taxicab tokens which are currently in use in Quincy. The taxi company is having 75 extras of each kind made up for distribution through the New Issues Service. These will be described, with the full story, in the next issue.



THE CHECK LIST SITUATION

At this writing, the Editor has received orders for 92 copies of the new edition of Atwood's Check List. We are committed for 150 copies. Therefore it is important that every collector order his copy of this catalog now. It will become the standard of the hobby, and eventually every collector will want one. The price now, prior to publication, is \$5 each. After publication the price will be higher for everybody, including A.V.A. members. Those who send in their orders now are contributing to the completion of this work; those who wait are only making it more difficult.

The catalog will, without doubt, be a great contribution to numismatics. It represents painstaking work, careful checking, and is a veritable encyclopedia of transportation tokens.

The Editor is presently engaged in typing the printer's copy. This is rather a larger job than I had expected, and it is becoming evident that it will not be finished by June 19, when I leave for the West. Consequently, it will probably be about July 15 that the completed copy goes to the printer. I see no reason why it should be any later than that.

There follows a list of those who have already sent in their \$5 for advance orders. Names are given in the order that they were received. Please check to make sure your name is listed (if you sent in your order), and that it is in the right section (bound or unbound). Inform me immediately if you wish your copy otherwise than listed here:

BOUND COPIES: Tyson, Sherr, Fuld, Swearengen, MacDonald, Ginther, Carpenter, Beimer, Merrifield, Ford (3), Cline, Whitfield, Foringer, Gibbons, Gallagher, Fouts (2), Thrall (2), Hamilton, Ching, Sobotta (2), Cook, Fyler, Atkins, Koenig, Beimer, Zubryski, Case, Sanders, Houser, Ginther, Greene, Hensley, Emrick, Winant, Heaton, Schwartz, Eisenberg, Nicolosi, Frisbee, Miller, Ficklin, Ritterband, Greene, Salavitch, Payne, Tyson, Carlson, Guernsey, Dawson, Maffeo, Palmer, D.H. Smith, Nemeck, Eland, Kitch, Robertson, Irwin, Bartley (2), Super.

UNBOUND COPIES: K. Snyder, DiMichael, Chesney, Lafflin, Freiberg (2), Sopata, Faubert, Vredenburgh (2), Williamson, Butler, Mpls Club, Atwood, Sellentine, Kurtz, Baker, F.G. Smith, Scott, Baake, F. Snyder, Mackie, Emrick, Easterly, Chamberlain, Thompson, Jefferson.

At this writing I am uncertain as to the page size for our new Check List, so cannot advise which size, if any, of binder will fit the unbound pages. One thing is certain: unbound copies will be delivered to those who order them exactly as received from the printer. They will not be punched for a 3-ring binder, and pages may be attached together where they would normally be bound. This, however, may be taken care of by the simple use of a paper-cutter.

I have suggested the possibility of having a few plates (half-tone) of the rarer tokens in the back of the book. This, I understand, I can have done for only 1¢ per plate in quantities of 1,000. However, only time will tell if this meets with approval and is really feasible.

- J.M.C.

NOMINATIONS FOR A.V.A. OFFICERS

The following nominations have been received to date by the Secretary. In the February issue it was stated that nominations would close May 5. In effect, then, the following is an actual list of our new officers for the coming year (unless, of course, some write-in candidate should receive a greater number of votes than one of the nominated men).

FOR PRESIDENT: William E. Eisenberg

FOR VICE-PRESIDENT: Julius A. Kurtz
Harold T. Chesney (declined)

FOR SECRETARY: Morton H. Dawson
William E. Eisenberg (declined)

FOR TREASURER: R.K. Frisbee

FOR CURATOR: Bernard H. Baake, Jr.

THE NEW ISSUES SERVICE

A number of new collectors continue to ask about the New Issues Service. This is a non-profit service which endeavors to secure for each of its subscribers the newly issued tokens. John Nicolosi, whose address is in the masthead, is in charge, and he has done remarkable work, in obtaining nearly every new token reported. In order to join, you simply send John your \$3, which will keep you going until it is used up.

The New Issues Service makes it unnecessary for individual collectors to write the bus companies as they bring out new tokens. When lots of collectors write, the companies often get tired of sending out tokens, and decide to stop doing so long before the last collector has received his token. The Service, by purchasing enough tokens for everyone all at once, makes it painless for the company, and convenient for the collector.

There follows a list of members of the Service, as of the first of February:

Atkins, Atwood, Babb, Baake, Barraclough, Barnett, Bartley, Black, Chesney, Ching, Cline, Coffee, Cook, Cutler, Dawson, DiMichael, Dunn, Easterly, Eisenberg, Emrick, Ficklin, Field, Ford, Freiberg, Fyler, Gibbons, Ginther, Grady, Greene, Guernsey, Hamilton, Houser, Irwin, Jefferson, Jones, Koenig, Laflin, MacDonald, Mackie, Mahan, McKee, Merrifield, Miller, Morgan, Moulton, Mullin, Nicolosi, Nilson, Rohrer, Schwartz, Sherr, Silverman, K. Smith, F. Snyder, K. Snyder, Sobotta, Sparks, Sprague, M. Super, Swearengen, Targonsky, Thrall, Turner, Tyson, Vredenburgh, Winant, Werner, White, Williamson.

If you would like to join, send your \$3 to Mr. Nicolosi, and the tokens will start coming. State if you want both foreign and U.S., or U.S. only.

For Sale - Mo 910 R at 30¢ each. I have six of them.
F. Gordon Smith - 14 Miller Stile Road - Quincy 69, Mass.
Starting from scratch! Wanted: Foreign and U.S. horse car and cell-
uloids only. Nothing since 1928 in tokens yet. I am not ready for
the common ones.

Emzy L. Thompson - 6603 Middleton St. - Huntington Park, Calif.
Back issues of The Fare Box for sale: Jan, Feb, 1949. July, August
1950. Jan, Feb, Jun, Aug, Sep, 1951. Oct 1952. May, Jun, Jul 1953.
Price 20¢ each.

Daniel DiMichael - P.O. Box 485 - Coatesville, Pa.
For Sale at catalog: Ark 480 S; Conn 520 C; Ind 110 B; NY 630 AB,AE,
760 C; NJ 20 C,E; Pa 750 AP. Oct 1951 and other back issues of The
Fare Box wanted.

A.A. Gibbons - 300 Lenox Road - Brooklyn 26, N.Y.
Will pay top prices for U.S. collections, Foreign Collections, and
foreign accumulations.

Kenneth E. Smith - 328 Avenue F - Redondo Beach, Calif.
Name & address labels. 3 lines. 500 for 90¢ postpaid, or will trade
for \$1 in tokens. Tokens for sale: 25¢ - Ill 530 E. 15¢ - Fla 530
C; Ga 450 A; NY 210 A B; Okla 640 G; Va 20 K. 10¢ - Ala 560 W, 680 A;
Ark 885 G; Calif 450 G, 760 D F H.

C.G. Thompson - 2445 Aldrich Ave. S. - Minneapolis 5, Minn.
Some obsolete tokens for sale at catalog plus postage: Pa 10 C E,
65 N, 180 F (the bridge was freed this month), 195 I N, 135 A, 305 E;
NY 70 A, 630 W, 715 A, 105 C (wide & narrow I); Calif 575 H(zn).

Harry C. Bartley - 7012 Ohio River Blvd. - Pittsburgh 2, Pa.
For Sale at catalog: Alaska 300 A B; Minn 600 A B; ND 600 B; Pa 70
A B; Conn 290 M; Mich 770 A. For trade to best offer, the scarce
NC 630 A.

John G. Nicolosi - 2579 35th Avenue - Oakland 1, Calif.
I have a couple of Maine 480 A horsecar tokens for sale at \$5 each
if anyone is interested. These are on consignment--I don't make any-
thing on them.

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

APPLICATION FOR MEMBERSHIP

242 Dr. George Fuld - 24 Plymouth Road - Wakefield, Massachusetts
Age 24, M.I.T. Professor. Collecting 15 yrs, 100 tokens.

NEW ISSUES SERVICE NEWS

This looks like another lean month, although I do have one to
send: a foreign token from Nogales, Sonora, Mexico. This will be
sent this month to those of you who are on my list for foreign. No
number on this one as yet; will list the number next month. These
tokens are not in the best of condition, though they are not too bad.
The first lot I received were full of holes, dented, bent and worn,
so I had to return them and got the second lot which was much better.
I was very fortunate to obtain these tokens. Seems that they have
been in use a long time; I'm waiting for information as to just how
long. No word on the 2 Canadian tokens I mentioned a few months
back, so we'll let that ride for a while. If and when I get them,
I'll forward them on to you (if you're on the foreign list).

- John G. Nicolosi

FLORIDA

Dunnellon 230 (reported by Roland C. Atwood)
 RAINBOW SPRINGS US 41 DUNNELLON FLA.
 /((POT 'O GOLD)
 A o Bz 23 Sd Rainbow Springs Doubloon Good For 25¢ On Boat
 /Trip Only 1 Doubloon Per Boat Ticket (boat) .25
 B o Bz 26 Sd (same as A, but Good For 50¢ On Boat Trip .50

Jacksonville 380 (reported by R.K. Moulton)
 MOTOR TRANSIT CO. JACKSONVILLE (BUS)
 U o B 21 Dd Good For One Fare (bus) .25

MISSOURI

Joplin 430
 INTER-CITY TRANSIT BUS CO. (white incuse letters)
 G Pr 30 Sd Good For One Ride (Sc)(white incuse letters) .20
 D Pg 30 Sd " " " " " " " " " .20

MEXICO - SONORA

Nogales (reported by Roland C. Atwood)
 COOPERATIVA DE TRANSPORTES DE NOGALES N
 A A 23 Sd Bueno Por Un Pasaje Nogales Sonora N .20

NOTES BY RALPH FREIBERG

Not too much to report this time. Tokens either seem to come all at once or not at all. First we have a couple tokens for a sightseeing boat of Rainbow Springs which is situated at Dunnellon, Fla. The US 41 is a highway that goes through there. We have been trying to find out some information about this but have come up against a blind wall as the present personnel running this boat does not seem to know anything about them. However, we have to list them because time is running out in getting all our listings ready for the New Check List.

The token from Jacksonville was picked up by Rod Moulton on a recent trip to Florida. He accidentally spotted it in looking over some other tokens and was lucky to pick it up. If more can be found it is hard to say, but at this time I cannot even say if I'll be able to get myself one, so I doubt if any will come through the New Issues Service. I had the following information, by the way, on companies operating in Jacksonville: Jacksonville Coach Co. was incorporated in Florida August 11, 1944, and began operation on October 1, 1945 upon purchase of equipment of Orange Lines, Inc. The company then acquired on October 16, 1946, through merger assets of Motor Transit Co. which was incorporated on December 20, 1932, as successor to Jacksonville Traction Co. So from the above information the token in question could have been used anywhere from 1932 up to 1946, and a man in Jacksonville Coach Co. said the information he had was that they were used about two months as a promotion scheme by merchants to give bus fare to people buying in stores. As it did not go over so well, the tokens were taken in and destroyed. Now the question is, Were they all destroyed or will someone be able to find some somewhere.

The tokens from Joplin are those we have hinted about for a couple of months. We have been trying to get some for the New Issue Service and did not want to throw a monkey wrench into it, as the fellow does not seem to have enough to sell to collectors. However, he has said that if he discontinues tokens or orders more, he would then sell us some. This line runs between Joplin and Webb City. In buying a round trip fare one token is given for the return trip. So one color is used between Joplin and Webb City and the other color for the ride between Webb City and Joplin. I have also been trying to find out what color was used in which direction, but haven't been able to get this information yet.

I do not have the numbers for the Mexican tokens, as I've been waiting to hear from Mr. Atwood for the number. Since Mr. Nicolosi will be sending these out for the New Issues service, we can at least mention them this month. As far as we can tell, the token is still in use.

PITTSBURGH DISTRICT TOKEN COLLECTORS MEETING

At the January meeting it was decided to revert to our original schedule of meetings every third month instead of every other month; however the Easter season forced postponement of the April meeting until May. Hence our second meeting of the year was held Sunday, May 5, at 2 p.m. in our regular meeting place, Room 1208 House Bldg.

The regular members who attended, Bill & Corinne Black, Bill Eisenberg, John Mackie and the writer, were glad to welcome Philip Easterly of Cleveland who came down for his first visit to our group, as well as Ralph Koller of Canton and his wife, who are getting to be regular visitors at our meetings. Thanks for coming folks; be sure to come back again and again. We hope that other collectors from nearby cities follow your example.

The two issues of the Newsletter put out by the Midwest group were read and appreciated. That group has a good idea there and we hope they keep it up. Perhaps we may follow suit sometime; it would be a good idea for all other clubs to follow.

The regular discussions, on the coming convention, the new catalog, and other items as well as the usual sales and trades kept us as busy as ever and the hour of five came along only too quickly. The date of July 21 was picked for the next meeting, and again, let us urge all token collectors within driving distance of Pittsburgh to attend this meeting.

- Harry C. Bartley

Patsch Auto-Bus Co. of Houston, Pa., has raised tokens from 3 for 25¢ to 2 for 25¢.... Mon Valley Bus Lines has raised school tokens from 3 for 25¢ to 3 for 35¢.... County Transportation Co. of Fort Chester, N.Y., has filed application to cease service altogether.... Monorail, Inc., has offered to construct at no cost a Monorail line in Orlando, Fla., to exhibit the advantages of the Monorail system.

THE FARE BOX

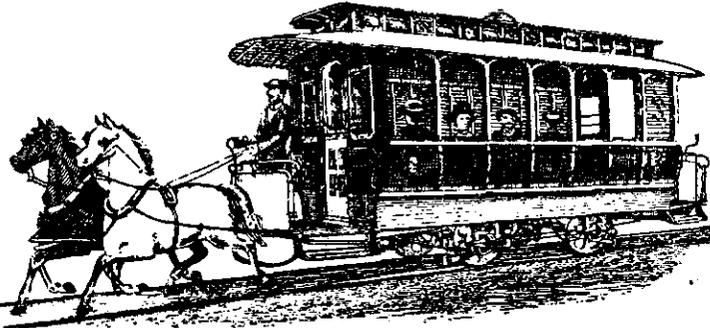
A MONTHLY NEWS-LETTER FOR THE COLLECTORS OF TRANSPORTATION TOKENS

New Issues Editor

RALPH FREIBERG
4142 - 26th Street
San Francisco 14, Calif.

Asst. New Issues Editor

JOHN G. NICOLOSI
2579 - 35th Avenue
Oakland 1, Calif.



Editor

J. M. COFFEE, Jr.
P. O. Box 1204
BOSTON, MASS.

Associate Editors

HARRY C. BARTLEY
ROBERT M. BUTLER
HAROLD FORD, Jr.



VOLUME 11

JUNE, 1957

NUMBER 6

ATWOOD L. MacDONALD

It is with sincere regret that I must report the passing, on March 21, 1957, of Atwood L. MacDonald, A.V.A. #177. Mr. MacDonald was an active collector who aided the hobby considerably by his many exhibits of tokens in and around southern California. The owner of a hotel in San Diego, he was hoping to obtain the 1958 A.V.A. Convention for San Diego, where he was going to make his hotel available to us without charge. We shall miss him.

On June 19, the Editor will leave Boston by train for his summer vacation in Tacoma, Washington. The address for all Fare Box correspondence, until further notice, will be: 4104 6th Avenue - Tacoma 6, Washington. Address mail to me personally.

On the trip West, I plan to stop over in New Orleans, El Paso, Los Angeles, and San Francisco. I hope to visit with collectors along the route, and perhaps to seek out some new tokens. I plan to contact Roland Atwood, Ralph Freiberg, and John Nicolosi, and any collectors in those cities listed should contact Atwood, Freiberg, or Nicolosi, if they would like to talk tokens with the Editor for a few hours.

Mr. Atwood was in Boston recently, and I enjoyed visiting with him while he was here. Any other collectors who pass through Boston are invited to give the Editor a call. The phone number is AL 4-5257. During the summer, if you get up Tacoma way, my phone is SK 9-0933.

Readers may have noticed that we have been using meters on the envelope in which your copy of THE FARE BOX is mailed. The use of



the meter machine cuts down on the work considerably. However, those collectors who specifically desire the use of commemorative stamps on their mail should let me know, and I shall make a special point of using such stamps on your envelopes. I have already been doing this for those of you that I know save such stamps. But to be sure, drop me a card if you want me to continue to use them instead of the meter.

Since the May issue, I am pleased to have received an additional thirteen orders for copies of the New Check List, making a total of 105 orders received to date. This is still 45 short of the number we have committed ourselves for. Please send in your order NOW if you haven't yet done so. This is definitely your last chance to get an unbound copy. The material will be sent to the printer before you receive your July issue, and then it will be too late to obtain an unbound copy. It will also be too late, by then, to get one at the special low price of \$5.00. So this is the last call at the special price. Remember to send your orders to the Tacoma address, which is listed on the front page. And, please, make your checks out to me personally, because it is difficult to cash checks made out to "The Fare Box," since there is no account in that name.

Work is progressing nicely in the Check List department. Bob Butler has finished his Identifier and sent it to the Editor. His Identifier is a beautiful piece of work, which makes our Check List much easier to use.

When Roland Atwood was in Boston, he suggested that we use the term "catalog" to refer to our "Check List." I am inclined to agree with him. "Check List" implies something much less important than what we are producing. I would be interested in hearing reactions to calling it "Atwood's Catalog" instead of "Atwood's Check List," from readers.

There has been some discussion among members of the Check List Committee about the listing of metal passes in the new catalog. As most collectors know, we already do list some of these, while others are not listed. The Norfolk, Va., school bus passes have always been listed (Va 580 D to L), although they were actually dog tags hung around the necks of the school kids who rode the bus, and never dropped in the fare box. Other metal passes, especially employee passes, have never been listed anywhere. Since there is an obvious inconsistency here, some of us are wondering whether or not we should (1) drop such passes from the catalog, (2) list all metal passes as transportation token, (3) list all metal passes in special lists, as we are now doing with zone checks, patterns, etc. The third alternative seems the most reasonable. Does anyone object to doing this? Metal passes are an interesting part of the hobby, and definitely are related to transportation tokens, although certainly not exactly the same thing.

There has always been considerable difference of opinion about what constitutes a transportation token. Some people object to amusement park tokens; others don't like the circular paper tickets which have traditionally been listed as Fiber (Ky 510 O, for example). The current policy has been to list those that have already been listed in earlier lists, but not to encourage new listings of such items. My personal inclination would be to list everything that might be thought of by some people as a transportation token, but to explain its exact nature. What do you think?

THE NEW TAXI TOKENS FROM MASSACHUSETTS

By F. Gordon Smith

The first record of public transportation in this area dates back to year 1896. Directory listing: "Michael J. McGrath, Depot Carriage, Wollaston Hgt's Station (now called Wollaston Station)." In 1906, listing shows: "Hack Boarding and Livery, Arlington St., Wollaston," and continued as such until 1925, when name was again changed to "Hackney Livery Stable & Taxi."

In 1946, Mr. McGrath passed away, and the business was continued by his grandson, Joseph J. Burns, and known as McGrath's Taxi Service, with office on Beale Street, Wollaston, at the RR station. In 1950 offices were opened at the new Supreme Market in Quincy, and at the Supreme Market on Hancock St., Wollaston.

Paper tickets were used by contract with Supreme Markets at an established price to accommodate customers from the Market to their homes. In 1954 numbered brass tokens replaced tickets. The letter Q on the tokens standing for Quincy, and the letter W standing for Wollaston. The numbers have no meaning other than for tabulation.

Tokens were stamped "Supreme Taxi Service" in view of the contract with Supreme Markets, Inc., by McGrath's Taxi Service, to carry Supreme customers from market to their homes at an agreed 25¢ fare by token. These tokens are not used as any regular fare, or in any manner other than as stated above.

Editor's Note: the tokens may be purchased only by customers of the store while they are paying the cashier for their grocery purchases. Mr. Smith has talked with the operator of the taxi, who is having a special order of tokens struck expressly for the New Issues Service. I wonder if they will use new dies? The lettering on the tokens, by the way, is in incuse black letters. I neglected to note this on the Supplement listing. Wollaston, once a separate town, is now actually a part of the city of Quincy--maintaining its separate identity mainly for postal purposes. It is a suburb of Boston. Quincy is an historic city, especially famous as the home of John Hancock and the two Presidents Adams.

THE ST. JOSEPH SCHOOL BUS TOKEN

By M.E. McRobie

St. Joseph School is an old school, and has operated buses a long time, but has only used tokens since January 1, 1957. They operate two buses, and tokens are sold to pupils for 9¢ each. It is a grade school. Sister Eriugena, who is Principal, and teaches as well has asked collectors not to contact the school directly, because she doesn't have the time to answer such correspondence. Arrangements are being made to purchase a sufficient quantity of the tokens to supply members of the New Issues Service. So, if you are a member, you will receive the token before long

Remember the A.V.A. Annual Convention in New York City, August 3-4.

- 243 Foster M. Palmer - 104 Mount Auburn St. - Watertown 72, Mass.
Age 43, Librarian. Collecting 15 years; 250 tokens.
- 244 Lambert Baker - 1215 LaSalle Avenue - Minneapolis 3, Minn.
Age 46, Mechanical Engineer. Collecting 15 years, 2500 tokens.

CHANGE OF ADDRESS

- 3 Max M. Schwartz - 28 West 44th Street - New York 36, N.Y.
135 E. Leon Thompson - 6912 Malabar Street - Huntington Park, Calif.

NEW ISSUES SERVICE NEWS

This is our second year, and I think we have done considerably well, obtaining new issues. I trust the year ahead will be just as good, and maybe better. We now have 70 members to date, two members having been lost through death (Mr. Turner and Mr. MacDonald), of which we are indeed very sorry.

