

# THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors



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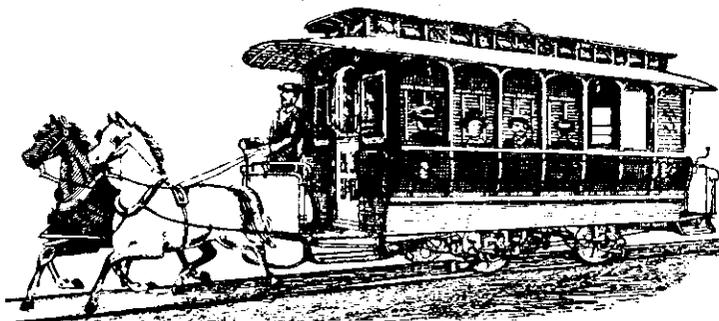
Parking Tokens

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Our 247th Issue

WILLARD J. PRICE

Willard J. Price, A.V.A. #637, died October 11 at age 75. Mr. Price was one of our Canadian members, from Montreal. He was an active and dedicated collector, and his friends, of whom there were many, will miss him in the years to come.

This is the last issue of The Fare Box you will receive unless your 1968 A. V. A. dues of \$4.00 have been paid by March 1. If you haven't sent it in yet, please do so right away. We want you with us in 1968, and we believe that \$4 is a bargain price to pay. Send it to R. K. Frisbee - P. O. Box 19082, Westwood Station - Denver, Colorado 80219.

We are grateful to the membership for showing their customary generosity by responding to our suggestion, last issue, that they might include a little extra to help us pay the increased postage cost of mailing The Fare Box this year. To date we have received nearly \$50 in donations. Every little bit helps!

The new edition of Atwood's Catalogue is in preparation, but no formal announcement will be made until we can estimate approximately when they will be ready. It has been slow going. What takes so much time is the photographing, as we want to include pictures of nearly every token listed, including the common ones if time permits.

Speaking of photographs, J. Douglas Ferguson of Rock Island, Quebec, has very generously provided us with flawless photographs of all his rare Canadian transportation tokens, taken by Fred Bowman. These will be included in the new Atwood Catalogue, and they will be worth the price of the book by themselves. When I opened the package, just looking at the photographs was a delight. Each picture is a gem!

Alan Weighell reports that he sent out over 100 copies of the fine historical booklet on Toronto transit history to A. V. A. members who requested them. For a while his supply was exhausted, but the Toronto Transit Commission have generously provided enough additional copies to supply all requests. If you would like a copy of this beautiful 64-page illustrated booklet, send 25¢ in coin for postage to Mr. Weighell at 86 Ledbury Road - Toronto 12, Ont.

This issue goes to press at 2:17 A.M., February 11. We're running out of copy, so see if you can send us a good article for publication. We also like your ads.



= APPLICATIONS FOR MEMBERSHIP =

- 1001 JOHN B. RAKOSKE - 421 DUGLIN AVENUE - SCHENECTADY, NEW YORK 12303  
Age 67; retired. Collects U.S., Canada, Foreign. (Hinde)
- 1002 LAWRENCE RALPH WOLFE - 1031 EDGERTON - ST. PAUL, MINNESOTA 55101  
Age 30; Mechanic. Collects U.S., Canada, Foreign. (Laflin)
- 1003J LOUIS H. CRAWFORD, JR. - BOX E, 106 SEA PINE - LONG BEACH, MISSISSIPPI 39560  
Age 10; Student. Collects U.S. & Parking. (Crawford)
- 1004 JOHN L. MURRAY - BOX 5567 - TITUSVILLE, FLORIDA 32780  
Age 29; Oscilligram Processor. Collects all types. (Nick Murray)
- 1005 FLOYD O. HARTLEY - 411 NORTH WALNUT STREET - FENTON, MICHIGAN 48430  
Age 41; Machinist. Collects U.S. & Parking. (Marquand)
- 1006 HAROLD E. MAYLAND - 152 PARKVIEW DRIVE - UNION, NEW JERSEY 07083  
Age 55; Real Estate Broker. Collects U.S. & Canada. (Coffee)
- 1007 EDWARD ROEHRS - R.F.D. #852 - ARECIBO, PUERTO RICO 00612  
Age 48; Farmer. Collects foreign. (Carman)

RESIGNATIONS FROM MEMBERSHIP

- 424 William Hanousek - 2542 42nd Street - Astoria, New York 11103
- 787 Angelo A. Rosato - 44 Bank Street - New Milford, Connecticut 06776

CHANGE OF ADDRESS (\* indicates contribution to help pay for new address plate)

- Capt. Robert Clifton - Box 7850 7th AF - APO, San Francisco, CA 96307
- Charles O. Evanson - 172 Schiller St. - Elmhurst, Ill. 60126 [corrected Zip]
- \* Evelyn Jackson - P.O. Box 1834 - Ashland, Kentucky 41101
- \* Warren L. Johnson - 5 Spruce Avenue - Middletown, Rhode Island 02840
- \* Nick Murray, Jr. - Box 672 - Mandeville, Louisiana 70448
- \* Charles W. Patterson - 2866-B Hammond Hts - Fort Campbell, Kentucky 42223
- \* Gerald B. Perkins, Jr. - 5152 Mt. Abbot - El Paso, Texas 79904
- \* Rev. Edward Shemelia - R.R. #7 - Box 477-A - Muncie, Indiana 47302
- \* Charles H. Toomey - 206 Center Avenue - Lake Bluff, Illinois 60044

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= THIRTY-FIVE A.V.A. MEMBERS SPONSOR 78 NEW APPLICANTS IN 1967 =  
By Joseph Mark Kotler

Both applications for membership and the number of sponsors were down sharply last year. For the first time in four years we took in fewer than 100 members. However, for the first time in many years the Secretary led in number sponsored. A tabulation follows:

Mazeau 16, Coffee 11, Carman 5, Hinde 5, Kotler 4, Rider 4, H.D. Allen 3, Mishler 3, Freeman 2; ONE EACH: Shieber, McKelvey, Vacketta, Mary Allen, Robert Misdom, Yowell, Nickell, Borchert, E.M. Rice, Lanham, Backora, Gladys Maxwell, Moyer, Bolz, Bartunek, Schmalgemeter, George Sanders, Paul, Schwartz, Al Williams, Masuda, Porter, Lee Sanders, Clara Migley; ONE-HALF EACH: Dewey, Spindler.

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= PHILADELPHIA COLLECTORS HOLD DECEMBER MEETING =

The Delaware Valley Vecturist Assn. held its December meeting on Saturday, Dec. 2. As usual the meeting was very informal and consisted of some very interesting conversations on our favorite tokens. In addition to regulars Biery, DiMichael, Hiorth, Jordan, Paul, and Zaika, we were pleased to see AVA members James, Pernicano, and Winant, who had not attended before, and Fred Lange who is well known to coal mine scrip collectors as Cole S. Cuttle.

The next meeting is scheduled for 1:30 pm, Sunday, February 11 at our regular meeting place, Liberty Federal Savings & Loan, 202 N. Broad St., Philadelphia. Note that only the rear door is open at the time of our meetings. There is a parking lot in the rear (no tokens).

One of the hardest things to do in collecting or cataloguing old tokens is determining when they were issued and used. It's easy to say that a company was organized in 1890 and continued in operation until 1945, and that they used tokens. The real trouble starts when you try to discover what year the tokens were issued and how long they were in use. Even the presence of a date on a token doesn't always indicate the date of issue but may be the founding date of the company or a commemorative date of some long forgotten event.

Some of the easiest to date are tokens issued by those horsecar and early street car companies that were ambitious but short-lived. If the tokens also carry advertisements of some local company or merchant on the reverse it's even easier and in many cases can give a very high degree of accuracy in pin-pointing the date of issue and use.

Lincoln, Nebraska, has some tokens that can be dated relatively close and with a high degree of accuracy due to a happy combination of these factors. Checking the directories of Lincoln in the Nebraska State Historical Society one can come up with the following information on tokens listed in Atwood's Catalogue.

Neb 540 G, Capital City Railway, with W.R. Dennis, Hatten & Finisher. Capital City Railway was organized in 1883 and lasted until 1886. Wilbour R. Dennis, Hatter and Gents' Furnisher, and Dealer in Furs, is listed from 1885 to 1895. Using the two dates one can say that Neb 540 G was issued and used in the period 1885-86.

Another good example can be found in Neb 540 J, K, and AA. C.H. St. Ry. Co. is listed with Harris & Harris Real Estate, and S.P. Stevens & Co. Retail Grocers. Again the directories give an interesting set of dates and information. Capitol Heights Street Railway Co. operated from 1888 to 1890. Harris & Harris Real Estate from 1886 to 1889. S.P. Stevens & Co. Retail Grocers from 1889 to 1891.

With the above information one can say that Neb 540 K was used in the period 1888-90, Neb 540 J in the period 1888-89, and Neb 540 AA in the period 1889-90. The three can possibly be pin-pointed even closer if one studies the above and attempts to theorize on the probable sequence of issue. The chances are that Neb 540 K, with no advertisement on it, was issued in 1888 with the start of the company. Harris & Harris seeing in the tokens an ideal way to advertise their business worked out a deal with the street railway company and the new token, Neb 540 J came out in 1889. No doubt the street railway company found the carrying of advertising advantageous, but with the demise of the real estate company it left them in the embarrassing position of advertising a defunct company on their tokens, so they were forced to find a new partner to share the cost of new tokens. A new partner was found in S.P. Stevens & Co. Retail Grocers, and so in 1890 their last token, Neb 540 AA, came out.

While checking the above one finds a note of interest on Neb 540 F, Herdie Coach Ticket. The directories from 1873 to 1930 list no Herdie Coach. The directory for 1883 lists the following: "HERDIC FEED & STABLES, E.F. TAYLOR PROP. REAR, 224 N. 11th." The token and the listing are most likely the same, and the difference in the name is either an error in the listing, an error in the manufacturer of the token, or an error in the listing in the catalogue. [Editor's note: the Catalogue is correct; I have the token and checked the listing.]

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= THE "PATENTE DE AMBULANTE" TOKENS OF ARGENTINA =  
By A.C. Hazevoet

Recently a Spanish collector friend reported to me that his Spanish dictionary explained "Patente de Ambulante" as being "A certificate for an employee of the post who is on duty in trains." This information makes it possible that these two pieces (Argentina 992A and B, page 254 of Smith's Catalogue) are identification checks for employees of the post office working in trains.

= THE LAKEWOOD RAPID TRANSIT OF LAKEWOOD, OHIO =  
By Larry Freeman

After 12 years of waiting, a dream came true for the citizens of Lakewood, Ohio, a suburb of Cleveland, on October 11, 1937. On that date the Lakewood Rapid Transit ran its first bus. The Cleveland Railway Co. had been invited by the Lakewood city council to propose a bus line in Lakewood, but they had refused even though they ran two streetcar lines in Lakewood. Mr. and Mrs. Atkinson, who acquired their transit experience by establishing a government bus service in North Olmsted for the transportation of WPA workers, represented Lakewood Rapid Transit in securing a ten-year franchise with the City of Lakewood, and a street permit from the City of Cleveland.

The fare was to be 5¢ cash within Lakewood city limits, and 15¢ or 2 tokens from anywhere in Lakewood to the Cleveland terminus or return. The layover station, or turnaround, was at the Cleveland public square alongside the large bronze statue of Tom Johnson, Cleveland's most colorful Mayor and a man who had much to do with early transportation in Cleveland and other cities. The 5¢ fare was also to be on the Cleveland Railway System's two streetcar lines in Lakewood city limits, or 10¢ regular fare. But it proved quite difficult for conductors to keep track of which passengers paid local and which paid full fare. Many arguments on trolley cars resulted.

In January, 1940, the Lakewood Rapid Transit and the Cleveland Railway brought the Lakewood city council to a boil such as it had never seen before. It seems the council had to decide which firm would operate a proposed bus line, and both were eager for the franchise. After three months of deliberating and organizing, a "Citizens Committee," which favored the Lakewood Rapid Transit, was formed and conducted a telephone crusade. Over 300 people attended the council meeting. In spite of this Cleveland Railway still won, for a 90-day trial period, after charges were made that some members of the Lakewood city council and some members of the "City Transportation Committee" would benefit financially according to which firm got the franchise. All this was over a short bus line in a residential district to connect with a trolley line!

On April 28, 1942, the City of Cleveland bought out the Cleveland Railway and formed the Cleveland Transit System. It had been 33 years since Cleveland had had a municipally-owned system--the previous experience having been Tom Johnson's Municipal Traction which issued Ohio 175 V W X Y Z. From 1859 to 1968 Cleveland saw 16 transit firms come and go!

Another wrangle developed in Lakewood on May 1, 1944, when Cleveland Transit raised the local fare from 5¢ to 10¢ within Lakewood's city limits. This time the citizens committee lost again, but not before a great battle and lots of newspaper publicity.

The next big event for Lakewood was the creation of express bus service along the shoreway drive of Lake Erie from Lakewood to the public square in downtown Cleveland. And, finally, on January 1, 1955, Cleveland Transit System took over Lakewood Rapid Transit, and the Ohio 435 A B C D tokens all became obsolete.

This past summer I located all the tokens which Cleveland Transit System had received when they took over Lakewood Rapid Transit. After much persuasion, I was allowed to separate and compare 3,427 tokens of Ohio 435 A B C D. As a result of 20 hours of work, I found the following:

Ohio 435 A: 26 small L; 24 large L; 168 regular L - total 218 prewar tokens all die #1. Ohio 435 B: 50 small L, 62 large L - total 112 prewar tokens all die #1. Also 162 prewar tokens of die #2, and 2,128 postwar tokens of die #3. Ohio 435 C: 47 small L, 50 coated large L, 290 regular L - total 387 wartime tokens die #2. Ohio 435 D: 31 small L, 15 large L, 284 regular L - total 326 prewar tokens all die #2. Recap: 218 white metal, 2,402 bronze, 387 steel, 326 brass.

I believe Ohio 345 D was struck before 345 C. Due to the shortage of bronze, they went to brass, and then due to the shortage of brass they went to steel. I base my theory on the fact that no uncirculated tokens of die 1 or 2 were found in this lot. But of die 3, 2,128 tokens were found and 30% of these still had traces of brilliance, if not uncirculated.

Die 1 - has small dot in center of recessed field in which L is -sc on both sides; R to L on obv. is 5mm. Die 2 - no dot; 4mm from R to L on obv. Die 3 - the field of the L-sc is raised, not recessed; R to L distance is 4½mm on obverse.

In the October 1965 issue of THE FARE BOX we listed an octagonal brass token with incuse letters, inscribed "G.A. Denzel's Electric Carroussel" on obverse, and "Good For One Ride 5" on reverse. As we had no idea where it had been used, we assigned it the listing as "Unidentified #103."

Merry-go-round tokens are looked down upon by many of the purists among us, but all of them are scarce, and most of them are extremely rare. They are also a very interesting group of tokens, dating from around the turn of the century. Unless a place name is included on the token, it becomes extremely difficult to learn where they were used. Such was the case with the Denzel token...until Ed Dence came across an old newspaper clipping, which throws much light on this particular token. The material from the newspaper, of especial interest to Philadelphians, follows:

There were five carrouseles which regularly drew groups of summer visitors to the park in the days before the automobile diminished their appeal. None today still operate. The earlier ones had been gone by the early 1920's and they were located at Strawberry Mansion, Parkside, Lemon Hill and Boathouse Row and Fairmount Park Proper located in Philadelphia and in Hunting Park at 9th and Old York Road, Philadelphia. They were operated by concessionaires; all were built by the Dentzell Company, Germantown and Erie Avenues, Philadelphia, the first carrousel factory in the United States. This business had been established in Germany by Michael D. Dentzell, who built his first carrousel in 1837. He introduced them into the United States in the 1850's.

His son, G.A. Dentzell [the name on the token] opened the Germantown factory in 1867. After his death in 1909 the business was carried on by his son William, until the latter's death on March 13, 1928. The Parkside carrousel building, 44th & Parkside Avenues, became the headquarters of the Fairmount Park Guards in the late 1920's and still serves in that capacity.

The carrousel on Boathouse Row, the last building on the row near Green Street Park entrance, served as a public boathouse until it was condemned in 1944. The following year the late John B. Kelly converted it into a park recreation center named Plaisted Hall.

It might also be noted that there was a carrousel in Woodside Park, the amusement center which joined Fairmount Park, 1897 to 1955. Hunting Park's carrousel, an oldtimer at least a half century old, was the last running of this group. It had been operated for some time by the Philadelphia Toboggan Co., 130 East Duval Street, Philadelphia, another local pioneer maker of carrouseles, toboggans and other amusement park devices. This company was founded in 1901 by Henry B. Auchey.

From the above, it appears evident that Unidentified #103 was issued by the Dentzell firm, which manufactured these merry-go-rounds, or "carrouseles" as they were called, for use on its products. The newspaper article lists five Dentzell carrouseles in Philadelphia, and the presumption must be that this token was used on some or all of these contraptions at one time or another in their history. A listing from Philadelphia seems to be in order, although there remains, of course, a small possibility that the token was used on a carrousel manufactured by Dentzell, but which was located somewhere else.

The discrepancy in spelling of "Denzel" on the token and "Dentzell" in the newspaper article is interesting. There is the possibility the token was incorrectly described, which is not likely. More likely is the probability that the token manufacturer--as token manufacturers did so often in those days--just made a mistake in the spelling. In any case, although some mystery remains--and this is the kind of thing that makes our hobby fascinating--there seems enough hard information here to justify a Philadelphia listing. Tokens have been given homes on far less evidence than this in the past.

The token, by the way, was found in Pennsylvania.

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= HAVE YOU PAID YOUR 1968 A.V.A. DUES YET? STILL ONLY \$4.00 =

= THE "LINJEBUSS" TOKENS FROM SWEDEN =  
By A.C. Hazevoet, Amsterdam (Netherlands)

In some of the small cities in south Sweden the city bus lines are operated by the bus company "AB Linjebuss." In two of these cities (Lund and Kristianstad) Linjebuss took over the lines of previous operators. In other south Sweden cities (Landskrona, Trelleborg, and Ystad) Linjebuss was the first operator of city buses.

Only in Kristianstad are paper tickets in use. In the other cities, transportation tokens are used for reduced fares.

The tokens known from Kristianstad and Lund before Linjebuss started the operation of the local lines are the following:

Kristianstad

STADSLINJEN KRISTIANSTAD 25 (2 dots)("25" is incuse)

- o B 30 Sd (RV 705)(Sc)(this is Sweden 440 A)

Lund

A.-B. STADSOMNIBUSSARNA LUND POLLETT FÖR BARN

- o B Tr Sd Skandinaviska Banken Lund Allt i Bankväg  
(base and height 27mm)(rounded corners)  
(A token for children, used 1928-1933. Not listed.)

A.-B. STADSOMNIBUSSARNA LUND POLLETT FÖR VUXEN

- o B 25 Sd Skandinaviska Banken Lund Allt i Bankväg  
(A token for adults, used 1933-1940. Listed as Sweden 490 A.)  
(Both of the above tokens have an advertisement for a bank on reverse.)

Only two different tokens are currently in use for all the Linjebuss city lines in south Sweden (see below); all other Linjebuss tokens are now obsolete. These obsolete tokens can be divided into two groups:

- a. Tokens without an indication of the city where they have been in use; only the name of the company is on the obverse (with other indications); some tokens also have the emblem of the company on the reverse.
- b. Tokens with "Stadsbussarna Lund" (City Buses Lund), though some items of this group have also been in use in other cities; some have the emblem of the company on the reverse.

Group A (The "general" Linjebuss tokens, all obsolete)

A.B. LINJEBUSS STADSTRAFIK 20 POLLETT

- o A 25 Sd (RV 705)(this is Sweden 450 A)  
(Used in Landskrona and Trelleborg 1945-1952)

A.B. LINJEBUSS STADSTRAFIK 30 POLLETT

- o B 25 Sd (RV 705)(this is Sweden 450 B, but correct "Stadstrafix" to "Stadstrafik")  
(Used in Lund 1945-1952.)

A.B. LINJEBUSS STADSTRAFIK ZON 1 POLLETT

- o A 24 Sd Linje Buss (Arrow = emblem of the company)
- o A 25 Sd (RV 705)

(Both tokens used in Landskrona 1952-1966, and in Trelleborg 1952-1960. Neither is listed in the Smith Catalogue.)

A.B. LINJEBUSS STADSTRAFIK ZON 2 POLLETT

- o B 24 Sd Linje Buss (Arrow = emblem of the company)
- o B 25 Sd (RV 705)

(Both tokens used in Landskrona 1945-1966, and in Trelleborg 1945-1960. Neither is listed in the Smith Catalogue.)

Group B (The "Lund" Linjebuss tokens, all obsolete)

STADSBUSSARNA LUND POLLETT FÖR VUXEN

- o B 25 Sd Skandinaviska Banken Lund Allt i Bankväg
- o B 25 Sd Apotekare Fredrik Andersson Parfymeri Klosterg. 14  
Stortorget 8

(Both the foregoing tokens used in Lund 1940-1945. The second token has an advertisement for a drug store on the reverse.) (Listed as Sweden 490 B and C; but correct "Scandinaviska" on reverse of B to "Skandinaviska", and correct "Anderson" on reverse of C to "Andersson")

STADSBUSSARNA LUND POLLETT FÖR VUXEN

o B 24 Sd Linje Buss (Arrow = emblem of the company)

STADSBUSSARNA LUND POLETT FÖR VUXEN

o B 25 Sd Linje Buss (Arrow = emblem of the company)

(Both used in Lund 1952-1966; in Landskrona 1952-1966--where they had the same value as the brass "Zon 2" tokens--and in Trelleborg 1960-1967.)(Listed as Sweden 490 D and E; but correct the size of D to 24mm.)