Last month I sent to you on my foreign list a token from Mexico, being specifically Sonora 750 A (Nogales). This month I shall send you the two tokens from Massachusetts, the taxi tokens, which are a little different from the regular run of tokens, and quite interesting. Mr. Smith of Quincy, Mass., is going to obtain these for me, and as soon as I receive them I'll forward to you. Thanks a lot, Gordon, for the time and effort you put in to get these tokens for us

There is a possibility of a token from Canada for those of you on my list for Canada and foreign.

Additional New Issues Service Members not listed in last month's Fare Box are John Bland, Jr.; Bob Butler; and F. Gordon Smith.

I'm still waiting for the tokens from Miami (Keys Transit). Just as soon as Mr. Fyler can obtain them for me, I'll send them right along. As we have waited a long time for these, I am hoping that I shall soon get them, and be able to send them on to you.

- John G. Nicolosi

A NEW RAILWAY PASS FROM ALASKA?

The Editor recently purchased an interesting item, described as follows:

ALASKA CENTRAL RAILWAY CO (NUMERALS)
A 38 Sd (Blank)

Presumably this is a pass, although it could be a regular fare token, or even something only remotely connected with transportation. Can anyone supply further information? This particular token is numbered 1999. It's obviously an old piece, and shows considerable wear. In any event, it's an interesting item.

JUNE SUPPLEMENT TO ATWOOD'S CHECK LIST
By Ralph Freiberg

MASSACHUSETTS

Quincy 660 (reported by F. Gordon Smith)
SUPREME TAXI SERVICE Q (numerals)
A B 40 Sd (blank) \$0.25

Wollaston 960 (reported by F. Gordon Smith)
SUPREME TAXI SERVICE W (numerals)
A B 40 Sd (blank) .25

OHIO

Cuyahoga Falls 225 (reported by M.B. McRobie)
ST. JOSEPH SCHOOL BUS
A A 15 Sd (blank) .15

UNIDENTIFIED

(reported by F. Gordon Smith)
GOOD FOR ONE RETURN TRIP A.G. AMMON
73 B 32 Sd (Star)

The Nogales, Sonora, Mexico, token reported last month should have been under credit of Max M. Schwartz. The number for Nogales is 750.

On Page 8 of the Scotland list, the last four cities were listed without number because of an inadvertant omission on the part of the Compiler. Mr. Smith has now sent in the numbers for those cities, which are as follows: Motherwell 690; Paisley 720; Rothesay 780; Wemyss 390.

A NOTE ABOUT THE FOREIGN CHECK LIST

The Foreign list for each country is divided into two parts: the first part being fare tokens and passes. The second part consists of commemoratives, cabin checks only used as identification, rumored tokens, tokens commonly mistaken for transportation, etc. In Scotland the first part only has been issued so far. At a convenient break in the publication of the regular foreign tokens (so that most collectors can get their foreigners straightened out) the Part Two pages will be issued with one sheet per country. For example, you will note that the following cabin checks, which are not fare tokens but only identification pieces, are missing for the present: Kirkaldy, Scotland; Hoyleake, England; Bagillt and Dover, England. Also a Clifton Rocks, England, commemorative.

- Kenneth E. Smith

Emzy Leon Thompson, our former Overseas Editor, made the newspapers recently in Huntington Park, Calif., with an excellent article on collecting transportation tokens, including picture. Such publicity always helps the hobby, by spreading the word. Any others who have obtained publicity are asked to let us know about it.

To My Fellow Vecturists, Greetings:

At this writing I am getting quite anxious to start on that vacation trip, which will include the A.V.A. Convention in New York City. We plan to leave Austin on July 14, for three weeks of camping, fishing, etc., through the provinces of Quebec, New Brunswick, and Nova Scotia, then down the Atlantic Coast to New York City. I hope to drop in on a number of my fellow A.V.A. members along the route, and say Hello.

To those of you who do not live too far from New York City: Why not bring along a frame or two of your rare tokens; it makes the meeting much more interesting.

We are looking forward to seeing all of the good people whom we have met at A.V.A. Conventions the past six years, and to meet for the first time so many of you with whom we have corresponded for so many years. May we count on your being there?

Fraternally yours,

EROY L. KIMMONS, President

CONVENTION ARRANGEMENTS

When arrangements were made by me recently for accommodations at Hotel Holland, I had in mind primarily the proximity of that place to my office as then located. Although I never was too greatly pleased by the hotel itself. Of course, since then I have moved, and with the same thought in mind, I discussed the matter with the management of Hotel Mansfield, 12 West 44th St., New York 36, N.Y., which is only about 100 feet or so away from my office, and secure from them expressions of cooperation with what we had in mind. While this, too, is not a large hotel, it is much more conveniently located and they are willing to give us accommodations as follows:

Single:	\$6.00	with air-conditioning	\$7.00
Double:	8.00	" " "	9.00
Twin Beds:	9.00	" " "	10.00

In essence, this only means about \$1 more than rates quoted at Hotel Holland, and I would sincerely recommend that we make Hotel Mansfield our headquarters, rather than the other hotel.

- Max M. Schwartz

Editor's Note: Members planning to attend the convention who have not yet notified Mr. Schwartz of their requirements regarding hotel space, should write him immediately. His new address is given elsewhere in this issue. I would also strongly recommend that you take advantage of the air-conditioned rooms at the small extra cost. New York can be pretty hot in August.

- J.M.C.

THE FARE BOX

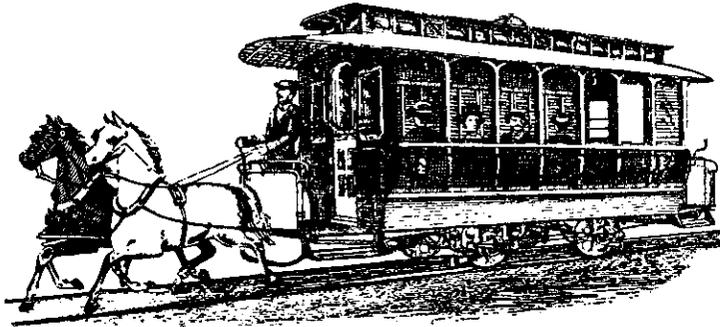
A MONTHLY NEWS-LETTER FOR THE COLLECTORS OF TRANSPORTATION TOKENS

New Issues Editor

RALPH FREIBERG
4142 - 26th Street
San Francisco 14, Calif.

Asst. New Issues Editor

JOHN G. NICOLosi
2579 - 35th Avenue
Oakland 1, Calif.



Editor

J. M. COFFEE, Jr.
P. O. Box 1204
BOSTON, MASS.

Associate Editors

HARRY C. BARTLEY
ROBERT M. BUTLER
HAROLD FORD, Jr.



VOLUME 11

JULY, 1957

NUMBER 7

This is the Tenth Anniversary of The Fare Box. Just ten years ago this month Mr. Moore of San Francisco launched this news-letter, and thereby inaugurated a new era for the hobby of collecting transportation tokens. I regret the occasion cannot be heralded by a larger issue than this. But great things are in the works, and I hope to be able to make up for these past three little issues, as soon as I return to Boston. The August issue, which should go out by the 22nd of August, will include a full report of the Convention, and also some pages for the Foreign Check List.

The Annual Convention of the American Vecturist Association is being held in New York on August 3-4. Meetings will be held in the office of Past-President Max M. Schwartz, which is located at 28 West 44th Street, Suite 421. Sessions will begin about 10 a.m., the 3rd. All those interested in this hobby are invited to attend. By all means, plan to attend if you can make it. The annual conventions are the high point of the year for this hobby.

The Editor had a pleasant trip West last month, and enjoyed visits with Messrs. Atwood, Nicolosi, and Freiberg. Just as Roland and I were getting to his place, John Nicolosi dropped in on us, 460 miles from home. It seems John was on his way back to Oakland from an unsuccessful attempt to purchase a collection in southern California.

Mail intended for the Editor should be sent to 4104 Sixth Ave. - Tacoma 6, Washington. I shall leave for Boston about August 10, so any mail that would arrive after that should be addressed to Boston. By that time, with work on the new Catalog behind me, we should be able to get The Fare Box and Foreign Check List back to normal!



NEW ISSUES SERVICE NEWS

Some time this month I am sending you Ohio 225 A (St. Joseph School Bus). Many thanks to Mr. McRobie of Akron for obtaining them for us. I have not as yet received the two taxi tokens from Massachusetts. As soon as I do, I'll forward them. These two were listed in the June Fare Box.

I am also expecting the latest two tokens from Sherbrooke, Que. Canada. I think these two will be listed this month. Will send them to you who are on my Foreign List and Canada List.

There is a possibility of two more tokens from Ohio, and one from Pennsylvania. I am working on these three now. If I receive the tokens listed above within the next week or so I shall send all to you.

This month we welcome two more New Issues Service members, Mr. Salavitch of New Jersey and Mr. C.E. Axthelm of Ohio. Welcome to the fold! Have received the following information on the Nogales, Sonora, Mexico, token--750 A. It seems these tokens were first put into use in 1938 and are still current but very rarely in circulation. The company does not consider ordering new tokens. So now we know why these tokens are so worn and bent and dented--19 years of rough service is the answer. Thirty....

- John G. Nicolosi

NEW TRANSPORTATION TOKEN CLUB FORMED IN CALIFORNIA

On Thursday evening, July 11, at 8 p.m., at the residence of Emzy Thompson, five members of the A.V.A. met and formed the California Vecturist Association. Anyone wishing to be a charter member must have letters postmarked before midnight October 1. Send applications to Edrick J. Miller, Acting-Treasurer, 694 Senate St. - Costa Mesa, Calif. Meetings will be every other month, scheduled at the convenience of the members. Meeting days will remain open. All auctions of the California Vecturist Association will be posted in The Fare Box, and no bids will be refused.

The following were present at the meeting: Kenneth Smith, Emzy Thompson, Edrick Miller, Roland Atwood, and Edward Cutler.

Mr. Atwood is Acting-President; Mr. Cutler Acting-Vice-President; Mr. Thompson Acting-Secretary; Mr. Miller Acting-Treasurer.

It was agreed that membership was to be \$1.00 for two years. We are bidding for the 1958 Convention of the A.V.A. to be held in Los Angeles. Specimen cards will be mailed to members of the A.V.A. at a later date. The meeting was very successful.

- Emzy L. Thompson, Atg Secy.

Wagner Bus Service of New Britain, Conn., has been bought by New Britain Transp. and its tokens are now obsolete--Mr. Wagner having died....all Bristol, Conn., tokens now obsolete with fare at 15¢.

- PRICES REALIZED -

Seattle Transportation Token Club Mail Auction of May 10, 1957

1. Pa 515 A....\$1.10	23. Ohio 860 A..\$5.35	45. Sweden 800 HR...NB
2. Iowa 150 C...1.00	24. Alaska 300 A 1.10	46. " 800 CX...NB
3. Wisc 170 B...1.00	25. " 300 B 1.56	47. " 800 DF. .75
4. Cal 880 A....1.00	26. Minn 600 A... .50	48. " 800 DJ...NB
5. Wisc 170 C...2.50	27. Minn 600 B... .55	49. " 800 ES...NB
6. Ohio 745 B... .60	28. NC 630 A.....2.00	50. " 800 EV...NB
7. Ida 440 A....1.45	29. Pa 70 A..... .25	51. " 800 GM...NB
8. Mich 470 A...1.75	30. Pa 70 B..... .25	52. " 800 GP...NB
9. NJ 115 B.....1.10	31. ND 600 B.....1.10	53. " 300 AN...NB
10. Wisc 500 B...1.10	32. Alaska 500 A 2.20	54. Ala 560 B.....2.15
11. Wisc 500 C...1.10	33. Cal. 10mixed...NB	55. Neb 440 E.....1.75
12. Mich 470 Ba..1.75	34. " 9 " ...NB	56. Ohio 175 R....1.50
13. Mich 470 Eb..2.25	35. U.S. 10 " ...NB	57. Wisc 170 B....1.00
14. Tenn 430 B...2.00	36. " " " ...NB	58. Cal 275 A..... .36
15. Iowa 300 E...1.00	37. Eng 750 (5).. .75	59. Cal 745 G.....1.25
16. Ind 960 A....2.00	38. " 500 (7)..1.00	60. Wash 80 D......50
17. Ind 960 B....2.35	39. " 90 (7)....NB	61. Que 620 O....11.15
18. Iowa 510 A...8.65	40. Scot 200 (5)...NB	62. Me 740 A..... .35
19. Me 480 A.....4.50	41. " 100 (5)...NB	63. Ark 285 B..... .35
20. Md 60 J.....1.01	42. " 450 I.....NB	64. Iowa 930 C.... .35
21. Md 60 M.....3.85	43. Eng 770 J.... .65	65. NY 745 A..... .75
22. NY 780 A.....1.01	44. Sweden 800 B01.75	66. Ohio 230 L.... .65

The small number of really scarce tokens in this auction brought well over catalog prices. The high price in the auction, for Quebec 620 O seems a bit excessive for this token, but it certainly is a rarity. High for a U.S. token was \$8.65 for Iowa 510 A, a really rare item. Ohio 860 A is another scarce token, and brought a good price commensurate with its rarity. On the other hand, lots of common tokens in quantity seem to have no appeal whatever. In cases where there is NB (no bid), there was a minimum bid listed which apparently seemed too high for the bidders. Lot 12 is the thick token; 13 is the thin one. Transportation token auctions are becoming increasingly scarce for the simple reason that few collectors seem willing to part with their rarities for any price. It is much wiser, apparently, to hold onto them for trades. And there is such an excess of common tokens now that an auction consisting entirely of them would draw little interest.

PROGRESS WITH THE NEW CATALOG

Since the June issue I have received an additional 13 orders for the new Atwood Catalog, making a total of 118. We shall continue to accept advance subscriptions at \$5 each until August 10, and possibly later, depending on when I must turn the money over to Stack's. But after that, the price will be higher.

Mr. Schwartz has made inquiries, and informs us that the size of the printed catalog will be 6 by 9 inches (page size). And it's going to be pretty thick, judging from all the material that's going into it. My mail is unanimously in favor of calling it "catalog" instead of "check list," so henceforth it will be ATWOOD'S CATALOG. There is some opposition to changing the present listing on metal passes, so they will be left as is for now.

- J.M.C.

Fine condition collection, dupes for sale. Want lists filled when possible at best price offered each token. Give metal, size & center design to avoid errors. (paid adv.)

Clyde A. Logsdon - 724 Bancroft - Omaha 8, Nebraska

For Sale - Recent issues, Mich 75 K 20¢; Wash 80 I 20¢; Mont 100 A 15¢; NC 360 A 15¢ and Keys Transit of Miami, Fla. 530 H 25¢. I have 6 of each. Please remember stamped, return envelope.

Morton H. Dawson - 182 Whiting Lane - West Hartford 7, Conn.

I collect pencils, both wood and eversharp, just as long as they have advertising on them. Also ball point pens the same way. I will give 5 different tokens for pens and eversharp pencils, and one token for wood pencils--with advertising on them. Will take all I can get this way, and hope to get one from each state is possible.

Walter K. Dillow - Box 182 - Byron, Illinois

For Sale at catalog, stamp please: Conn 290 D; Mich 75 D E F I; 225 F, 770 A; Va 500 D F G; Ind 610 E; Maverick 70 at 10¢; Pa 70 A B; N.D. 600 B (no rim) uncirculated. Alaska 300 A B; Minn 600 A B. Two left to trade for best offer: scarce N.C. 630 A.

John G. Nicolosi - 2579 35th Avenue - Oakland 1, Calif.

Any collector who needs a set of Wash 720 C and D, the Puyallup-Sumner Stages tokens, may have them for face value, 55¢ (no stamps, please) plus postage. I'll get them for you at the bus depot.

J.M. Coffee, Jr. - 4104 Sixth Avenue - Tacoma 6, Wash.

APPLICATION FOR MEMBERSHIP

245 Harry M. Lessin - Allen Road - Norwalk, Connecticut
Age 48; Lawyer. Beginner.

CHANGE OF ADDRESS

- 1 Roland C. Atwood - 2818 Colorado Avenue - Santa Monica, Calif.
- 152 Joseph J. Silverman - Actuarial 8th Floor - State Insurance Fund - 199 Church Street - New York, N.Y. (temporary)
- 17 Michael Super - 5608 Ashbourn Road - Halethorpe 27, Maryland

REINSTATEMENT TO MEMBERSHIP

152 Joseph J. Silverman (address above, under "change of address")

THE QUINCY AND WOLLASTON TAXI TOKENS

Mr. F. Gordon Smith of 14 Miller Stile Road, Quincy 69, Mass., reports that a supply of these tokens has been sent to the New Issues Service. Any collector who is not a member of the Service may have the two tokens (Mass 660 A and 960 A) for 25¢ each plus postage. Write Mr. Smith directly, and please remember the postage. Mr. Smith informs me that he has just suffered his third heart attack. Consequently we ask his correspondents to have patience, for any delay in his answering letters is quite understandable. Our best wishes for a quick recovery go out to Mr. Smith.

JULY SUPPLEMENT TO ATWOOD'S CHECK LIST
By Ralph Freiberg

PENNSYLVANIA

Beaver Falls 65 (reported by Max M. Schwartz)

H T B LINE

O	B	21	Sq-sc	(part of reverse letter obliterated)					\$0.15
P	B	21	Pc	" " " "	"	"	"	"	.15
Q	Z	21	Sq-sc	" " " "	"	"	"	"	.15
R	Z	21	Pc	" " " "	"	"	"	"	.15
S	B	21	Sq-sc	" " " "	"	"	"	(Sc)	.15
T	B	21	Pc	" " " "	"	"	"	(Sc)	.15

(The above tokens are 65 C,D, and E with the words "3¢" and "student" scratched off to make them adult tokens. One group comes with just the wording on the reverse scratched off, and then an attempt was made to make the square in the center look like a round hole.)

CANADA

Dartmouth, Nova Scotia 100 (reported by Rod Moulton)

BELL BUSSES LTD. DARTMOUTH

A o A	16	Ch	Good For One Fare						.15
-------	----	----	-------------------	--	--	--	--	--	-----

Sherbrooke, Quebec 850 (reported by Roland C. Atwood)

SERVICE LARAMEE INC. SHERBROOKE QUE (STAR)

E	WM	23	Sd	(same as obverse)					.15
---	----	----	----	-------------------	--	--	--	--	-----

ZONE CHECKS

Indiana 997 (reported by Ivan B. Cline)

INDIANA RAILROAD DIVISION OF WESSON 4

ZC	1 o	Bz	23	Sd	Zone Check	4			
----	-----	----	----	----	------------	---	--	--	--

(Used on Indianapolis to Fort Harrison bus in Northeastern Indianapolis, as no Indianapolis Transit bus serves this area. There is no charge for this zone check as it was given to people upon boarding to show the amount of fare they had paid. The zone check is collected when the passenger gets off the bus.)

NOTES BY RALPH FREIBERG

Mr. Coffee took care of the details for us last month, by getting the descriptions of the Quincy and Wollaston, Mass., tokens. In the process I overlooked listing some tokens that Mr. Schwartz came up with from Beaver Falls. These tokens were altered by the bus company in order to serve as adult tokens. They took the old school tokens they had on hand, and removed the wording "student" and "3¢" from the reverse sides of the tokens. Some were left with the square in the center, but others were drilled out to make a round hole. I imagine the drilling of the round hole was to make them look like the adult tokens F and G. Mr. Schwartz is trying to get one or two of these varieties for the New Issues Service, but on some of these, the Service won't be able to supply you.

The Bell Busses token was found by Rod Moulton but we are trying to get some of these for the New Issues Service. Our first letter brought the answer that tokens are already obsolete, and that therefore they didn't think we would want any. How little do some companies realize that the ones we want most are the obsolete ones! It is hoped that some will be obtained for the Service.

Mr. Atwood picked up this latest token for Sherbrooke and since they supply them in most cases, it is hoped that these can be got for the New Issues Service.

Then we have a zone check listed. In the new Catalog we are going to list the zone checks of each state at the end of the state. No number of any city is ever higher than 995, so 997 was picked for the zone checks. So all zone checks will be listed under 997 and will be listed in the order they are reported, such as Ind 997 ZC 1, and so forth.

This zone check of Indiana was found by Ivan Cline and the additional information on it was obtained by Mr. Merrifield. He was told that these are no longer used and have been destroyed, and so far he has not even obtained one for himself. However if it ever shows up that some of these could be obtained that weren't destroyed, we'll certainly try to get them for the New Issues Service.

I didn't make any comment in last month's Fare Box, but we listed a school token. This is the second one that has appeared from a Catholic school--the other one being the Holy Family School of Louisville. There is also a school token from a Lutheran school in St. Paul. Then there also is one for a Holy Trinity School, which is a maverick. This type of token is generally not of the usual size used by most companies, and they are generally made by a small die-stamping concern. Consequently there's little chance of this kind of token showing up in other fare boxes. Any that are discovered, then, are mostly by accident. So if you know of any private school busses operating, ask them if they might just accidentally use tokens.

Then there was also a token mentioned last month for the Supreme Taxi Service. This is another token that might not have been known to exist except for the fact that one of our members lived in the vicinity. So just because a city doesn't have a bus company that uses tokens, doesn't mean that tokens aren't being used on some other form of transportation.

This brings to mind another item: the Kiddie Ride token which we have listed under Mavericks. It has been suggested to list this item under manufacturers samples, so possibly in the new catalog it will be given a number like Group 24 token A. It is felt that, as we know the name of the company and its location (Bert Lane Co. of Miami), it is best to list this way since these tokens have been used in various parts of the country and might also have been used as samples to demonstrate the type of ride. If anyone should have any objection to listing this item under Manufacturers Samples, let me know.

THE FARE BOX

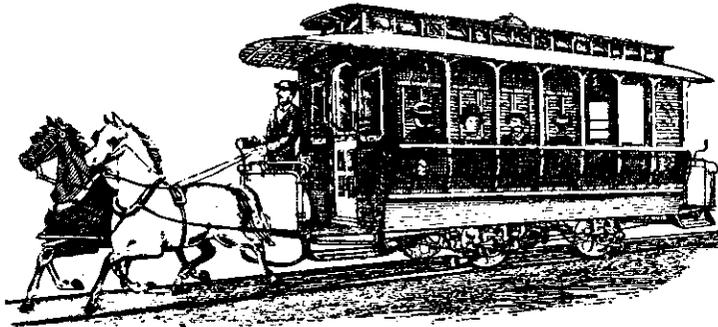
A MONTHLY NEWS - LETTER FOR THE COLLECTORS OF TRANSPORTATION TOKENS

New Issues Editor

RALPH FREIBERG
4142 - 26th Street
San Francisco 14, Calif.

Asst. New Issues Editor

JOHN G. NICOLOSI
2579 - 35th Avenue
Oakland 1, Calif.



Editor

J. M. COFFEE, Jr.
P. O. Box 1204
BOSTON, MASS.

Associate Editors

HARRY C. BARTLEY
ROBERT M. BUTLER
HAROLD FORD, Jr.



VOLUME 11

AUGUST, 1957

NUMBER 8

Work on the new Atwood's Catalog has been completed for about a month. During August we have put the finishing touches in it--minor corrections, and lists of zone checks, mavericks, and Canada. Mr. Schwartz has promised to have the lists of Patterns and Unpunched Solids here by September 3. As soon as they have been typed into the list, it will be ready to mail to the printer. Consequently, this list certainly will be in the hands of the printer by September 10. The typed master manuscript of this catalog contains over 550 pages. However these are double-spaced, so the final product need not be quite so big.

The catalog will include several plates--photographs in actual size--of some of the rarest tokens. These have been donated to the A.V.A. by the Seattle Transportation Token Club and myself. At this writing I have 142 advance orders of \$5 each for this catalog; and advance orders can't be accepted much longer, depending on when we must deliver them to Stack's. Those of us who have worked on this project--Freiberg, Schwartz, Atwood, Butler, Nicolosi, and myself--want to thank the membership for their great patience. Now it's up to the printer. If he does it the way we send it to him, it should be a pretty good catalog.

Inside this issue you will find the minutes of the New York Convention, including a list of "definitions" adopted there. I have a few editorial remarks elsewhere about these definitions, and will welcome comments from readers on the subject. I'll be glad to print your remarks if you try to keep them reasonably brief. I should like to add that before writing my own remarks down, I sought advice from a number of prominent collectors, and have found considerable agreement with my point of view.



One of the main disadvantages in the use of our new Foreign Check List is the difficulty of most readers to obtain a copy of the Belding-Corticelli Color Chart which is used as a guide by Mr. Smith to type the many shades of color found on foreign celluloid tokens. This problem is now solved, I am happy to report. I have contacted the Belding-Corticelli Company in New York, and they informed me that they have dozens of different charts. However the most comprehensive one--one which lists just about every shade in the catalog--is the one marked "Art 44-99R-41" which lists 144 different colors. The Belding people inform me that it costs them one dollar each to have these charts manufactured. However, they have consented to sell us as many as we require at cost--one dollar each plus postage. Therefore, if any member desires a Belding-Corticelli color chart, please send me \$1.10. This offer will close on October 1. On that date I'll forward the money I've collected to Belding, and have them send me the number of charts we've paid for. Then I'll put them in large envelopes and mail them out to those of you who have sent me the \$1.10--that's where the extra dime comes in, to pay for the envelope and postage. Please don't delay on this--nobody is making anything out of it, but it is going to make the foreign Check List more useful. The color charts are very handsome--on heavy cardboard size 8½ x 11, already punched to fit a 3-ring binder.

While in Seattle recently I visited Seattle Rubber Stamp Co. and asked to examine their sample box---they also make tokens of various kinds. From the sample box I obtained one of those FAR NORTH TRANSPORTATION mavericks. The man assured me that they had manufactured that token for someone many years ago, but he couldn't remember who it was. So now at least we know where they were made.

Speaking of mavericks, I recently found in a Boston coin shop a token similar to Maverick #39, except that mine has the number 19 on it instead of 7. This leads me to suspect that there must have been a set of these tokens struck with each day of the month on them. So somewhere they must exist with numbers 1 through 31.

A member of the Seattle Club recently found a remarkable token, which we agreed must be a pattern. It is described as follows:

SEATTLE MUNICIPAL RAILWAY (INDIAN HEAD)
WM 16 Sd Full Fare 1 D W Henderson Supt.

The Indian head on the obverse of this token is supposed to be Chief Seattle. It is a well-struck piece, but no one down at Seattle Transit seemed to remember it. Also shown me in Seattle are two patterns in aluminum and white metal respectively, of tokens similar to Wash 780 B. All these patterns will appear in the new Atwood's Catalog.

Paul Fouts also showed us an interesting item. On the obverse it is an 1891 Liberty Head Nickel with a metal loop attached to it. But the reverse of the nickel has been abraded off, and on the flat surface the following inscription has been engraved by hand (a very beautiful job): "Nov. 25, 91. 1st Fare Coll on El. Ry. S.C." So here was the first fare collected on some elevated railway on November 25, 1891. This is truly an interesting and valuable piece, of interest to any vecturist!

NEW ISSUES SERVICE NEWS

Within the last 30-40 days you have received the following tokens: Ohio 225 A, 15 E F; Pa 445 G, 950 I J. To those on my Canada list you have received Nova Scotia 100 A. I'm still waiting on the latest tokens from Sherbrooke, Que. As soon as I get I'll forward. Also still waiting for Mass 660 A, 960 A, the taxi tokens. Mr. Smith has been ill and that is the reason for the delay. Thanks to Mrs. Black for obtaining Pa 950 I J for us. She made a special trip to get these tokens and spent a couple of hours, sorting out the best she could find of Pa 950 I (the plated one). Again many thanks for the time and effort, Mrs. Black.

A note about the Bell Busses token 100 A--this company discontinued service as of April 13, 1957, by authority of Nova Scotia Board of Public Utilities. The Dartmouth Transit Service Ltd. took over operations on a reduced basis on April 18, 1957 (no tokens). On Bell Busses token, I was promised the quantity I needed, but when the man went to get the tokens to send to me, he found that all these tokens (100 A) had been melted down for scrap metal. So he looked around his office and did find some in a little box, all mutilated. This was done as the tokens went through the counting machines at the bank. So I at least got the damaged ones, better than none at all. I was told there are no more to be had, so we're fortunate to have the damaged ones. All are damaged, so don't feel bad if your token is not up to par.

This month we welcome to the New Issues Service the following new members: R. Carpenter, Dorothea Case, Walter Dillow, Pat Maffeo, and W.D. Shupe. Welcome to the fold, and Happy Collecting.

- John G. Nicolosi

INFORMATION FOR NEW READERS

Anyone may become a member of the New Issues Service by sending Mr. Nicolosi \$3.00, which will go toward the purchase of newly issued or discovered transportation tokens. These new issues are sent to members as often as they can be obtained in quantity. Mr. Nicolosi's address is in the masthead on page one.

Subscription to THE FARE BOX is \$3.00 for twelve monthly issues, mailed by first class mail. If you wish commemorative stamps used on the envelope, please specify. Otherwise postal meters are used.

Membership in the AMERICAN VECTURIST ASSOCIATION is \$3 per calendar year plus \$1 initiation fee when you first join. Membership includes subscription to The Fare Box and a free advertisement in each issue if desired, in addition to other benefits.

For information on symbols, system of cataloging tokens, or anything else pertaining to collecting transportation tokens, please write the Editor, whose address appears on the first page.

ATWOOD'S CATALOG of U.S. & Canadian Transportation Tokens will be published shortly at \$10 per copy; AVA members may order it in advance for \$5 per copy if they do so immediately.

I will give you a token for an Indian head cent, any date. I have a good assortment of different tokens on hand.

Harry W. Salavitch - 223 S. Rhode Island Ave. - Atlantic City, N.J. Collection of 145 transportation tokens, approximately 58 different varieties for sale - catalog value \$21.00. Will accept highest offer of cash, obsolete U.S. coins or transportation tokens cataloging \$1.00 or more, or any combination.

Foster B. Pollack - 1841 Broadway, Rm 201 - New York 23, N.Y. Will give \$1 each for these: Colo 460 D; Fla 380 U, 105 A; Ill 475 A Ind 300 A; Mich 775 E; Minn 70 C; Mo 950 AB; Mont 480 C; NC 710 B; Ohio 80 B; SD 180 A B; Tenn 345 D; W Va 830 E; Wisc 20 B, 620 A. Iowa 910 A. I also have lots of dupe tokens. Send me your want-list.

F.W. Guernsey - 3138 S.E. 78th - Portland, Oregon Recent issues for sale: Conn 85 D 20¢, 240 A 15¢. Have 15 of each. Also have Conn 525 C, Z & SPZ at 15¢ each. Have 7 of each. Please send stamped return envelope.

Morton H. Dawson - 182 Whiting Lane - West Hartford 7, Conn. For sale: Mass 630 A B C D E F at 15¢ each, set at 75¢. Mass 660 A and 960 A 35¢, both for 60¢; Missouri 910 R at 30¢. Also have many common dupes at catalog plus postage.

F. Gordon Smith - 14 Miller Stile Rd. - Quincy 69, Mass. For sale, stamp please: Pa 200 A B C D; 70 A B; NY 790 D at 25¢; Minn 600 A B; ND 600 B (Unc); Mich 75 A D E F, 770 A; Iowa 270 B, 300 I; NC 630 A for best offer (scarce); Alaska 300 A.

John G. Nicolosi - 2579 35th Avenue - Oakland 1, Calif. FOR SALE OR TRADE - Hazleton, Pa. Centennial Money: Fifty cent metal coin and five cent wooden nickel. Will sell at cost, plus postage. Michael Super - 5608 Ashbourn Rd. - Halethorpe 27, Md.

APPLICATIONS FOR MEMBERSHIP

- 246 Walter J. Grimala - 28 Richmond Avenue - Worcester, Mass. Age 58; Electrical Operator. Collecting 3 yrs, 100 tokens.
- 247 Charles Moskowitz - 2047 So. Hutchinson St. - Phila. 48, Pa. Age 40; Carpenter. Collecting 30 yrs, 3,000 tokens.

CHANGE OF ADDRESS

- 214 Rufus Dunn, Sr. - 113 Trevoise Lane - Oak Ridge, Tennessee
- 231 D. Wayne Johnson - 3918 Kings Highway - Dayton 6, Ohio
- 74 W. Gordon Robertson - Box 329Q Silver Spring Rd - Fullerton, Md.
- 143 Frank Roselinsky - 1971 Fulton Ave. - Monterey Park, California
- 185 George W. Schroder - 78-14 160th Street - Flushing 66, N.Y.
- 135 Emzy Leon Thompson - MOVED, LEFT NO ADDRESS.

Harry W. Salavitch of Atlantic City informs us that he has purchased the entire remaining token supply from Griffin Motor Coaches of Georgia, about 20,000 tokens in two varieties. He also bought out all the large-size tokens from Fullington Auto-Bus of Pennsylvania.

Harvel Motor Coach of Arlington Heights, Ill., has raised fares. Tokens will be 6 for \$1 instead of 10 for \$1 as before. Cash fare goes from 13¢ to 20¢. Quite a jump!

SEVENTH ANNUAL CONVENTION OF THE AMERICAN VECTURIST ASSOCIATION

- minutes of the meeting -

The meeting was greeted by host Max M. Schwartz prior to the opening of the Convention. He informed the delegates what he had planned for them and stated that many of the things were made possible thru the New York Convention Bureau. The meeting was called to order at 10:05 a.m. Officers present were Dawson (Vice-President), Eisenberg (Secretary), and Bartley (Curator). The Vice-President presided in the absence of the President, and appointed the following committees: Credentials (DiMichael, Bartley, Mullins); Resolutions (Schwartz, Tyson, Houser); Auditing (Carr, Easterly, Wm. Black); Election (Mrs. Black).

Mr. DiMichael reported that a quorum was present and that all delegates be permitted to be seated. The following were present: Mr. & Mrs. William Black, Mr. & Mrs. Charles Houser, Mr. & Mrs. Morton Dawson, Mr. & Mrs. William Carr, Mr. & Mrs. Charles Heaton, Mr. & Mrs. B.H. Baake, Mr. & Mrs. Pat Maffeo, Mr. & Mrs. William Hofmann, C.B. Tyson, Phillip Easterly, Charles Mullin, Julius Kurtz, Harry C. Bartley, Max Schwartz, Daniel DiMichael, William Eisenberg, Harry Lessin, Roy Irwin, Ralph Winant, George Schroeder, Joseph Silverman, and as visitors, Mr. & Mrs. Walter Grimala.

A motion was made and seconded that the reading of last year's minutes be dispensed with as they appeared in The Fare Box. The Secretary gave a brief report and read the Treasurer's report in his absence. Mr. Schwartz raised the question as to why the convention expense amounted to \$190.41 at Minneapolis last year. Mr. Schwartz also stated that both the Secretary's and Treasurer's reports were terrible. A motion was made and seconded that the Treasurer's report be held in abeyance until an explanation was made of the \$190.41. Motion passed. The Secretary read the expenses of the Editor for the operation of The Fare Box for the first half of 1957. Mr. Schwartz asked where the report was the second half of 1956. The question remained unanswered. A motion was made and seconded that the Editor's report which covered the period from January thru June, 1957, be received with thanks and that action be deferred until the report covering July thru December, 1956, be received. Motion carried. Mr. Bartley, Curator, gave his report. He explained how he had numbered and identified the slides so they could be shown. A motion was made to accept and file the Curator's report and extend him a vote of thanks. A general discussion was held on the slides and it was asked if it would be possible that the slides could be shown at the Convention. Mr. Mullins offered to bring in a projector Sunday morning, and show the slides to the delegates.

Mr. Schwartz was called on to bring the members up to date on the new Catalog. He informed them of what it would contain and what a very thorough catalog it would be when completed. A question was asked as to who held the copyright on the catalog, and it was explained that there was no copyright on it, and that it belonged to the membership. It was asked when the closing date for the catalog would be and members were informed that as yet no date had been set.

A motion was made and seconded that the Secretary cast a ballot for the nominated slate. A question was asked as to why no ballots were sent out. On referring to the by-laws it was pointed out it was the duty of the Secretary to mail them, although the Editor had

always done so. (Later in the meeting on reading the amended by-laws it was discovered that the responsibility of mailing the ballots belonged to the Editor.) Mr. Bartley explained to the members present he felt responsible for the present situation and suggested that a ballot be sent out and that his name be withdrawn from any consideration. The previous motion was then withdrawn from any consideration, and a motion was made and seconded that the present slate be adopted and that action should not be considered as a precedent. Motion passed and the Secretary cast a ballot for the nominees. The Credential Committee was thanked and dismissed. Bills were read and approved for payment: Dawson (express charges) \$2.24. Bartley (postage & miscellaneous supplies) \$1.97. Eisenberg (postage & applications) \$13.10. Mr. Kimmons' report was belatedly read and a letter of greetings and explanation for his absence.

Mr. Schwartz read a history of the AVA and its organization. He pointed out some of the questions which had arisen pertaining to the proper naming of pieces other than bona fide transportation tokens. Mr. Schwartz made a motion and it was seconded that the Resolutions Committee act on his resolution and to make a report at the second session of the Convention. Passed. A motion was made and seconded that the Convention be recessed. Passed. Recessed at 12:45 p.m.

Second Session - August 4, 1957. Meeting was called to order at 10 a.m. Sunday morning by Mr. Dawson, Vice-President. He immediately turned the meeting over to Mr. Eisenberg. All new officers were seated at this time. William Tyson was called on to read the following Resolution:

The resolution called for the adoption of the following "Definitions" by the conventions:

1. VECTURES, or transportation tokens, are objects made of any substance, other than paper, and struck with a die, and associated with a right to the use of public transportation or rights of way. Vectures include Manufacturers' Samples, patterns, regular issues, unpunched solids, and other errors. Except for those pieces already listed, pieces used for amusement purposes (merry-go-rounds, etc.) or pieces made of paper are not included in this definition.

2. a MANUFACTURER'S SAMPLE or sample is a piece made to illustrate the nature, quality and material of the maker's product and contains no reference to the user or place of use.

3. a PATTERN is a piece designed for and submitted to a particular transit operator which is not adopted by the operator for issue to the public. These usually exist in limited quantities.

4. a REGULAR ISSUE is a piece made for an operator in accordance with his instructions or used with his authority over or on his facilities and includes zone checks.

5. an UNPUNCHED SOLID is a piece which, through error, has not gone through the punching process as intended. Where more than a limited quantity are known, they are to be regarded as regular issues.

6. OTHER ERRORS are pieces unintentionally misstruck or misplaced or struck on the wrong planchet or otherwise incorrectly manufactured. Because there are infinite possibilities of errors, these are not suitable for separate listing.

Mr. Phillip Easterly made a motion to adopt the resolution as read, and motion was seconded. Before being voted upon, a few members asked questions which were answered by the Resolutions Committee. A vote was taken and the motion passed. The Resolutions, Auditing, and Election Committees were at this time dismissed by Mr. Eisenberg.

Mr. Eisenberg then called for bids for the site of the 1958 AVA convention. There were no written invitations received by the President. Various members expressed their opinions as to where they thought it should be held. At this time the President was asked to read the amended By-Laws regarding the convention site. The By-Laws clearly stated the convention site must be selected by the convention assembled, so Mr. Bartley in behalf of the Pittsburgh members asked that the Convention be held in Pittsburgh in 1958. Mr. DiMichael made a motion as such, which was seconded and passed.

Mr. Eisenberg then asked all members present to stand for a moment of silence for our departed members.

A rising vote of thanks was given Mr. Schwartz, at Mr. Tyson's request, for the fine preparation he made for the Convention.

A motion was made by Mr. William Hofmann and seconded that the Executive Board be empowered to acquire printed letterhead paper for the official use of all officers of the organization. The cost of printed stationery to come out of the A.V.A. treasury. After a short discussion the motion was voted on and passed. Mr. Eisenberg at this time asked that a motion be made to adjourn the Convention. Motion was made and seconded. Before being voted upon, Mr. Eisenberg asked that someone offer a prayer for all the members present. Mr. Easterly offered a short prayer. A vote was then asked for and motion carried. Meeting was adjourned at 10:45 a.m.

Respectfully submitted,

WILLIAM E. EISENBERG, Past Secy.
MORTON H. DAWSON, Secretary.

Editor's Note: With regard to the Financial Statements of the Editor of The Fare Box, these are submitted at six-month intervals directly to the President. This has been my practise for eight years. The report for the last half of 1956 was submitted to Mr. Kimmons and could easily have been obtained for this Convention had anyone thought to ask for it.

SIDELIGHTS OF THE CONVENTION: all eyes popping out while looking at the slides of the rare items...Bill Carr donating 4 slides and one slide filing case to the AVA...Max Schwartz not knowing where to buy breakfast Saturday morning...the discount meals that went up instead of down...thousands of people, Where do they come from? ...Broadway a combination circus, side show and carnival...largest number of people ever to attend a convention - count them...last but not least the heat! Even the air conditioners could not overcome it.

- W.E.E.

Greetings! The 1957 Convention is now a matter of record and we have only the future to look forward to. Great strides have been made in the past but I think with a little effort on everyone's part we can do even better. If every member would bring into the organization just one new member this would mean we would double our membership. Let's give it a try. At this time I would like to state that all standing committees will continue to serve if it is their desire. Their work has been very satisfactory in the past and I see no reasons to make any changes. Mr. Frisbee informs me he is still holding \$6 in the mimeograph fund. He would like to dispose of this money and requests the members whose money he is holding kindly to contact him so the matter can be closed out.

Fraternally,

WILLIAM E. EISENBERG, President

AN EDITORIAL ABOUT THOSE "DEFINITIONS"

The Editor wishes to use his journalistic prerogative at this time to voice some opinions on the list of "Definitions" adopted at the New York Convention. I think the Convention acted commendably in their obvious effort to arrive at suitable definitions of tokens. However, I think they acted a bit hastily, and some further study and consultation with collectors of long-standing would now be in order.

There has long been great controversy over the definition of what constitutes a transportation token, as well as over other side issues. The amusement ride token has long been a bone of contention. One reason for this is that nearly all amusement tokens are quite rare and so few collectors have any of them. Therefore it is quite painless for most collectors to banish them from the fold of "vectors." Still, they do form an interesting and unique little group by themselves. My personal opinion would be to group them separately, but definitely to continue listing them. Indeed, we of The Fare Box intend to continue to report any new discoveries of amusement ride tokens. As for "tokens made of paper" where is one to draw the line between "fibre" and "paper"? These definitions do not solve our problem there at all. Vectors are only such, now, if they were used over "public transportation." Does this, then, rule out tokens used on private transportation, such as school buses operated by private schools, or vehicles or bridges limited to the use of employees. How about NJ 185 A B C, for example? The definition given for "manufacturer's samples" conceivably could include samples of beer checks and store cards, as well as of transportation tokens. Including zone checks under "regular issues" without any segregation seems to pretend that there is no difference between a fare token and a zone check, although there certainly is a very big difference. To say that "other errors" are not suitable for listing is foolish. These are interesting pieces, and collectors have a right to have occasional errors reported in The Fare Box.

In conclusion, I think these "definitions" create more problems than they solve. I have asked the President to withhold action on them until further study is made of the situation, and all interested collectors have an opportunity to be heard. Of course, the new Atwood Catalog was finished before these definitions were adopted, and will not be affected in any event.

- J.M.C.