N.B. Different spelling on obverse ("Pollett" and "Polett"), different size (24 and 25mm) and letters on the obverses of different type and size.

Current Tokens. The two Linjebuss tokens which are in use now are:

LINJEBUSS STADSTRAFIK L B (TWO STARS)

B 21 Sd (Domchurch in Lund)

(Issued in 1966 and only in use in Lund, hence the picture of the famous Domchurch of Lund on the reverse.)(Listed as Sweden 490 F)

LINJEBUSS STADSTRAFIK L B (TWO STARS)

B 21 Sd (arms of the province Skåne)

(Issued in 1967 and in use in Landskrona, Trelleborg, and Ystad; these cities--as well as Lund--are all in the province Skåne (English: Skania), hence the arms on the reverse.)(Listed as Sweden 450 C)

Both current tokens have the same obverse.

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= JANUARY NEW ISSUES SERVICE REPORT =

By John G. Nicolosi

One token this month, with a possibility of a second. First you will receive Ohio 165 AK (this is AG which has been plated for a fare raise which took place Dec. 13, 1967.) Our thanks to Robert R. Kelley for obtaining these tokens for us. Mr. Kelley also gave us a lead on the Mich 530 N O tokens.

Incidentally, this Cincinnati token--but unplated--was the FIRST token sent out by the New Issues Service almost 13 years ago, in June 1955.

All these tokens have seen wear of course, so please understand if your token is not in the best of condition; after all 13 years of circulation will take its toll in nicks and wear. All members, regular and associate, will get this one.

A second token may also be coming your way: NY 630 AR, listed last month, thanks to Max Schwartz for these. But only 90 of the regular members will receive this token, so if your NIS number is over 90, we won't be able to send you one. But if we get any more of them in the future, they'll be sent to those starting with 91.

Last month's English listing should have been 90 AS, not AB. Sorry for the mistake.

This month we welcome to the Regulars from Associate Lt. Warren L. Heise.

Thank you one and all for the nice Christmas cards received.

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Rochester (N.Y.) Transit Corp., unable to meet union demands for higher wages, has sold the whole system to the City of Rochester...Omaha (Neb.) Transit Co. has upped fares from 25¢ to 30¢...Grand Rapids (Mich.) City Coach Lines has raised fares from 30¢ to 35¢...Akron (Ohio) Transportation Co. has raised fares from 35¢ to 40¢, and tokens from 5/1.65 to 5/1.75; this is the highest fare in the U.S. or Canada!....

Long Beach (Calif.) Public Transportation Co. has purchased Terminal Island Transit Co. for \$125,000 cash...Memphis (Tenn.) Transit Authority has upped fares from 20¢ to 25¢...Duluth-Superior Transit Co. (Minn.-Wis.) has filed notice of intention to cease operations December 1, 1968, unless it gets a subsidy; losing too much money.

....At the rate we're going, they'll have to bring back silver dollars just to pay our bus fare!

= JANUARY SUPPLEMENT TO ATWOOD'S CATALOGUE =

By Ralph Freiberg

KANSAS

McPherson 640 (Reported by J.L. Hargett)  
 SOLANAS & CO. TRANSFER LINE McPHERSON, KAS.  
 D o B 32 Sd (blank) \$5.00

Miscellaneous 1000 (Reported by J.L. Hargett)  
 GOOD FOR \$1.00 WITH PURCHASE OF MENS OR LADIES SUIT OR COAT OR  
 DRESS OVER \$15.00 RUBINS 633-35-37 OSAGE AVE.

A o A 34 Sd Good For 25¢ or 4 Street Car Tickets With Any Purchase Over  
 \$2.00 Rubins 633-35-37 Osage Ave.

OHIO

Cincinnati 165 (Reported by Robert Kelley)  
 CINCINNATI TRANSIT SCHOOL FARE (BUS & TROLLEY COACH)  
 AK B 23 B1 (same as obverse) (1 slot) (WM-plated) .25

UNIDENTIFIED (Reported by J.A.W. Cassidy) (127 reported by Marie Johnson)  
 H KNAPMAN BEACH

126 A Sq Sd Good For One Ride on Merry-go-Round (21mm)  
 GEM CITY TRANSFER LINE PHONE 198-W

127 A 29 Sd Good For Return Fare From Warren Hotel to Depot Only (Sc)

= NOTES BY RALPH FREIBERG =

For information on the Solanas Transfer line, see page 113 of the August 1967 Fare Box. As to the Miscellaneous Kansas token, Mr. Rubin is still living and he verifies Kansas as the correct location of his store. This token was simply a gimmick to get people into the store, rather like the land company tokens of the Dakotas. The token was used 1923-25, when the fare was 4/25.

Fares in Cincinnati were raised in December 1967. They are using 165 AE now, while AF is obsolete. They also took some of the 165 AG's and white-metal-plated them. Since no silver is used in plating tokens, we've decided hereafter to stop using "silver-plated," and will use "WM-plated" as being more accurate.

We know nothing about the unidentified merry-go-round token. As to the Gem City Transfer Line, Mr. Coffee wrote Frankfort, Ind., which calls itself the "Gem City," but the reply said there had never been a Warren Hotel in that town. Can anyone help us find a home for this token?

We are working on the new edition of the Atwood Catalogue, to be known hereafter as "Atwood III," and we want to include as much information as possible. One of our biggest problems is in deciding which tokens are current and which are obsolete. In dozens of small towns where we have a token listed as current, it could actually have been obsolete for years. Often we just use guesswork. I suspect that many of you--especially newer members--have written for tokens listed as current, only to be told the tokens are now obsolete. If you have information of this kind, I certainly would appreciate your dropping me a card and telling me about it. Lists of tokens listed as current, which are now obsolete (or vice-versa) are especially needed.

For instance, some collectors have given me this kind of information recently. Jack Wilcox reports that Columbus (Georgia) Transportation Co. has sold out to the City of Columbus; tokens now obsolete, but if any new ones show up we'll know what has happened. Mrs. Clara Migley reports that Lancaster, Ohio, is using 440 G & H at 4/\$1, and F is still acceptable but now sold. Stanley Buckley reports that with a fare raise they have put a kind of WM plating on Ky 150 F. A couple years back, due to a fare hike, they also put this plating on 150 B and E, but we don't listed WM tokens that are WM plated, as they are too hard to distinguish.

Joe Kotler received word from the widow of the man who issued Ill 600 F, and she wrote: "Yes my husband was one of the Bedells that ran the transfer company,

but he has been dead since 1964. It was about 1906 or 1907 that they used the tokens. They have been out of business a long time and I don't have any of the tokens or tickets described."

Kermit Streeter reports that adult fares remain 25¢ in Philadelphia, but they have upped the student tokens.

Mr. Jacobs reports additional information on the Bear Mountain token in regard to my questioning about a brass token. The swimming pool does use a brass or copper-plated token, but is about 29mm with wording similar to the one used on the bus. All the tokens he has seen in use on the bus were white metal.

Streetcars are definitely back in El Paso. I rode them. There have been two new bridges built. The middle of the new bridges is higher than previously, so the trolleys have to go up and down a slight grade on each bridge, and when they have a heavy load there's a little trouble with the motors burning out. The Mexican Government demanded that the streetcars be put back on. The bus company also collects tolls from autos and foot passengers crossing these bridges, and that's one reason the fare in El Paso is still only a dime.

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= BE DELL BROTHERS LIVERY & TRANSFER LINE OF MT. CARMEL, ILLINOIS =

*The Editor recently secured newspaper publicity in Mt. Carmel in an effort to find information about this firm which issued Ill 600 F. A lady sent me a clipping out of an old newspaper about the firm, which I reproduce below:*

An enterprise to which we call the attention of the public is the livery and transfer line of BeDell Bros., situated on the corner of Sixth and Market Streets. The members of the firm are John BeDell and William BeDell, two of Mt. Carmel's most successful business men. Their father, John BeDell, who met his death by accident in February, 1896, owned and operated the stable for many years and his two oldest sons became the proprietors at his death. They have maintained it in a successful way, have gradually increased their business, and today have one of the best stables in southern Illinois. Recently they have built a large addition to the stable, making the total dimensions 40 by 140 feet.

BeDell Bros. can furnish anything desired in single buggies, carriages, surreys, cabs, carts or moving cars. They make a specialty of carriages and cabs for funeral services and for weddings. All their stock is first-class. Their knowledge of horses enables them to buy only such stock as will give the best satisfaction to their patrons and to themselves. They have some fine saddle horses for those who prefer that kind of exercise. The barn is supplied with all modern conveniences known to the profession. Fresh water is in abundant supply and the feed is of the best. The best sanitary methods are in vogue. All horses that come into the barn are given the most careful attention. Especial care is given to the feeding and care of farmers' teams while in the city.

The firm also operates a transfer line to and from all trains all hours of the day and night.

The firm deals in both hard and soft coal, doing a large business in that line. They handle the famous Princeton and Oakland City coals and eastern anthracite. They have large contracts for the coming winter.

Patrons of BeDell brothers can always be assured fair treatment and the best service. Having been reared in Mt. Carmel both men are well and favorably known. They are interested in all legitimate sporting matters and have done much to promote good sport in Mt. Carmel.

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*Ray Ingalls reports that on January 1, Indianapolis Transit raised fares from 25¢ to 30¢. The 10¢ grade school student fare remains, as does the 15¢ high school student fare. The 5¢ transfer charge also remains unchanged.*

A U S T R A L I A

Manly 480 (Reported by R. Owens of Manly Co.)  
P.J. & M. SS. CO. JULY DEC. 1966 (25x27mm)

PNo B	Sd	(numbers)(G-plated)(shape like 480 LA)	\$1.00
		[402 passes made numbered 1 to 402]	
		P.J. & M. S.S. CO. JULY SEPT. 1966 (31x15mm)	
POo B	Sd	(numbers)(G-plated)(shape like 480 BQ)	1.00
		[120 passes numbered 1 to 120]	
PPo K	Sd	(numbers)(GM-plated)	1.00
		[100 passes made numbered 1 to 100]	
		P.J. & M. SS. CO. OCT. DEC. 1966 (31x28mm)	
PQo B	Sd	(numbers)(G-plated)(shape like 480 V)	1.00
		[200 passes made numbered 1 to 200]	
PRo K	Sd	(numbers)(GM-plated)	1.00
		[100 passes made numbered 1 to 100]	
		P.J. & M. SS. CO. 1967 JAN.-JUNE (19x23mm)	
PSo B	Sd	(numbers)(G-plated)(shape like 480 PI)	1.00
		P.J. & M. S.S. CO. 1967 JAN.-MARCH 924x25mm(1 to 400)	
PTo B	Sd	(numbers)(G-plated)(shape like 480 NY)	1.00
PUo K	Sd	" (GM-plated) [1 to 100]	1.00
		P.J. & M. S.S. CO. 1967 APRIL JUNE (28x26mm)	
PVo B	Sd	(numbered 1 to 200)(G-plated)(shape like AH)	1.00
PWo K	Sd	" 1 to 100)(GM-plated)	1.00

E N G L A N D

Derby 240 (Reported by K. Smith)  
DERBY GAS COMPANY TRAM NO..... (NUMBERS)

PQo A	30 Sd	(blank)	3.00
		DERBY CORPORATION ELECTRICITY DEPT. (NUMBERS)	
PRo B	32 Sd	(blank)	3.00
		[These two presently unique items were in the first package of tokens I received in 1968, which was a nice way to begin 1968]	
		Grimsby 350 (Reported by Donald Camper)	
		GRIMSBY-CLEETHORPES TRANSPORT FARE TOKEN	
AL C	23 Sd	Grimsby Immingham Return (black)	.60
		GRIMSBY-CLEETHORPES TRANSPORT J.C.S.C.	
AM C	26 Sd	Grimsby Immingham Return (white)	.60
		[Used by employees of the John Sutcliffe Consolidated Stevedores Ltd.]	
		Seaton Delaval 675 (Reported by D. Camper)	
		THE SEATON DELAVAL COAL CO. RAILWAY PASS (STAMPED NUMBERS)	
PAo B	51 Sd	(blank)	6.00
		[This town is 8 miles northeast of Newcastle.]	

Please keep the listings coming. Remember to send a rubbing or photograph, along with a complete description of the token.

KENNETH E. SMITH - 328 AVENUE F - REDONDO BEACH, CALIF. 90277

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= PRICES REALIZED IN RICHARD MUSSER'S OCTOBER AUCTION =

All Pennsylvania: 495 G - \$6.80; H - \$20; 525 C - \$85; 525 AB - \$27.50; 525 AB, variety - \$27.50; 525 AC - \$100; 725 C - \$4.35; G - \$8.95; 750 L - \$15; AT - \$15; 970 A - \$4.55; 998 B - \$2.75. Let's all go back to a nice inexpensive hobby like collecting pioneer gold coins.

= JANUARY SUPPLEMENT TO FEISEL'S CATALOGUE OF PARKING TOKENS =  
By Duane H. Feisel

ILLINOIS

Belleville 3042 (Reported by Harold Ford)  
ST. CLAIR NATIONAL BANK  
A B 23 Sd Katz Ready To Wear (1962- ) \$0.25  
B B 23 Sd Katz' Ready To Wear .25

LOUISIANA

Baton Rouge 3080 (ex-Unidentified 3034; location by Lou Crawford)  
PROFESSIONAL CENTER  
E B 23 Sd (same as obverse) .25

NEBRASKA

Lincoln 3540 (ex-Unidentified 3030; location by Roger Bolz)  
KING'S FOODLAND PARKING TOKEN  
A B 23 Sd (same as obverse) .25  
(Never placed in use, but a number of them are in collectors' hands)

NEW YORK

Auburn 3035 (Reported by Roice V. Rider)  
AUBURN MEMORIAL HOSPITAL (GATE)  
A Bz 25 Sd Parcoa Token (gate)(Rev. E)(7/1/67- ) .15

PENNSYLVANIA

Bridgeville 3120 (Reported by Pete Rosmerski and Harry C. Bartley)  
UNION NATIONAL BANK BRIDGEVILLE  
E WM 23 Sd Good Only in Parking Meters .15

WISCONSIN

Stevens Point 3850 (Reported by Gerald Johnson)  
WHITING MOTOR HOTEL  
B B 23 Sd Free Overnite Guest Parking .25  
(O: Upright of R in MOTOR points down to...)  
a. (upright of L)  
b. (foot of L)

UNIDENTIFIED (Reported by Lou Crawford)

VINE ST. PARKING LOT  
3041 B 23 Sd (same as obverse)

CANADA - BRITISH COLUMBIA

Vancouver 3800 (Reported by J. Douglas Ferguson)  
C.I.B. OF C. 710 PARK  
A Bz 25 Sd (blank) .25  
(Canadian Imperial Bank of Commerce)(710 is the Clearing House number  
of the bank.)

ADDITIONS AND CORRECTIONS

Calif 3450 V: add variety description  
(O&R: the shape of O in TOKEN is...)  
a. (tall, oval)  
b. (round)  
Calif 3845 A: add variety description  
(O: height of letters is...)  
a. (2mm)  
b. (3mm)  
Ill 3150 AO: add (Rev. D)

- III 3615 A: add variety description (reported 12/67)  
(R: shape of S in METERS is...)  
a. (rounded top and bottom)  
b. (flat top and bottom)  
DC 3500 E: add (Rev. E)(reported 3/67)

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

The two tokens for Belleville, Ill., are used to exit from a gate-controlled parking lot. The tokens are given free of charge to customers of the bank and the clothing store. These tokens will be difficult to obtain as the users will not cooperate in sending them out.

According to information from Lou Crawford, the Professional Center token is used in a gate-controlled lot for patients at a medical center which has twenty tenants. Further information is lacking.

The King's Foodland tokens were intended to be used at several drive-ins in the chain. The intent was to provide the token to customers making a minimum purchase to permit exit from the gate-controlled lot. For some reason the plan was never put into use.

Tokens are given to auxiliary workers, salesmen, delivery men, etc., at the Auburn Memorial Hospital to permit exit from the gate-controlled lot. Without the token the exit fee is 10¢.

The new Bridgeville token appears to be a successor to the token listed as Pa 3120 B, which is now obsolete. The bank will not cooperate in providing tokens.

The parking lot at the Whiting Motor Hotel is gate-controlled, free in--token out. Tokens are given free to hotel guests. An additional piece of information is that the Wis 3850 A was first used in 1961. These new tokens have been in use apparently for some time as evidenced by the two varieties indicating two separate batches of tokens.

The Vine St. token may be from Cincinnati as Vine Street is a major street there.

The Canadian Imperial Bank of Commerce is, I am informed, the second largest in Canada and the fifth largest in the world. The token is given to customers of the bank to provide free parking, and is used at the branch located at Main and Pender in Vancouver.

A brief comment about the III 3615 A variety described this month. This token is ready for shipment to PTNIS members, and I have examined the few tokens that were not already packaged up for mailing. The a variety shows many die cracks and is obviously the reason that the b variety came into being. The few tokens I had left were about equally divided between the two varieties.

And now for a tale of woe for this month. Back in early December I sent off my check for \$340 for 85 each of Calif 3450 AG and AH. The PTNIS shipment for December was being held for the arrival of these tokens for inclusion. Early in January I telephoned to inquire about the tokens and was informed that they had been mailed on December 29. Knowing how slowly the mails move at times, I thought the tokens would arrive at any moment so the PTNIS shipment was delayed. After a couple more weeks when the tokens had not arrived I called again and requested that the token supplier put a tracer on the package. Oh yes, my check was cashed in early December, so I have quite a bit tied up until this matter is resolved. This loss, plus other recent losses in the mails, urges me to suggest that you use registered mail for sending any irreplaceable tokens.

None of the tokens listed this month will be available for PTNIS. However, the large shipment described last month, with the exception of the two tokens mentioned above unless something unforeseen and unexpected happens, will be mailed very soon.

Any reports of tokens not already listed here will be very much appreciated. All indications are that 1968 will be a banner year for parking token collectors. By the way, if transportation tokens are vecturists, what are parking token collectors?

Let's trade: I have Pa 495 G and H. Will trade for other celluloid or vulcanite tokens or make offer in cash or foreign crowns.

Bernard Yagodich - 345 Corrine St. - Johnstown, Pa. 15906

TIN GILT ORNATE FRAME, pin back, white celluloid centre on which B & O; thence red, white and blue ribbon on which CENTENNIAL / OF / MORGANTOWN / W.VA. / 1926; thence tin gilt frame and in centre celluloid photograph ancient steam engine "B & O ATLANTIC" - AUCTION TO HIGHEST BIDDER -

John W. Stephens - Box 131 - Sydney, Nova Scotia, Canada

FOR SALE - ten different western states trade tokens from Wash., Wyoming, Montana, Nebraska, etc., \$3.50. Write for monthly price list of trade tokens for sale; specify interests. Will also trade trade tokens.

Marie A. Johnson - Box 176 - Tecumseh, Mich. 49286

FOR SALE: NY 630 AQ, \$1.25 postpaid U.S.A. (see Jan. 67 FB). WANTED: will pay 30¢ plus USA postage for any of the 46 diff. Nürnberg-Fürther Strassenbahn (German) tokens in good condition.

George Schroder - 78-14 160th St. - Flushing, N.Y. 11366

AUCTION: Mich 225 L M N. TRADE my list of more than 270 diff. PT's for your PT want-list together with your list of duplicate PT's. Will also trade my duplicate PT's for your coal mine tokens or masonic pennies on a mutually agreeable basis.

Don Edkins - 120 Stanley Drive - Williamsburg, Va. 23185

SUPPLEMENT #4 for the 1963 edition of Atwood's Catalogue. Covers all issues from The Fare Box as listed from February thru December 1967 including a complete list of all reported PERSONAL TOKENS. Price 65¢ postpaid. NEVA members renewing for 1968 will get their copy free...soooo send in your dues for 1968 now. Supp #3 still only 1.75 pp (covers Nov. 1963 thru Jan. 1967).

North Eastern Vecturist Assn. - 645 West End Ave. - 3B - New York, N.Y. 10025

WANTED: a collector who can make a personal visit to Davenport, Iowa, to follow up a lead on the Hickey Brothers family. FOR SALE: POLLACK'S CATALOGUE OF HICKEY BROTHERS TRADE CHECKS - \$5 postpaid.

Foster B. Pollack - 645 West End Ave. - 3B - New York, N.Y. 10025

WANTED FOR MY COLLECTION: all Michigan: 5 A, 30 A, 60 A E G, 65 C, 75 C, 125 A, 225 C D E, 360 D, 370 N O, 495 A, 525 C F I J K, 530 J, 560 C E J K, 630 C, 635 A B, 650 A, 680 I J R, 735 B, 750 A B, 770 C D E, 845 J K L M N Q R S U, 885 B, 930 A B; and 3315 Ac Ad B, 3370 A B Cc D Ha Hb, 3530 Bb Bc, 3870 Ad, 3885 Ac Bc, 3930 Bc Bd, 3999 A B Ca Cb. Will buy or trade.

Don McKelvey - 2822 19th Avenue - Port Huron, Mich. 48060

KY 510 O and Pa 750 AT to trade for tokens I need of equal value. Have a few Miss 460 K and 460 Lb left at 25¢ each plus SAE.