AUGUST SUPPLEMENT TO ATWOOD'S CHECK LIST
By Ralph Freiberg

ILLINOIS

Rock Island 760	(reported by L.A. Hensley)	
	TRI CITY RAILWAY CO. HALF FARE $\frac{1}{2}$	
J o WM 16 Bar	Children From 5 to 12 Years $\frac{1}{2}$	\$1.00
	TRI CITY RAILWAY CO. BRIDGE	
K o Bz 20 B	Good Only 6 to 7 AM - 5 to 7 PM	1.00

OHIO

Alliance 15	(reported by Max M. Schwartz)	
	STANLEY BUS COMPANY	
E Bz 23 S-sc	Good For One Fare	.15
F Bz 16 S-sc	" " " School Fare	.15

PENNSYLVANIA

Hazleton 425	(reported by Michael Super)	
	BEACH BUS LINES, INC. (BUS)	
G WM 16 Ba11	Good For One Fare (bus)(2 slots)	.15
Washington 950	(reported by Schwartz (I), and Mrs. Black (J))	
	WASHINGTON CITY BUS LINES (BUS)	
I o WM 23 Bar	Good For One Fare (bus)(Vars.)(Bz-plated)	.15
	WASHINGTON CITY BUS LINES	
J WM 23 W	Good For One Fare	.15

UNIDENTIFIED

(reported by Paul Fouts)
BRIGHTWOOD STEAMER AND BUS LINE

75. B 23 Sd One Fare

NOTES BY RALPH FREIBERG

First this month we have a couple of tokens from Rock Island, Ill. One of these was previously reported as a pattern token. Mr. Hensley has purchased all of the tokens that were still kept by the former companies of this city, and from the quantity found it would appear that these were legitimate issues. As these tokens were probably used about 25 or more years ago it is kind of hard to describe their use accurately. The 20mm token is the same except for different size, as 760 I reported at that time and the 760 J is the same as C except for size.

Next we have a token from Alliance, Ohio. This was discovered by Max Schwartz among some other tokens that showed up in another company, and upon writing said company Max also discovered that there was a school token in use as well. Chris Cook thought for a while that there was something new in Akron as a result of the fare raise there to 20%. But it seems that this company thru some process washed off the silverplating that they had put on some of their tokens a while back. Now they are restored to their former state of brass and bronze. They have a very new look, and could be mistaken for newly struck tokens.

Although Michael Super no longer lives in Hazleton, he has sent us a report of a new issue from that city. Max Schwartz had picked up some bronze-plated tokens of Washington, Pa., so Mr. and Mrs. Black went over to investigate. They found out that a while back these tokens were plated for a fare raise, but are now obsolete due to another raise in fares. However, with some persuasion they were able to get some of these for our new issues service. Also they discovered with the present fare raise that another new token is now in use, and the also picked up some of these.

The Unidentified token is a mystery to us. Paul Fouts produced it at the August meeting of the Seattle Transportation Token Club, but nobody present could identify it. If anyone knows of a firm with such a name, please let us know.

We have a report that some additional sizes have been discovered on some tokens of Baltimore, but no information has been given as to the quantity found, so at this time it is not known if these should be priced at about 25¢, or more. When information is received, I'll list them. I also have a report that there is another zone check of the Indiana Railroad, but no rubbing or token sent for examination, so this also will be held up.

For the last few years many hours of checking have been spent in trying to eliminate errors from our Catalog. Sometimes when one reports to the New Issues Service, errors creep in and then when I am questioned I have nothing in reality to check on. So unless tokens are sent for examination, or rubbings sent, listings may have to be held up until they are sent. When tokens are sent me, I make rubbings of them so if a mistake is made, then I have something to check by.

We have finished work on material for the new Catalog. However some details have to be ironed out. Material is all typed up and ready to be sent to the printer.

MORE SUPREME TAXI TOKENS

Mr. Smith of Quincy, Mass., has found three more varieties of the Supreme Taxi Service tokens, similar to those reported in June. These new ones are exactly like Mass 660 A and 960 A, except that they have the letters D (for Dorchester); M (for Mattapan); and S (for South Boston). While Quincy and Wollaston are outside Boston city limits, these three places on the new tokens--Dorchester, Mattapan, and South Boston, are all within Boston City Limits. So they will probably listed from Boston. The Q and W tokens were sold for 25¢ to customers of the super market, and used by McGrath Taxi Co. The D, M, and S, tokens are given free to purchasers of \$5 or more of groceries at the respective stores in those areas. They are good for 25¢ ride on any local taxicab, and are redeemed by the Supreme Market for 35¢ when turned in by the taxi companies.

Mr. Smith is making arrangements with the head of Supreme Markets to acquire sufficient for the New Issues Service. At first he had a lot of trouble, but when the President of the firm completely understood why we wanted them, he was most cooperative. So subscribers to the New Issues Service can expect to receive all five tokens very shortly.

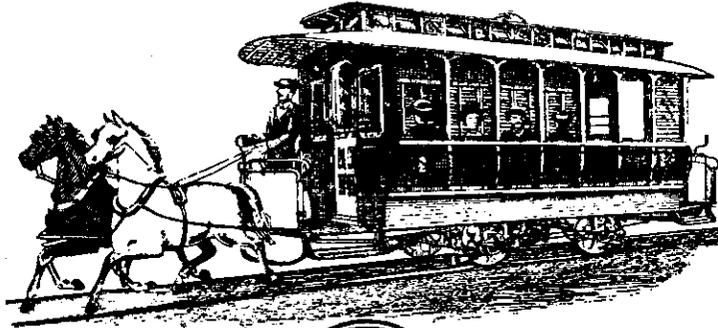
- J.M.C.

THE FARE BOX

A MONTHLY NEWS-LETTER FOR COLLECTORS OF TRANSPORTATION TOKENS

New Issues Editor

RALPH FREIBERG
632 Ashbury Street
San Francisco 17, Calif.



Editor

J. M. COFFEE, Jr.
P. O. Box 1204
BOSTON 4, MASS.

Asst. New Issues Editor

JOHN G. NICOLSI
2579-35th Avenue
Oakland 1, Calif.



Associate Editors

HARRY C. BARTLEY
ROBERT M. BUTLER
HAROLD FORD, Jr.

VOLUME 11

SEPTEMBER, 1957

NUMBER 9

The manuscript for the new Atwood Catalogue has been turned over to the publisher, and is by now in the hands of the printer. With luck, the galley proofs should be ready in four to six weeks, and the finished product should be ready for distribution within a month after that. The book will be somewhat larger than we had anticipated. It will be printed on one side of the page only, to allow for additions on the opposite page. There will be six plates of pictures of rare tokens from the Editor's collection, Mr. Schwartz' collection, and from the collections of members of the Seattle Transportation Token Club.

At this writing, I have received 165 advance orders for copies of the catalogue. These will continue to be accepted until such time as I turn the money over to the publisher--presumably at publication. So there is still a little time to get your order in, at \$5.00, for a copy of this catalogue. Those members who have shown faith in us by ordering in advance are to be commended. Without these advance orders, we could never have produced the catalogue. After publication, the catalogue will still be available to A.V.A. members at a reduction from the regular price of \$10 per copy. However, the price will certainly be more than the pre-publication price of \$5 per copy.

Orders will no longer be taken for Belding-Corticelli Color Charts. The book closed on these at the end of the month, as stated in the August Fare Box. We received orders for fifty-one charts, and these will be mailed to those who sent money for them, as soon as they arrive. Those who failed to order are advised to contact the Belding people directly, if you want the chart.

As we have often stated in the past, a complete collection of all back issues of The Fare Box is quite a valuable possession.



Looking back over some of the old issues, one finds articles on all manner of subjects, from vigorous controversial articles by Edgar Levy, and others, to verbatim transcripts of letters from nonagenarians who give first-hand accounts of old horsecar lines. There are prices realized from various auctions, showing how prices have developed and advanced on some of the famous tokens. All in all, the back issues present a panorama of the development of the American Vecturist Association. We have had 123 issues to date, every month for over ten years. A number of collectors keep their back issues in bound volumes, which makes quite a nice set of books. One of the reasons for mentioning all this, is that the Editor has on hand an extra bound edition of Volume Nine, and one of Volume Ten. If any member would care for these books, he may have them at \$4.00 each postpaid. I have been having four sets bound each year, but find no use for the fourth book, so I plan to limit it to three hereafter.

Our friend in Atlantic City, Harry Salavitch, was reported in the August issue as having bought out the token supplies of Griffin Motor Coaches, of Georgia, and Fullington Auto Bus Co. of Pennsylvania. Well, apparently he has found difficulty in moving such large quantities of tokens....so Mr. Salavitch had about a thousand of each kind silver-plated. It's a nice plating job, much better than most transit companies can afford. Of course these plated tokens are in no way a regular variety, since the whole business was a private venture. Mr. Salavitch is not trying to put one over on anyone--he freely admits that he plated the tokens. So if you come across a Griffin token, or a Fullington token, with a nice silver plating on it, you'll know why. If, under the circumstances, you would like some of these plated tokens for your collection as oddities, you can quite likely get them from Mr. Salavitch.

Speaking of "private ventures," the Angels Flight tokens, which will be listed as patterns, are just that. It seems a collector went to the Angels Flight people, back in 1932, and tried to convince them to use tokens. They told him to show them some samples. Whereupon he had quite a number of them struck, in several varieties. Seeing the results, the officials of the Angels Flight Railway decided against using them. The result was that this collector was stuck with a lot of worthless tokens. A lot of water has gone over the dam since 1932, and now the Angels Flight tokens are quite valuable little patterns. This is the reason these tokens were never listed in any legitimate catalogue. Actually, there is nothing unethical with this practise. As a matter of fact, a number of transit companies have issued tokens as the result of prompting from some collector.

This same procedure was carried out on the Mt. Lowe tokens. The difference there was that the tokens were accepted and used by the little mule line. Not only were they used, but the operator of the line had another batch struck. A careful examination of some of the Mt. Lowe tokens will show distinct die varieties.

The operator of the little bus line in Anacortes, Wash., ran out of his own tokens and started using Lewiston, Idaho, tokens, as the result of an interesting situation. It seems a collector had bought up a lot of the Lewiston tokens and had an excess. So he sold them to the Anacortes firm, to be used as regular issues there. Collectors have often played key roles in determining the use of tokens by transit operators.

THE WESTCHESTER STREET TRANSPORTATION TOKEN

There is a brass 16mm token which shows up every now and then, and which won't be found in any list. This is a token inscribed for Westchester Street Transportation Co. The story on this token seems to be about as follows:

The tokens apparently were struck for the Westchester firm, but for some reason they never placed them in use. But in some way quite a lot of them got loose, and ended up in the fare boxes of various bus companies around the country. These companies, in turn, sent them in to Transit Token Exchange. The Exchange then sent them to Westchester Street Transportation Co. for redemption. The officials of Westchester didn't like this one bit, and wrote to the manufacturer who struck the tokens, demanding to know how these tokens got loose. The end result was that the token manufacturer had to redeem all the tokens, at a financial loss to himself.

The moral of this story is, if you manufacturer tokens for someone who doesn't want them, don't let 'em get loose!

It seems that thousands of tokens have a way of disappearing from the manufacturing company. Chicago officials complained that they were receiving tokens for redemption even before they had received the tokens themselves for their own use. Mr. Freiberg thinks his school token of Raleigh, N.C., (never issued) was let out in this way. Meanwhile, the Westchester tokens that are now in circulation must be considered stolen property, and for that reason are not listed anywhere, not even in the pattern list, apparently.

The Westchester firm is the same outfit that issued the Orchard Beach Turnstile tokens which, apparently, have also not been issued yet. However, a few of the Orchard Beach tokens were released to collectors.

- J.M.C.

Mr. Frank Greene, who was the second President of the A.V.A., sends a couple of very interesting metal buttons for our inspection. Both are the pin-back type, printed in four colors. One is inscribed: BALLOON ROUTE TROLLEY TRIP PERSONALLY CONDUCTED PACIFIC ELECTRIC RY. LOS ANGELES. There is a picture of an old fashioned electric street car with a balloon on top of it. The other token is inscribed: OLD MISSION TROLLEY TRIP PERSONALLY CONDUCTED PACIFIC ELECTRIC RAILWAY LOS ANGELES. There is a picture of an old mission.

These are interesting items, closely allied to our hobby. Mr. Greene says he knows nothing of their history, and I'm sure he would like to know more about them--if any reader has the information.

East Penn Transp. Co. of Pottsville, Pa., has raised fares from 15¢ to 18¢. The 3-for-40¢ token is now a 3-for-50¢ token...an application has been placed with the Penna. P.U.C. to build a 7½ mile mono-rail in suburban Philadelphia...Beaver Valley Motor Coach of New Brighton, Pa., raised school fares and plans to start using tokens to eliminate the high cost of printing & distributing tickets.

For Sale, stamp please: Cal 275 A, 50¢. Mich 885 A, 50¢. 885 B 50¢. Minn 760 G, 50¢. NJ 30 A, 50¢. NY 630 X, \$1. Pa 70 A, 30¢. Have lots of common dupes at catalog plus postage, or 50 mixed for \$4.60 postpaid.

Foster B. Follack - 1841 Broadway, Room 201 - New York, N.Y.

Does anyone need the recent issue, Wash 80 I, for 20¢ & stamped return envelope? I have a few.

Morton H. Dawson - 182 Whiting Lane - West Hartford 7, Conn.

I collect pencils, both wood and eversharp, just as long as they have advertising on them. Also ball point pens the same way. I will give 5 different tokens for pens and eversharp pencils, and one token for wood pencils--with advertising on them. Will take all I can get this way, and hope to get one from each state if possible.

Walter K. Dillow - Box 182 - Byron, Illinois

For Sale, stamp please: Conn 290 M; Pa 200 C D, 70 A B; NY 790 D - 25¢. Minn 600 A B; ND 600 B (Unc.); Mich 75 D F, 770 A; Alaska 300 A B, 500 A. Still for trade or sale to highest or best offer. N.C. 630 A.

John G. Nicolosi - 2579 35th Avenue - Oakland 1, Calif.

For Sale: Complete issues of The Fare Box from April 1952 thru December 1954. Slightly marked. 33 issues. Will not split yearly volumes. 20¢ per issue plus postage.

Claude G. Thompson - 2445 Aldrich Ave., S. - Minneapolis 5, Minn.

Will trade tokens for elongated cents -- two for one -- send me your elongated cents and I'll send you a batch of tokens for your selection.

D. Wayne Johnson - 3918 Kings Highway - Dayton 6, Ohio

FOR SALE: Small Collection of U.S. & Foreign (mostly Swedish) transportation tokens. Also 75 assorted U.S. & British transfers & tickets. Please write to: (paid adv.)

Donald L. Burke - 28 Seabury St. - Providence 7, R.I.

For sale: 38 different octagonal Nurnburg, Germany, aluminum tokens. These tokens lack 8 of being the complete set, Germany 800 D-AV.

Will sell the whole 38 for \$3.80, postpaid. First check gets them. Also Germany 800 C at 75¢. One set, Puyallup-Sumner Stages tokens at 55¢. D.C. 500 M at 25¢ (will be listed as a zone check). I have a few high quality duplicates if you are interested in good trades.

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

APPLICATIONS FOR MEMBERSHIP

- 248 Eddy Echenberg - 616 Victoria St. - Sherbrooke, Que., Canada
Age 32; Merchant. Beginner, 50 tokens.
- 249 Edward R. Breiner - 1321 Allendale Avenue - Akron 1, Ohio
Age 51; Clerk. Collecting 8 years; 1,000 tokens.

REINSTATEMENT TO MEMBERSHIP

- 100 J. Douglas Ferguson - c/o Spencer Supports, Ltd. - Rock Island, Quebec, Canada.

CHANGE OF ADDRESS

- 241 Charles E. Axthelm - 514 4th Street - Waverly, Ohio
135 E. Leon Thompson - 223 Mary Street - Utica, New York

A NEW SET OF SUPREME TAXI TOKENS

The situation with regard to the Supreme Taxi tokens grows more complicated every day. First we discovered two, for use by customers of the Supreme Markets in Quincy and Wollaston, Mass. These were (and still are) sold to customers for 25¢, and are worth somewhat more than that for a ride on a McGrath Taxi. Later on, we discovered three more varieties of these tokens, being used in the city of Boston, in the Mattapan, Dorchester, and South Boston sections. These tokens are given free to customers in the supermarket who buy \$5.00 or more worth of groceries.

With five varieties in existence, Mr. Smith of Quincy, Mass., went to work to obtain a supply for the New Issues Service. He was at first received with misgivings by official of the Supreme Markets, Inc., who put out the tokens in special arrangement with the taxi companies.

However, after many visits and much explaining, officials of the grocery chain decided it was all right to let us have some of their tokens. But since their supply is limited, they decided to have a new batch struck--not only to supply us collectors, but also to add to their own decreasing supply. The ones to be given to us were to bear special numbers, which would identify them in case some smart operator decided to try to redeem them.

Well, one day not long ago, the Public Relations Manager of the firm paid a personal call on Mr. Smith to deliver the goods. Proudly he gave Mr. Smith a package containing 80 sets of 5 tokens, a total of 400 tokens, with the compliments of the grocery firm. He added that Supreme Markets intended to run ads in Boston papers explaining the arrangement they had made with us.

But the remarkable thing was that when Mr. Smith opened his package, he discovered the tokens given him were smaller in size than the others. The original issue were 40mm. These are 35mm. So now we have a total of ten varieties of Supreme Taxi Service tokens. A set of five 35mm tokens will soon be distributed to all members of the New Issues Service. But the 40mm tokens remain difficult to obtain. Already some of the stores are substituting the new 35mm tokens for the old 40mm ones. It looks as though the 40mm tokens may become real scarce items before long.

At least, however, nearly every collector will have himself a set of the 35mm tokens. We are greatly indebted to the kindness and generosity of the Supreme Markets, Inc., for letting us have these tokens at absolutely no cost whatever.

All of these tokens will be listed in the new catalogue, which will include all tokens listed up through the September issue of The Fare Box. Beginning in October, the Supplement will list items not in the new catalogue.

- J.M.C.

Those tokens from Bay City, Michigan, with various letters on them, have always intrigued me. We have a "C AND M BUS" and an "H AND D BUS" and an "N AND M BUS." No one has ever explained what those letters stand for, and to this day I haven't any idea what they mean.

Well, now we have a new one--one that is simply the "N BUS" Mr. Faubert was so fortunate as to find this New Discovery, and in the process turned up a bit of information. It seems this new token (newly discovered, not newly issued) was issued by the same man that issued the "N AND M BUS" token, a Mr. Neumann. Presumably the "N" stands for his name.

The token is described as follows:

BUS N BUS
A 21 Sd Good For One Fare N

The "N" is in the center of the token on both sides. Mr. Faubert found only one of them, and it may be assumed that he has a real rarity. He also found one of the "N AND M BUS" tokens--only one.

The N BUS operated to Wenona Beach & State Park, and was good for a dime fare. Mr. Faubert adds: "I will also say if you got on the N & M BUS and wanted to go to the beach this N token was as a transfer and coming back from the beach it was your fare token."

The token will probably be listed in the October issue. Unfortunately, it didn't get discovered in time to get listed in the new catalogue.

- J.M.C.

THE TREASURER'S REPORT

With regard to the item for \$190.41, listed in the minutes of the New York Convention last month, Mr. Frisbee sends the following breakdown: To The Fare Box, \$101.60. (\$75 operating expense; \$26.60 to cover deficit). To Mr. Eisenberg, for Secretarial expense, \$8.81. To Mr. Kimmons, official expense as President, \$5.00. To Mr. Butler, to cover costs of the Minneapolis convention, \$75.00.

Transit Token Exchange gave Mr. Dawson a list of defunct transit companies, compiled as a result of letters returned by the postoffice. The following bus companies are now out of business: Galesburg City Lines (Illinois). Midwest Transit Lines (Keokuk, Ia.). Marion Rapid Transit (Ohio). Dixon Transit Co. (Illinois). Kewanee City Lines (Illinois). City Service Bus Co. (Washington, N.C.). Elyria Transit Co. (Ohio). City Bus Line (Bozeman, Montana). Signs of the times! Mark their tokens obsolete.

SEPTEMBER SUPPLEMENT TO ATWOOD'S CHECK LIST

ILLINOIS

Chicago 150 (reported by Charles Koenig)
 CHICAGO TRANSIT AUTHORITY CTA
 AA B 20 Ball (same as obverse) .15

MASSACHUSETTS

Boston 115 (reported by F. Gordon Smith)
 SUPREME TAXI SERVICE D (numerals)
 O B 40 Sd (blank)(black incuse letters on obverse) .35
 P B 35 Sd " " " " " " " " " " .25
 Q B 40 Sd (same as O, but "M" on obverse instead of "D") .35
 R B 35 Sd " " P " " " " " " " " " " .25
 S B 40 Sd (same as O, but "S" on obverse instead of "D") .35
 T B 35 Sd " " P " " " " " " " " " " .25

Quincy 660 (reported by F. Gordon Smith)
 SUPREME TAXI SERVICE Q (numerals)
 B B 35 Sd (blank)(black incuse letters on obverse) .25

Wollaston 960 (reported by F. Gordon Smith)
 SUPREME TAXI SERVICE W (numerals)
 B B 35 Sd (blank)(black incuse letters on obverse) .25

DISTRICT OF COLUMBIA

Washington 500 (reported by Julius E. Sherr)
 G S A REGION 3 ONE TRANSPORTATION UNIT
 AG A 25 Sd (same as obverse)(General Services Administr.) .25

NOTES BY RALPH FREIBERG

I was in favor of holding up actual listings till we received the new catalogue, but finally decided to list them anyway with the numbers of the old Check List. For those of you who use individual coin envelopes: leave it blank at the top for the new number, and just put the information on the envelope.

First we have a token from Chicago. Fares there went to 25¢ or ten for \$2.25, but there is also a school fare and a shoppers shuttle bus fare, now 4 for 45¢. A new size token was struck for this 4 for 45¢ rate, and the result is our new issue. The 16mm token is being used for adult fares.

With regard to the Supreme Taxi Service tokens, see a special article on these in this issue. Since the tokens with D, M, and S, on them are for Dorchester, Mattapan, and South Boston, respectively, these will be listed from Boston. They are all inside Boston city limits. Quincy and Wollaston (the Q and W tokens) are outside Boston, so they get separate listings.

We have a token from Washington, D.C., which is a private bus service operating between government buildings. The General Services Administration refuses to sell us any, but we hope to obtain a few of them anyway, so be patient. They are given to government

employees only. Mr. Sherr also discovered another token for the State Department, but we don't have a description yet. The GSA token is listed in the new catalogue, but the State Department one was found too late to make it.

A letter from Harold Chesney, who made another trip out to the Coast, is on hand. Our schedules didn't coincide, so I missed seeing him personally. On this trip he drove his car and stopped at a few places. First, all tokens in Vallejo, Calif., are now obsolete. Missoula, Mont., has discontinued tokens, as has Billings, Montana. Helena has discontinued bus service altogether, so no tokens there either. Salt Lake City is using 750 M and N as adult fares, and F and J as school fares.

Casper, Wyoming, has a straight cash fare of 15¢, but uses K & L for school fares, along with tokens of another company. I note Mr. Hyde has bought into this company. Mr. Hyde first had the bus company up in Aberdeen, South Dakota. Note the H on some of the tokens from Aberdeen, standing for Hyde. Then he went to Rapid City, S.D., and bought into the company there. Note 780 D also with an H in the token. So some of these tokens are now being used in Casper to supplement their supply. In Rapid City they also have a straight cash fare and are using 780 D and D for children's fares, along with some Virginia 530 B tokens. The Rapid City firm has a good supply of this Va 530 B token, and it raises the question if we have the brass one listed from the right place or not. I haven't had time to investigate yet, so if anyone can throw some light on the matter, it will be appreciated. There are many collectors who have the opportunity to visit various companies, so any information they are able to gather is always welcome. I haven't been able to go anywhere the past year. There are many small companies about which there is no information in the transit journals. So information on them is especially valuable to us.

NEW ISSUES SERVICE NEWS

Only one token to send this month: a school token from Chicago, Ill 150 AA. Many thanks to Mr. Koenig of Chicago for sending me a supply for the New Issues Service.

With regard to the Supreme Taxi tokens which you will be receiving shortly, if you ever feel like disposing of them, please do not try to redeem them from the company! That's the reason we have had a hard time getting them--fear by the company that they would be redeemed. We have assured the company that we will not try to do so.

Welcome this month to the following new New Issues Service members: C.L. Carlson of Seattle; W.R. Tyson of Aiken, S.C.; and John H. Kitch of Harrisburg, Pa. "Happy token hunting...."

I'm working on another token from Washington, D.C. Wish me luck.

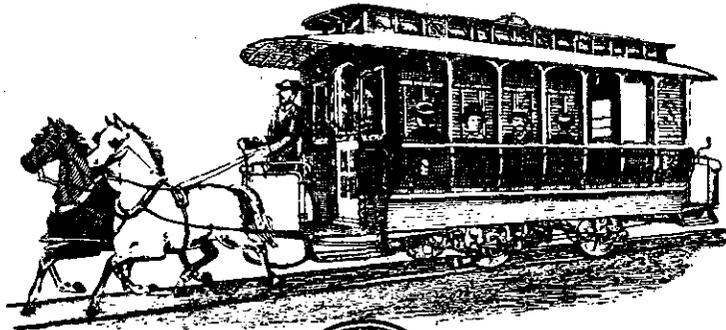
- John G. Nicolosi

THE FARE BOX

A MONTHLY NEWS-LETTER FOR COLLECTORS OF TRANSPORTATION TOKENS

New Issues Editor

RALPH FREIBERG
632 Ashbury Street
San Francisco 17, Calif.



Editor

J. M. COFFEE, Jr.
P. O. Box 1204
BOSTON 4, MASS.

Asst. New Issues Editor

JOHN G. NICOLOSI
2579-35th Avenue
Oakland 1, Calif.



Associate Editors

HARRY C. BARTLEY
ROBERT M. BUTLER
HAROLD FORD, Jr.

VOLUME 11

OCTOBER, 1957

NUMBER 10

One of the many advantages of belonging to the American Vecturist Association is the free advertisement to which every member is entitled. There seems to be some misunderstanding about this. Every member of the A.V.A. has the right to insert, free of charge, a 6-line or smaller advertisement in every issue of The Fare Box. The purpose of this is to stimulate trading among collectors, and to provide a ready bulletin board for our members. We like to have your ads, and want to encourage more of you to take advantage of this. So far, remarkably few collectors use the free ads. The only thing we discourage, is running of long lists of tokens you need in your collections. This practise usually doesn't get any response, and it is more sensible to mimeograph your own complete want-list and mail it out to your friends.

A number of collectors seem to be unaware that some of the old transportation tokens also fall into other categories. Thus many of the old New York City and Baltimore tokens are considered "store cards" and eagerly sought-after by collectors of such things. In the same way, the Roxbury Coaches and Maverick Coach tokens of Boston are in the "hard times token" category. This is why these tokens bring far higher prices than their actual rarity warrants. The demand for them is much greater, and the demand is among collectors who are accustomed to pay high prices for their tokens. Thus the Roxbury Coaches token, which is comparatively common, is really worth \$15.00 in Fine condition, although vecturists readily trade them among each other for \$3.50 to \$5.00. The old New York City tokens are especially sought-after by people who think New York is the center of the universe. For example, the NY 630 B token which we have listed at 3.50 can't be had for \$300.00. Yet there are many old bridge tokens and fare tokens which are rarer--but because they come from Troy or Waterford or somewhere similar, the demand for them is not so great.



A MESSAGE FROM THE PRESIDENT

To All Members of the Organization:

To bring you up to date I would like to inform you that the resolution which was adopted at New York City this summer (definitions of tokens) has been rejected by the Executive Board. Since it is my belief that the resolution was a step in the right direction and is something badly needed by the members, I would like each member to do the following: read the resolution which appeared in the August Fare Box carefully. Using the resolution as a basis, let me know what it contains that you do not like, and your own opinion as to what changes to make, so that it will be suitable to all. In order to expedite matters I am going to set a deadline for any suggestions, December 15, 1957.

Sufficient evidence has been received from both the Treasurer and Editor to warrant acceptance of their reports. I therefore propose that both reports be accepted.

- William E. Eisenberg
President.

ASSOCIATION OF CALIFORNIA TRANSPORTATION TOKEN COLLECTORS
- minutes of the October 13 meeting -

The October meeting of the Association of California Transportation Token Collectors was held Sunday, October 13, at 2 p.m. at the home of Mr. B.J. Rohrer, 68 West 51st St., North Long Beach, Calif. The regular members who attended included Roland Atwood, Edward Cutler, and Edrick Miller. In addition the following attended and were welcomed as new members: Bernard Rohrer, Loren Ross, Paul Thornburg. Visitors included Kenneth Smith of Redondo Beach. A motion was made by Roland Atwood to change the name of the organization from "California Vecturist Association" to "Association of California Transportation Token Collectors." The motion was seconded and carried by majority vote.

Mr. Smith exhibited numerous rare foreign tokens that were of interest to all. This was followed by the usual exchange of duplicate tokens between members. The date of December 8 was chosen for the next meeting and the meeting was adjourned at 5:30 p.m.

The date for prospective charter members has been extended to January 1, 1958. So anyone wishing to become a charter member must have letters postmarked before midnight January 1. Send applications and \$1.00 (dues for a 2-year period) to Edrick J. Miller, Treasurer - 694 Senate St. - Costa Mesa, California. All visitors are welcome and anyone interested in attending the next meeting should contact the treasurer for the proper time and place.

- Edrick J. Miller, Treasurer

We now have, in addition to the A.V.A., four organizations of transportation token collectors: Seattle, Twin Cities, Pittsburgh, and California.

NEW ZONE CHECKS FOR HUDSON BUS LINES

Hudson Bus Lines of Weymouth, Massachusetts, have issued a new set of zone checks. The tokens are 23mm solid, made of brass with colored aluminum centers. On both sides the wording is simply "Zone Token." Thus they would be catalogued as follows:

	ZONE TOKEN							
B	23	Sd	(same as obverse)	(aluminum center colored green)				
B	23	Sd	"	"	"	"	"	red
B	23	Sd	"	"	"	"	"	blue
B	23	Sd	"	"	"	"	"	yellow

The green token is evidence of 35¢ fare having been paid, and is used for Braintree. The red token is for Rockland, a 50¢ fare. The blue token is for Abington, a 60¢ fare. The yellow token is for Whitman, a 70¢ fare.

At the present time Mr. Smith is trying to get the company to sell us a quantity of these zone checks at a reduced price. So far they have been quite willing to sell for \$2.15 a set, but no less.

The green and yellow centered tokens are also used in Red Bank, New Jersey. These tokens are manufactured in Providence, R.I., and it is quite likely that they are being pushed for use by many lines all over the country.

The Editor had a nice visit recently with Mr. Hofmann, who gave me a sheet of rubbings of a number of tokens, the origin of which is unknown. One of the tokens is B 16 Sd with a picture of an old fashioned locomotive on one side, and the figure "1" on the other side. This token could be from most anywhere in the world, and could be a transportation token, or most anything else.

Another token on the sheet is described as follows:

	DUPONT RAILWAY & LAND CO. DUPONT, FLA. 1.00							
A	38	Sd	Good For 1.00 In Merchandise					

A letter of inquiry to Dupont, Fla., was returned marked "no such postoffice in state named." So if anyone knows where Dupont, Florida, is, please let us know. It is conceivable that this token was a transportation token, although it would appear on the face to be otherwise.

Have any of you sharp-eyed sleuths examined your Gloucester, N.J., ferry tokens closely? What appear to be two ornaments are actually tiny ferry boats. So the description of these tokens in the catalogue should include (2 FERRY BOATS). But since no one seems to have noticed it, the new catalogue won't have such a description.

Roseburg, Ore., Bus Lines has announced that it's going out of business....Pittsburgh is all tied up in a transit strike.

For Sale, stamp please: New Hampshire highway toll road tokens, 1 of each type, A and B at 30¢; NH 500 B, 640 A; Me 480 C, 930 A, at 15¢ each. Have 30 toll road tokens, 10 of each of the others.

W.D. Shupe - 836 Berkeley Road - Columbus 5, Ohio

Something new - wholesaler in tokens. Mixed obsolete tokens reasonable at wholesale prices - to dealers only & stores & hobby shops. No retail at all.

Harry W. Salavitch - 223 So. Rhode Island Ave. - Atlantic City, N.J.

Will trade tokens for elongated cents -- two for one -- send me your elongated cents and I'll send you a batch of tokens for your selection

D. Wayne Johnson - 3918 Kings Highway - Dayton 6, Ohio

Supreme Taxi Tokens - can furnish 40mm, Mass 115 O, Q, S; 660 A; 960 A @ 35¢ as long as available. 35mm, Mass 115 P,T, only, also @ 35¢.

Mass 115 R, 660 B, 960 B, not available as they have not yet been put in service. If I can get enough 40mm tokens to exhaust supply, company may be forced to circulate 35mm tokens in all their locations.

F. Gordon Smith - 14 Miller Stile Road - Quincy 69, Mass.

For Sale - 50¢ each plus stamped envelope, or all 5 for \$2.25. Calif 275 A; Mich 885 A,B; Minn 760 G; NJ 30 A. Ten different tokens \$1.00. Twenty different \$2.20. 30 mixed \$2.75. 50 mixed \$4.50. 100 mixed \$9.00. 600 mixed \$49.00 postpaid. Excellent for trading. Will accept hard times and Civil War tokens and store cards in trade at 15¢ each.

Foster B. Pollack - 1841 Broadway, Rm 201 - New York 23, N.Y.

For Sale - over 800 different tokens, plus 30 duplicates. Some catalogue to \$1.50. Make offer.

John Krusley - 5287 Norquest Blvd. - Youngstown 9, Ohio

I will trade one token for each & every wooden nickel I can get from anywhere. All tokens will be sent same day wooden nickels are received.

Wilton Merrifield - 1411 English Ave. - Indianapolis 1, Ind.

Will pay 25¢ each for a Delaware 900 D and 900 F. Also interested in Pennsylvania and South Carolina tokens.

William R. Tyson - 518 Ashley Drive - Aiken, S.C.

Will pay \$5 for the following in A-1 condition: Mass 970 A B C; Mich 225 A B; 530 C. Will pay \$3 for Mich 470 A B in A-1 condition. Also want Nebr 700 A; NY 140 A B C, 640 A; Ohio 440 A B D, 790 A B.

Emzy L. Thompson - 223 Mary Street - Utica, N.Y.

Not for sale, but would like to trade the following tokens for ones of equal rarity: Ohio 175 T U, 230 A B D G (clipped planchet), 230 K, 520 B; Mich 470 A; Penna 515 A; Calif 575 A (8-window variety); Montreal Canada 620 A; Costa Rica Rwy 50 Centavos.

Melvyn A. Scott - 1024 Knott Building - Dayton 2, Ohio

APPLICATION FOR MEMBERSHIP

250 Irving H. Gould - 1472 West Berwyn Avenue - Chicago 40, Illinois
Age 42; Mail-handler. Collecting 6 months; 400 tokens.

REINSTATEMENT TO MEMBERSHIP

212 Elaise J. Dantone - 501 Connally Building - Atlanta 3, Georgia

NOTES ON SOME OLD BALTIMORE TOKENS
By George Fuld

1. ACCOMODATION LINE - Md 60 B
Listed also in Raymond, Md 1; Duffield 1; Adams 2.

The Accomodation Line of omnibuses was established in 1854 by Adolphus Johnson, the route being from the lower end of Broadway, Fell's Point through Pratt, Gay and Baltimore streets to Franklin Square and return. The line was withdrawn in 1859. Mr. Johnson died May 20, 1879, aged 54 years. Token is extremely rare, one being in the collection of F.C.C. Boyd and another in the collection of the late Frank Duffield. Listed in the Levick sale, lot 2011, and sold for 31¢.

2. B.U.P. TRANSFER - Md 60 L,M
Listed also in Duffield 8.

This token was issued just prior to the consolidation of the lines in 1897.

3. F.H.F. CO. - Md 60 A
Listed also in Duffield 42; Adams 54; Raymond 6. Levick Sale, Woodward May 26-29, 1884, lot 2027 (2 pieces). Also listed in several earlier sales.

The Federal Hill Ferry Co. was organized January 30, 1854, the route being from West Falls Avenut to the foot of Hughes St., Federal Hill. The ferry boat "City Block" commenced regular trips in April, 1855. I have owned three specimens of this token, and have seen at least four others.

4. J. MITCHELL PEOPLES LINE - Md 60 G
Listed also in Duffield 84; Adams 90; Raymond 9; Levick 2006.

James Mitchell was, from 1851 to 1859, proprietor of the People's Line of omnibuses, the route of which was from Franklin Square to Ashland Square. This line, as well as other omnibus lines, was withdrawn in 1859 when horsecars first made their appearance in Baltimore. I have seen at least eight specimens of this token.

5. A YINGER ELLICOTTS MILLS - Md 60 C
Listed also in Duffield 154; Adams 181.

Andrew Yinger was the proprietor of a line of omnibuses running from Baltimore to Ellicotts Mills (now Ellicott City) from about 1850 to 1855. This is by all odds the rarest Baltimore token. The only one I have ever seen was in the Duffield collection.

6. B F Z CITIZENS LINE - Md 60 D,E

Listed also in Duffield 155; Raymond 14; Adams 182,183; Levick 2005.

Benjamin F. Zimmerman appears in the directories as the proprietor of the Citizens' Line of omnibuses from 1850 to 1856. For many years afterward he was connected with the Merchants National Bank. He died October 2, 1903, aged 84 years. I have seen literally dozens of this piece, the counterstamped-5 piece being perhaps five times or more as rare as the ordinary variety. The counterstamped piece often comes with a bad die break, indicating its later issue.

Duffield believed that pieces 1,3,4, and 6, listed above, were manufactured by F.X. Koehler of Baltimore, although I do not necessarily agree with him. These pieces are all illustrated on pages 400 and 401 of the 1916 volume of The Numismatist.

7. GRANNISS & TAYLOR - Md 60 H

Listed also in Duffield 53; Adams 64.

Concerning this line, Duffield wrote: "This firm as proprietors of a line of omnibuses does not appear in the directories, but in that of 1864 is found 'Granniss & Taylor, oyster packers, foot of Chester,' and in that year only. The existence of the token, which is rare, is evidence that they were the proprietors of a line of omnibuses, probably about 1860, and the presumption is that with the advent of horsecars in 1859, shortly after which all the omnibus lines were practically driven out of business, Messrs. Grannis & Taylor engaged in the oyster-packing business, which at that time was one of the rapidly growing industries of the city."

My check of some new sources showed only that Grannis and Taylor in 1864 were located at Aliceanna and Chester Streets. Search of Taylor in either oyster-packing or omnibus lines proved futile. Apparently Taylor bought out Grannis, and instead of issuing new tokens counterstamped the old pieces. The piece counterstamped "Taylor" will be listed in the new catalogue, and only one is known to exist. Only several of the ordinary pieces have been reported.

NEW TOKENS FROM VIENNA AND ROME

While in Chicago, the Editor visited several coin shops looking for tokens. At one place, an old German dealer showed me a token from Vienna which I do not believe has been listed before. It is Bz 21 Sd W St B on obverse in old German. On reverse there is the date 1938 and a winged wheel. The letters on obverse stand for Wiener Strassenbahn, which means Vienna Street Railway. I also have one of these tokens with a small center hole.

Mr. Foster M. Palmer, just returned from Italy, sends a new token now in use on the Rome subways, described as follows:

S 25 Sd METROPOLITANA ROMA (INCUSE LETTERS)
Metropolitana Roma STEFER (incuse letters)

"STEFER" stands for "Societa di Tranvie e Ferrovie Elettriche di Roma." Two varieties exist, Mr. Palmer tells us.

NEW ISSUES SERVICE NEWS

This month has produced nothing in the way of tokens to send you. Last month you received the 5 taxi tokens, 35mm, and Ill 150 AA. Also some of you received Fla 530 H. We waited a long time on this token, but we all have them now.

You will have to contact Mr. Smith in Quincy, Mass., in order to get those 40mm Supreme Taxi tokens. We can't obtain a sufficient quantity of them at one time to supply them through the New Issues Service. As you read in The Fare Box, the 35mm Supreme Taxi tokens were given to us free. However there were expenses involved on the part of Mr. Smith and myself in obtaining these tokens, so we have been forced to charge a small sum for the set, which I think is still quite reasonable. We obtained only 79 sets of these tokens, and there are more New Issues Service members than that, so there will not be enough, even of the 35mm tokens, to go around. We can get more of them at the regular face value--\$1.75 per set, I understand. So the late-joining members of the N.I.S. should still get their sets. Sit tight if you haven't yet received your set. I'll do my best to get them for you.

Welcome this month to the following New Issues Service members: Eddy Echenberg of Sherbrooke, Quebec, and Olney Foringer of Baltimore, Maryland.

- John G. Nicolosi

VECTURISTS MENTIONED IN SUPREME MARKETS GROCERY AD

Supreme Markets, who issued all those taxi tokens, ran the following advertisement in the Boston Globe on October 8, in place of their usual grocery ad:

CALLING ALL VECTURISTS!

Unless your hobby is vecturism, you are probably as much in the dark as we were when Mr. F. Gordon Smith, American Vecturist Assn. member No. 228 phoned us recently. He enlightened us with the information that vecturists are token collectors with 250 members in the U.S., 5 in Mass. What did a token-fancier want with Supreme? Mr. Smith had discovered we use taxi tokens in our share-the-fare taxi service. The news created quite a stir in vecturist circles and all members were clamoring for specimens! We were more than happy to ease the situation by toting a bag of them to his home in Quincy. After Mr. Smith had recovered from the shock of discovering our tokens were now made from a different die and were only 35mm in size, he told us that vectures were transportation tokens made of any substance other than paper and struck with a die. His collection contains over 6,000 tokens made of such varied substances as aluminum, gun metal, plastic, vulcanite and pewter. Should you desire to learn more about this unusual hobby, contact John M. Coffee, Editor of the FARE BOX (vecturists official journal) P.O. Box 1204, Boston 4, Mass. Otherwise, Supreme's taxi tokens are still useful (35mm or not) toward your cab fare from our door to yours!

(Editor's note: Yes, I have already received some inquiries.)

POCKET PIECES AND LETTERHEADS FOR VECTURISTS

By F. Gordon Smith

In the year 1958 our association will have a 10th anniversary. This is an association where all members are token-minded. Would you as a member be interested in a pocket piece made of suitable metal to celebrate our coming anniversary? A.V.A. emblem could be on the obverse and wording of all types of tokens on reverse. I personally believe some sort of token would be of more intrinsic value to each member than a lapel pin, as it will always be in our change pocket. It would be greatly appreciated if you would drop me just a post card voicing your opinion.

Many A.V.A. members have fine personal letterheads and are more or less satisfied. Other members are not so fortunate and are not satisfied. Others, like myself, use whatever paper we have and resort to a rubber stamp for our heading. I would like to see a uniform letterhead used by all members, which would not only identify ourselves but also our own association. These letterheads could be made up by the association and sold to all members either blank or with the member's name, address, and number. The A.V.A. emblem could be in the left-hand corner and a suitable token of same size in the other corner. The name & address could be placed in the center at time of purchase, or a personal stamp entered after purchase. I also would like to see each member supplied with uniform cards having the A.V.A. emblem, supplied by the association. I am only a new member and I may be speaking out of turn, but any suggestion for or against would be greatly appreciated. A card to your Editor will start the ball rolling. Let's establish prestige with those with whom we correspond by having material to show our hobby to those outside the realm of our association.

F. Gordon Smith - 14 Miller Stile Road - Quincy 69, Mass.

SEATTLE TRANSPORTATION TOKEN CLUB CELEBRATES TENTH YEAR

The Seattle Transportation Token Club, the world's first organization of fare token collectors, had a tenth anniversary dinner on October 11 at Ida & Gene's Restaurant on Aurora Avenue. The club was organized in September, 1947. Many of the original members were on hand for the dinner, including Paul Fouts, member number One, Loren Bartlett, member number two, Mary Lake, member number three. Also present were Cecil Jefferson, Gus Nilson, Robert Chamberlain, and C.L. Carlson. Non-members attending were Mrs. Nilson, Mrs. Carlson, Mrs. Jefferson, and Mrs. Bartlett. All present had a good time, and Bob Chamberlain took a picture of the group. Paul Fouts exhibited a "balloon route" trolley trip button, of the type described in a recent issue of The Fare Box by Mr. Greene.