Ralph W. Winant - 500 W. Summit Ave. - Wilmington, Del. 19804

I have the following Texas PTs for trade for transp. tokens. Tex 3255 A Ca Cb D H G(c) I L M N O. Also have Ia 640 Jb for trade for tokens of equal cat. value.

Hank Reidling - 11516 Flamingo Lane - Dallas, Tex. 75218

DID YOU KNOW that Larry Edell is trading one diff. token for each political button (except Johnson, Kennedy or Rockefeller) and 2 tokens for any button with the word "conservative" on it? Did you know that Larry is still paying 15¢ each for any token from New York City? Did you know that Larry is sending a FREE BONUS for adequate postage? Well he is, and you can write to him at 10427 117th St., South Richmond Hill, New York 11419.

WANTED - ILLINOIS TOKENS: 25 A, 70 C, 95 A, 120 A, 123 A, 125 A, 130 B E H; 135 C D

E; 150 D E F G H I J K L M N O P Q T V AC; 155 B, 190 A B, 195 A B, 200 B C E F, 220 A C D, 295 A, 305 Aa Ac Ad Ae Af B, 315 B, 320 A C, 350 A B, 370 A, 385 A, 415 A B, 417 A B, 425 A, 435 A B, 455 G, 450 A E G; 470 B, 475 A, 505 A, 530 D, 580 A C D, 600 D F, 605 A B, 880 A, 690 F, 720 D, 755 B, 760 B C D E G, 760 A B C, 785 A, 795 B D Ee

Frank Milne - 1145 Sandpiper Lane - Naperville, Ill. 60540

WANTED: following horse cars, Ill 195 B, Iowa 590 B; Wisc 360 C and Mich 590 B. Will pay cash or trade other horsecars.

Gordon R. Yowell - P.O. Box 1231 - Walla Walla, Wash. 99362

COMMONWEALTH OF PENNSYLVANIA Dept. of Highways, New Kensington-Tarentum Toll Bridge tickets, good for 1 passage, \$1.00 each merchant trade checks. Send for list.

Frank Beam - 209 Laurel Ave. - Pittsburgh, Pa. 15202

FOR SALE: Bay Bridge Tunnel Medal, commemorates the opening of the Bay Bridge Tunnel across Chesapeake Bay. Obv: bridge and island made for tunnel, sea gulls, ship and plane in background. Rev: seal of City of Virginia Beach, with the first lighthouse at Cape Henry, Va., the first place to become a colony in America. Obv: designed by J.R. Cobb. Rev: designed by Mrs. Ashton Williamston. Struck in sterling silver and antique bronze. (silver sold out) Bronze, \$1.50. Make checks payable to (paid) B.R. ROGERS - P.O. BOX 10038 - NORFOLK, VA. 23513

Let's Trade: Send me ten TT's, I'll send you ten different from yours. Will trade aluminum Mardi Gras medal for 3 TT's, SAE. 10 diff. for 25 TT's. John Murray - P.O. Box 5567 - Titusville, Fla. 32780

Just 18 sets of 25 assorted bys tokens--\$2. Send self-addressed 18¢ stamped envelopes to Gerald H. Landau - 646-8 Argyle Road - Brooklyn, N.Y. 11230. For benefit of Electric Railroaders Association's Frank J. Sprague Memorial Library.

TRANSIT NEWSLETTER #4 out now. Two issues 30¢. Need the following common tokens: CA 450 B C D G I, 760 D E F G H, 835 B D E F G H, Ga 60 R S T; IL 150 Z AA; IN 260 B, 680 A C; OH 165 AD AE AF AG AH AI, 230 N O P Q R S T U V W X; PA 750 AA AB AG AI AK AL AN AP AQ AR, 765 X Y AA AB AC. My dupe list now ready. Harry R. Porter - 1042 Bardstown Road - Louisville, Ky. 40204

FOR SALE: one lot of 1500 different transportation tokens with some varieties. First check for \$325.00 gets it. Write for price list of other TT's I have for sale. Lee R. Sanders - R.R. #4 W. Jeffery St. - Kankakee, Ill. 60901

WANTED 15¢ tokens cash or trade: Ala 120 H, 220 A, 240 A B, 5650 T U W X, 610 A, 750 H I J K L M N, 800 D E, Alas 450 I J M, 900 B; Ark 105 C, 350 F, 480 C D E G H I K L M O, 885 F; Cal 50 C, 205 A D H, 275 D, 300 E G, 320 G, 450 F, 630 F, 745 S, 825 A B C G, 835 B D I, 895 E F, 910 B, 945 E F I J, 985 B; Del 900 D F J; Ida 100 C E L N; Ill 70 E F H, 110 A, 250 C, 285 G, 455 C D F, 450 D G H K, 475 B, 495 B D, 795 L Q R U, 815 E; Wisc 40 F, 220 F, 360 I, 680 A B; Wyo 100 C L. Lowell Kronmiller - 327 Ransom St. - Ripon, Wisc. 54971

SEND ANY PARKING TOKEN OR ANY TRADE TOKEN containing city and state plus stamp and receive new 1968 Biloxi, Miss., Mardi Gras token (alum silver dollar size) or send 35¢ and receive one postpaid. Also trade new Ky 560 F for one parking token. Lou Crawford - Box E - Long Beach, Miss. 39560

CANADIAN TT's for trade: Alberta 140 C; BC 625 B, 650 A, 800 A B C; Nov Scot 100 B H M, 850 D; Ont 125 A, 185 A, 200 A, 400 Ca Cb D E F, 555 A B, 565 A, 675 F G H, 700 C D, 885 A, 900 A B C; Que 60 A, 150 A B, 200 Aa B, 345 G J K L M N O P Q, 360 B D, 620 R X Z ACa. AD AE, 745 I L M, 850 A B C D E G H, 870 Ab E, 950 A, 970 A. I also have a few CANADIAN trade tokens, World War II ration tokens, dog tags for T. tickets. Alan T.C. Weighell - 86 Ledbury Road - Toronto 12, Ontario

Merchants Tokens for sale at 50¢ each: (all have town & state name on them) Vienna Bakery - Tempe, Ariz; Marshal's Hardware - Phoenix, Ariz; Roudy's Drive Inn - Cave Creek, Ariz; Blue Bird Dept. Store - Detroit, Mich; Ideal Billiard Parlor - Anaheim, Cal; J. Isnardi - Fresno, Calif; J.P. Ryan - Fresno, Calif; Sharp Bros. Garage - Gary Ind. (better hurry). Robert E. Paige - 225 Lincoln Ave. - Collingdale, Pa. 19023

DANISH WEST INDIES MERCHANT'S TOKENS - as catalogued by Higgle. 403 405 406 420 425 429 430 432 433 437 446 457 464 465. Also 403 variety stamped from a second die. Will consider trade or sale. In trade parking tokens preferred. My want-list on request. Edw. M. Vickers - Box 45-A - Pawling, N.Y. 12564

Ohio 435 A B C D 13 tokens including 9 varieties \$4.25 postage & insurance included. Only 15 sets. 10 sets less 435 D Large L \$1.00. Single tokens 40¢ each while they last. = Larry Freeman - 2427 Torrington Ave. - Parma, Ohio 44134

FOR TRADE: Calif 300 G; Ga 780 I; Mass 760 B; Mich 930 A; Mo 440 H; NJ 997 G; NY 60 A, 790 B C, 830 D, 875 E I S, 890 E, 905 B G, 945 D G, 955 A, 995 A; NC 20 B, 130 H, 190 D, 240 B D I, 350 B C, 360 A, 440 A C, 560 A B, 690 B, 980 H I, 30 D. Robert Kelley - 6315 Parkview Circle - Mason, Ohio 45040

MISSOURI TOKENS WANTED: 370 B, 420 D E, 430 B, 440 B C F K L Q, 600 A, 820 D, 860 E, 870 A, 880 C D E F, 910 D H O, R T, 960 A. Send any of these and I'll send 2 TT my choice in return. = Darwin Townsend - Clearmont, Mo. 64431

FOR BEST OFFER in cash or trade: National Check & Premium List of all U.S. Transp. Tokens, 1948 edition, compiled by Roland C. Atwood. Also 1952 edition of Atwood's Check List. Both are loose-leaf and both have been used as working catalogues, so there will be pencil and ink notations.

John G. Nicolosi - 3002 Galindo St. - Oakland, Calif. 94601

Will trade NY 630 AG (store card) John P. Gruber, N.Y. Apoth. Weight One Dram 1863 for NY 630 AK (store card) Hussey's Special Message Post / Exigency Time is Money. Need for special reason.

Jack the Mailmen Wilcox - 310 Washington Place - North Brunswick, N.J. 08902

MAIL BID: Calif 575 Aa, 575 Ab; Conn 345 B; Mass 115 AB AC, 550 P; Mich 375 B, 470 B; Ohio 440 B C E; Pa 150 A B, 320 A, 480 A, 495 J, 525 V W Y AA, 725 D, 750 K; Unid. #57; Nova Scotia 100 B-L; set of 24 Nuremburg railway tokens.

Richard W. Musser - 311 Clover Ave. - Lancaster, Pa. 17602

Have 240 different Wisconsin TRADE TOKENS to swap for S.D. and Calif. trade tokens I need. Also have a few W.Va. mine tokens; Calif., Colo., Ky., and Ore. trade tokens to swap for above 2 states I need. Have about 350 First Day Covers (1929-61) to trade for TT's and trade tokens that I need--also need OPA red MV token. If you do not have S.D. & Calif. trade tokens, what do you have in western & midwest states?

Jim Rasmussen - P.O. Box 214192 - Sacramento, Calif. 95821

I need the following tokens: Vt 60 A B, 180 A, 520 A, 700 B; Wyo 100 C K L, 120 F G I J; Utah 125 A, 400 A B, 525 B, 650 A B C D E, 750 C D E I J K L M N.

Robert Misdom - P.O. Box 731 Pamrapo Station - Bayonne, N.J. 07002

NEW MEXICO 430 B - still have a few left. Will trade for any token listing at 50¢ or SELL for 50¢ plus SAE.

W.A. Whitfield - 110 California, S.E. - Albuquerque, N.M. 87108

FOR AUCTION or Canadian tokens: Alas 300 H, 450 H; Ariz 640 E, 1000 B C G; Ark 975 A B; Cal 25 A, 105 A; Conn 210 A, 305 R; Fla 530 H; Ill 150 Y AD AE, 100 A B C; Iowa 730 A; Ky 10 Oa Ob; Mich 75 I, 375 A; NY 505 A; NC 980 H I; ND 960 A; Okla 590 D; Pa 15 E, 25 A D, 70 A B, 775 B, 870 A, 985 E; Va 600 B D; Wash 780 S; DC 500 AB.

Barry Uman - 4155 A Mackenzie St. - Montreal 26, Quebec

TOKENS WANTED: Colo 140 C, 300 E, 340 D, 440 A C G, 460 D, 540 B, 620 B, 760 D E F G H I, 860 C D; SC 110 A, 450 B, 480 C D, 500 A C, 730 B, 880 A B; SD 680 B, 780 D.

For trade: NY 630 ACa.

George H. Wyatt - Skylark Lane - Lunenburg, Mass. 01462

FOR TRADE for other U.S. TT's: Calif 395 F, 450 K; Kans 970 C G.

Lazear Israel - 936 S. Genesee Ave. - Los Angeles, Cal. 90036

"TRADE TOKENS OF WISCONSIN" - 224 pages of photographs and token listings, \$5.00 postpaid from the author:

Gerald Johnson - 1921 Chase St. - Wisconsin Rapids, Wis. 54494

PICTORIAL TRANSPORTATION TOKEN DUPLICATES I HAVE available for trades: Calif 715 Bb, 760 Ba Bb; Ill 580 B; Ia 590 A; Me 480 A B; Miss 660 C; Mo 640 Aa; NY 630 B E N, 780 C; Pa 750 A B G; SD 260 B; Tex 360 B; Wash 870 A; Wisc 360 A, 510 D; Que 620 M Q; Turkey 400 R A, a bridge token listed & pictured on p. 233 of the Smith Catalogue, for sale at \$1.50 plus SAE.

Harold V. Ford - 1999 Gaspar Drive - Oakland, Calif. 94611

TRADE CALIF. TRANSP. TOKEN duplicates for N.D., Utah & Montana trade tokens; 2 15¢ for 1 trade token my choice from your want-list, satisfaction guaranteed as I have some of the scarcer 15¢ items. Try me and see.

George Gould - P.O. Box 1208 - Hollywood, Calif. 90028

NEW REPRINT EDITION OF HETRICH-GUTTAG'S "Civil War Tokens and Tradesmen's Store Cards" with Supplement by Joseph Barnet. 304 pages, 16 plates, hard bound. Available March 5. Price \$15.00 postpaid. A.V.A. members special offer for orders received before April 1 - \$12.50. = Al Hoch - Harvard Road - Stow, Mass. 01775

FOR SALE: parking and transportation tokens. Send postage for list. special: send SAE for free copy of new NYCTA map.

Sam Ruggeri - 1018 S. Carley Ct. - No. Bellmore, N.Y. 11710

CONNECTICUT TOKENS FOR SALE: following scarce tokens for sale at \$1 each (have only one of each so please enclose 6¢ stamp so I may return your money): Conn 290 B D, 305 D E F J.

Morton H. Dawson - 182 Whiting Lane - West Hartford, Conn. 06119

FOR TRADE ONLY for TT's from Indiana that I need: Ga 630 A B; Ia 730 A; Kans 820 H; Md 60 U V AN; Ohio 440 C.

Jack R. Smith - R.R. 1 - Box 91-B - New Palestine, Ind. 46163

VIET NAM. If you collect odd items - have military club tokens - knife money - Chinese wedding coins - Indo Chinese, etc. Will trade for tokens I need. Authenticity not guaranteed.

Capt R. Clifton - Box 7850 7th AF - APO, San Francisco, CA 96307

WANTED: dog license tags, also dog vaccination tags. Will give 2 state tax tokens or one common TT for either.

A.W. Siebert - 10201 Plymouth Rd - Apt 15 - Detroit, Mich. 48204

WANT LISTS for transportation tokens wanted--I have decided to sell some of my duplicate tokens. Many many scarce and rare tokens still on hand for use in trades. Please let me hear from you.

Duane H. Feisel - P.O. Box 11661 - Palo Alto, Calif. 94306

WILL TRADE any of the following for Haw 540 F: Tex 275 A; Ore 100 A; Ohio 660 F; or Mass 550 E. = Gerald A. Sochor - 13680 E. Center Ave. - Aurora, Col. 80010

FOR SALE TO HIGHEST BIDDER: Cal 25 A, 105 A; Ill 1000 A B C; Ind 90 A, 500 A, 650 B C, 680 A, 700 A, 930 C; Mich 375 B, 680 E; Ohio 10 I K, 200 A. These are in very good shape and the Ind 680 A is mint.

M. Alexander - 1823 Bashor - Goshen, Ind. 46526

FOR SALE: Kans 940 N at \$1. Trade for any TT's needed. Kans 540 D, 970 D, 1st Nat. Bank of Indep. parking tokens.

Frank C. Greene - Skyline Inn - Kansas City, Mo. 64151

WANTED: commemorative and centennial gold bronze 1 1/2" diameter tokens. Have large surplus of TT's and parking tokens for trade. Write first stating items available and what you want in exchange. Make offers.

Roice V. Rider - 5300 28th St. N. - Box 5 Lowes City - St. Petersburg, Fla. 33714

WILL PAY 4 TIMES cat. value for the following: Ohio 505 A B G, 25 A, 440 B. Will pay cat. value + 10¢ for 115 A B, 200 A. I'm looking for trolley postcards from Ohio transfers, tickets, or passes from Ohio Public Service and Richland Public Service.

Jeffrey R. Brashares - 825 Peaceful Path - Mansfield, Ohio 44907

TRADE Miss 500 C for Ala 560 R; Ark 360 A C; Fla 910 C; Ky 510 H AB AU X, 680 B G H: preferred: La 790 B; Miss 320 C, 660 B C. Also wanted, Tex 60 A & Fla 105 A. Send dup. list & letters to Louis H. Crawford Jr. - P.O. Box E - Long Beach, Miss. 39560

Will pay premium for the following, and other West Indian tokens: Puerto Rico 560 A B C. = Edward Roehrs - Arecibo, Puerto Rico 00612

CATALOGUE OF WORLD TRANSPORTATION TOKENS AND PASSES EXCEPT NORTH AMERICA first ed. 1967 unbound or bound autographed free. Please specify which. Make check or M.O. for \$5.00 payable to Kenneth Smith, and order directly from:

Kenneth E. Smith - 328 Avenue F - Redondo Beach, Cal. 90277

OLD BRASS DEPOTEL TOKEN FROM WEATHERFORD, TEXAS - Tex 965 I (used around the year 1900) for sale at \$15 cash postpaid. Also have just a couple of Tex 965 J, the rare octagonal aluminum depotel token from Weatherford, and will sell at \$25 cash. Also for sale: R.I. 700 D for 35¢ plus stamped envelope.

John M. Coffee, Jr. - P.O. Box 1204 - Boston, Mass. 02104

ATWOOD'S CATALOGUE OF U.S. & CANADIAN TRANSPORTATION TOKENS, latest (1963) edition, 480 pages incl. 27 photographic plates and complete index. Cloth bound, size 6x9, price \$5.50 postpaid to A.V.A. members (\$7.50 to all others).

FEISEL'S CATALOGUE OF PARKING TOKENS OF THE WORLD, latest (1966) edition, 160 pages illustrated, size 6x9. Cloth-bound or loose-leaf. Price \$3.50 to A.V.A. members (\$4.50 to others) postpaid.

American Vecturist Assn. - P.O. Box 1204 - Boston, Mass. 02104

= ALL AUCTIONS IN THIS ISSUE CLOSE MARCH 7 =

Advertisements in THE FARE BOX are free to A.V.A. members--up to 6 lines in every issue if desired. Put ad on separate sheet of paper (postcard preferably), and make it legible. Some ads received here are nearly indecipherable and I still am not sure I know what they mean. Also, please try not to use your free ad as a substitute want-list. I'm not responsible for errors when you send long lists of cat. numbers; I type 120 words a minute, but I was never very good in typing numbers!

# THE FARE BOX

A Monthly News-Letter for



Transportation Token Collectors

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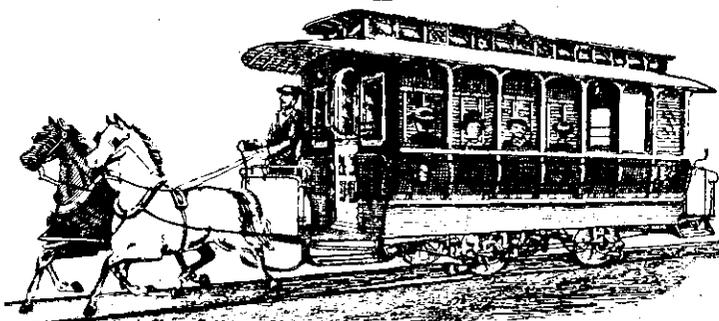
Parking Tokens

**DUANE H. REISEL**

P. O. Box 11661

Palo Alto, California

94306



Volume 22, Number 2

FEBRUARY, 1968

Our 248th Issue

LAMBERT M. BAKER

Bert Baker, A. V. A. L-244, was a regular fixture at A. V. A. conventions. His delightful good humor and his evident affection for our hobby made him one of the most popular of our Minneapolis members. We shall miss him at our gatherings, and because of his absence our conventions will seem a little less like fun in the future. Token collecting was the biggest thing in his life. He died February 17, of lung cancer, at age 57. He is the first Life Member that we have lost since life membership was established in 1959.

This issue goes to bed at 3:32 A.M., March 20. Something is going to have to be done to get the date in the masthead in better coordination with the month in which you get your issues of The Fare Box. Accordingly I intend to bring out the March issue right on the heels of this one. So please get your ads in right away for the March issue, and wish me luck.

Speaking of ads, anyone who doesn't think Fare Box ads get results should listen to A. V. A. member Harry Porter of Louisville: "I got a phenomenal sixty-letter response to my January ad in The Fare Box. I'll never put in an ad asking for such common tokens like that again! I've just barely finished answering all the letters and \$3 excess postage to return the many tokens sent me."

We are grateful to Martha Barnett, who was chairman of last year's A. V. A. Convention at Minneapolis. Mrs. Barnett just sent your Editor a check for \$80.00 toward the expenses of The Fare Box. This money represented profits from the sale of the Convention tour tokens, after deducting for Convention expenses. Together with the generous postage donations that we've received, that successfully eliminates the problem created by the postage increase. For this year, anyway.

We have a good backlog of articles on hand now, for the March issue. But we can always use more. Why not try for The Fare Box Literary Award this year? The 1968 tour token is going to be a beauty, and the unique sterling silver presentation piece that goes with the award is something to add lustre to any token display!

Ralph Freiberg in his notes on Ark 360 H in this issue refers to an article on the token elsewhere in this issue. I just discovered the same article was printed in our August 19-62 issue, so we won't reprint it in this issue.



= APPLICATIONS FOR MEMBERSHIP =

- 1008 PEDRO CHICLANA ROSARIO - JA18 #220ST, COUNTRY CLUB - RIO PIEDRAS, P.R. 00924  
Age 46; Television Technician. Collects U.S., Can., For. (Carman)
- 1009 ALBERT AUGENBLICK - 137 FORGE ROAD - KING OF PRUSSIA, PENNSYLVANIA 19406  
Age 51; Research Chemist. Collects all types. (Streeter)
- 1010 RICHARD E. RIZZATTI - 147-25 NORTHERN BLVD. - FLUSHING, NEW YORK 11354  
Age 28; Draftsman. Collects U.S. (Hinde)
- 1011 ALFRED SCHUBERT - 1015 UNION AVENUE - ASHTABULA, OHIO 44004  
Age 32. Collects all types. (Carman)
- 1012 MRS. IVA J. JONES - R.R. #1 STATELINE ROAD - BELOIT, WISCONSIN 53511  
Age 37; Bookkeeper & Bus Driver. Collects U.S. & Foreign. (Kronmiller)

REINSTATEMENT TO MEMBERSHIP

- 352 ROBERT HARRISON - BOX 892 - ATLANTIC CITY, NEW JERSEY 08400

CHANGE OF ADDRESS (\* all 3 of these members contributed to the address plate fund)

- Eugene H. Hinkle - 208 North 7th Street - Lehighton, Pennsylvania 18235 \*
- Bill S. Riley - Route 2, Box 348 - Texarkana, Texas 75501 \*
- Henry C. Schuman - 2825 Brattleboro - Des Moines, Iowa 50311 \*

\*\*\*\*\*

= FEBRUARY MEETING OF THE DELAWARE VALLEY VECTURIST ASSOCIATION =

Unusually cold weather kept some of the regulars at home but A.V.A. members Di-Michael, Hiorth, Jordan, Paul, Raburn, and Zell, got together for a regular meeting of the DVVA on February 12. Hugh Raburn showed his newly discovered Auch bus zone checks and some time was spent discussing the 1969 A.V.A. Convention. Tentative arrangements have been made for meeting facilities should it be held in Philadelphia. The next meeting is scheduled for 1:30 pm, Saturday, April 6, at the Liberty Federal Savings & Loan Assn., 202 N. Broad Street, Philadelphia. Let's have a big turnout.

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= BATS MASSING AGAIN =

*It has been suggested by some non-collectors that BATS is one of the most appropriate names ever heard for a token collectors group. Be that as it may, those attending the informal sessions of the Bay Area Token Society have had an interesting and entertaining time as all aspects of token collecting come up for discussion. Those fortunate enough to be able to attend will be meeting again on Sunday, March 24, at the Leamington Hotel, located at 19th & Franklin Streets in Oakland, Calif. The meeting is scheduled to begin at Noon in the Council Room. As in the past, the meeting will probably run to about 5 pm. The Leamington will be the site of the 1968 A.V.A. Convention, and details of progress in making arrangements for what is hoped will be the best convention ever will be reported. If further information is needed by anyone wishing to attend, please communicate with John Nicolosi.*

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*Duane Feisel is undertaking preparation of the Catalogue listings (for Atwood III) of Lancaster County, Pa., turnpike tokens. It is planned to relist all Lancaster County turnpike tokens together under one heading, and to try to list them with more logic and chronology than has been used in the past. Mr. Feisel would appreciate rubbings and/or photographs, with details of composition and wording, on any token you have which falls in this category. If you have a unique token, a photograph would especially be appreciated (black & white; exact size) so that we may put the picture in the Catalogue with the listings.*

= THE PART-INCUSE LETTER TOKENS =  
By J.M. Coffee

Every so often I read of some prominent numismatist who states that one can date a token by the style of lettering or die-work. They see some unidentified token and say, "This token was used around World War I because it has the kind of die work used in that period." We could wish that it were so. Unfortunately there are still, in this country, many small token manufacturing firms which are using the same equipment they used over 60 years ago: the same stamping machines, the same die punches, the same stock dies! A perfect example of this is C.C. Wright of Cincinnati, still going strong with the same old equipment after decades of service to the industry.

Of course the large token manufacturers, such as Meyer & Wenthe and Osborne Coinage, have modern high-speed equipment, and these firms strike most of the tokens being used today. But quite often some small bus line, generally in the Middle West, orders his tokens from one of the smaller manufacturers, and what he gets is a token that looks like something out of the dusty past. A perfect case in point is Ohio 165 AJ, the G. Pete Smith token, struck by C.C. Wright in Cincinnati for a small school bus operation. At one time Cincinnati had more coining firms than any other city in America. Today most of them have been absorbed by Osborne Coinage Company. But C.C. Wright is one of the last hold-outs. So Wright turned out a square aluminum token for G. Pete Smith that bore the look of antiquity. And some "expert" duly paid over \$50 last month for one of these Pete Smith tokens, because his expertise told him that the token, by its appearance, obviously was very old. When he learns that it was only made about a year ago, and that A.V.A. members are getting them through the New Issues Service for a few cents, this expert numismatist will learn his fifty-dollar lesson.

Another type of token popular around the turn of the century--that is, about 70 years ago--is the part-incuse letter token. These were popular because they were the most inexpensive kind of token one could make. They came with a stock planchet, with the wording in the center of the planchet consisting of regular stand-up letters which could be used for many different purposes. The center inscription, for instance, might be "Good For One" or simply a value. Then the firm ordering the tokens simply had them add the name of the firm around the top, in incuse letters or "sunk letters" as the manufacturers called them. And around the bottom, also in incuse letters, the thing the token was good for: "loaf bread" or "shave" or "beer" or "ride," for example.

In our Catalogue, including the supplements, we have only 17 of these combination raised-letter sunk-letter tokens. They are: Ark 15 B, 150 A B C; Ill 370 A; Ia 180 A, 380 A R; Kans 690 A; Mo 190 A B; Nebr 120 A, 440 A; Pa 400 A; Tex 930 A, 965 B L. Twelve of them are depotels (all extremely rare); one is a ferry token, very rare; three were used on small horsecar lines (all very rare); and one was used on an early motor bus operation, and this token is also census and very rare.

The Tex 965 B and L are unusual, in that the center stand-up inscription reads "Good To Return From Hotels" and both firms using them--Baker and Piland--simply added the word "Only" at the bottom, after putting their own names at the top--in incuse letters.

There is quite a group of trade checks of this type, and there probably are many more, yet undiscovered, depotel tokens of the same type. They are among the least attractive of tokens, which probably helps explain their rarity. No one wanted to save them once the firms that issued them ceased to exist. They are just plain ugly--although their rarity lends a certain beauty to them in the eyes of vectorists.

These tokens nearly always have a blank reverse. Two exceptions are, again, the unusual Weatherford depotels, which have the city & state incused on reverse. Several of these tokens also bear the manufacturer's name & address on the reverse--no doubt placed on tokens as a matter of course...and without charge. Pa 400 A, probably the most recent of the 17 that are known, was struck by A.E. Schmidt of St. Louis, according to its reverse. Mo 190 A bears the name of S.G. Adams Stamp & Stencil Co. of St. Louis. And Tex 930 A has the name of August Kern Barber Shop Co. of St. Louis. Kern is, I understand, still going strong manufacturing barber chairs and equipment! Interesting that all of them appear to have been made in St. Louis.

St. Louis, like Cincinnati, was largely settled by Germans in the beginning. And St. Louis, like Cincinnati, had a large number of coining operations. The German spirit seems to tend toward this discipline. Witness the Bechtlers, father and son, good Germans who established the earliest private gold mint in the United States, in Georgia and Carolina.

It would appear, from the evidence of those part-incuse tokens with manufacturer's names on them, that probably all of this type of tokens were struck in St. Louis.

What interests me just now is a brochure recently received from a little firm in St. Louis advertising "Economical One-Side Sunk Letter Trade Checks." This advertising flyer pictures some of the tokens, and one of those pictured is none other than one of our listed depot tokens which we know was issued in the 1890's! And this on a brochure issued in 1968! The prices are quite reasonable for these times. Only \$28.85 a thousand for the larger token; \$24.45 for the smaller ones--in your choice of shapes--octagonal, round, scalloped, or square. The firm also very kindly sent along some samples of their recent work--trade checks that any "expert" would insist date from around 1900.

My point, then, is that it really is not possible to tell the vintage of a token from its appearance...because some firms are still using the same equipment, the same dies, the same die punches, that they used 70 years ago!

And as for the part-incuse tokens, they form an interesting and unusual group of extremely rare transportation tokens. No collector has them all, because several are unique. I have eleven of them myself, and I think that about takes the ribbon in this contest.

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= THE LAST TROLLEY CAR RUN IN WILMINGTON, DELAWARE =  
By Ralph W. Winant

A parade of about 45 cars followed the last trolley car along its tracks on the Vandever Avenue-Newport line on its farewell run on January 7, 1940. Actually, trolleys began to disappear in Wilmington two years earlier with the conversion of a couple of lines to buses. However the majority of former trolley lines--particularly those in center city--were to become the routes for electric powered trackless trolleys.

Delaware Electric Power Co., a predecessor of the present Delaware Coach Co., put its first trackless trolleys into operation on September 25, 1939, and began phasing out the trolley cars in earnest. The trolley cars themselves in 1888 began replacing a number of horse-drawn railway car lines started several years earlier. Delaware Coach retired the trackless trolleys from operation on March 1, 1958, replacing them with buses.

On the best information I have been able to get, Del 900 E, Wilmington & Philadelphia Tr. Co., was the first token used, about 1921, and the Red Arrow Bus Line was bought out by Delaware Electric Power Co. about 1928. As fast as the Red Arrow Bus Line tokens could be collected they were put in bags and dropped in the river. What a shame!

\*\*\*\*\*

Bob Oliphant reports that Ill 795 J, listed at 50¢ in the Catalogue, is now in use and quite common, selling at 4 for 90¢ on the buses. He adds that the City of Springfield has voted in favor of a municipal transit system, so there may be some changes there.

Frank Kelley, searching for an Ore 800 A, met an old-timer who distinctly remembered that Salem streetcars used "a copper token with a center hole" about 19mm in diameter, with the wording "Good For One Five Cent Fare," and he insisted that this copper token was used prior to the octagonal aluminum token. Wonder if we'll ever find it?

An article in THE FARE BOX a few months ago threw light on the probable identity of an unlisted token I own. This token I picked up some 35 years ago at the office of the Union Street Railway Co. in New Bedford. The lettering is similar to that on their token 550 G but otherwise it bears a strong resemblance to Mass 45 A, the receiver's zone ticket of Northern Massachusetts St. Ry. Co. in that it has a letter "N" in the middle and the material seems similar. I was told when I picked this up that they had only one other like it, later acquired by a collector in Baltimore, but they did not explain its origin. Now I gather it was a pattern.

When I started collecting in the early 1930's I did not have to hunt for a Mass 550 G token for I had fished one out of the wastebasket at the summer hotel on Narragansett Bay at which I worked in 1921. A lady guest was a stockholder of Union St. Ry. and received one of these tokens with her dividend check, together with a little story about how and why they were being put in use. In my state of impecuniousness I could not understand how anybody could throw away something worth a nickel and I salvaged it and still had it when I started collecting.

Union St. Ry. Co. ran the local trolley system in New Bedford and continued to make money long after many other roads were in dire straits. The compact nature of the city and heavy riding contributed to their prosperity and they also ran a line from New Bedford to Fall River. The Fall River line was known as the Dartmouth & Westport Division, taking its name from the two towns through which it ran between the terminal cities. In Fall River the cars operated with trackage rights over the tracks of the Bay State St. Ry. (later the Eastern Massachusetts St. Ry. Co.) While the line was on the streets in the cities, it had some double-track private right-of-way in the towns and was at one time nicknamed the "Gee-Whiz Line." Token 550 E was for use on this division. Just about half way between Fall River and New Bedford on the company's lines was Lincoln Park, a very popular amusement park, and tokens 550 C and D were used by passengers going there.

The tokens 550 A and B, issued by New Bedford & Onset St. Ry. Co. might more appropriately have been listed originally under Wareham, Mass., rather than New Bedford as Wareham was the operating headquarters of that company. New Bedford was a terminal city bus cars ran from the barn in Wareham. Originally the cars ran from New Bedford to Monument Beach on Cape Cod but in the later days the line ended at Buzzards Bay. A branch ran from Wareham to Middleboro. The barn was a sturdy brick structure and, the last I knew, was still standing although the road folded up in 1927. After it stopped operating the Union St. Ry. Co. took over that portion of the line from East Fairhaven to Mattapoisett and continued trolley service as far as Mattapoisett.

I made my first trip to New Bedford from Providence, where I then lived, around 1920. I did some riding on the Union St. Ry. cars and in the waiting room down town I noticed posted tariffs of New Bedford & Onset St. Ry. Co. I assumed that road was a thing of the past and that the notices just had not been taken from the wall. Beginning around 1919 there was a high mortality of inter-city trolley lines in Massachusetts and while I had never heard of the New Bedford & Onset, I supposed it had gone out of business. Later in the day I awaited my return car to Fall River and on the other side of the street I saw approaching a long, sleek car labeled "New Bedford & Onset St. Ry. Co." The side sign read "Marion - Wareham - Onset." On the front dash was the destination sign, "Buzzards Bay" and another sign "Express to Mattapoisett Line." The New Bedford & Onset was very much alive! In later years Mrs. Young and I have traveled in over 80 countries and I have stood in airports seeing planes depart for distant and exotic spots, but I don't think I ever got a bigger thrill along that line than I did as a youth seeing unexpectedly this N.B. & O. car depart for "Buzzards Bay, Express to Mattapoisett Line."

I have been told that the 550 A & B tokens were bought at the same time but that the B tokens were used first. Then when the fare rate changed the A tokens were substituted. This makes sense because if the solid tokens had been used first some ingenious customers could have arranged to have the triangular holes cut out but there was no way they could fill in the holes on tokens previously used! I am puzzled as to why the B tokens are given a higher value than the A tokens in the Catalogue as the supplies were similar in quantity.

= FEBRUARY SUPPLEMENT TO ATWOOD'S CATALOGUE =  
By Ralph Freiberg

ARKANSAS

Fort Smith 360 (Reported by J.L. Hargett)  
FORT SMITH & CHOCTAW BRIDGE CO. FORT SMITH, ARK.

✓ H o A 25 Sd Good For 5¢ Fare \$5.00

KANSAS

Hutchinson 450 (Reported by J.L. Hargett)  
U.S. NAVAL AIR STATION HUTCHINSON KANSAS 15¢

✓ H o Fr 20 Sd Good For 1 Ride 1.00

KENTUCKY

Winchester 970 (Reported by Norman E. Sherman)  
WINCHESTER CITY RAILWAY CO. (HORSECAR)

✓ A o B Oc Sd Good For One Fare [counterstamped G] (27mm) 5.00

MINNESOTA

Maplewood 520 (Reported by Floyd & Martha Barnett)  
ARCHBISHOP MURRAY MEMORIAL HIGH SCHOOL

✓ C A 26 Sd Bus Pass .25

MONTANA

Deerfield 220 (Reported by Norman E. Sherman)  
A. MYERS DEERFIELD, MONT. (DEERHEAD)

✓ A o B 25 Sd Good For One Fare (horsecar) 5.00

[There is some question as to whether this token was ever used for transportation or, indeed, if "A. Myers" ever operated a horsecar line.]

PENNSYLVANIA

Zone Checks 997 (Reported by Hubert Raburn)  
FARE PAID THRU 2 ZONE AUCH (INCUSE LETTERS)

✓ R Fm 38 Pc On Leaving Return to Driver (printed silver letters) .25

FARE PAID THRU 3 ZONE AUCH (INCUSE LETTERS)

✓ S Fe 39 Pc On Leaving Return to Driver (printed silver letters) .25

[Used by Auch Inter-Borough Transit Company to indicate additional fare paid on the line between Chestnut Hill and Norristown.]

UNIDENTIFIED (Reported by Harry Porter)

ONE TRANSFER AT STATION REC'D THIS DATE ONLY 4

✓ 128 B 22 Sd (same as obverse)

TIMETABLES (Reported by Herbert C. Bardes)

BALT. & OHIO R.R. OFFICE: 315 BROADWAY, N.Y. HERE'S LUCK  
(HORSESHOE)

✓ V B 28 Sd Via Washington to Chicago, Cincinnati, St. Louis, Pittsburgh.

= NOTES BY RALPH FREIBERG =

See the article elsewhere in this issue about the Arkansas bridge token. We had known about this token--that it existed--but never had a correct description. Now Mr. Hargett has found one of the tokens.

Mr. Hargett says he has known about the Hutchinson, Kans., token since 1960, but has never been able to acquire more than two of them. The token was probably used during World War II.

This month we list two horsecar tokens. The Winchester, Ky., token is similar in appearance to Ky 480 A, although there is a slight difference. We don't know the significance, if any, of the counterstamped "G" on the token. As to the one from

Deerfield, Montana, there is some doubt about it because Deerfield had practically no one living there except the postmaster, who was Myers in 1887, and probably a general store. The token could be a muling of Myers' store card for an obverse and a stock reverse horsecar token. The reverse is the same as that on Ia 590 B, and some others. Then again, there is always the possibility that the token was used for some kind of transportation. On these old tokens we have to accept the existence of the token as presumptive evidence of use until proven otherwise.

The Maplewood, Minn., token is like Minn 520 B but larger and made of aluminum. Mr. Barnett says there are very hard to get, and it is unlikely the New Issues Service Service will ever be able to supply them. However, experience shows that eventually these hard-to-get school tokens do get out, and if collectors are patient, they'll get the token eventually. So don't go off spending a lot of money for one.

The Pennsylvania zone checks are in use now, and collectors in Pennsylvania have been able to get them. No word yet whether the N.I.S. will be able to supply.

The Unidentified token is similar to two tokens already listed in the Maverick section. For a photograph of a similar token see plate XX of the 1958 Atwood. The numeral probably refers to the day of the month, in which case there would be 31 varieties of these tokens. No idea where they came from, though.

Last month we had an article by Donald Punshon on the usage of tokens. Most of the earliest tokens were for turnpikes and plank roads. Then we had the omnibus tokens, like those of New York City and Baltimore, which were mostly used in the 1850s. Most horsecar tokens appeared in the 1870's and 1880's, including vulcanites & celluloids. Then there was a slackening off from 1900 to 1916, during which time most tokens in use were depotels--of which there were hundreds of varieties, nearly all used in the Middle West. In 1916, however, new fare boxes came into use, which registered two sizes of tokens, mainly because streetcar companies wanted to raise fares from 5¢ to 6¢ or 7¢. One of the first companies to use these fare boxes was Mobile, Alabama, using 16mm tokens for adults and 20mm for various other fares. These first 16mm tokens were just under 16 $\frac{1}{2}$ mm...and then in 1920 the company discontinued 20mm tokens and went to 15mm and 16mm tokens, and adjusted its fare boxes so as not to register any coin larger than a dime, so anyone with pennies or a nickel had to exchange them for a cash token (Ala 560 P,Q). It should also be noted that some of our so-called 16mm tokens are really 17mm tokens; this was the case with the 1920 16mm token Mobile used. Why they enlarged the diameter to slightly over 16 $\frac{1}{2}$ mm I don't know. So it's easy to tell which tokens date from this period in the early 1920's, as they are all slightly larger than 16 $\frac{1}{2}$ mm; then later they went back to the slightly smaller than 16 $\frac{1}{2}$ mm and it has been that way ever since.

In some cases in the Catalogue I have shown tokens to be 17mm; this was done mostly to show usage in the early 1920's, although now we are going to try to include dates of usage in notes after each listing.

From 1916 to about 1924 tokens were made either in white metal or copper. But they found copper was too soft and change to bronze, which can stand more wear. As bronze is made from copper, there can be a lot of slight shade variations; but from 1925 on, they were bronze and we so list them.

Note also the style of periods used on the 1920 token of Mobile; this is what we call a square period. The token used for Arrowhead Bridge, Minn 540 O, is a good illustration. This token was first used about 1927 and has a square dot. However, since then tokens have been reordered a few times and the later type has a round dot. People have asked me why we bother to make such an apparently silly differentiation between square and round periods; but we do it because it pinpoints the period of usage for the tokens, and we consider this important. Also one of the varieties of this square dot for Arrowhead Bridge which we can pinpoint to usage in 1927, they were still using a token slightly larger than 16 $\frac{1}{2}$ mm. A later die of the square dot is used on a token slightly smaller than 16 $\frac{1}{2}$ mm, indicating a use about 1930, when they switched to the round dot.

We can also date tokens by the type of bus shown on it. Note the token Pa 985 C showing Type #1 bus, used in 1924. We figure #1 bus was used from 1924 to 1936, when #2A type bus appeared. Regular Type #2 bus appeared in 1939 or 1940, and #3 type bus in 1953. However, some type #1 bus tokens are still used as there have been reorders using the same old die; Pa 990 B is a case in point.

During the war years when other metals weren't available, they used zinc and steel to make tokens. We call anything that a magnet will pick up "steel." Most of our steel tokens are what I would call black iron, so when first used they were given a white metal coating. This coating usually wore off quickly, giving the token a dirty black appearance. After the War when companies could get better metals, they often took these zinc and steel tokens out of circulation and destroyed them, as they didn't like the way they looked. Consequently it's beginning to appear that these wartime tokens are quite scarce and in a few cases even rare, especially for new collectors just starting to collect. Older collectors also note, to their dismay, that zinc and steel tokens deteriorate quickly in standard 2x2 coin envelopes.

Around 1946 a lot of melted down cartridge case metal was made available, and many brass tokens appeared. If a company had been using white metal, they usually got these brass tokens with a white metal plating, to resemble the older tokens they had been using. Some of this plating wore off quickly, by the way.

Then around 1947 bronze and white metal were available again, and this is what most current tokens are made of. I just hope we never have to return to the ugly zinc and steel!