The Seattle Club also held an election of officers, and the following will serve for the coming year:

C.L. Carlson, President
Clarence Hepner, Vice-President
Mary Lake, Secretary.

OCTOBER SUPPLEMENT TO ATWOOD'S CHECK LIST
By Ralph Freiberg

ILLINOIS

Saint Francisville 768 (reported by Ivan Cline)
ST. FRANCISVILLE FERRY W.C. GILLISPIE OWNER
/ST. FRANCISVILLE ILL.
B o B Ov Sd Good For 25¢ In Ferriage \$3.50

MICHIGAN

Bay City 65 (reported by Alexander Faubert)
BUS BUS N
I o A 21 Sd Good For One Fare N (N for Neimann) 1.00

TENNESSEE

Elizabethton 250 (reported by Max M. Schwartz)
ELIZABETHTON CITY LINES TENN. (BUS)
A o Bz 16 Ball Good For One Fare (bus)(2 slots) .15

DISTRICT OF COLUMBIA

Washington 500 (reported by Julius E. Sherr)
DEPARTMENT OF STATE TRANSPORTATION SERVICE
AD A 25 Sd (same as obverse) .25

CANADA - QUEBEC

Drummondville (reported: A by Ferguson; B by Schwartz)
AUTOBUS DR'VILLE LTEE ONE FARE 1957 DB
A WM 16 Sd Autobus Dr'ville Ltee Bon Pour Un Passage .15
/1957 DB
B WM 23 Sd (same as A) .20

CANADA - SASKATCHEWAN

Prince Albert 700 (reported by John G. Nicolosi)
P.A. & NORTHERN BUS LINES LTD. P.A.N. MADE IN U.S.A.
A o WM Oc Bar Good For One Fare P.A.N. (17mm) .15

Work is being done on the new catalogue, but from what I hear, pity the poor linotype operator who knows nothing about tokens trying to set up our favorite definitions. I am not too sure if all listings from now on will be included in the new catalogue, as it all depends on whether or not we can squeeze them in.

First, we have another ferry token by Ivan Cline. He had heard rumors of this brass one, but never could obtain one until recently. This is the same as the aluminum token reported sometime back, but in brass. Up to the present time Mr. Cline has only been able to find one of each metal, so the St. Francisville ferry tokens are among the scarcest ones known.

Next we have the token mentioned in last month's Fare Box. I am not too sure if the N on the token stands for Neimann or Neumann, but anyhow it is the owner's name. Mr. Neimann also had something to do with the 65 F token, N & M, which stands for Neimann & McKinzie. I have asked Mr. Faubert to see if by chance he can find out what the other initials on Bay City tokens stand for.

Next we have a token for Elizabethton, Tenn. From what information received, this was used a couple years back and, since it has the new style bus, it cannot be too old. However, due to the line's changing hands, it is hard to find out where to get any of the tokens. If anyone should locate a supply, let the New Issues Service know about it, because it is doubtful if any can be obtained at this time. I don't have it myself.

Then we have another one from Washington, D.C. Mr. Sherr is trying to pick up a small supply of these government tokens. However, since he can get only a couple per week, it may be some time before the New Issues Service will have enough to go around.

From Canada we have the tokens from Drummondville, Quebec. Mr. Ferguson sent the 16mm notice in to Mr. Schwartz, who wrote up there and also obtained the 23mm token. One token sells at 2 for 25¢, the other at 2 for 35¢. Judging from Mr. Schwartz' letter it may be possible for the New Issues Service to supply these. A letter has gone out, and they may be received in two weeks or so. As for the little token from Saskatchewan, we've been trying to get information on it but no luck so far. It looks like the Brandon, Manitoba, one of MacArthur Transportation Co.

Last month I mentioned in a letter to Mr. Coffee that at times some tokens may get out without the consent of the company for whom they were made. If at any time this should happen these tokens will not be listed. Otherwise they can be considered as stolen property, so even in the new Catalogue there will be no listings of any token I consider in this class. I also gave Mr. Coffee the wrong impression of the Orchard Beach tokens. I meant that these tokens were no longer in circulation, but that the company released a supply for collectors. These tokens had been used prior to this, but were not known about. The other token was made for them, they claim it was never used, and none have been released. If they ever do release them in sufficient quantity, they will be listed in the catalogue.

Mr. Shupe of Columbus, Ohio, has just returned from a trip through New England and Canada, and he reports the following information:

Fredonia, N.Y., and Rutland, Vt., have discontinued tokens entirely. Keene, N.H., sells tokens at 8 for \$1. Laconia, N.H., has discontinued tokens. Manchester, N.H., sells tokens at 7 for \$1. Bath, Me., tokens are 2 for 25¢; Lewiston, Me., tokens are 8 for \$1. Madawaska, Maine, tokens are 2 for 25¢. Portland, Me., has discontinued the use of tokens, as has Waterville, Me. He adds that the owner of the Waterville line says that service will be discontinued altogether very soon.

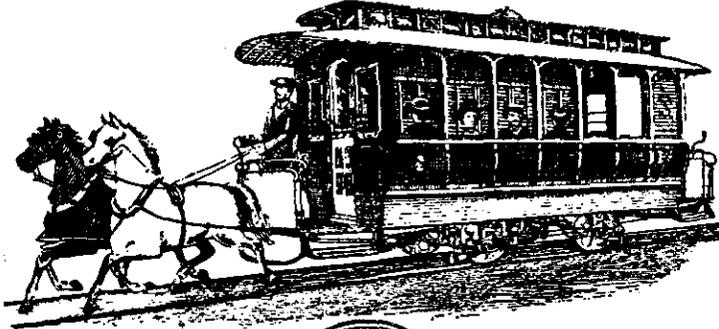
When the Editor was in Seattle this summer he discussed with the collectors there the problem of differentiating between Wash 780 F and G--the copper and bronze school tokens of Seattle & Rainier Valley Railway. From all indications, it was discovered that the copper token had both obverse and reverse together, whereas the bronze one had the reverse inverted in relation to its obverse, similar to U.S. coins. This seemed to follow through in every case. Other collectors should check their tokens on this.

THE FARE BOX

A MONTHLY NEWS-LETTER FOR COLLECTORS OF TRANSPORTATION TOKENS

New Issues Editor

RALPH FREIBERG
632 Ashbury Street
San Francisco 17, Calif.



Editor

J. M. COFFEE, Jr.
P. O. Box 1204
BOSTON 4, MASS.

Asst. New Issues Editor

JOHN G. NICOLosi
2579-35th Avenue
Oakland 1, Calif.



Associate Editors

HARRY C. BARTLEY
ROBERT M. BUTLER
HAROLD FORD, Jr.

VOLUME 11

NOVEMBER, 1957

NUMBER 11

Inside this issue there is a letter from Mr. Schwartz. The editor may have some further comments on the situation in the December issue. Meanwhile, suffice it to say that the list of patterns and unpunched solids will now be prepared by Mr. Freiberg and myself, and it will appear in the catalogue. With regard to the catalogue, I direct your attention to the article in this issue, which fully explains the recent turn of events. Except for the additional delay, we really are better off with the new arrangement than with the old one.

Harold Ford, who has been stationed up at Ladd Air Force Base in Alaska, reports that he will be leaving Alaska very soon. He says "I am overjoyed!" He asks people to write him, from now on, at his grandmother's address: 1601 Richmond Ave. - Kansas City, Kansas.

The Editor has been investigating recently some information I have received, which indicates that the Gloucester Ferry tokens, now listed from New Jersey, are really from Gloucester, Massachusetts. There was a Gloucester Ferry Company in Gloucester, Mass., which operated from 1878 to 1915. They had one boat, the "Little Giant," which sailed between Gloucester and East Gloucester. I have written to Gloucester City, N.J., to see what they had down there, but so far no reply. I wonder why these tokens were listed from New Jersey in the first place.

Did you know that the original name of the Brooklyn Dodgers Baseball Club was the "Trolley Dodgers." They were so-named because the fans risked life and limb ducking in between trolley cars before and after the games. A maze of trolley lines converged in the vicinity of old Washington Park, where they played their games in the old days.



SUBURBAN SERVICE BUS COMPANY NOW DEFUNCT

By Walter J. Vredenburth

On Saturday, November 16, I made a trip to the Suburban Service Bus Company, which is located beyond the city limits of St. Louis and in a place known as Bellefontaine Neighbors. On my arrival I not only discovered a vacant office, but a "For Lease" sign on the property.

The following Monday I made further inquiry and learned that the company had sold the business to Ferguson-Broadway Bus Lines Inc., also located outside the city limits. I was fortunate in obtaining the name of the owner of the former company and contacted him. He informed me that due to the "code of ethics" under such transaction, he was honor bound to keep all remaining tokens in his possession. At this point I should mention that the latter company uses cash only.

On my visit to the former company two years ago, I had a difficult ordeal in prevailing upon the owner to sell me any of their tokens due to the small amount (about forty) on hand. He finally consented to sell me one of each (P and Q). The office, consisting of one small room and a concrete block garage large enough to house about three dilapidated buses constituted the property.

1958 MEMBERSHIP DUES

On January 1, 1958, all membership dues for the year 1958 are due and payable. The dues are \$3.00 per year. Enclosed with this issue of The Fare Box is a self-addressed envelope for your check or money order, and please make them payable to MORTON H. DAWSON. Please send them in as early as you possibly can so your Secretary can complete one of his hardest tasks, the completion of his membership roster.

- Morton H. Dawson, Secretary
182 Whiting Lane
West Hartford 7, Connecticut

AUTOMATION COMES TO THE FARE BOX

Through the kindness of Mr. Dawson, it is no longer necessary for the Editor to address each individual envelope for mailing copies of this publication. Mr. Dawson has access to a machine which prepares address labels, and each month he sends me a set of such labels, which are then very easily affixed to each envelope. In addition to the address labels, we are using a Mail-o-Mat machine for stamping the envelopes, which is infinitely easier than pasting stamps on each envelope. Those who want commemorative stamps are still taken care of, of course. And those who want their copies mailed Air Mail may have that done by sending the Editor 75% extra each year. Air Mail copies are mailed in the special Air Mail slot at the main Boston Postoffice, and we always use commemorative stamps on Air Mail. All other copies are mailed by first class mail, which costs us 6¢ per copy.

OUTLINE IN BRIEF OF THE TRANSPORTATION OF AKRON

By M.B. McRobie

The first of a long line of transportation companies of Akron, Ohio, was the Akron Street Railroad and Herdicline Company. A Herdicline was a horsecar; they issued no tokens. However, there was a ticket used, and there is one here owned by an old conductor. I can get this ticket for view only, and it is not for sale. The line operated here until 1883 and ran from what is now East Akron (then called Middleberry) to Voris Street. This line was then sold to Mr. Siberling and later sold to Northern Ohio Traction & Light Co.

The Tom Walsh Line, from Barbarton to Kent, ran about the same time and was also sold to N.O.T. & L. along with its Treasurer. This line was better known as the old Akron Mountain Line.

The Goodyear Tire & Rubber Co. then put into operation the first 6-wheel bus and ran from Market St. in and about Goodyear Heights, and had a 5¢ fare. The Goodyear Heights Bus was operated by the Goodyear Tire & Rubber Co., for the convenience of their employees, who had bought homes in Goodyear Heights. Goodyear Heights at that time was owned by the Rubber Company, but was later acquired by the City of Akron. During the last years of the Goodyear Bus operations there was also an independent operator who ran a bus from the Heights to downtown Akron, but after a year or so he failed. Then the Goodyear company came out with the first 8-wheeled streetcar bus, operated by gas, which operated to the Heights only. This was also a 5¢ fare. These two lines were operated approximately from 1916 to 1927 and then disbanded.

Zeno Brothers then operated an independent line running from downtown Akron to Firestone Park by way of Grant Street. It also had a 5¢ fare and no transfers. This was later sold to the street car company. The Zeno's also had two other independent lines, one being the North East Line with a 5¢ fare and no transfers, which ran from downtown Akron to East Akron. The other line, known as the Sumner, South, Johnson & Inman Bus Line, had a 5¢ fare and no transfers. All these bus lines eventually sold out to N.O.T. & L.

The N.O.T. & L. was then sold to N.O.P. & L. (Northern Ohio Power & Light Company). This, in turn, was sold to Akron Transit Co. which is still operating today. A.T. Co. has now also taken over the inter-city lines of Portage Lakes, and the Barbarton Transit Line--all being consolidated under one head as the A.T. Co.

This being an outline of material I have collected together, I shall try to fill in the gaps for anyone who might write me and want more information.

In the September issue we reported some interesting metal buttons for a "Balloon Route Trolley Trip." Mr. Robert Rieder has solved the problem of their origin. The Los Angeles Pacific Electric Railway Co. was known as the "Balloon Route." It operated from 1887 to 1911. An organization known as "Interurbans" brought out in 1955 a 136-page book, with lots of pictures, giving the whole story of this line. It operated through Hollywood, Beverly Hills, Santa Monica, Venice, Hermosa, and Redondo, in southern California.

ALASKANA for sale: 50 A B, 300 A, 450 A H J K L, 900 B. Will swap Iowa 110 C or Ky 510 K for Ariz 720 A and any of the Alaska tokens for NH 640 C. These 2 tokens needed in order to complete these states.

Harold Ford, Jr. - 1601 Richmond Avenue - Kansas City, Kansas
WANTED FOR PRIVATE LIBRARY: E.F. Herdman's "Transport Tokens, Tickets, Passes & Badges of Great Britain & Ireland" published in 1932. Will pay any reasonable price for it.

George Fuld - 24 Plymouth Road - Wakefield, Mass.
Have several of Va 20 A in fine condition to offer at catalog price of 50¢ each plus postage.

B.H. Baake, Jr. - 2922 Chenoak Ave. - Baltimore 14, Md.
Ill 120 A for sale - straight & curved lines; small & large letters. Two dollars each. Have 3 of each. Also for trade: Ind 280 A.

Ivan B. Cline - 808 W. Illinois St. - Evansville 10, Ind.
Complete set of all the zinc tokens from Norton, Virginia--Va 600 B, D, F, I, J, L -- 6 tokens -- all in BRILLIANT UNCIRCULATED condition! You never saw zinc tokens in such beautiful condition, still with the silvery sheen on them. Sold only in complete sets. Price \$1.75 for the six tokens. Order as many sets as you wish.

Walter K. Dillow - Box 182 - Byron, Illinois
For Sale at catalog: Ark 480 R B; Fla 530 C E F; Ga 60 J L S, 450 A B C; Ind 660 D; NJ 885 A; NY 230 J, 615 D F G, 640 C, 830 C; Ore 700 G; Pa 70 A.

A.A. Gibbons - 300 Lenox Road - Brooklyn 26, N.Y.
For Sale at catalog: Va 20 A, 600 A B D F I J L.

Ralph W. Winant - 500 West Summit Ave. - Wilmington 4, Dela.
For Sale, stamp please: Pa 950 J (20¢), 200 A C D (15¢); NY 790 D (20¢); Mich 75 D (10¢); Conn 290 M (10¢); Fla 530 H (30¢). 2-3 of each left, first come first served. Also, FOR BEST OFFER the following: 3 complete years, 1954-55-56 of The Fare Box, plus Jan thru May of 1957.

John G. Nicolosi - 2579 35th Avenue - Oakland 1, Calif.
For Sale or Trade: Protestant members should be interested in a new 956-page Halley's Bible Handbook, size 4x6½x1½ inches, cloth bound. Excellent for personal use or for a gift. Price \$2.70 cash or in tokens...or for 45 of your common tokens.

George W. Schroder - 78-14 160th St. - Flushing 66, N.Y.
For sale (have 3 of each) at catalog price: Nebr 540 P Q R S U V, 700 F G H J; Iowa 100 B, 600 B, 850 M U; Kans 940 I, 970 G. Dupes also from other states. Will give \$3.00 each for mavericks except 3 - 44 - 51 - 70.

Frank W. Guernsey - 3138 S.E. 78th - Portland 6, Ore.
For Sale - one 1952 edition of Atwood's Check List. Price \$5.00 in good shape. Postpaid to you.

Harry W. Salavitch - 223 So. Rhode Island Ave. - Atlantic City, N.J.
For Sale - one of each - Md 60 J at \$1.00. Md 60 N at \$2.00 (somewhat dirty). Maine 480 A at \$2.00 (somewhat worn, but all letters and the horsecar are plain). Send stamped envelope.

J.M. Coffee, Jr. - P.O. Box 1204 - Boston 4, Mass.
Will trade tokens for elongated cents -- two for one -- send me your elongated cents and I'll send you a batch of tokens for your selection. - D. Wayne Johnson - 3918 Kings Highway - Dayton 6, Ohio -

APPLICATION FOR MEMBERSHIP

251 J.A.W. Cassidy - 740 43rd Avenue - Lachine, P.Q., Canada
Age 45; Investigator for C.N.R. Beginner.

THE CATALOGUE SITUATION

It has been said, somewhere, that very little that is worthwhile is ever accomplished easily. This is certainly the case with the presently projected edition of Atwood's Catalogue of U.S. and Canadian Transportation Tokens. As all members of the A.V.A. know, it was all arranged that a New York coin dealer, Stack's, was to publish this catalogue for us. Unfortunately, however, it developed that the original printer's estimate was considerably less than what the actual cost turned out to be. Whereas it was assumed that the entire cost of printing and binding the 1,000 copies would come to about \$2,800, it now develops that \$5,000 would be closer to accuracy. Since the book was to sell for \$5, and there would be numerous little extra costs, such as postage, it became obvious that Mr. Stack stood to lose a lot of money if he went through with the deal he had made with us.

Consequently, and quite understandably, Mr. Stack asked out. There was not much we could do about it. The contract was probably not enforceable, but even if it were, we certainly would not want to force anyone to make a loss. Therefore, there has been much scurrying around in the past month on the part, particularly, of Mr. Max M. Schwartz, and the others on the Catalogue Committee.

Mr. Schwartz located a lithograph firm, Edwards Brothers, in Ann Arbor, Michigan, who do excellent off-set work. He explained our problem to them, showed the manuscript to them, and received an estimate. The estimate comes to about \$1,200 for the whole job of printing the catalogue, and binding them (cloth binding). This is for 1,000 copies. In addition to this cost, there is also the necessity of having the manuscript re-typed. This is necessary because the off-set method of printing involves photographic reproduction of our typed pages. The typing, therefore, must be neat, perfect, and done on the kind of machine that looks well reproduced. In other words, an I.B.M. electric executive model.

I have located a secretarial service in Harvard Square which has agreed to type our manuscript on such a machine, at the rate of \$1.00 a page (which is cheap, believe me!). This adds some \$320 to the cost of producing the catalogue. The total cost to us, then, comes to about \$1,500.

Now, we have \$895 presently in the fund of advance orders for the catalogue. In addition to that, Stack has agreed to take another 100 books (and has advanced the check already) coming to \$500 more. Thus we have \$1,395 in our catalogue fund. With a small assist from the A.V.A. treasury, we shall be able to cover the cost, and still have 721 unsold copies of the catalogue left after supplying the advance orders. Selling these at \$5.00 per copy will more than make up for what we put out, and the A.V.A. stands to make some money. And in the meantime, which is most important, we shall have our new edition of the catalogue.

The book, as printed by Edwards Brothers, will be quite similar to the one we would have received through Stack's. The main difference is that it will be off-set instead of type-set. Furthermore, it will have some 15 pages of plates--pictures--of rare tokens. With this process, photographs cost no more than regular pages.

As the situation stands now, we shall be able to include all tokens issued or discovered up through the Supplement in the December Fare Box. Consequently, the edition will be called the 1958 edition.

The secretarial service says it can finish retyping the manuscript by the middle of January. Presumably, the printer can do his work within a month. So the books should be ready by the middle of February. Make it March 1 to be safe, and to allow for the usual hitches that inevitably come up. This will be a disappointment to many of you, I know. We all wanted to get the catalogue much earlier. But what can we do about it?

I have sent all the material relative to the catalogue situation to Mr. Eisenberg, our President. It is, of course, up to him to agree to the new printing arrangements. He hasn't had time to get word to me in the meantime, but I felt it would be well to keep the membership informed of what's going on.

I remember all the delays and difficulties we had with the 1952 catalog, or "check list," as we called it then. That was a one-man operation as far as the production end was concerned. But, after delays and more delays, we finally got that check list out, and it has served us well. It will be the same with the new catalogue. There have been delays, and there will probably be more delays. But we'll get it eventually, and it will serve us well. With luck, we should be using the 1958 edition before the snow has melted.

NEW ISSUES SERVICE NEWS

Things look a little better this month. I'm sending you the following tokens: Pa 65 O P Q, Dr'ville, Que., Canada A B, and to a few I am sending DC 500 AC.

Now on the Pennsylvania tokens, Mr. Schwartz obtained these for me. We don't have enough to go around at this time, but Mr. Schwartz is doing his level best to get me the amount I need to supply all members. So if you don't get yours right away, please be patient, as you will receive them. Pa 65 R S T cannot be had at this writing. If we can get them, I'll forward as soon as I get. (Thanks, Mr. Schwartz) Same thing on the DC token. Mr. Sherr of Arlington, Va., is getting them for me, at the rate of 2 or 3 a week, so it'll take a little time before everyone gets his. Please bear with me on this, also. We waited a long time to get the Fla 530 H but finally got them, too. Takes time and patience. Thank you, Mr. Sherr, for all your time and effort.

The Dr'Ville, Que., tokens were first put into use Jan. 1957. This company has a total of 25 buses with 200 miles of route, with intercity service serving St. Hyacinthe, Montreal, Three Rivers, Sorel, and Nicolet. Mr. Donat Bourgeois is president of the firm. The 23mm token is used for intercity service, and the 16mm token is used for city service. No luck on Wash DC 500 AD. This may be a tough token to get hold of, but we're trying.

We welcome Mr. E.L. Thompson of Utica, N.Y., to the New Issues Service this month.