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= FEBRUARY NEW ISSUES SERVICE REPORT =  
= By John G. Nicolosi

*We're getting a very slow start in 1968 but we have high hopes that things will pick up as we go along.*

*This month I am sending you a token listed Jan., '67, Ohio 165 AJ, which was extremely difficult to get. We had to get them one and two at a time, but now we have enough for all regular members and some associate members, thanks to the patient efforts of Herman Cull of Richmond, Ind. Thanks very much to your help, Mr. Cull! When you get these tokens, don't be surprised at the condition. They were all lousy, probably because the school kids who used them bent them and chewed on them and what-not. They were crudely made in the first place, and look like they are very old, which they were not. But they were struck on equipment dating from around 1900, and this is why they look old. In any case, I had to straighten out about 90% of them myself, as they were so badly bent.*

*Incidentally, one of these tokens was recently sold in a coin dealer's auction, and it brought something like \$50.00!! Some poor sucker would have saved a lot of money if he had read The Fare Box.*

*This month we welcome Kermit Streeter from Associate to Regular member status, and Mr. Cull from the waiting list to Associate. Welcome!*

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= JOSEPH ALLIS SELLS COLLECTION TO DUANE H. FEISEL =

Joseph Allis of New York City, proprietor of one of that city's finest restaurants, recently sold his magnificent collection of vulcanite and celluloid tokens to A.V.A. President Duane Feisel. Mr. Allis had a beautiful collection of these tokens, which many A.V.A. members were privileged to view at NEVA meetings and various AVA conventions. Mr. Allis had himself purchased collections of Dr. R.H. Hudson and Clarence Heppner, among others, and only a few months back had acquired about a dozen of Feisel's best vulcanites in a swap for some turnpike tokens. So now Duane has them back and much more.

Mr. Allis has been in hospital the past few weeks, and this will explain why he hasn't answered mail, but he expects to do so soon. Meanwhile we are happy to learn that he intends to continue as an active member of A.V.A., and to attend our conventions where his presence always made those occasions more delightful and interesting than they otherwise would have been.

And the red carpet is always out at Allis' Restaurant for visiting AVA members from distant places.

= FEBRUARY SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =  
By Kenneth E. Smith

AUSTRALIA

Manly 480 (Reported by K. Smith)  
P.J. & M. S.S. Co-LD-  
DRo B Sd (numbers)(16x27mm)(dark blue enamel) \$7.50  
(This completes the set of DR thru DU in my collection of which, including  
DR, three of the four are so far unique with two of the other known.)

CHINA (all reported by J.D. Ferguson, from a Hong Kong collection he acquired)  
Hong Kong 400

CHIN ON SMALL BUS CO (IN CHINESE CHARACTERS)  
B o B 21 Sd (manufacturer's name) 2.00  
(This company operated 8-seater minibuses when these tokens were issued  
between 1949 and 1952.)  
SHUN LI COMPANY 2 KUNG GAH (IN CHINESE CHARACTERS)  
C o B 20 Sd (sailing boat going into the sun) 2.00  
(This token was good for two passenger ferry fares)  
TAK KEE CO. COOLIE (INCUSE)(IN CHINESE CHARACTERS)  
YBo B 33 Pc (blank)(silver-plated)  
(A pass issued to coolies by Tak Kee Co. for coolies to unload ship's  
cargoes in the Port of Hong Kong.)  
THE EAST ASIATIC COMPANY LTD. (IN WREATH)(FLAG IN CENTER WITH  
COAT OF ARMS)  
YCo WM 33 Pc (blank)(used to identify authorized people to board ship  
while in port)  
G (ARROW) D 20 (all incuse)  
YDo B 32 Pc (blank)  
4 GUARD'S PROM DK. (all incuse)  
YEO B 31 Pc (blank)  
(YD and YE were used by the government between 1920 and 1930 to authorize  
passage for certain people onto troop ships in the Port of Hong Kong.)

Shanghai 720

C.G.O. CO. LTD (all incuse)  
ZAo A 29 Sd Good For 5 Cents Pattern

Railway Pass

(CHINESE LETTERS READING "ALL CHINA RAILWAYMANS UNION -  
KUANG-TUNG BRANCH")(OLD STEAM ENGINE ON GLOBE IN CENTER OF TOKEN)  
902PAo K 27 Sd (Chinese characters in square reading "Members Pass" and  
number)(stamped number) 3.50

Miscellaneous

(CHINESE CHARACTERS INDICATING THAT THIS IS A PASS TO THE DISPLAY  
COMMEMORATING 20 YEARS OF AIR TRANSPORTATION IN CHINA)  
930Yao K 27 Sd (blank)

Unidentified

(CHINESE CHARACTERS INDICATING THIS IS USED BY A BUS COMPANY  
IN TURKESTAN PROVINCE)  
998Ao A 20 Sd (Chinese characters indicating this is good for ride)

FRANCE

Nice 630  
JETON DE TRAMWAYS DISPENSAIRE LENVAL 10 (all incuse)  
A o Z 40 Sd (blank)(nickel coated) 2.00

= FEBRUARY SUPPLEMENT TO FEISEL'S CATALOGUE OF PARKING TOKENS =

By Duane H. Feisel

ALASKA

Anchorage	3050	(Reported by NEVA)	
		ANCHORAGE-WESTWARD PARKING (PERIOD AT BOTTOM)	
C B	23 Sd	FP (11/67-)	\$0.25
		ANCHORAGE-WESTWARD PARKING (DIAMOND AT BOTTOM)	
D B	23 Sd	FP	.25

ILLINOIS

Chicago	3150	(Reported by J.D. Ferguson)	
		Z. FRANK INC. CHICAGO (GATE)	
B0 Bz	25 Sd	Parcoa Token (gate)(Rev. E)	.25

INDIANA

Gary	3330	(Reported by William R. Brant)	
		FIRST FEDERAL OF GARY	
A o B	23 Sd	1st (branches)(ca 1964)	.35

MASSACHUSETTS

Boston	3115	(Reported by Sam Ruggeri)	
		RAPID SERVICE / BUILDING	
C B	23 Sd	Parking / Token (ca 1967- )	.25

MISSISSIPPI

Jackson	3460	(Reported by Louis Crawford)	
		PRIMOS #3	
A o B	23 Sd	Jackson, Miss. (ca 1965-66)	.25
		(0: propeller points ...)	
		a. (between PR -- between #3)	
		b. ( P -- 3)	

MISSOURI

St. Louis	3910	(Reported by Foster Pollack & Ed Vickers)	
		1000 CAR CAPACITY DOWNTOWN GARAGE 111 SO. 9th STREET	
		1 BLOCK SOUTH OF MARKET ST. PARKING -- 25¢--3 HRS.	
		10¢-EACH ADD'L HR. 50¢-MAXIMUM 12 HRS. ST. LOUIS, MO.	
L o B	25 Sd	Good For 25¢ When Applied On Washing-Greasing Crank Case Draining or Parking.	3.50

NORTH CAROLINA

Charlotte	3160	(Reported by Odell Morgan)	
		COLE FOUNDATION PARKING	
I WM	25 Sd	Anderson Restaurant The Worlds Best Pecan Pie	.25
		WHITE HOUSE INNS (BUILDING)	
J B	32 Sd	Barringer Inn Phone 704-333-0331 B.I. 704-332-1121 W.H.I.	
		Robert R. Carré V.P. Charlotte, N.C. (6/67- )	1.00

OHIO

Springfield	3830	(Reported by Crawford)	
		WITTEMBERG UNIVERSITY ALL DAY PARKING	
B o B	25 Sd	(same as obverse)(1965-67)	.25
		(Error on token: correct spelling is "Wittenberg")	

OREGON

Portland	3700	(Reported by Ruggeri)	
		COURTESY PARKING SECURITY BANK OF OREGON	
A B	23 Sd	(same as obverse)	

Seattle 3780 (Reported by Frank Kelley & Mary Allen)  
 DIAMOND PARKING SERVICE CONVENIENT PARKING SINCE 1922 25¢ (DIAMOND)  
 L WM 25 Sd Park & Lock Free Parking Ask Your Merchant \$0.25  
 M B 25 Sd Free Shoppers Parking 25¢ (diamond) .25  
 (L and M are also used in Eugene, Oregon)

ADDITIONS AND CORRECTIONS

Tex 3985 A: change listing to the following (reported 11/67)  
 FIRST METHODIST CHURCH WICHITA FALLS, TEXAS (GATE)  
 A Bz 25 Sd Parcoa Token (gate)(6/63)  
 (O: bottom of gate aligns ...)  
 a. (W -- between AS)(Rev. C,D)  
 b. (I -- A)(Rev. D)

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

Although I am spending more and more time and working harder and harder at tokens, I seem to be steadily losing ground in my ability to keep up with correspondence. I try to establish a priority on matters, and first things have to come first. The patience of those waiting to hear from me is appreciated--sooner or later I will get up to date. New parking token reports are #1 priority, so please keep the information coming.

Headlining the fine listing of parking tokens this month is a pair from our northernmost state, Alaska. Since the two tokens are so different in appearance, I decided to make two separate listings rather than one listing with 2 varieties. I made a simple distinction in the listings, but the differences are substantial. The C token has a border of dots and large lettering, while the D token has a plain border and small lettering. Patrons purchase tokens for exit from a gate-controlled car-park garage. The parking value of the token varies, depending on the length of time the facility was used by the patron.

The Z. Frank company in Chicago is an automobile dealer. Customers of the garage are given a token to permit exit from the gate-controlled garage parking station. The company has refused me information and tokens.

Exit from the First Federal parking lot in Gary after hours when no attendant is present requires a token which is obtained for 35¢ cash when entering the lot. It is not clear to me that the token is now in use since information I received from the bank said they did not have any tokens at present. This information is later than that supplied by Mr. Brant, so the token is listed as obsolete.

A new batch of tokens was obtained apparently for use in the Rapid Service Building lot. However, when I inquired about the tokens, including a sketch of the wording arrangement for clarification, the tokens sent to me were Mass 3115 B instead of the new one.

While the Primos #3 token from Jackson, Miss., has been known for some time, listing has been delayed in order to clear up some contradictions about the tokens. While recent information has been helpful, there are still some things about the token that are not clear to me. For example--first report that the gate was installed about two years ago, and discontinued one year ago; second report that the gate was installed 16 years ago, discontinued four years ago. The first report seems most logical to me. Next, first report was that no tokens available from the user, but after this report some tokens were obtained directly from the restaurant. First report--only 250 tokens total manufactured, 68 accounted for; second report, another 205 tokens located. I do know that the tokens exist, there are two varieties, and that the a variety is much scarcer than the b variety. You take it from there. By the way, Primos is a restaurant chain, and #3 is a specific location. I would guess that the restaurant had (or has) a gate-controlled lot for the use of their patrons, and tokens were (or are) provided for exit from the lot. I do appreciate the effort that Mr. Crawford has gone to in trying to obtain accurate information for us. This case is illustrative of some of the difficulties that can be encountered, and why listings are sometimes delayed.

The new listing for St. Louis will be one of our classic parking tokens. Information provided to me by Foster Pollack is that the tokens were used during the period of 1924 to 1931. The use of the token is pretty well explained by the profuse wording on the token. Only six examples of the token have been located after considerable searching, so it will be a scarce one.

Whenever I think of the Anderson Restaurant tokens, my mouth starts to watering. Their parking token ad may not affect everyone the same way, but I have a weakness for pecan pie (particularly with vanilla ice cream!). The Cole Foundation building parking lot is located near Anderson's Restaurant, and arrangements were made by Cole for use of the lot by Anderson patrons.

The White Horse Inn and Barringer Inn have gate-controlled lots for use of patrons. Tokens are distributed to registered guests for exit from the lots. While the "face" value of the token is reported at \$1.50, it is being listed at only \$1.00 since that is the price that tokens have been made available to me for members of PTNIS. This token is out of the ordinary, and an attractive addition to our collections.

The tokens for Wittenberg University were for a limited operation involving a small, special use parking lot. While I was not able to obtain tokens in quantity, the University did cooperate by sending tokens for my collection. You might try by sending 25¢ and a stamped envelope to the Business Office of the University.

More information is needed for the Security Bank of Oregon's use of parking tokens. Apparently, they have a gate-controlled lot for bank patrons. While a few collectors have been fortunate enough to acquire the token, the bank informs me they will not supply tokens to collectors as they have enough difficulty in keeping a supply now.

The two tokens listed for Seattle are also in use in Eugene, Oregon, and the temptation was to list them from there. However, since the Diamond Parking headquarters is in Seattle, and use is also reported there, we will use the Seattle listing. I wish some Seattle collector could take the time and effort to get together detailed information about the Diamond Parking operations including the use of tokens. There would be a good story, I am sure, and one which would be of considerable interest and help to other collectors. Who will accept the challenge?

The change was made in Tex 3985 A's listing to make it consistent with the reverse die varieties that have been reported.

The reverse die varieties provide a good means to date the use of a token, as is explained in the parking token catalogue. If you know when a token was first used in a given location, you can then get an idea of what reverse varieties might exist. As an example of this, please refer to Tex 3565 A, reported in Sept., 1967. The listing indicates a reverse D, with first use on 3/8/62. If the date of first use of tokens is correct, this means that there should also be a reverse C for this token since other information indicates that reverse D first appeared in 1964. So far no one has reported the Tex 3565 A with the C reverse. Does anyone, in fact, have it?

PTNIS members have some good news this month. First off, the Calif 3450 AG and AH tokens have finally arrived, and are ready for shipment with the next mailing of PTNIS tokens. From the tokens listed this time, the following have been ordered and are expected to be available for shipping soon: NC 3160 J, Wash 3780 L and M. For anyone interested in this painless way of adding new tokens to his collection, a few PTNIS membership openings are still available. When the 100 figure is reached, the membership roll will be closed unless openings should develop.

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= THE CALL FOR NOMINATIONS =

President Feisel announces that nominations for all A.V.A. elective offices are now open: for President, Vice-President, Secretary, Treasurer, and Curator. Nominees must be at least 21 years of age, and must have been AVA members for at least 3 years prior to nomination. Nominations may be made by any member in good standing, and must be made in writing and sent directly to the Secretary, Donald N. Mazeau - Box 31 - Clinton, Conn. 06413. Nominations close at Midnight, April 30, 1968.

SOME SCARCE MAIL BID: Ark 975 A B; Ala 840 A; Ariz 1000 B; Cal 575 Ab, 760 E; Colo 260 P Q; Conn 210 A; Fla 530 H; Ill 150 Y, 495 G, 420 A, 760 G, 795 A; Ind 520 B, 700 A; Ia 150 B; Kans 820 H; Ky 10 O; Mich 75 I, 375 A B, 225 L M N, 470 A; Mo 640 Aa; NJ 30 A, 885 A; NY 505 A; NC 980 H; ND 960 A; Okla 590 D; Ore 700 I; Pa 10 B, 320 A, 775 B, 870 A, 985 D; SD 260 B; Vt 150 C D E; Wis 410 A, 510 E, 600 B.

Lowell Kronmiller - 327 Ransom - Ripon, Wisc. 54971

MAIL BID #2: Wisc 420 C, 220 A B, 510 N; Okla 590 D; Pa 70 A; Mass 550 B. Best cash or trade offer. FOR TRADE: Wis 410 H, 620 B D E F, 700 C, 790 G J, 900 A; Calif 435 A; Colo 760 O; Utah 750 G.

Glen Williams - 504 East 10th St. - Fond du Lac, Wis.

I need So. Dak. merchant tokens. Have about 200 diff. Wisc. trade tokens. Also several trade tokens from other states to swap. Also have over 300 diff. first day covers to trade for S.D. trade & transp. tokens. Will also buy S.D. material.

Jim Rasmussen - P.O. Box 214192 - Sacramento, Calif. 95821=

FOR TRADE for U.S. TT's I need: census Cardiff, Wales, ferry token. Lists in new foreign catalogue at \$6.00.

Edrick J. Miller - 3257 Idaho Lane - Costa Mesa, Cal. 92626

HORSECAR FOR TRADE: I will trade Calif 575 Ab for other tokens that I need such as trade tokens of Calif., military, telephone, saloon & C.C.C. tokens. Also wanted: advertising mirrors. Have lots of other TTs and PTs to trade.

Norman E. Sherman - 4295 Marina Drive - Santa Barbara, Cal. 93105

WANTED: TRADE TOKENS FROM WASHINGTON STATE. Best prices paid for saloon, old mercantile, grocery store, and confectionery.

Clarence E. Heppner - 1331 3rd Ave. - Seattle, Wash. 98101

FOR TRADE: Mass 45 A, 135 A B, 270 A B, 305 B C; Vt 60 A, 180 A B; NH 640 K; NY 630 ACa, 715 A. Send your trade list. My trade list has 1,200 different.

George H. Wyatt - Skylark Lane - Lunenburg, Mass. 01462

FOR TRADE: Alas 450 A H; Ariz 840 A, 1000 G; Cal 300 D F M, 575 Q, 640 A, 715 R S U, 805 A, 825 G, 835 C; Colo 300 D F G; Fla 460 A; Ill 110 A, 455 B, 475 D, 640 A; Ind 90 A, 390 A B, 610 E; Ia 310 C F, 730 A; Ky 560 B E F; Md 380 D; Mich 75 A I, 735 D E, 775 D; Mo 880 G I; NJ 30 A, 95 A; England 685 AC BF BG BI CB CC CL CM DE HA. Many more, also PTs, centennials, etc.

Don McKelvey - 2822 19th Avenue - Port Huron, Mich. 48060

TRADE TWO ZONE CHECKS from Auch bus line for two 1955-P 10¢ plus 6¢ stamp.

Hugh Raburn - 4216 N. Darien St. - Philadelphia, Pa. 19140

WOULD LIKE TO TRADE Ky 480 S for Ky 480 R. Also for trade: Ga 580 E; NH 640 K; NY 505 A; ND 960 A; Ohio 10 N S, 15 C F, 25 A, 80 A, 115 A, 125 H L, 165 AD AE AF AH AJ AK, 175 AA, 230 L M W, 290 B, 450 B E F H, 475 J; 520 G, 640 B, 745 G, 815 A, 860 F G M P. = Robert Kelley - 6315 Parkview Circle - Mason, Ohio 45040

NEW MEMBER AND COLLECTOR: send list and price of transportation tokens (U.S.) that you are willing to sell. Have Minn 245 A (thick & thin) to trade.

Larry Wolfe - 1031 Edgerton - St. Paul, Minn. 55101

I have the following for trade only: Ill 200 C, cat. \$2.50; Ind 90 A, cat. 50¢.

All reasonable offers will receive a reply.

Robert Wisdom - P.O. Box 731 Pamrapo Station - Bayonne, N.J. 07002

MAIL BID: census and near census tokens not usually offered for sale: Iowa 590 A (horsecar); Mass 970 C; Pa 65 A; Wisc 170 A, 180 B E (depotel), 250 A, 510 D K, 700 B, 790 E. Less scarce but very nice: Wisc 410 F, 500 B, 510 E G J, 600 B, 790 A. Good luck. = Gerald Johnson - 1921 Chase St. - Wisconsin Rapids, Wis.

YOU SEND: TT cat. value \$1, TT cat. value 50¢, PT cat. value 25¢, PT cat. value 15¢, YOU RECEIVE: USN Good Conduct Medal, Unc.; Purple Heart pin on ribbon; gold USN officers uniform button; 1 P.T. plus wooden nickel.

G.W. Gallagher - 1420 Decatur Ave. - Bremerton, Wash. 98310

TRADE one scarce Watertown-Brownville NY 945 D for 4 circulated Indian Head cents, VG or better, plus postage. No culls please. Multiple trades accepted.

J. Marshall English - 3500 24 Ave. No. - St. Petersburg, Fla. 33713

Let's Trade. I have Pa 495 G and H. Will trade for other celluloid or vulcanite tokens...or make offer in cash or foreign crowns or gold. Will accept \$4.00 cash for Pa 495 G; only trades for 495 H.

Bernard Yagodich - 345 Corrine St. - Johnstown, Pa. 15906

FOR TRADE: set of 2 zinc trade tokens, 5¢ & 25¢ with name and Nebr. address for any U.S. TT or PT cat. at 35¢ or more that I can use, or a 5¢ trade token with name & Nebr. address for any other U.S. TT or PT that I can use. Send your list. Also would trade 2 brass mavericks for any U.S. TT. Postage a must on any of above.

Walter H. Dunbar - - - - - Dunbar, Nebr. 68346

FOR TRADE for other U.S. TT's - Calif 320 A D I, 395 G H, 450 K, 630 G, 745 P, 760 F; Ind 260 A, 330 L M; Kans 970 E G; Wash 780 P.

Lazear Israel - - - 936 S. Genesee Ave. - - - Los Angeles, Cal. 90036

MY LIST IS READ TO TRADE FOR YOURS. I have well over 1,000 in my trade list. Will trade up or down or any way you like. Pa 15 E; Minn 510 A, 760 E; Pa 760 G; Ia 640 J; Minn 730 B C, 790 A; Ind 90 A, 930 C; Ky 510 O.

Gordon Wold - - - - - Route 1 - - - - - Princeton, Minn. 55371

Common transportation tokens for trade: my 5 tokens for your 6 mint marked Mercury dimes or 10 different tokens for 12 MM Mercurys.

Bill Davis - - - - - P.O. Box 202 - - - - - Littleton, Colo. 80120

SOME NICE ITEMS FOR TRADE ONLY: Ida 520 A; Mass 550 P; Pa 15 E, 750 AT; Philippines 700 G H I; Ariz 100 A D G.

John G. Nicolosi - - - - - 3002 Galindo St. - - - - - Oakland, Cal. 94601

WANTED: DOG TAGS from Maryland and D.C. 1 15¢ and 1 25¢ TT for any tag from 1960 on; 2 15¢ and 2 25¢ TT for any in 50's. 3 15¢ and 3 25¢ for the 40's, etc.

Edwin C. Lanham - - - - - 6116 N St. S.E. - - - - - Washington, D.C. 20027

SMALL CACHE OF THE FOLLOWING TOKENS FOUND and are for sale or trade: Ky 480 E at \$1; Pa 765 Z at 35¢ (a very distinctive token); and one set of 3 tokens Ky 480 E G K for \$3.25 OR what do you offer in trade? WANT Ky 510 AG AI AJ AP BF; any 3 of these gets the set of 3 Ky 480 tokens; set of British Columbia 800 A B C for \$1 or 6 15¢ tokens (write what you have).

Harry R. Porter - - - - - 1042 Bardstown Road - - - - - Louisville, Ky. 40204

HELP! Transportation Token Collector wants to increase his knowledge of his new hobby by purchasing or borrowing, to Xerox copy, all issues of THE FARE BOX dated before July 1965. I will pay postage. If you can help please contact me immediately. Thank you! = Frank Milne - 1145 San d piper Lane - Naperville, Ill. 60540

AUCTION: Ky 10 O plain, 10 O coated; Mich 75 I; NY 505 A; Ohio 165 AF, 230 M, 440 C, 995 B; Pa 985 D E; Va 290 H, 3580 K.

E.G. Stultz - - - - - 530 N. Union - - - - - Galion, Ohio 44833

FOR TRADE: Ala 120 G K, 220 L, 470 B, 560 Ya Yb, 570 Da Db E F, 740 A; Ark 285 B, 405 B, 975 A B- Fla 90 A, 380 N U, 440 B, 540 C, 690 C, 840 B, 880 C E F, 930 A, 910 H; Ga 20 B, 50 B, 60 J R S, 70 A B E, 240 B D E F, 580 E G I, 630 A B C, 750 H, 780 B H I J; Ill 130 A B; Ky 85 F, 150 F, 510 AK AL BD BI, 640 F; La 30 E F, 80 A, 670 A C D, 730 A, 810 F; Minn 380 A; Miss 350 A B, 560 A, 460 E J K Lb, 500 A, 900 Ia

Lou Crawford - - - - - Box E - - - - - Long Beach, Miss. 39560

HAVE FOR TRADE: Minn 490 A; Tex 360 A; Ohio 175 X; Mo 910 A; Ky 510 O; Miss 500 C; Ohio 3165 F; Ga 630 A. Catalogue for catalogue. FOR: La 240 A, 470 A, 790 B, 810 C G H; Miss 320 A C, 620 B, 660 B C, 720 A B C, 900 B H. Also will trade Ala 560 J; Ky 510 BH for Miss 900 G. Have new trade list. Write.

Louis Crawford Jr. - - - - - Box E - - - - - Long Beach, Miss. 39560

TRANSPORTATION TOKENS FOR SALE AT 15¢ PLUS POSTAGE: Alas 50 B; Ariz 80 A; Cal 450 J, 715 I, 760 D F; Col 140 D; Conn 305 N, 520 A; Fla 130 C; Ga 450 A B C; Haw 240 D; Ill 10 D, 350 G, 690 B, 760 F. 1000 name & address labels (3 lines print) for \$1 of your dupes.

Claude G. Thompson - - - - - 4333 Vernon Ave. So. - - - - - Minneapolis, Minn. 55424

SCARCE CONNECTICUT TOKENS FOR SALE AT \$1.00 each: Conn 305 G H, 525 C D, 560 D E; the following for sale at \$2.00 each: Conn 35 A B, 85 D, 345 B, 550 A. Please send 6¢ stamp in case I must return your money as I have only one of each.

Morton H. Dawson - - - - - 182 Whiting Lane - - - - - West Hartford, Conn. 06119

BIDS INVITED FOR SOUTH CAROLINA 310 A. Census token. Informed years ago supply was dumped in Atlantic Ocean.

Harold H. Young - - - - - Box 3756, University Station - - - - - Charlottesville, Va. 22903

BEST OFFER BEING ACCEPTED FOR ILL 820 A, nice condition.

Al Hoch - - - - - Harvard Road - - - - - Stow, Mass. 01775

TWO THIN DIMES for any of the 4 following bright uncirculated specimens: Mich 690 Q; NC 130 H; Pa 850 C; Tenn 160 A. Following fixed prices on Wisconsin: 430 F, \$4; 220 E, 440 F, \$3; 70 A, \$2; 40 A B, 220 A, 430 B E H, 500 C D, 940 \$1; Criswell crisp Unc. dollar bill #133 at \$3 each. All serials below 500. I'd like cash or trade offer for your Neb 540 N.

A.H. Erickson - 3125 N. 49th St. - Milwaukee, Wis. 53216

WANTED: coal mine tokens, lumber company tokens, bi-metals and Masonic pennies. Have dupes of all of these token types to trade or can offer a large variety of PTs in exchange. I would like to purchase your tokens if I have nothing you want in trade.

Don Edkins - 120 Stanley Drive - Williamsburg, Va. 23185

WANTED: MEDICALLY ORIENTED PARKING LOT tokens. I have no backlog of trading items, so tell me your price in your first letter.

C.O. Evanson, M.D. - 172 Schiller St. - Elmhurst, Ill. 60126

WILL TRADE IOWA 150 A and B; Minn 540 Eb F; Mo 350 C; Neb 100 B, for equal value tokens from New York and New England. For sale, 200 diff. tokens for \$25.00. Will trade my personal token for one of yours.

Ralph Hinde - 225-30 106th Avenue, Queens Village - Jamaica, N.Y. 11429

WANTED: Pa 750 AC and AJ. Let's negotiate!

Larry Bosler. - 439 Sunnemead Ave. - Warminster, Pa. 18974

TRADE: Alas 800 A; Mich 375 B, for Colo. I need: 140 A C, 280 H, 300 A, 340 D, 440 A B C E, 460 B, 540 A B C, 620 B, 760 A C E F G H I, 860 A C D, 998 A B C; also 980 A and B to trade for same. Also old railway tickets.

Paul Stewart - 3356 Leyden - (city not given)

MAIL BID: Conn 290 J, 550 A B; Ill 760 A; Ia 270 A; Mass 115 A (small hole at top), 505 A; Md 60 I T; Mich 225 Dc, 935 Bb(3) C(3), 1000 A; Ohio 95 A, 990 A; Pa 15 J, 195 A C, 295 A, 585 Ba, 725 C, 997 A B F G I J M N O.

F. Paul Biery - 505 Park Ave. - New Cumberland, Pa. 17070

FOR SALE: Indian Territory (Oklahoma) trade tokens, 2 sets of 5¢ 10¢ 25¢ 50¢ \$1 J.H. Butler, Bengal, I.T. (Br) Silas Bass, Keota, I.T. (oct. Br) \$35 per set postpaid. Money order or postal note only.

L.R. Hawthorne - 334 Vine St. - Glendale, Calif. 91204

FOR SALE: Ky 640 F and 150 E at 25¢ each plus stamp. Three diff. trade tokens containing name of city & state, each from diff. state \$1.50. Five diff. \$2.

Stanley L. Buckley - 23 18th Street - Newport, Ky. 41071

TRADE IND 460 Q FOR IND 460 AA.

Jack R. Smith - R.R. 1 - Box 91-B - New Palestine, Ind. 46163

I HAVE PICKED UP A FEW OHIO 535 G (listed Sept. 1967 Fare Box). I will trade for any transportation or parking token which will fit into my collection. I will also trade for Ohio merchants' trade tokens I need. Ohio 3999 A for trade for token of equal value or for sale at 50¢ plus S.A.E. Also have a list of TT & PT dupes. Send for it! = Rev. John A. Backora - 83 Markey St. - Bellville, Ohio 44813

WANTED: the following tokens for displaying purposes: Ohio 251 L (sic), 175 B C, 440 B, 505 A G. Will trade or buy. Want information on Ohio bus & trolley lines and transfers, tickets, passes. Anyone wanting a copy of the early Mansfield Trolley System send 2 tokens and a stamp.

Jeff Brashares - 825 Peaceful Path - Mansfield, Ohio 44907

WILL TRADE XF \$5 Fed. Res. note series 1928B for best offer in transp. tokens.

Trade lists invited.

Joe Pernicano - 58 Sonia Lane - Broomall, Pa. 19008

NEVA MEMBERS - If you haven't renewed your membership you won't get your free copy of Supplement #4; you won't get any more NEVA NEWS; and you won't be a member anymore. So...send in your DOLLAR. We think it's worth it!! For anyone else, Supp. #4 is 65¢ postpaid.

North Eastern Vecturist Assn. - 645 West End Ave. - 3B - New York, NY 10025

FOR SALE: Va 120 A B - \$1.25 set; NY 210 A B - \$1 set; Pa 70 A B C - \$1.25 set; Va 600 A B D F I J - \$3.50 for the six; Ia 730 A - 50¢; Pa 10 B - 40¢; plus SAE on all. Wanted; TELEPHONE and PERSONAL tokens.

Foster B. Pollack - 645 West End Ave. - 3B - New York, NY 10025

FOR SALE: MOSCOW SUBWAY TOKENS - the brass and white metal - \$40.00 for the pair.

Grant B. Schmalgemeier - 1317 West Eddy Street - Chicago, Ill. 60657

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FOR SALE AT CATALOGUE: Alas 450 H; Calif 450 K, 575 O; Conn 210 A, 290 P; Fla 530 H; Mich 375 A; NJ 30 A; Austria 840 A - 25¢ each plus postage please. 50 diff. TT's - \$6.00; 100 diff. \$12.00 postpaid.

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HELP WANTED in obtaining the following Nebraska TT's: 120 A, 440 B H, 500 A, 540 D E G, 700 Q Z, 855 A, 940 B, 980 A. I have taken color slides of all the rest of the tokens and need these to complete the set. I will buy or trade other Nebraska TT's in the same category.

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American Vecturist Assn. - P.O. Box 1204 - Boston, Mass. 02104

- ALL AUCTIONS IN THIS ISSUE CLOSE APRIL 13 -

Advertisements in THE FARE BOX are free to A.V.A. members: up to 6 lines in every issue if desired. If your ad goes over 6 lines it will be cut to 6 lines unless you specify willingness to pay for extra lines at the rate of 85¢ each.

Mail Bid Sales, or auctions, must not include tokens catalogued at less than 25¢ each in Atwood, Feisel or Smith. They also must not include current tokens no matter what they catalogue.

Tokens listed at 15¢ or 20¢ in the Catalogues may, however, be offered for direct sale at any price you wish, or for trade.

Purchasers have the right, according to the A.V.A. Code of Ethics, to return anything they purchase from you within 15 days for full refund, no questions asked.

When submitting an ad, place it on a separate sheet of paper with name & address & Zip Code (use a post card if possible). Submit ad each time, and it must be different each time. The time to send in ads is right after you receive your copy of THE FARE BOX--to make sure it makes the next issue.

# THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors



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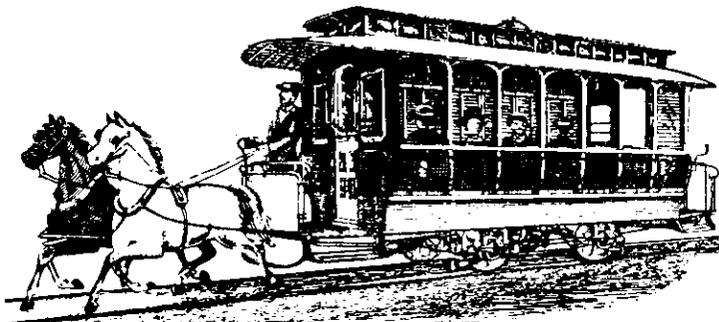
Parking Tokens

**DUANE H. REISEL**

P. O. Box 11661

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Volume 22, Number 3

MARCH, 1968

Our 249th Issue

This issue goes to press at 8:20 P. M., April 2. The number of ads this issue is understandably diminished because of the brief period since the February issue. Those which arrive too late for this issue will be published in the April issue. Inasmuch as a vacation is coming up in the middle of April, it is my intention to publish the April issue during that time and have it in the mail by April 21. So it will be out right on the heels of this one. Please send in your ads immediately, and especially some articles, as I've about used up everything this time. If I succeed in publishing the April issue by the 21st, I shall then attempt to keep the 20th of each month as a publication date--if possible.

When an A. V. A. member dies we reserve for him the place of honor at the head of Page One. When a former member dies, we cannot do that. However, I will note here that two prominent former members, Dr. T. O. Young of Duluth, and Mr. Stanley Buck of Nurdridge, Ill., have died. We note their passing with sadness.

The membership roster for 1968 is being prepared for us, as in former years, by Bob and Anna Butler. The beautiful job they did last year indicates what we may look forward to this time. The roster will be sent to you directly from Minneapolis when it is ready.

We have some 40 to 50 different back numbers of THE FARE BOX on hand here, going back as far as 1954. These are available at 35¢ each postpaid to interested parties. Old issues are fascinating reading, and contain many important articles. Don't ask us for a list, just tell us what you want and we'll try to accommodate you.

We have already indicated that work has begun on a new edition of the Atwood Catalogue. It will take a while to get it out, as it requires a monumental amount of labor, and our one-man production department here in Boston has other demands on his time. Meanwhile, however, it is in order to observe that the current (1963) edition is somewhat out of date insofar as prices are concerned. A number of tokens which were rare census tokens in 1963 have since turned up in quantity--Ky 520 A is one example. These tokens are still worth the actual value listed in the book--this is one reason we keep prices low--and perhaps a little more. But certainly not the high prices they commanded when they were census tokens. So before paying a high price for a token, check the Census in last May's Fare Box, or check with Harold Ford or myself for the latest information. You always take a chance in paying a big price for a token, even when it's still rare. It could very well be common tomorrow.



In November, 1964, Mr. J.D. Ferguson reported to me the following unknown amusement park token from the Netherlands:

J.W. JANVIER BERGEN OP ZOOM  
o Z Tr Sd Goed voor een rit 5 ct (base 30mm, height 27mm)

The Janvier family is a well known Dutch family of owners and operators of various types of amusement park devices. Many members of this family have been (and still are) in this typical industry; a real Dutch amusement park is not complete without the Janviers being present. In a permanent amusement park in the province Noord-Brabant, an antique Janvier merry-go-round powered by a steam engine is still operated. The ride starts with a blow of the steam whistle, and "Janvier" is in big letters on the roof.

The Janviers travel with their equipment all over the country. During the winter months they are in their "winter quarters" in Bergen-op-Zoom, which is the seat of their firms and companies.

I tried to get more information about this triangular token by writing a letter to the company in Bergen-op-Zoom, but my letter remained unanswered.

Recently I discovered in the junk box of a Dutch coin dealer a second Janvier token, of the following description:

J.W. JANVIER BERGEN OP ZOOM (2 small 5-pointed stars)  
o Z Oc Sd Goed voor een rit 10 ct (28mm)  
("Goed voor een rit" = "Good For One Ride")

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= AUCTION TO BE HELD IN CONNECTION WITH 1968 A.V.A. CONVENTION =

The 20th Anniversary Convention of the American Vecturist Association will feature a token auction similar to the one held two years ago at the Disneyland Convention. Featured will be a combination floor and mail bid auction. You submit the tokens, and they will be auctioned off.

A few rules will have to be followed: 1) No current tokens, and no tokens listed at less than 35¢ in any catalogue will be acceptable. 2) You may establish a minimum bid for any tokens submitted. 3) A 5% auction fee will be made against the final sale price, or against your minimum bid if the token is not sold, to cover auction expenses or postal insurance charges if we have to return the token to you. 4) It may be necessary to limit the number of lots any member may submit to ten.

The auction list will be published in the June issue of THE FARE BOX, and those unable to attend the convention will have an opportunity to bid on the tokens with the same rules that apply to coin auctions. The auction committee will try to exercise your mail bids as judicially as possible in relation to floor bidding.

So here is your chance to test the market in the past two years in regard to fare and parking tokens. Last year's auction did not include a mail bid auction. This year's auction tests the whole market. Submit your tokens and see what the top of the 1968 market is.

Tokens should be sent to the Auction Chairman: Harold V. Ford - 1999 Gaspar Drive - Oakland, Calif. 94611. Valuable tokens should be sent registered mail.

May 31, 1968, is the deadline for submitting your tokens for this auction. Please get your tokens in as soon as possible in order to insure their receipt for this big auction. It will be the biggest fare token and parking token auction this year, and perhaps for years to come. Remember both floor and mail bids will be accepted, so you have a potential buying public of hundreds of token collectors, plus the excitement on the floor which generates high bids.

And remember, the AVA can also use the 5% we make!

= NOTES ON CELLULOID AND VULCANITE TOKENS =  
By Arthur D. Jordan, Jr.

We vecturists think very highly of our celluloid and vulcanite tokens. Most are very old and many are rare and moreover they have color normally lacking in a collection of coins and tokens. All in all these handsome tokens with their unusual compositions are a desirable part of our collections. With all of the esteem we have for celluloid and vulcanite tokens it is surprising that our knowledge of the two materials has one serious flaw: an inability to tell the two compositions apart in every case. We have considered correctly that tokens which are translucent or which have a light or bright color are almost certainly celluloid but that opaque tokens with darker colors may be either celluloid or vulcanite. This latter group is a sizable group. Fortunately it is possible and even easy to tell the two apart rather reliably and description of a method is the principal purpose of this paper. An excellent account of virtually all other aspects of these tokens has been presented earlier by Mr. Rabinowitz.

If we are willing to sacrifice a bit from the edge of a token or could tolerate a spot on its surface its composition could be established with absolute certainty. Sensitive chemical tests specific to the key components of each material can be performed on very small fragments or on the surface of the token. Who, though, would want to deface his tokens unnecessarily, and what about the next owner who might want to recheck the composition and so removes another bit or makes another spot? A procedure is required which is non-destructive, a test based not on chemical properties but on some easily determined property. Ideal would be a test as simple as use of a magnet to differentiate between steel and other metals. As might be expected celluloid and vulcanite differ considerably in a number of their physical properties. The one best adapted to our use is density and the procedure described here employs this property. This procedure applies only to vulcanite and celluloid and not to other plastic materials used in recent years.

Density is usually defined as being the weight, in grams, of a cubic centimeter of matter. Every material has a characteristic density or range of densities. We could identify a token as being either celluloid or vulcanite by determining its exact density or we could accomplish the same thing by comparing the token's density with that of a liquid of known density, a liquid in which one composition will float and the other sink. Its behavior in liquid would give us an approximate density adequate as a basis for inferring the composition of the token. We require only that the liquid used for that purpose be harmless to the token and to the user, with the former requirement being more important than the latter. Vulcanite and celluloid tokens are scarce; collectors, plentiful. Density differences have been used for many years as one of the techniques for mineral identification, and there is no reason why it can't be used for the same purpose with tokens.

Before describing the procedure proposed and the results of tests on a few tokens it would be appropriate to review the make-up of the two materials and in particular, the compositional variations encountered in each.

Vulcanite, as we know, is rubber containing a much larger amount of sulfur than the familiar soft, elastic, rubber encountered in tires, rubber bands, gloves, etc. As a rule soft rubber contains two to six parts sulfur per hundred parts rubber. This amount of sulfur is adequate to change the crude rubber from a tacky (particularly when warm) material with little strength into a tough, dry, elastic material. Addition of more sulfur progressively hardens rubber and when the sulfur content is as high as thirty to fifty parts per hundred parts rubber the resulting rubber is called hard rubber, ebonite or vulcanite. A typical vulcanite has a sulfur content closer to thirty than fifty parts of sulfur. The reaction of rubber with sulfur is the vulcanization process. Most of the sulfur in vulcanized rubber is chemically reacted with rubber and the resulting material is identical to neither sulfur nor unvulcanized rubber.

In addition to rubber and sulfur the other components found in vulcanite are color pigments and filler or extender pigments. Color pigments in early vulcanite were limited to a very few materials. Processing vulcanite requires long times and high temperatures and in the early days of vulcanite manufacture this was particu-

larly true. The first step in the process consists of mastication or milling the rubber with other ingredients to give the compounded rubber, unvulcanized and ready for molding. After vulcanization rubber can no longer be molded. The compounded rubber is then molded and vulcanized simultaneously by heating it under pressure in the mold. This step took as long as ten hours at 150°F. in the period which concerns us. The bright organic dyes and pigments which were just appearing when vulcanite tokens were in use decompose in such a long, hot molding cycle and only the relatively drab inorganic (mineral) pigments remained for use in coloring vulcanite. As a practical matter the choice was limited to the inexpensive pigments, carbon black (then called lampblack) and the iron oxide reds and browns. The few bright inorganic pigments such as vermillion and cadmium red and yellow were expensive. Had these latter pigments been used the resulting tokens would have been unusually handsome. The natural color of vulcanite is not black, as is sometimes thought, but rather is an almost opaque yellow-brown to dark brown and it cannot be transparent. The familiar black vulcanite was produced by pigmentation with carbon black. Light-colored vulcanite is not unknown but is seldom encountered. It can be produced by additions of enough white pigment to overcome the natural dark brown color and other pigments can also be added to give various colors and shades other than white. The amount of white pigment required to produce a light color is considerable and a serious loss of strength results. For that reason light-colored vulcanites have found little use in any area of technology. Filler pigments, where used, have little effect on color but they too reduce strength. Fillers are, and were, used to reduce cost, since fillers are quite inexpensive. Highly filled vulcanite, like light-colored vulcanite, is an inferior material.