- John G. Nicolosi

THE WAY OF THE ASS

In an overgrown Middle West river town, some miles distant from the biggest little burg on the great National Road, and in a picturesque valley where the American buckeye has for ages past lifted skyward its leafy boughs, there once ran a south-end horsecar service line. This rural branch was in its day considered a most promising and a very valuable adjunct to one of the main city lines. During its existence, the service was variously known as "The Assylum Way," "Hill Top Route," and "Way of the Ass." The car company's recruiting station, which was usually equipped with cars, horses and mules to its fullest capacity, occupied well-nigh an acre of land located near the foot of a natural acclivity, and at the southeast corner of the intersection of a busy avenue long prominent as a public marketing center and a street much traveled, which in its course almost paralleled the equator. The main entrance to the spacious car barns fronted on the shaded avenue. On arriving at the ten up-to-date car sheds, if passengers desired to continue the journey, a change of cars was made necessary; besides, an additional fare was also collected, as at that early service date the transfer idea was yet in its infancy and had only a short while previous to the passing of this up-and-down system become popular in a very few of the larger cities.

This accommodation railway, connecting an outlying settlement, sparsely settled, and the state refuge with the town proper, kept to the east side of the avenue and took to a prominent elevation far above and to the south of a populous community. A single nickel transported the passenger between the two places--the car station and the hill's summit. For a number of years following The Rebellion this short line merely served to place the outside settlers and the inmates of the retreat in rapid-transit touch with flour, calico, and plug tobacco, scrap not being fashionable. This hill way was some less than two miles in length, and the incline to the refuge was rather steep. Hardly a trace of the original roadbed is to be seen today because of modern grading and filling and numerous other improvements. The cars--two of them--were small, seating 16 thin people, if they sat closely, or less in number if the occupants were inclined to be stoutly built. Mules furnished the motive power going up the grade, but coming down it appears that the outfit just trusted to Providence and the attraction of gravitation.

Metallic fare checks--relics of a bygone century--of a humorous nature, portraying the animal-power car in either ascending or descending positions, were coined supposedly for service on this southern extension. According to the best authorities, there were two varieties of these pay-in tickets, both of which are described below. These metallic cards appear with plain edges and were struck in yellow brass the size and thickness of a silver 25¢ piece. Examples of these curiously designed streetcar passes are at this date seemingly difficult to locate. One of each, as herein mentioned, may be seen in the museum of the American Numismatic Society. Specimens are reported by the Dayton Public Library and museum authorities, and also by the secretary of the Historical Society of the same city. Of this possibly humorous coinage, the writer has added to his cabinet samples of each in nearly uncirculated condition.

1. Obverse: THE ASSYLUM WAY DAYTON, O. with a car pictured as having a driver and drawn by a mule embellishing the center of the

obverse, and illustrates the up-hill way of travel. Because of the advertising design and inscription one would naturally surmise that this brass coin cared for the passenger traffic ascending the incline. Reverse: FOR ALL CLASSES ONE FARE GOING UP

2. Obverse: WAY OF THE ASS DAYTON, O. A car represented as having a brakeman on the front landing and an extension platform in rear occupied by a mule graces the center of the obverse and portrays the down-hill mode of travel. Because of the very humorous design and most peculiar legend, here is cause for one to entertain the thought that this metallic fare was a guarantee to the presenting passenger for a safe transit descending. Reverse: ONE FARE GOING DOWN FOR ALL ASSES This reverse legend, from what may be reasonably aduced, was seemingly very fitting to the occasion.

According to frivolous hearsay, all the mules rode with the cars coming down grade. It was very ingenious. Arriving at the top the mules were unbuckled and an extension platform was pulled out in the rear from underneath the car; the domesticated fellows placidly climbed upon the two-wheeled trailer, the brakes were let go; ding! ding! and the whole contraption rolled so many down-hill miles to headquarters. No one smiled; nor did the settled occupants. It was a serious business. They went up with gravity and came down by gravity. This elevating arrangement was in effect for a period of years until the changing trolley superseded the wise old mules. The then new-fashioned way of transit, going up or coming down, under the guidance of modern electrical ingenuity, took one's breath, while the old-fashioned and antiquated man-and-mule mode of travel was at once relegated to the rear.

A visit to the old transfer location will reveal the fact that quite a change has been wrought in recent years. The once industrious transfer station has passed into history. No more transfer of passengers there. Where all was hustle and noise, now all is quiet. An electric switch yard has replaced the old and dinghy car barns, and occasionally some fortune-teller's camp or a Punch-and-Judy show, or some medicine hawker's outfit takes temporary possession of the idle space.

Since the curious may be interested in knowing what disposition was made of the mules, the following story, though perhaps somewhat colored and far-fetched, is here related. For its authenticity the writer will not vouch. As rumor has it, the mules were sold, and then trouble ensued. A contractor bought these long-eared, slow-going, sure-footed fellows to haul pipe to the hill, and they hauled it all right. They patiently took heavy loads up the grade; but there was the devil to pay coming down. The obstinate mules wanted to ride. They positively refused to pull anything down hill, empty or otherwise. It was transportation the downward way or strike. The contractor said "It's a poor mule that won't work both ways," so he secured some shaving mirrors and when coming down hill he rigged them up before the mule's eyes to reflect the hill behind them and carry the impression that they were going up hill all the time. Strange to relate, the stupid mules pulled both ways. Just like some folks who-- but never mind the moral, this is intended for the other fellow.

- Waldo C. Moore
(a paper read to the A.N.A. Convention in Baltimore, in 1916)

HISTORY OF CITY TRANSIT IN WINNIPEG
By Ron O'Donovan

Nearly three quarters of a century have passed since the first streetcar commenced operation on Winnipeg's streets. It was in 1860 that a young Toronto man by the name of Albert W. Austin landed in Winnipeg loaded with big ideas. The first was to move the city approximately 25 miles to the north, to Lake Winnipeg, which every Winnipegger knows did not turn out the way he planned. The second was to start a street railway, which met with better results than his other plan. In 1882 the street railway became a reality when he obtained a charter to operate horsecars. The first car, driven by a Mr. James Wilson, rumbled down Main Street behind a somewhat self-conscious horse, on October 21 of that year. With the exception of the fact that the car jumped the track once, the run was successful.

Tracks then ran from the Canadian Pacific Railway station to the Assinaboine River. Two years later they were extended along what was then called "The Portage Road," now known as Portage Avenue, the main avenue of Winnipeg, and Kennedy Street to Broadway and also from the C.P.R. tracks between freight trains to make the connection.

It was the invention of electricity that brought about the change from horsecars to electric streetcars. This change went into effect January 28, 1891. For some time, however, the thought of wires loaded with enough current to pull cars hanging night and day over Winnipeg's heads was too much for city fathers. Mr. Austin obtained a sanction to try his system out on River Avenue in the Fort Rouge bush, which then was outside of the city. Later, in order to have some place for his passengers to go, he developed Eml Park as a picnic ground and extended his track along Osborne Street south through the bush to the Red River. (This picnic area was used up until 1945.)

Within fifteen months Mr. Austin lost out in the race for a city franchise, and the Winnipeg Electric Street Railway Company was incorporated April 20, 1892. July 26 of that year the Winnipeg Electric Street Railway Co. operated its first electric car in the city, running on Main Street with regular service commencing September 15. For two years the horsecars and electric cars, each on their own track, competed with one another...until May 11, 1894, when the horsecars ceased operation and Mr. Austin sold out to the Winnipeg Electric Street Railway. Trolley rail lines eventually pushed out to points as far north as Selkirk and Stonewall, west to Headingly, south to St. Norbert and east through St. Boniface, before gradually disappearing again with the development of rubber-tired buses. The complete change-over from streetcars to buses went into effect on September 19, 1955.

Philip Easterly reports that Elyria Transit Line has bought out the Employee's Transit Lines of Lorain, Ohio. The two cities are only 8 miles apart. Tokens are still in use in Elyria and the management has no plans to issue any new ones. Knoxville, Tennessee, Transit Lines are using the old tokens they have on their hands. Mr. Easterly found all the tokens of Knoxville from J to S, being used. The management reports with satisfaction that they have plenty of tokens on hand and have no plans for striking any new ones.

A LETTER TO THE EDITOR FROM MR. SCHWARTZ

Dear John:

As a member in good standing of American Vecturist Association and in the light that the thoughts expressed herein are not of a personal nature, but rather for the welfare of the organization, I trust you will see fit to publish these comments in THE FARE BOX.

At about the time of the August 1957 Convention, I deemed it important at this stage in the history of the organization and particularly in view of the impendency of the publication of the new catalog, to prepare an address on which I spend two full days detailing the absolute necessity of adopting some set of definitions or rules respecting various classifications of the items we all collect. Such address was read before the convention, a committee consisting of Charles Houser, G.B. Tyson and myself were appointed and, after a great deal of time and labor, a set of definitions was reported on the second day of the convention. These were duly adopted and this committee, as well as others, were "dismissed" by the Chairman. A copy of this address and definitions were sent to you at your request, presumably for publication. I was grievously taken to task by the President thereafter for having sent them directly to you rather than through "channels."

In the September issue, you published an editorial on the subject and asked for further comment, and concluded with a statement to the effect that the new catalog was finished before these definitions were adopted and will not be affected in any way thereby. This was not the fact because the primary reason for the adoption of these definitions at that time was that our interpretation of various questionable pieces would be guided by such definitions or amendments thereto, and I have spent many days and nights attempting to compile the lists of patterns, unpunched solids and zone checks, as defined in these "definitions."

It was reasonably to be expected that the definitions, as adopted, would be subject to amendment and I would have welcomed any discussion on the subject as I have had with you, wherein I pointed out to you some of the misconceptions under which you were laboring. Instead of such amendments, I learned now through the October 1957 issue that the resolution adopting these definitions has been "rejected" by the Executive Board. It is worthy of note that four of the five members of the Executive Board were present at this convention, took part in its deliberations and, to my knowledge, registered no dissent against the adoption of this resolution.

Since we are now without a set of definitions, I regretfully find myself without a guide as to what items to include under each of the various categories and therefore unable to proceed with the preparation of these lists, the material for which was to be included in the catalog presently being prepared.

Fraternally yours,

MAX M. SCHWARTZ

NOVEMBER SUPPLEMENT TO ATWOOD'S CHECK LIST
By Ralph Freiberg

ALABAMA

Tuskegee 820 (reported by William C.L. Hofmann)
CITY BUS LINE TUSKEGEE (BUS)
A Bz 23 Ball Good For One Fare (bus)(2 slots) \$0.15

ARKANSAS

Arkadelphia 15 (reported by Max M. Schwartz)
SLOAN & GREENE, ARKDELPHIA, ARK.
A o A 31 Sd Good For One Buss Fare 3.50

Camden 150 (reported by Max M. Schwartz)
F.B. CHIDESTER CAMDEN, ARK. GOOD FOR ONE FARE
C o B 23 Sd (blank)(nick placed on outer edge of token by
/company)(used 1889-1904)(all letters incuse
/except "Good For One Fare") 3.50

INDIANA

Zone Checks 997 (used in Indianapolis)
INDIANA RAILROAD DIVISION OF WESSON 2
ZC 1 o WM 23 Sd Zone Check 2
INDIANA RAILROAD DIVISION OF WESSON 4
ZC 2 o Bz 23 Sd Zone Check 4

MASSACHUSETTS

Fall River 250 (reported by Kenneth Smith)
CITY HALL TAXI & BUS CO.
C o Bz 23 C Good For One Fare Only 1.00

OHIO

Dayton 230 (reported by Melvyn A. Scott)
WAYNE & FIFTH STREET R.R. CO.
W o Cy 22 Sd One Fare 3.50

PENNSYLVANIA

Allentown 15
LEHIGH VALLEY TRANSIT CO.
N WM 16 Bl-sc Fare Check (Vars.)(Bronze-plated) .20
Lancaster 525
A (incuse letter A)(St. Anne's School Bus Token)
R B 25 Pc No. (incuse) .15

UNIDENTIFIED (#76 reported by Tex Barnett)

S
76 A 20 Sd Good For One Fare Bus
J C E
77 WM 16 Ball (same as obverse)(2 slots)

NOTES BY RALPH FREIBERG

So far I have no information on the Tuskegee token, but hope we shall be able to get some of them. The City Hall Taxi & Bus token from Fall River may run back around 20 or 30 years ago. It is liable to be one of our scarcer tokens, as so far only one of them has been found.

I just realized that I have never listed a couple of mavericks I have here. Tex Barnett came up with one which I should have mentioned some time back. As it is very similar to the reverses of some other tokens of Minnesota, like 680 H, I let the listing go in the hope that we could find out where it was from. But so far no luck. The other maverick has been reported to me by half a dozen different collectors and possibly may be a bus token, as it is similar in style to other tokens having come out in the past few years. But what J C E would stand for is anybody's guess. As a few of them have been turning up, possibly we shall get some information in it one of these days.

Those last tokens we reported from Canada in a 23mm size--one from Sherbrooke and one from Drummondville--could be classed as 22mm tokens. This was an oversight on my part, as I didn't measure them correctly before reporting.

Regarding that strange-looking Lancaster, Pa., school tokens: St. Anne's school charters a bus from Conestoga Transportation Co. of Lancaster. These tokens are given to pupils free of charge by the school and are good for this bus only. The tokens are collected by the driver and twice a month are returned back to the school. The tokens are used to show the number of children riding, and also for identification purposes. I imagine the cost of this bus is figured in the monthly tuition charges each pupil pays. I believe there is nothing wrong with these tokens, as you cannot ride the bus without one. Apparently they planned to number the reverses, then decided there was no need for it. Possibly they could be worn as badges and used as passes, but apparently the school decided the best way was to gather them up each time they were used. Consequently, no need to number them.

So far we know only of the white metal Lehigh Valley token being plated, but it's possible that brass, steel, and zinc ones will also turn up plated. They were plated for a fare raise from 2 for 35¢ to 4 for 75¢, as of November 8, 1957.

The Wayne & Fifth Street RR of Dayton began operations June 13, 1872. Mr. Scott informs us that this firm is the same outfit that issued the "Assylum Way" and "Way of the Ass" tokens.

The Indiana zone checks are listed in the way all zone checks will be listed in the new catalogue. ZC 2 was used on a bus running from Indianapolis to Fort Harrison, in northeastern Indianapolis.

Mr. Schwartz reported the two tokens from Arkansas, although he doesn't own them. The Camden token differs from the already listed F. B. Chidester token in that it has the word spelled out "One" instead of the numeral "1". The nick on the edge of 150 C was placed there by the company so that people wouldn't confuse the tokens with U.S. coins. Fare 25¢ round trip. The vehicle used was a hack drawn by two horses, carrying ten people. The token, as is usual with depot tokens, was good for the return trip back to the railroad station.

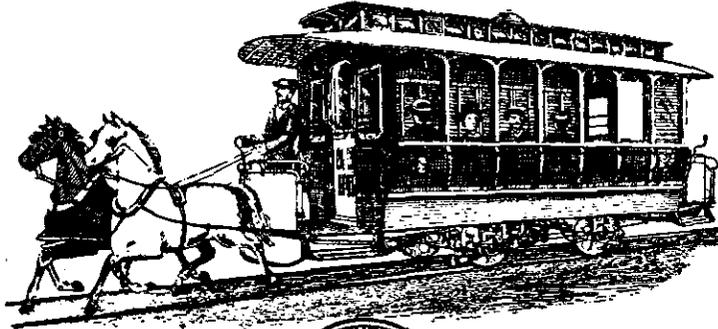
Mr. Schwartz also reports varieties of Miss 500 A and NY 890 A. These will all appear in the new catalogue.

THE FARE BOX

A MONTHLY NEWS-LETTER FOR COLLECTORS OF TRANSPORTATION TOKENS

New Issues Editor

RALPH FREIBERG
632 Ashbury Street
San Francisco 17, Calif.



Editor

J. M. COFFEE, Jr.
P. O. Box 1204
BOSTON 4, MASS.

Asst. New Issues Editor

JOHN G. NICOLosi
2579-35th Avenue
Oakland 1, Calif.



Associate Editors

HARRY C. BARTLEY
ROBERT M. BUTLER
HAROLD FORD, Jr.

VOLUME 11

DECEMBER, 1957

NUMBER 12

Christmas is a busy season for all of us, and especially for one in your Editor's profession. I regret the even-later-than-usual date of arrival for this issue. We shall try to catch up in January, so make the closing date on the January issue the 20th. As another year dawns, The Fare Box could use more articles for publication. Every member is invited to send an article on any subject of interest to collectors of transportation tokens--this includes histories of old streetcar companies, stories of how you found some rare token, a little biography of yourself, if it hasn't already been run. If we are to have large issues in 1958, we are going to have to have your help. The Editor can't write all the articles (not that I ever have yet).

To all those who sent Christmas cards to the Editor, my especial thanks. It was very thoughtful of you! Let's now hope that 1958 will be our greatest year. With the new catalogue receiving wide distribution, I think it will be a great year.

Emzy Thompson reports finding an authentic white metal Minneapolis horsecar token. This will be a new discovery similar to that of the WM Rochester token.

The new Catalogue is progressing nicely. The typist still says she will have it ready for us January 15. I have seen the first pages she typed, and they are superb in appearance.

You will find an index of articles printed in the 1957 issues of The Fare Box, along with this issue. These indices make it simple to refer back, in future years, to any important article in the volume. In the future, if there be no objection, we shall put both volume and number on the left side of our masthead, and put the whole number on the right. This issue is Whole Number 126, numbering from July, 1947.



THE STORY OF HORSECARS IN CLEVELAND

The first street railway cars designed and built expressly for the purpose were placed in service on Euclid Avenue in 1860. The diminutive early cars were eight feet long; the East Cleveland Street Railway Co. purchased eight of them. Later the company acquired six more cars, these being 10 feet long. This group of cars had a front platform two feet wide, but no rear platform. There was a rear door fitted with a step for passengers to get on and off.

Determined efforts were made to keep the cars warm in winter, but to no avail. Straw was scattered over the floor, and a small oil stove was set in the middle of each car. Its heating capacity was limited on the coldest mornings to barely softening the sting of frost.

Open cars were purchased for summer use, which seated 40 passengers. A running board extended the full length of the cars on each side. Canvas curtains could be lowered to the tops of the seats in stormy weather. Two horses were used to draw the summer cars, while only one horse was hitched to the smaller winter cars.

One splendiferous vehicle was tried out September 3, 1860, the day streetcars came to stay--that is, to stay until 1954. This handsomely built car carried 20 passengers inside and an equal number on top. The upper section was covered with a fine awning. The bodies of the cars were painted attractively, mostly white, and the name of the road was on the side in gilt. Later records do not show that this lavish car was retained by the company. Presumably it was brought to the city for display as a futuramic model.

There were some trying incidents and disturbing accidents. On March 7, 1861, two horsecars collided at Prospect Avenue & Ontario Street. The following June 21 runaway horses upset the car they were pulling down Euclid. A woman passenger was thrown on her head and injured. On July 17 of that year an 18-month-old child was run over by a streetcar on Kinsman. One leg was injured but not broken, a newspaper reported, because the child was able to move its toes. "The Council should take steps to prevent children jumping on cars," said one newspaper when a little girl fell off a horsecar as the driver suddenly started up.

On the light side there was the problem of bustles, which took up so much room on the tiny cars. The feminine fashion of the day was a "tilting hoop" skirt, featuring a "duplex elliptical steel spring." Necessity mothering invention, an alert inventor came up with a new bustle in which springs were arranged to contract when the wearer sat down. The space saving collapsible bustle left more room for the male sex. Bearded and bewhiskered gentry of the era rode the streetcars attired in boiled shirts, black frock coats and stove pipe hats, even in hot weather.

Whatever the accidents and discomforts, the city seemed overjoyed with the street railway. Its immediate popularity astonished its backers. Railway fever set in. Promoters were everywhere. Companies were organized by men who had registered themselves as vigorously opposed to streetcars. The City Council was unceasingly harassed by franchise seekers.

Beside the legal speed limit of five miles per hour, it was re-

quired that horses and mules be slowed to a walk at track curves. Streetcars traveling in the same direction were supposed to remain 300 feet apart. With general support from the public, East Cleveland Street Railway improved its equipment and extended its lines. It ran into an injunction lawsuit which halted its progress on Euclid Avenue. This was a plank road company. One of the worst storms brewed when the railway company asked a franchise to run cars on Euclid between East 9th Street and Public Square. Lower Euclid was a scene of unbroken beauty. There were gracious homes and lawns. Where the William Taylor Son & Co. store now stands was the city's first Ursuline Academy, in the midst of a wide-sweeping garden, beautifully landscaped. Somehow, on April 10, 1862, the company obtained the permit it needed. That was when the roof fell in. Virulent attacks were leveled against the Council and the men who influenced the lawmakers. At its next meeting the Council repealed the ordinance.

Now the companies howled and contended the repeal was unlawful. The battle raged until September 15, 1862, when the Council again authorized the railway to operate on lower Euclid. Not until 1890 were streetcars allowed as far as East 22nd Street. The Euclid Ave. line was forced to bypass exclusive "Millionaire's Row" between East 22nd Street and East 40th Street. On this stretch of the street were located the homes of such worthies as John D. Rockefeller, Samuel Mather, and Samuel Andrews, whose home required some 100 or more servants.

- from the Cleveland Plain Dealer
sent in by Philip Easterly.

A.V.A. LAPEL EMBLEMS

Fellow Members: again you will have a chance to buy one of the beautiful lapel emblems at a very reasonable price. Through the generosity of Mr. Barraclough I have on hand a supply of the pins. These pins sell for \$1.00 plus a 3¢ stamp, with all money being donated to the A.V.A. treasury. Please do not delay and be disappointed like many were the last time. Pins should be ordered from William E. Eisenberg - 2717 West Carson St. - Pittsburgh 4, Pa.

I should also like to know if there is any member who has any cuts of tokens which he would be willing to lend to me so I can have the A.V.A. letterheads made up. I would appreciate knowing at your earliest convenience. There is no sense in having cuts made up when perhaps some generous member could lend them to us.