Vulcanite is a light weight (low density) material because it is predominantly rubber. The densities of the various materials encountered most often in vulcanite are: rubber 0.94-.97; sulfur 2.06; carbon black 1.8-2.1; iron oxide 5.1; fillers 2.5. The density range listed in books on rubber for unfilled, lightly pigmented vulcanite is 1.13-1.18 and as high as 1.34 for the cheapened, filled, material. It could conceivably go even higher if excessive amounts of filler or iron oxide were in the formulation.

Celluloid, like vulcanite, can vary somewhat in the ratio of its components. The essential ingredients in celluloid are cellulose nitrate and a plasticizer, which was camphor in early celluloid formulations. Camphor, present to the extent of ten to thirty percent of the weight of celluloid nitrate, lowers the softening point of cellulose nitrate and allows it to be molded at temperatures at which it is not explosive. Other plasticizers have displaced camphor to a large extent in recent decades. Celluloid is inherently transparent and small amounts of the bright synthetic organic dyes or pigments will give bright colors to molded articles. The molding cycle is very short, only a matter of seconds, and dye decomposition is not a problem. Use of celluloid instead of vulcanite must have resulted in considerable savings in processing time and labor. As with vulcanite white pigments were used but in celluloid their purpose was either opacification of the tokens or production of a white token. In either case little was required. Filler pigments were used also and their use reduced cost as well as strength. The densities of the components are: cellulose nitrate 1.58-1.65; camphor 1.00; filler 2.50. Values quoted for the density of unfilled celluloid range from 1.35 to 1.40. Again, use of any significant amount of filler pigment would increase density to an even higher figure.

The materials we would like to be able to identify, then, have density ranges which are quite different and it is obvious that we can separate the two by a proper choice of a liquid of known density to compare density with. Vulcanite has a density range of 1.13-1.18 in the unfilled, high quality material and celluloid has a density range of 1.34-1.40. These ranges are not close at all when it is considered that it is easy to distinguish between materials different by only .01 or .02 grams per cubic centimetre. Actually nature and good compounding practice are on our side in that they keep these ranges apart. Vulcanite can have a density approaching that of celluloid only if a large amount of filler is present but the poor properties of such vulcanite prohibits this. Celluloid could have a density of lower than 1.35 if larger amounts of camphor were used but this would result in an unusably soft celluloid. Nature is on our side because camphor has a tendency to volatilize slowly from

celluloid and as this occurs density increases.

All of the foregoing information is based on information gathered from a variety of types of literature on plastics and rubber. Now we want to answer the question, "Do old vulcanite and celluloid tokens actually fit these literature density values?" In order to answer this question and therefore establish that measurement of density can be used to distinguish vulcanite from celluloid I have determined the density of the vulcanite and celluloid tokens in my collection, only 13 in number. For this density determination I prepared solutions of calcium chloride in which the concentrations were chosen to have densities ranging from 1.16 to 1.40 Gm/Cm<sup>3</sup> in increments of .02 Gm/Cm<sup>3</sup>. Calcium chloride is well suited to this purpose. Its solutions are easily prepared, are not viscous, and are not injurious to vulcanite or celluloid. Taking each solution in turn, starting with density 1.16, the tokens were immersed in the solution and their behavior noted. If the token floated its density was less than the density of the solution and if it sank, its density was higher. The density of each token was thus established as being between that of two of the solutions (if it was below 1.40) and results are shown in the table:

<u>Token</u>	<u>Density</u>	<u>Implied Composition</u>	<u>Composition in catalogue</u>
Mich 470 A	1.16-1.18	vulcanite	vulcanite
Pa 515 B	1.16-1.18	vulcanite	celluloid
Pa 320 A	1.20-1.22	vulcanite	vulcanite
NY 890 C	1.22-1.24	vulcanite	vulcanite
Iowa 850 A	1.38-1.40	celluloid	celluloid
Ark 435 B	over 1.40	celluloid	vulcanite
Iowa 850 B	over 1.40	celluloid	celluloid
Ohio 440 A	over 1.40	celluloid	celluloid
Ohio 440 C	over 1.40	celluloid	celluloid
Ohio 440 E	over 1.40	celluloid	celluloid
Pa 15 A	over 1.40	celluloid	vulcanite
Pa 495 G	over 1.40	celluloid	celluloid
Pa 725 A	over 1.40	celluloid	vulcanite

Several interesting conclusions may be made from these observations. First, the densities of the tokens do indeed fall in two groups which correspond nicely to the densities which vulcanite and celluloid are supposed to have. Mich 470 A and Pa 515 B lie within the predicted range of 1.13-1.18 for unfilled vulcanite and Pa 320 A and NY 890 C are only slightly higher. These latter two are presumably lightly filled compositions. All of these tokens are black. The tokens with a higher gravity are quite a bit higher, at least 1.38, and most are over 1.40. These are in the density range predicted for celluloid, particularly if allowance is made for loss of camphor on aging. All of the tokens which we would have intuitively called celluloid, the bright or translucent Iowa 850 A and B, Ohio 440 A,C,E, and Pa 495 G are in this group but so also are the black or brown Ark 435 B, Pa 15 A and Pa 725 A, which might have been considered as either vulcanite or celluloid without a means of differentiating the two. The presence of six obviously celluloid tokens in this group supports the general value of the procedure. Second, it is apparent that some tokens, four of the thirteen, are misclassified in the catalogue. Finally, the wide spacing between the densities of the vulcanite group and the celluloid group means that the two materials can be differentiated by use of only one solution. Any one of the solutions having densities between 1.30 and 1.36 should do the job well.

The procedure suggested is not a complicated one. If adhered to carefully it should yield the correct composition assignment to any token.

1. First, prepare or obtain a 35.2% solution of calcium chloride in water. This solution has a density of 1.34 Gm/Cm<sup>3</sup>. The solution must be kept tightly stoppered to prevent gain or loss of water which would alter the density of the solution.
2. Place a portion of the solution in a bowl or glass to a depth of at least

an inch. Place the token to be tested beneath the surface of the test solution. Make certain that no air bubbles cling to the token, since the bubbles might buoy the token and cause an erroneous conclusion as to its composition. It is important that the token be placed under the surface. If placed on the surface the surface tension of the solution might hold it there and give an apparent low density.

3. Tokens which float in the solution are vulcanite, those which sink, celluloid.
4. Remove the token then rise and dry it. Both vulcanite and celluloid pick up little moisture and gain that only slowly but there is no reason to keep them immersed.
5. Replace the solution in its container.

The procedure as outlined meets the criteria set earlier. The test is easily run, in non-destructive, and lends itself to repeated tests where desired.

Now that we see that it is possible to distinguish vulcanite from celluloid it might be asked "Does it really matter whether a token is vulcanite or celluloid?" I think it does, if for no other reason than our habit of trying to pinpoint when, where or how a token is used and all other detail we can find about it. The difference between vulcanite and celluloid is a much bigger one than the difference between brass and bronze which we do try to identify. Aside from these reasons there might be other benefits accruing from determining compositions. There is always the possibility that a given token might have been made of both compositions so new varieties might be found. Of more interest perhaps is the use that knowledge of correct composition might be in estimating the age of a token. Mr. Rabinowitz has shown that the two compositions were used in somewhat different eras.

It is my hope that other collectors will be interested in determining the composition of their celluloid and vulcanite tokens. Should anyone do so I would be interested in receiving their results and collating them. To facilitate checking composition by determining density I would be pleased to send anyone who wants it a sample of 35.2% calcium chloride solution for the cost of the postage involved. If anyone else does check and send me the composition of his vulcanite and celluloid tokens the results of the other determinations will be the subject of Part II of this paper. Such determinations should include reports of tokens I already have tested, and I hope would include checks on as many different specimens of each token as possible. It would be particularly interesting to know if NY 140 C is really green vulcanite, not impossible but unusual.

It would also be of considerable interest to me to confirm the composition of as many black or brown tokens as possible by the more conclusive chemical means. For that purpose I would appreciate the loan of already damaged tokens. The amount of material required for chemical tests would be smaller than a pinhead, and its removal should be unnoticeable in a token which is already damaged. I am particularly interested in performing chemical tests on brown tokens since I am not completely satisfied that vulcanite tokens heavily pigmented with iron oxide would not fall in the celluloid density range. The only reservations I have on wide-spread applicability of the procedure described here are over this point.

Closely related to the chemical composition of vulcanite and celluloid is the subject of the effects of aging on these tokens and their care.

Celluloid tokens are particularly subject to deterioration on aging for several reasons. Cellulose nitrate, the main constituent, yellows and becomes brittle on exposure to light, either natural or artificial. Exposure to heat causes the same effects and also accelerates loss of camphor. Over the years the accumulated effects of light and heat on these old tokens can be considerable. Their color can have been altered by yellowing and their size or shape by loss of camphor. We have all seen celluloid tokens which are warped, slightly oblong, or somewhat cup-shaped, and these are all possible effects of loss of camphor. A uniform loss of camphor can cause shrinkage and apparent size differences. Equally sensitive to light are the dyes used in celluloid, the early aniline dyes. Exposure to light fades these dyes. The sum of yellowing of cellulose nitrate and the fading of the dyes can cause a pronounced color change. Inorganic pigments, if used, are quite resistant to color

Vulcanite is much less subject to discoloration or dimensional change. Since most or all are dark and opaque color changes in the rubber would be unnoticed. The pigments used, as just mentioned, are not affected by light or heat.

The proper care of vulcanite and celluloid tokens centers around their protection from those agents which are potentially harmful, heat and light. Neither should be exposed to light any more than necessary and should be kept at temperatures no higher than room temperature. Neither should be contacted by organic solvents such as acetone or alcohol. This applies particularly to celluloid which is dissolved or badly damaged by these solvents. Neither should be cleaned by abrasive cleaners. The precarious existence led by these tokens for the better part of a century should not be jeopardized by careless handling now.

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#### = SOUTHERN CALIFORNIA CLUB TO MEET IN RAILROAD CAR = By Robert M. Ritterband

Nothing could be more appropriate for people interested in transportation subjects than to gather at a location right within the transportation industry. And that's exactly what the California Association of Transportation Token Collectors will do for their next meeting, on Sunday, May 5.

For the third consecutive year members will be permitted a day's use of a private railroad car stationed in the Santa Fe coach yards at Los Angeles. The spot is immediately next to the railroad's main line to San Diego, with plenty of yard activity going on all day long. The first two club sessions were aboard a luxurious, privately-owned business car. However this time our vecturists will meet on a spacious lounge car used by Santa Fe for many years in its deluxe tourist traffic. There will be plenty of room for all members and their guests, plus any visiting collectors who might be in the Los Angeles area that weekend.

Earlier meetings this year of the California group included a session on Sunday, January 7 at the home of F. Gordon Smith in Santa Monica, and on Sunday March 10 at Elaine Willahan's home in Los Angeles. Both meetings drew our customary average of 20 members, and both were enjoyable afternoons with much token talk and token swapping. In January a welcome visitor was Ralph Freiberg, member from San Francisco, whose schedule does not often bring him to Southern California in time for our meetings. From his A.V.A. assignments Ralph was able to give us quite a bit of insight into numerous Catalogue questions.

The club's guest at the March meeting was Douglas Redies of Cedar Rapids, Iowa. During a vacation here, Mr. Redies sought out collectors all over California, and added quite a number of new tokens to his collection. (Absent that day was Roland C. Atwood, AVA #1, now on his 8th round-the-world cruise.) Our club always looks forward to visitors, and we hope that no vecturist coming this way will fail to make a stopover with us.

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Fares in Washington, D.C., have been raised from 25¢ to 27¢ cash, and tokens from 4/98 to 4/\$1....Joining the race to pollute their atmosphere, Winnipeg will replace 25 trolley buses with diesel buses on April 7; the remaining 100 trolley buses will go as soon as possible. Gas masks anyone?

= THE NEW TOWN TOLL GATE TOKENS OF TASMANIA =  
By Roger McNeice, F.R.N.S.

*(Editor's Note. Mr. Hawthorne of Glendale, Calif., wrote the Tasmanian Museum and Art Gallery in Hobart, seeking information about the tokens listed as Tasmania 901 A and B on page 253 of the Smith Catalogue. The Museum responded with the following information, which it had obtained from Mr. McNeice, who had just completed a research on early Tasmanian currency. Tasmania, of course, is that little island off the southern coast of Australia, formerly known as Van Diemen's Lane.)*

Reuben Josephs [who issued the tokens] was born in London in 1790 and became a tailor by trade and kept an old clothes warehouse in London with his brother. On October 25, 1827, he was convicted at the Middlesex (Westminster) Gaol [jail] Delivery, for receiving stolen goods. He was sentenced to 14 years transportation [exile]. He stated in his trial that he had received stolen goods and that on several occasions his home had been searched by the police. He was transported to Van Dieman's Lane aboard the ship "William Miles" arriving in Hobart Town on 29th July 1828.

Dinah Josephs, his wife, travelled to Van Dieman's Land on the same ship as a free settler and on their arrival he was assigned to her. In 1829 she purchased two allotments of land at New Norfolk where they built a small home and established a small business.

In 1832 whilst he was still at New Norfolk, a charge was brought against him for refusing to pay wages to one of his employees, but the case was dismissed.

Josephs was granted a ticket of leave on 1st July 1833 and a conditional pardon on 16th November 1836. On 5th November 1841, he received his free certificate. His wife died on 6th September 1844. Upon the death of his wife he sold his business and home at New Norfolk and moved to Hobart where he rented a house from a Mr. Wain in Liverpool Street.

On 17th December 1850, tenders were called for the renting of the New Town Toll Gate for 1851. Josephs' tender of £624 was not accepted, but in 1852, he was successful in another tender and leased the toll gate from December, 1852, to the end of 1855 and again in 1857. Josephs was remarried on 27th August 1856 to the widow Rachel Trevein in the Jewish synagogue.

Mr. Josephs, an old and respected colonist, aged 72, died at New Town on 21st November, 1862.

Josephs issued a penny and a halfpenny token dated 1855. The tokens were actually used to a great extent, as were other tokens used in Tasmania at this time. The toll was on the New Town road which was at that time one of the main arteries from the town and persons using this road were required to pay a toll. Due to the extreme currency shortage in Tasmania at this time many private individuals had tokens struck to supplement the shortage. Josephs was only one of nineteen who issued them in Tasmania.

The original toll house still remains to this day but the toll was disposed of many, many years ago.

The tokens in general were of use only in restricted area, but a penny or half penny token of any other Hobart firm would no doubt have been accepted as payment at the toll gate.

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T.R. Masuda of Newcastle, New Brunswick, writes that he addressed the Moncton Coin Club in February on transportation tokens, and his talk was very well received. It will result, he adds and hopes, in some new members for the A.V.A. "The lack of transportation tokens in New Brunswick," he says, "is proving to be a definite handicap in this regard. However, I am working on a N.B. token which I have been informed was used here about 20 years ago. There also appears to have been a token used in Moncton about this time but nothing has turned up. This is not one of the Cape Breton tokens."

= PLAN NOW TO ATTEND THE A.V.A. CONVENTION IN OAKLAND =

= MARCH SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =

By Kenneth E. Smith

E N G L A N D

Fruit Machine (Auto) Tokens

From time to time British metal tokens, usually from 16mm to 18mm in diameter, reading for 2d and some AUTO company, have shown up. Mr. E. Golembeski of Nottingham, England, who collects these has informed me as to their true nature. These tokens were made during the 1920's and 1930's as a substitute for money because of the gambling laws. They operate the fruit machines or, as we know them, the "one-armed bandits" seen in Nevada. Many of these tokens have the words AUTOCOMPANY on them, which does not stand for Automobile Company, but for AUTOMATIC MACHINE company. A list of some of these tokens which are either in Mr. Golembeski's or my collection, follows:

- A o B 17 Sd MONARCH AUTOCO . (triangle)  
(blank)(3 vars.)
- B o B 17 Sd MONARCH AUTOCO - (STAR)  
(blank)
- C o Z 17 Sd "
- D o B 17 Sd MONARCH AUTO CO.. (STAR)  
(blank)
- E o B 18 Sd MONARCH AUTOCO-.. (STAR)  
Value 2d-
- F o B 18 Ch " "
- G o B 17 Ch IMPERIAL AUTO COB'HAM 2d..  
(blank except incuse TT)
- H o K 16 St-sc THE CRESSET AUTO CO LTD.  
(blank)(7-pointed star cutout)
- I o B 16 TR-sc SKILL AUTOMACHINE CO...  
(blank)
- J o B 18 Sd WESTERN AUTO CO - 2d..  
(same as obverse)  
(Left hand above the hole; eyebrow and eye below, and incuse 2 and 9 at sides)
- K o K 16 St-sc VALUE 1d -  
(blank)
- L o WM 18 Sd (same as obverse)  
CLOWN
- M o B 17 Sd Value 1d-  
BAJAZZO (STAMPED NUMBERS)
- N o B 17 Sd 10

There are other tokens in the above category, which read Nulli Secundus, Climax, Allwin, etc.

UNIDENTIFIED TOKENS (Reported by DeSantis, Hawthorne, Capper)

- C Sq Sd SKOOTER TEWE BON POUR UNE VOITURES 1 ou 2 PERSONNES  
(blank)(deep yellow)(rounded corners)(28mm)
- B 30 Sd SCHWANTHALER PASSAGE  
Werth-Marke 200
- Z Oc Sd STE FDE DES BILLETS VOYAGES GRATUITS 10c EN TRAMWAYS DE CHEMINS  
DE FER HOTELS  
(same as obverse)(Sv-plated)(24mm)
- B 30 Sd AFRICAN STEAMSHIP COMPANY (STAMPED NUMBERS)  
(blank)(seen by Don Capper in the British Museum)

The YOKOTA TOP 3 unlisted token has been identified by G.A. Benadom as from Yokota Base (USAF) Japan. "Top 3" means the top three enlisted grades, for use in that portion of the enlisted men's club set aside for the top 3 grades. Don Punshon says they were good for 5¢ in trade.

= MARCH SUPPLEMENT TO ATWOOD'S CATALOGUE =  
By Ralph Freiberg

ARKANSAS

Eureka Springs 300 (Reported by Norman E. Sherman)  
CRESCENT LIVERY & TRANSFER CO. GOOD FOR 1 SEAT IN CARRIAGE  
TO OR FROM DEPOT

✓ B o A 34 Sd Arch. Kimberling, Prop. Eureka Springs, Ark. \$5.00

IOWA

Leon 550 (Reported by G. De Alvarez)  
LEON BUS CO. RETURN CHECK LEON, IOWA.

✓ A o A 28 Sd (same as obverse) 5.00

KENTUCKY

Henderson 370 (Reported by Harry L. Strough)  
HENDERSON CITY RAILWAY

✓ F o B 23 Dd-sc School Check 5.00

PENNSYLVANIA

Oakmont 723 (Reported by John Nicolosi)  
OAK-A BUS SERVICE

✓ A A 26 Sd (same as obverse) .15

UNIDENTIFIED (Reported by Carl O. Schwab)

K. & I. FERRY CO.  
128 A Oc Sd Good For One Fare (24mm)

✓ 128 A Oc Sd Good For One Fare (24mm)

MANUFACTURERS' SAMPLES

Group 28 (Reported by Duane H. Feisel)  
ROCKWELL REGISTER CORP. BELLEFONTAINE, OHIO

✓ A B 23 Sd Testing Token

TIMETABLE TOKENS (Reported by William B. White)

BROWNSVILLE & LA CROSSE DAILY PACKET STR. CITY OF HUDSON

✓ W B 24 Sd Leave Brownsville 9 A.M. Leave La Crosse 4 P.M. Return Trip

= NOTES BY RALPH FREIBERG =

We have no information on the depotel token from Arkansas, and we have no information on the Leon Bus Co. token from Iowa, which probably is also a depotel, although it could be an early motor bus token instead.

The Henderson Street Railway was reorganized in 1894 as the Henderson Electric Street Ry. Co. to operate an electric line. Horses were used until 1896. Sometime after this, the company changed its name to Henderson City Railway Co., and this in turn was succeeded in April, 1907, by the Henderson Traction Company which operated until July 17, 1923. So this token appears to have used in the period between 1897 and 1907.

The Catalogue Committee subscribes to a number of publications, and one of them mentioned the little OAK-A BUS operating in a 7,500-population suburb five miles from Pittsburgh, which had previously had no local bus service. The OAK-A BUS came into existence because a local Community Action Committee decided to do something about the lack of bus service, and the result was the establishment of the operation of a little bus by three housewives! Besides regular stops the line also makes door-to-door service by those calling in. The committee uses the public library as its office. Tokens are used at 2 for 25¢ for the regular stops. When someone calls in for a special stop, they will pull down the blind in the library, and when the bus passes the driver will stop and get the location of the call. If the blind is not down, the driver knows that there are no special stops to be made on that trip.

This type of service may indicate a new trend, whereby other women's groups in other cities might start similar small transit operations. This is one reason why it is necessary for us to subscribe to a number of publications--we learn about all sorts of tokens which otherwise we might never know about until it was too late to get the tokens.

We can only guess what the initials of the K. & I. Ferry stand for. As the token was found in a flea market in Kentucky, it could have been a ferry across the Ohio River between Kentucky and Illinois or Indiana.