- William E. Eisenberg

Mr. F.G. Smith tells about the Eastern Mass. St. Ry. tokens, Mass 135 A and B. The last streetcar of this firm ran on May 1, 1948. 135 A sold at 4 for 25¢ till August 15, 1948, when it went up to 3 for 25¢. In August 1952 the tokens were plated and the fare was 2 for 25¢. 135 B was used only from Aug. 10, 1952 until Apr. 18, 1953, and were accepted for fare for an additional 2 weeks. Then tokens came back April 15, 1956, when 135 A went into use again at 5 for 90¢; these are still in use. The tokens are used from Neponset Bridge to Quincy, and Weymouth, Braintree, and Brockton.

NEW MEMBERS ONLY: Here is a chance to get a lot of the common tokens at reasonable prices. You can fill in your collection at a minimum cost. All in good condition. 10¢ tokens 3 for 25¢ - 15¢ tokens 2 for 25¢. PLUS POSTAGE. Write for list.

William E. Eisenberg - 2717 W. Carson St. - Pittsburgh 4, Pa.
For Sale: Ill 125 A, \$2.50 each (have 5 of them). Ky 45 A, \$2.00 each (have 4). Ind 750 A, \$2.50 each (have 2).

Ivan B. Cline - 808 West Illinois St. - Evansville 10, Ind.
Atwood's Check List for sale - 1952 Edition - in original condition. Price \$5.50 postpaid or trade for best offer in listed or unlisted tokens. Offers should be received by January 15, 1958.

George W. Schroder - 78-14 160th Street - Flushing 66, N.Y.
Wanted Currency issued by the Army for use of prisoners of war in camps here in the U.S. Will pay top prices for such currency in good condition.

Emzy Leon Thompson - 340 Montgomery St. (Rm 546) - Syracuse, N.Y.
For Sale: Collection of 145 tokens, mostly 16mm, about 100 diff. rest duplicates, \$9.25.

Frank C. Greene - 2838 Forest Ave. - Kansas City 9, Mo.
Fellow Vecturists: Last call for Mass 115 O Q S and 660 A and 960 A 40mm taxi tokens. Can be obtained only by advance order, 40¢ each or \$2.00 postpaid per set of five. Time is of the essence. Soon to be rare items.

F. Gordon Smith - 14 Miller Stile Road - Quincy 69, Mass.
For Sale: Mass 50 A, \$1.00. Conn 240 A, 15¢; Conn 85 D, 20¢. Fla 860 A, 50¢. Ga 750 E, 50¢.

Morton H. Dawson - 182 Whiting Lane - West Hartford 7, Conn.
Have tokens ranging in price from 15¢ to \$3.50 to trade for tokens I can use in my collection. If interested let me know what you have to trade and price, and what you want in return.

John G. Nicolosi - 2579 35th Avenue - Oakland 1, Calif.
For Sale at catalogue: Colo 60 A; Ill 765 A; Ind 110 B, 270 A, 860 C; Iowa 30 F; Kans 540 C; Ky 480 R; Mass 135 A, 760 A; Minn 300 A; NH 640 A; NJ 885 A; NY 631 P Q.

A.A. Gibbons - 300 Lenox Road - Brooklyn 26, N.Y.

APPLICATIONS FOR MEMBERSHIP

- 252 Bernard J. Rohrer - 68 West 51st St. - Long Beach, California
Age 43; Aircraft Worker. 3,000 tokens.
- 253 Loren Ross - 117½ Bay Shore Avenue - Long Beach 3, California
Age 30; Aircraft Tool Maker. 1,400 tokens.
- 254 Joseph H. Gest - 128 Elmslie St. - Montreal 32, Quebec
Age 61; Contractor. Large Accumulation of tokens.
- 255 David R. Bowers - 1105 North Park Ave. - Springfield, Illinois
Age 37; Truck Driver. 140 tokens.

RESIGNATION FROM MEMBERSHIP

- 21 Charles M. Hamilton - 734 So. Race - Denver 9, Colorado

CHANGE OF ADDRESS

- 135 Emzy Leon Thompson - 340 Montgomery St. (Rm 546) - Syracuse, N.Y.
- 173 George W. Werner - 5236 McCausland - St. Louis 9, Missouri

ORIGIN OF THE WORDS "VECTURE" AND "VECTURIST"

By Max M. Schwartz

WITHIN THE CONTEXT of our collecting activities the question that I have been asked most often concerns the origin or derivation of the words "vecture" and "vecturist." To those not in the know, these are very intriguing terms because, although they are both euphemistic, neither of them is to be found in any dictionary or lexicon to my knowledge. The query is therefore reasonable and deserves a fair and complete answer. However, in order fully to explain their origin, it will be necessary for me to give you a little of the history that antedated the use of these terms, and I shall attempt to do so as briefly as possible.

In July, 1947, Mr. R.L. Moore of San Francisco published the first issue of THE FARE BOX and introduced it in the following words:

"This, the first issue of The Fare Box, is the Guinea Pig edition of a News-Letter we Collectors of Transportation Tokens have long needed.

"Heretofore unless we were fortunate enough to live just around the corner from another Collector we were seldom able to discuss our token collecting activities with anyone very much interested. This News-Letter is intended to provide a means whereby we can "talk tokens" with other Collectors and exchange information enabling each and everyone to build up a collection. Also it will assist in bringing hundreds of other collectors into one circle of acquaintances and will propagate our chosen hobby. Now the floor is yours."

How prophetic were his words can easily be determined from the fact that the latest application for membership bears #255.

It was my good fortune to be advised of the commencement of this publication by the late B. Morgenthau, during his lifetime regarded as the dean of transportation token collectors, and I immediately became a subscriber. As a result of such circumstances, I am conversant with all that transpired subsequently and can impart this information to you.

The August, 1947, issue spoke about the favorable comment that had been received from a large percentage of the known active collectors to the launching of The Fare Box, and disclosed that the objective would be to provide as much information on transportation tokens to as many collectors as might be feasible. The September issue opened with the following editorial:

"Prior to the A.N.A. convention The Fare Box was informed -space for exhibiting (sic) Transportation Tokens would be provided. So far as is known exhibit space was available. It now becomes the sad duty of Your Publication to inform you no collection of Vecturas was displayed. Of course it may be the A.N.A. convention is not the proper background for such displays. Since no vecturalist would care to risk having his collection pushed aside to make room for another collection of round pieces of metal having a higher retail value. It could be the time has come to proceed to the next paragraph:

"WANTED! A LEADER; OR SEVERAL LEADERS!"

The Fare Box has been doing some pulse-feeling in regards to a meeting of vecturalists in 1948. While no city for such a get-together has been mentioned the idea has met with approval from the small percentage of vecturalists contacted. It could be the time has come to establish an organization of our own. An organization where each and every member would have the same status and no member need fear his collection would not be acceptable. Most of us take a trip somewhere every summer anyway and what would be more enjoyable than meeting the fellow you have been writing to all these years? But we need a Leader to get this idea into concrete form. Or several Leaders; one for each district. Dues must be provided to pay the various expenses which will be incurred. But a Leader is needed; not just some one to walk in front. The Fare Box hereby offers its pages and services to further the CAUSE.

"There will be some who will say, 'it can't be done.' Your Editor asks those to please make up a list of ten reasons why it can't be done. And should this be difficult, then add a few reasons why it can be done. Afetr (sic) all: 'None but the brave deserves the Fare.'"

This was not only the first suggestion for an organization, but also the first use of words in any wise similar to the subject of this essay. I have underlined the relevant words in the foregoing and subsequent passages in order to highlight the incidence of their occurrence. The issue of October 1947 contained the following announcement:

"SEATTLE TAKES THE STEP

The Vecturalists living in Seattle have organized a club. Details of the structure have not been received. It is hoped they will become the parent organization for members-at-large until other local clubs can be inaugurated thru-out the country. If Seattle can start a club then the Twin Cities can do the same. And also Los Angeles. Let's get going!"

And in the same vein, the following appeared in the issue of November 1947:

"The Seattle Transportation Token Club will be primarily for Collectors residing in Washington state only. Membership of Vecturalists of other states will not be encouraged at this time."

In the issue of December 1947, Mr. Moore made the following plea:

"There are some who feel we should have an organization of Vecturalists but no one has made much effort yet to start one. The A.N.A. (American Numismatic Association) started with less than a dozen members. So whatever steps we do decide to take, let's get on with it in 1948."

After some correspondence between Mr. Moore and me, the following appeared in the issue of January 1948:

"POSSIBILITIES OF A REGIONAL SWAP-VENTION

Several Vecturalists residing in the northeastern states are highly in favor of holding a get-to-gether, or Swap-vention, some time during this next summer. The number of vecturalists likely to attend such a rally would be between five and ten. Hardly likely more than ten. However even if it were only five, it should prove interesting in being able to meet your Fellow-collector and you would be able to talk about tokens to someone who would be interested. If each Collector attending displayed say, 200 of his 'pet' tokens that would make quite a showing and there could be some swapping. True, there would be some expense in securing display space, etc., but with proper planning and some cooperation from us all it should not prove too costly. The Fare Box knows a couple of Vecturalists in the northeast who are willing to start the ball rolling, now. If you reside in any of the northeastern states and if you would be willing to travel the length of your state to meet the 'Gang,' let's hear from you. If you are willing to contribute your assistance in working out some of the details just let The Fare Box know and it will put you in contact with the others. What is your pleasure?"

The issue of June 1948 contained the sad announcement of the passing of Mr. Morgenthau at the age of 82. Also all Vecturalists were cordially invited to attend in person the Swap-vention to be held on July 10 and 11 at my office in New York City. It went on to say that "There will be many interesting discussions on transportation tokens; and the possibilities of forming a national organization." The huge success of this venture was enthusiastically described in the August 1948 issue, which reported the discussions that had taken place towards the formation of a permanent organization and that further action would be taken at another Swap-vention to be held in October of that year, to which all were invited in person and by correspondence.

Up to this time, you will notice that the coined words used by Mr. Moore were Vectura, Vectural, and Vecturalist. In some communications that passed between me and Mr. Moore, I, at this time, first advanced the suggestion that we use the words Vecture and Vecturist. Mr. Moore agreed that both were considerable improvements over the terms previously employed by him. And so, the new term Vecturist first appeared in THE FARE BOX on September 1948, when the purposes of the association, then in the formative stage, were introduced by the Editor in the following words:

"NON NOBIS SOLUM"

Not merely for ourselves might serve appropriately as a motto of the American Vecturist Association, as that is our goal, to serve others whether their respective collections be large or small, whether beginners or advanced. That you may know what the objectives of this Association are to be, Article II of the Constitution is quoted herewith:

'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 collection, and for the particular purpose of bringing 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 said purposes, but such purposes do not include operations for pecuniary profit."

The first time, to my knowledge, that the word Vecture appeared in The Fare Box was in an announcement in the issue of January, 1949, which was the first issue wherein American Vecturist Association was the publisher. This announcement, over my signature as President, was to the effect that at the next meeting of the A.V.A., to be held in Washington, D.C., on February 19 and 20, 1949, "several thousand vectures will be offered for your choice."

A LETTER FROM THE SECRETARY

As we come to the end of 1957, I have gathered together a few facts and figures that may be of interest to our members. Our paid membership for the year 1957 was 170 members. Of this number nine are female, and four are under twenty-one years of age so they are enrolled as Junior Members. Of the original thirty charter members that banded together back in October, 1948, there are twenty-four still active in the A.V.A.

The Fare Box reported the sad news that two of our fellow members died during the past year.

Our membership was increased by the addition of sixteen new members during 1957, but on the negative side we lost fourteen members, who were active at the end of 1956, through resignations and lapses of membership. Our mailing list shows that one member lives in Hawaii, one in Ireland, and five in Canada.

I should like to thank the officers and members who have been so helpful and kind to me since I have been in office.

- Respectfully,

Morton H. Dawson, #95
Secretary, A.V.A.

The Association of California Transportation Token Collectors held a meeting December 8, at which time the following new members were accepted and welcomed into the organization: Messrs. George W. Ticknor, John M. Coffee Jr., Claude G. Ficklin, Robert Smith, Ralph Freiberg, Daniel DiMichael, and John G. Nicolosi.

NOTES BY RALPH FREIBERG

In last month's Fare Box it was mentioned that everything to be listed in the December issue would be included in the new Catalog. So now everything seems to show up at once; we have more new listings for December than we have had for some time. On the Florida token, Dade is a county on the southern tip of Florida, and cities below Miami would be in the southern part of this county. Evidently this company folded up and, at this time, it is not known if we can get any of the tokens for the New Issues Service. Max Schwartz has traced the listing down to Homestead. On tokens which have a Bar in the center, or which are solid, it is our policy to mention the bus-type when it is Type #3. Tokens having a ball and 2 slots are assumed to have Type #3 bus, so it isn't mentioned for such tokens. All tokens with ball and 2 slots have so far appeared with the Type #3 bus.

After trying for some time we've finally been able to find out just how many zone checks there were for the Indiana Company. This bus line--or the route on which these zone checks were used--ran from Indianapolis in a northeasterly direction to Fort Harrison. Upon payment of fare people were given these zone checks to be returned to the driver when getting off the bus. It has been reported to me that many collectors do not understand zone checks. A fare token is something that is bought before using, to be used as a fare. A zone check is never obtained till a fare is paid, and is used as evidence of the amount of fare paid. A zone check is never good for fare. Up to now we have never put a price on zone checks, as they more or less just go along with transportation tokens, but in themselves are not really fare tokens. So in the new Catalog they are being listed at the end of each state under number 997--it being hoped that no city number in any state will go beyond 995. Zone Checks, then, are just a side-line.

Mr. Atwood picked up a 16mm token for Westside and, upon inquiring at the company, it was found out that they were now in use and the 23mm token is obsolete. This company operates on the west side of the Mississippi River across from New Orleans. The office formerly was in Algiers, but now is in Gretna. Buses operate in Algiers, Gretna, and a couple other small towns, so listing will be left under Algiers. The Monroe token was sent to Mr. Schwartz for examination. Since the company is now out of business, it may prove difficult to find out much information on this token. There is, however, always the chance that we may locate the former owner and get a supply. So time will tell whether or not this token should be worth more than 15¢.

Sauk Rapids is a little town near St. Cloud. Except for the fact that the token is obsolete, nothing else is known about it at the present time.

Mr. Hofmann, in addition to reporting the emergency token for Manchester, N.H., was also able to furnish the New Issues Service with enough of these for members of the N.I.S. These tokens were furnished to the company in Manchester to fill their token needs till the regular definitive tokens, which had been ordered, arrived. After the company received the regular tokens, the emergency tokens continued in use for a couple more years. We knew of the existence of this emergency token before, having listed it originally under

Miscellaneous Tokens, Group 31. Now that we know its true nature and origin, we shall, of course, have it listed in the proper place.

The Knoxville token is an old one that Mr. Atwood recently picked up. We had known about the adult tokens for some time, but this is the first we knew about the half fare. There are other cases similar to this where we have known about tokens used for adults, but later discovered half fare tokens. It is quite possible there are many other such half fare tokens where heretofore we've known only about the adult tokens.

Those who wondered why the Transports, Inc., token was priced at 35¢, it was not because of the rarity of the token, but rather because the token was used on a suburban bus running from Memphis to Millington where the Naval Training Center is located. Tokens sold 3 for \$1.00. But now the fare has gone up, and tokens are only sold in quantities of ten, for \$4.25. Consequently the tokens were given a coat of red paint.

The token from Biron, Wisconsin, was reported to Max Schwartz, who in turn wrote to the paper company there but was informed the tokens were no longer in use and all had been destroyed. To set prices on tokens such as this is rather hard. Usually it's always best to set a lower price to see if any should show up. It is always easier to raise the price of a token in a revised catalog than to lower a price for this will only make some collectors feel that they were gypped in buying the token. However, in buying a token for any price above the minimum, or the face value, there is always a gamble that no more will show up to reduce the rarity and hence the value. For example, a few of the zinc Norton, Va., tokens were really difficult to pick up, and brought prices about as listed in the Check List. Now Mr. Dillow has discovered them in quantity, and we can obtain them at a nominal price. With regard to these Norton tokens, some collectors have not understood what was meant by the "round trip" on these tokens. This was a suburban bus that operated from Norton through other towns. When the fare was 20¢ each way, one could save 5¢ by buying the round trip rate of 35¢--in which case you would be given a token for the return trip after giving the driver 35¢. There were no fare boxes on these buses, so the return trip token was just given to the driver. Since there was no way of ascertaining whether or not the driver really turned in all the tokens he had collected, tokens were discontinued and punch tickets are now used.

The Donkin, N.S., token was reported by Mr. Schwartz and used about 1942. For the information of new collectors, fibre tokens are a war time product, along with zinc and steel. Usually fibre tokens come red or green in color. An exception, however, are the large fibre tokens of Ottawa for police and firemen. Most wartime fibre tokens were 16mm, 20mm, or 23mm. I don't know at present if the firemen token is still in use. It was first used in 1956. If in use, 25¢ price seems about right. If obsolete and scarce, a higher price would be in order.

As of December 7, 1957, this is all that have been reported to me, and these tokens will all appear in the new catalog.

NEW ISSUES SERVICE NEWS

I have a few tokens to send you, but since this is Christmas Month, I'll hold up sending them to you till after the first of the year, as I want to avoid the Christmas rush. The following will be sent to you: Pa 15 N (thanks to Mr. Grady of Palmerton, Pa). This token is Pa 15 J copper-plated, put into use November 10, 1957. N.H. 640 J, thanks to Mr. Hofmann of New Haven for obtaining a supply of this emergency token for us. I have also sent for La 30 F and this will be coming your way, too. This token was first put in use September 26, 1956 (E now obsolete).

Transports, Inc., of Memphis, Tenn., have red-painted Tenn 600 M for a raise in fare, and this was put on sale November 1, 1956. It will be difficult to get these in very good shape, because the red paint, or enamel, will wear off. The catalog price will be 50¢. I'll try to get these tokens, and have already written the company. But before I order these tokens, I shall want a card from each of you who wants one of them (AS IS), so soon as you finish reading this, please drop me a card. Otherwise it will not be sent to you. I must have a card verifying that you will take the token as is, since I cannot guarantee the condition.

Till next year, then, a Joyous Christmas and a Prosperous New Year to all. NOTE MY NEW ADDRESS, AS OF JANUARY 5, 1958:

John G. Nicolosi - 3002 Galindo Street - Oakland 1, Calif.

1958 DUES

Your response to my first reminder regarding our 1958 dues that appeared in the November issue was terrific. Almost fifty members have already sent in their dues. For you who have not done so, please send your \$3.00 dues to me at the address shown below. If you send a check or money order, it is much easier for me to handle if you make it payable to me and not to the American Vecturist Assn. Thank you for your cooperation in this matter.

- Morton H. Dawson, Secretary
182 Whiting Lane
West Hartford 7, Connecticut

A.V.A. SOUVENIR ANNIVERSARY TOKEN

Excellent response from my recent article, page 86, Oct 1957 Fare Box. Have you voiced your opinion? If not do it now! A 2¢ postcard for or against will be greatly appreciated. A pocket piece with your A.V.A. number will be a lasting memento and an interesting conversation token to keep with you always.

- F. Gordon Smith

PARTIAL INDEX TO ARTICLES IN VOLUME 11 OF THE FARE BOX (1957)

Akron, Ohio, Transportation History.....	91
Alaska Central Railway Token or Pass.....	52
Amarillo, Texas, Tokens.....	8
American Vecturist Association, New York Convention Minutes.....	65
Auch Interborough Transit Company.....	30
Australian Tokens Present Problems.....	27
Automatic Kiddie Ride Token, Maverick #70.....	7
Baltimore, Md., Notes on Some Old Tokens.....	83
Bay City, Mich., New Discovery of BUS N BUS Token.....	76
California Transportation Token Club Organized.....	56
Camp Taylor Bus Token, Maverick #60.....	10
Cleveland, Ohio, Horsecars Story.....	102
Definitions, Editorial about.....	68
Eastern Massachusetts Street Railway Company Tokens.....	103
Elevator Token From Sweden.....	22
Fairbanks, Alaska, Transit History.....	35
Ferryboats Fading From the National Scene.....	29
Hudson Bus Lines (Massachusetts) new zone checks.....	81
Hundred Different Ways to Keep Your Tokens.....	12
Kansas City Cable Car Days.....	37
Louisville, Kentucky, Tokens.....	3
Model Bus Token, Maverick #51.....	3
Monongahela Street Railway Token of Munhall, Pa.	32
Monterey Bus Lines of Jackson, Mississippi.....	7
Motor Bus Society Enters Tenth Year.....	17
New Issues Service, list of members.....	45
Pottstown or Pottsville?.....	2
Prices Realized, STTC Mail Auction of May 10.....	57
Private Ventures.....	72
Queensboro Bridge Railway.....	28
Roster of Members, American Vecturist Association (1957).....	40
St. Joseph School Bus Token.....	51
Schwartz, Max M., Letter to the Editor concerning Definitions...	93
Seattle Transportation Token Club Tenth Anniversary.....	86
Suburban Service Bus Company now defunct.....	90
Supreme Taxi Service Tokens (from Massachusetts).....	51,58,70,75,85
Trenton's Tokens.....	24
Vecture and Vecturist, Origin of the Words.....	105
Vienna and Rome, new tokens.....	84
Way of the Ass (Dayton, Ohio, mule car tokens).....	95
Westchester Street Transportation Token.....	75
Winnipeg, Manitoba, Transportation History.....	97

1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes the need for transparency and accountability in financial reporting.

2. The second part of the document outlines the various methods and techniques used to collect and analyze data. It includes a detailed description of the experimental procedures and the statistical tools employed.

3. The third part of the document presents the results of the study, showing the trends and patterns observed in the data. It includes several tables and graphs to illustrate the findings.

4. The fourth part of the document discusses the implications of the results and provides recommendations for future research. It also addresses the limitations of the study and suggests ways to improve the methodology.

5. The final part of the document is a conclusion that summarizes the main findings and reiterates the significance of the research. It also includes a list of references and a list of figures.