The timetable token was reported by a non-member who assumed that it was a regular fare token. The words "return Trip" seemed at first to indicate that. But we kept looking at the token, and we think it is strictly a timetable token, and that "return trip" refers to that 4 P.M. trip back from LaCrosse. It still could be a fare token, good for a ride on the ferry. But until we get firm information to that effect, the listing stays in the Timetable Department.

Floyd Barnett reports that when they raised the school fares in Minneapolis, they discontinued Minn 540 AG and put back into use the 16mm tokens which had been obsolete since 1963. When last used the 16mm tokens were good for a 25¢ fare, but now they are being used as 20¢ student fares. So sometimes the face value of a token can go down, as well as up.

In regard to my article last month saying some tokens are larger than 16mm, if one could measure exactly the Minn 540 L tokens, he would find this is also the case with them. If you find one that is larger than 16 $\frac{1}{2}$ mm, you have one of the first ones made, about 1920. There have never been any known die varieties of this token except for the .4mm difference in size. It won't be long before we shall be able to say that some of these tokens have been in use for 50 years, by the way!

With respect to the Maplewood token report by Mr. Barnett in last month's Fare Box, Mr. Coffee listed it when Mr. Barnett reported it to him, but it had been described to me even earlier by E.M. Rice of Austin, Texas. Once a token is listed, we don't make any further attempt to get it for the New Issues Service, as many collectors then get them on their own. In the case of this token, we probably could not have obtained them anyway, however. This would also be the case with descriptions of new issues in reports on club meetings--once word is out on a new issue, we can't handle it in the New Issues Service.

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= MARCH NEW ISSUES SERVICE REPORT =

*We have one token to send you this month, with a possibility of another. The one you will get is Pa 723 A, which has an interesting story behind it--see above in Ralph's Notes. All members--regular and associate--will receive this token. We had a very easy time getting these tokens. They were very cooperative. I even got the tokens before they asked for my check! Not too many will do this for us. As a rule we have to get, and sometimes even fight, to get tokens for the New Issues Service. I always appreciate any help members can give me in obtaining future issues.*

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= NEW FINDS =

We aren't getting many reports of new finds these days. Harold Schmal reports picking up a beauty--Pa 355 A--the improbable eastern depotel, which is only the 2nd or 3rd one known. He got it for catalogue value at a coin show, in perfect condition!

But not much else has been reported to us. If you have acquired a previously listed census token, write and tell us about it, and inspire the rest of us. Good fortune does seem to run in seasons in this hobby. We want to keep this department going, because on occasion it has been the most interesting part of The Fare Box.

= MARCH SUPPLEMENT TO FEISEL'S CATALOGUE OF PARKING TOKENS =  
By Duane H. Feisel

ALABAMA

Mobile 3560 (Reported by Louis F. Crawford)  
PREFERRED PARKING AREA PROVIDENCE HOSPITAL  
B B 25 Sd Insert In Slot at Entrance Gate Providence Hospital (1964-) \$0.25

ILLINOIS

Chicago 3150 (Reported by Evelyn Jackson, Don Edkins)  
111th STREET YMCA PARKING  
BP B 23 Sd (same as obverse)(8/67- ) .25  
ST. ANNE'S HOSPITAL  
BQ B 23 Sd Courtesy Token .25

MINNESOTA

Roseville 3725 (Reported by Robert Knoblock and Quincy Laflin)  
ROADSIDE DRIVE-IN FREE OUT TOKEN  
C B 25 Sd Good For Parking Only (ca 1/68- ) .25

OHIO

East Liverpool 3270 (Reported by Don McKelvey)  
SHOP DOWNTOWN EAST LIVERPOOL, OHIO  
B B 23 Sd Good Only In Parking Meters (1966- ) .15

PENNSYLVANIA

Allentown 3015 (Reported by Ralph DeSantis)  
DORNEY PARK THE INN (GATE)  
E Bz 25 Sd Parcoa Automatic Gates (gate) .25

TENNESSEE

Jackson 3375 (Reported by Walter Majcher)  
CITY OF JACKSON TENNESSEE (SEAL OF CITY)  
B B 23 Sd 5c Parking Meter Token .15

MANUFACTURERS' STOCK PARKING TOKENS

Group 3058 (ex-Unidentified 3039, attribution by DHF)  
ROBOT PARKING SYSTEM  
A B 23 Bar (blank)(scrollwork) .25

GERMANY - MANUFACTURERS' STOCK PARKING TOKENS

Group 3051 (Reported by A.C. Hazevoet and J.D. Ferguson)  
PARKSYSTEM DESIGNA  
A WM 21 Ch (same as obverse) .25  
B WM 23 Ch " " " .25  
C WM 26 Ch " " " .25

ADDITIONS AND CORRECTIONS

Mich 3530 C: add (Rev. E)  
Mich 3885 B: add (Rev. D)

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

The Providence Hospital token is used for entrance to a gate-controlled parking lot. The tokens are given gratis to the clergy, and sold at 15¢ each to hospital employees. The public pays 25¢ in coin to enter the parking lot. The hospital would not sell me a quantity of their tokens, but you might try writing the Business Office and enclosing 25¢ and a stamped addressed envelope.

The 111th Street YMCA token is used in conjunction with a gate-controlled parking lot. The tokens appear to be made available to members and guests. While I was

able to buy a supply of these tokens for PTNIS, the package was broken open in the mails and a portion of the tokens were lost. The quantity remaining is not sufficient for all PTNIS members, so if you don't receive the token, write to the Y, sending 25¢ and a stamped envelope. Write to Mr. Hal Lotz - 111th Street YMCA - 4 East 111th St. - Chicago, Ill. 60628.

St. Anne's Hospital offers no help on either tokens or information. It is hoped that one of the Chicago area collectors can manage to obtain some of these tokens for other collectors.

The new Roseville token is not available in quantity. It is of interest to note that the reverse wording is on 4 lines instead of 3 as on previous tokens of this type such as MSPT 3054 A. Perhaps we shall see a new Group 3054 stock token soon.

The East Liverpool, Ohio, tokens are used in conjunction with the usual merchants' parking validation plans wherein a token is given with a purchase of a given minimum size. The tokens were not available to PTNIS, but you might try writing directly to East Liverpool Merchants Assn. - P.O. Box 94 - East Liverpool, Ohio. I'd send a dime and the usual stamped addressed return envelope.

Dorney Park is a well-known amusement park located near Allentown, Pa. At the park is a restaurant called The Inn. Adjacent to this restaurant is a gate-controller parking lot for use of park employees and patrons of The Inn. The tokens are not available to collectors.

The new discovery from Jackson, Tenn., is an example of what can happen to persons being helpful. When Jackson's token was reported first, the City cooperated in every way and furnished a supply of tokens--in fact, they supplied bright and shiny unused pieces. Had the supply been taken from those in circulation, there would be no new discovery at this time since the B token being reported was actually the first one used.

The Robot Parking System is located in Dearborn, Mich. While this information has been known for some time, it is not until just recently that I have been able to get the tokens for PTNIS. The first batch was lost in the mails back in December--and I still have not collected on the insured shipment.

The MSPT from Germany have an interesting story behind them. Some time back Doug Ferguson reported the token to me, stating that it was being used at the same location using Netherlands 3280 A. Later on, Mr. Hazevoet supplied me with the name of the firm that had furnished the tokens. When I wrote for information, this firm (located in Kiel, West Germany) was most helpful and agreed to sell me a supply of tokens for PTNIS. After arranging for payment in Germany and ordering the tokens, the firm wrote back and asked which size I wanted--21, 23, or 26mm! Until this time we knew only of the 23mm token. It did not take me very long to decide that all three sizes would be of interest.

PTNIS members this month are provided with another nice batch of tokens: Ill 3150 BP (as far as the supply will go), Tenn 3375 B, MSPT 3058 A, Germany MSPT 3051 A B C. Please keep your balance up--some have been letting things slip a bit.

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= BATS GATHER IN OAKLAND =

Another of the Bay Area Token Society meetings was held recently in Oakland, California. On March 24 at the Leamington Hotel, site of the 1968 A.V.A. Convention, the following collectors were in attendance: Sherman, Freiberg, Album, H. Ford, Trembley, Nicolosi, Mr. & Mrs. Roy Carpenter, Mr. & Mrs. Manuel Ezidro, and Feisel. The next meeting will be held Sunday, May 19, at the Leamington Hotel, commencing at Noon and running to 5 pm. If you are in the area and able to make it, you will be most welcome. Plans for the upcoming convention (reported elsewhere in this issue) occupied much of the recent meeting although token discussions did not take a back seat.

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= REMEMBER THAT ADS IN THE FARE BOX ARE FREE TO A.V.A. MEMBERS =

= 1968 CONVENTION ARRANGEMENTS PROGRESSING RAPIDLY =

Plans for the 1968 AVA Convention to be held at the Leamington Hotek, Oakland, Calif., on August 16 to 18, are becoming more specific all the time. Special room rates will be available from the hotel for our convention. Room reservation cards and a folder on the hotel will be mailed to all members with a later issue of THE FARE BOX. As well, you can look forward to a special convention registration fee for advance payment--details later.

The Convention tour will be a three-hour trip on a chartered electric streetcar over all but one of the San Francisco car lines! Not only will this afford a view of many of the sights of San Francisco, but you will be able to see some things about streetcar operation that most people do not see.

The tour token to be used in conjunction with the trip described above will be medallic in nature. Since this is the 20th anniversary of the AVA, it was decided to produce something a bit special in the way of a tour token. The token, unusual in shape and attractive in metal and surface finish, will depict many modes of transportation for which we have tokens.

John Nicolosi has come up with a unique idea for a token-drawing, and you will not want to miss participating in this. It is still too early to start on this, however, but look for details in one of the next few issues of THE FARE BOX.

The material to be offered in the token auction should be outstanding in quality and quantity. Both mail and floor bids will be accepted. Look for information from Hal Ford on this feature of the convention.

Other details and plans will be described as they become definite. One thing appears sure, the 1968 Convention should be outstanding! It is not too early to start making your plans. Should you need any help or have any questions, please communicate with Duane H. Feisel, General Chairman.

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TRADE: any 10 diff. TT's for any 10 common Colo. TT's. Also dupe Colo. trade tokens to trade for other Colo. trade tokens and Nev. trade tokens. Also streetcar transfers for trade for TT's.

Paul W. Stewart = 3356 Leyden = Denver, Colo.

PERSONAL TOKEN 449 A (NEVA) is available for a trade. Send your personal token or any token that catalogues at 25¢ or more and a SAE. Only one to a collector. Supplement #3 to Atwood Catalogue, \$1.75 pp. Supplement #4 65¢ pp. Special this month only, Supp. #3 and #4 - \$2 postpaid. Don't forget #4 contains a complete personal token listing!

North Eastern Vecturist Assn. - 645 West End Ave - 3b - New York, N.Y. 10025

FOR SALE AT 40¢ EACH PLUS SSAE: Ill 530 E; Mich 360 A; NJ 885 A; NY 70 A; Pa 930 B. For any PERSONAL token or telephone token sent to me I will send in return 2 25¢ tokens (my choice).

Foster B. Pollack - 645 West End Ave - 3B - New York, N.Y. 10025

I paid \$30.00 cash for the rare Wise 980 C for my collection last year. Then I got another one on a swap. If anyone wants the duplicate for what I paid--\$30 cash--it is yours. No haggling; no waiting for auction results. First \$30 check gets it. Still have a few Tex 965 I--old brass depotel--for \$15 cash. They won't last much longer, and remember how many waited too long on other tokens I've had for sale!

John M. Coffee, Jr. - P.O. Box 1204 - Boston, Mass. 02104

STERLING SILVER OFFICIAL A.V.A. SEAL TROLLEY CAR LAPEL PIN. Only 200 of these were made altogether, in two separate orders. They will not be ordered again for years, if ever. There are still a few of them left unsold, and you may purchase them at \$2.75 apiece postpaid. The money helps our treasury, and the beautiful little lapel pin elicits great interest everywhere. Orders yours now from our Secretary,

Donald N. Mazeau - P.O. Box 31 - Clinton, Conn. 06413

Copies of ATWOOD'S CATALOGUE OF U.S. & CANADIAN TRANSPORTATION TOKENS (480 pages cloth bound) are available at \$5.50 pp to AVA members. Copies of FEISEL'S CATALOGUE OF PARKING TOKENS (160 pages cloth or loose-leaf) at \$3.50 pp to AVA members.

American Vecturist Assn. - P.O. Box 1204 - Boston, Mass. 02104

FOR SALE: best cash offer takes 300 tokens 32 different. For trade only, Calif 575 Ab; Alas 300 H; DC 997 A B.

George H. Wyatt - Skylark Lane - Lunenburg, Mass. 01462

TRADING MATERIAL INCLUDES: Ind 20 A; Kans 690 A; Ia 640 L; Kans 450 A, 690 A; Ky 270 B, 510 W AS; Mass 115 A B C; Mich 530 A; Mo 350 C, 700 A, 910 A; Neb 940 B; NJ 290 A D; NY 285 B, 630 B, 780 A; Ohio 165 N, 230 H J; Pa 195 H, 495 F, 725 A, 745 B C D E, 750 A K L M N P, 765 A E J K L M N Q R, 840 A B, 965 C D G; SD 260 B; Tenn 430 D; Wis 250 A, 510 B, plus many others!

Duane H. Feisel - P.O. Box 11661 - Palo Alto, Calif. 94306

Phillips Pkg. Co., Cambridge, Md. trade tokens, brass, \$1.00 and 20¢, \$1.25 per set. Maverick trade tokens, my choice 20¢ apiece. You'll be very pleased. Also will trade Ind 740 A, 940 A, for Ind 530 C and 960 C. Ind 500 A for Ind 90 C.

Virginia King - R 6, Rd 650 W - Columbia City, Ind. 46725

ALASKA SPECIAL: Wanted to buy or trade for all types of Jim Beam bottles. Customer specialties, state series, decanters, animals, etc. Regal China pays more premium than glass bottles. Regal China, C. Miller, and the date of issue is so stated on the bottom of bottle. Will pay premiums in Alaska trade tokens & Alaska TT's. All inquiries will be answered.

W.E. Nickell - Box 37 - Sitka, Alaska 99835

FOR SALE OR BEST TRADE OFFER IN CANADIAN transp. tokens: N.B. 3600 A.

T.R. Masuda - Box 269 - Newcastle, N.B., Canada

Merchants Tokens for sale at 50¢ each: (all have town & state name on them) Senate Sweet Shop - Detroit, Mich; Jack & Franks Bar - Oshkosh, Wis; Play More - Turon, Kan; Buster Browns Smoke Shop - Birch Run, Mich; Jim's Recreation - Goodrich, Mich; Brown's Tavern - Laingsburg, Mich; Gray's Cigar Stor - Owosso, Mich; David's Recreation Hall - Stratton, Neb; D. SanTERS - Big Springs, Neb.

Robert E. Paige - 225 Lincoln Avenue - Collingdale, Pa. 19023

MAIL AUCTION: Ontario 200 A, 400 E F; Nova Scotia 350 B, 850 D; Brit. Columbia 450 E, 700 A B; Mich 375 A B.

J. Curtis - P.O. Box 263 - Willowdale, Ontario

WILL TRADE MY PT Pa 3448 for my choice of your TT from your duplicate trade list.

Joe Pernicano - 58 Sonia Lane - Broomall, Pa. 19008

MARCH SAM-O-GRAM: Trading PT for Mardi Gras tokens - send list first. Want to borrow back issues of The Fare Box. List of TT & PT for sale still available for SAE. Trading telephone token (Spain) for any \$1 token I need (10 trades available). Trading Wash. State tax token for any common token on my want-list.

Sam Ruggeri - 1018 S. Carley Court - N. Bellmore, N.Y. 11710

SPECIAL: Ill 3150 U -- very scarce -- for sale at only \$5.00 cash.

Joseph Mark Kotler - P.O. Box 248 - Glencoe, Ill. 60022

MORE ITEMS FOR TRADE: Calif 100 A B, 650 A; Ia 150 A B, 730 A; NC 290 D, 880 B; Pa 725 C. = John G. Nicolosi - 3002 Galindo St. - Oakland, Cal. 94601

I would like to buy the following: NJ 20 C, 115 A B, 185 B, 290 A B C, 555 A B F, 605 A, 945 A.

Robert Misdorn - P.O. Box 731 Pamrapo Station - Bayonne, N.J. 07002

I have Pa 495 G celluloid token for sale at \$4 each or trade for other tokens or coins. Sorry no more 495 H for sale.

Bernard Yagodich - 345 Corrine St. - Johnstown, Pa. 15906

I'm a capitolist and need help--need postcards showing state capitol buildings. I will send you one (my choice) Colorado TT. Would like to communicate with others who collect state capitol tokens. All help greatly appreciated.

Syd Joseph - 870 So. Hudson St. - Denver, Colo. 80222

FOR TRADE: campaign pin, colored, T. Roosevelt & Fairbanks for best TT. Also for trade Ala 570 E; Ariz 640 E; Ark 360 F; Calif 205 E; Colo 300 F G; Ill 135 G; Mass 550 O; Minn 600 B; Mo 430 A; NM 430 B; Miss 460 J; Nebr 540 P.

Robert Kelley - 6315 Parkview Circle - Mason, Ohio 45040

IF YOU HAVE \$15.00 to spare and would like to add a classic depotel token to your collection, just send that amount to me and receive Wisc 440 B by return mail.

Morton H. Dawson - 182 Whiting Lane - West Hartford, Conn. 06119

FOR TRADE FOR OTHER U.S. TT's: Calif 320 A B I, 395 H.

Lazear Israel - 936 S. Genesee Ave. - Los Angeles, Calif. 90036

MAIL BID: Ky 250 A B; NM 430 B; Pa 70 A; Minn 540 Eb (horsecar). NC 3490 D; Ark 3405 A. = Stanley Buckley - 23 18th Street - Newport, Ky. 41071

TO HIGHEST BIDDER: Ala 560 M; 800 A; Calif 575 Ab; Ill 795 H; Ind 960 B; Ia 150 B, 850 L; Mass 45 A, 115 B; Mich 525 A, 845 Cb; Mo 910 A; NY 630 I M, 780 B; Ohio 860 A; Pa 15 E, 70 A, 750 W; Wisc 410 A.

Henry Ubinas - 191 North Pine St. - Massapequa, N.Y. 11758

WANT TO BUY ANY TT from Idaho, Maine, Miss., Nev., N.M., S.D., Vt. Let me know what you have and price. No trades.

Ruth Gray - 1601 E. 1st Ave. - Hialeah, Fla. 33010

THE TOTAL MIDWEST PASSENGER TRANSPORTATION PICTURE: air, rail, intercity bus and local transit, is recorded weekly in TRANSPORT/CENTRAL, available for \$6.00 yearly from Transport Central - 416 North State - Chicago, Ill. 60610. Sample copies on request. (paid ad)

FOR SALE OR TRADE: Ohio 860 P, 25¢ plus stamped self-addressed envelope.

Mrs. N. Wilson - 326 East 50th Street - Minneapolis, Minn. 55419

CATALOGUE OF WORLD TRANSPORTATION TOKENS AND PASSES except North America. First ed. 1967 at \$5, either cloth-bound or unbound. Specify which. Make check or M.O. payable to Kenneth Smith. Autographed if desired. Order directly from:

Kenneth E. Smith - 328 Avenue F - Redondo Beach, Calif. 90277

= ALL AUCTIONS IN THIS ISSUE CLOSE APRIL 23 =

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= APPLICATION FOR MEMBERSHIP =

1013 ROGER V. McNEICE - BOX 1095L - HOBART, TASMANIA, AUSTRALIA 7001  
Age 24; Accountant. Collects U.S., Canada, Foreign. (Hawthorne)

CHANGE OF ADDRESS (\* indicates contribution received for new address plate)

- \* James F. Eshleman - 107 Elmwood Street - Warner Robins, Georgia 31093
- \* W.L. Heise - 608 North Ring Avenue - Canby, Minnesota 56220

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= KRATZ' TAXI of NORTH WALES, PA. =  
By Kermit B. Streeter

The first taxi service to operate in the Borough of North Wales, Pa., was started in 1918 by Mr. Willard Kratz, who presently lives in North Wales. The taxi token listed as Pa 720 A was used by Mr. Kratz from 1920 to 1948, selling at 5 for \$1 and good for one local fare which, at the time, was 25¢ in cash. The numerous vehicles used during this 30-year period included Ford, Star, Studebaker, Hupmobile, Plymouth, Lafayette and Nash automobiles.

In 1948 Willard Kratz sold the business to his brother, Clarence Kratz, who used Nash automobiles during the four years of his operation. The local fare during this period was 35¢ and no tokens were used.

The present owner-operator of the now North Wales-Gwynedd Taxi Cab is Mr. Elywyn Shelly of North Wales who purchased the business in 1952. This taxi, in its 48th year of operation, presently charges 75¢ for a local trip in Chevrolet automobiles equipped with radio call service.

Mr. Willard Kratz also was, and still is, registered by the Commonwealth of Pennsylvania to operate a freight hauling business and in his active days used Graham, Ford and Chevrolet trucks.

I questioned Mr. Kratz about the fact that Pa 720 A is nearly always, if not always, found in uncirculated condition. He said that he really did use the tokens between 1920 and 1948, but removed tokens at the first sign of wear. Of course, Mr. Schwartz obtained a number of these tokens from Mr. Kratz some years ago, undoubtedly all in uncirculated condition, and Mr. Schwartz was probably the primary source of supply to collectors. And this would explain their excellent condition.

# THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

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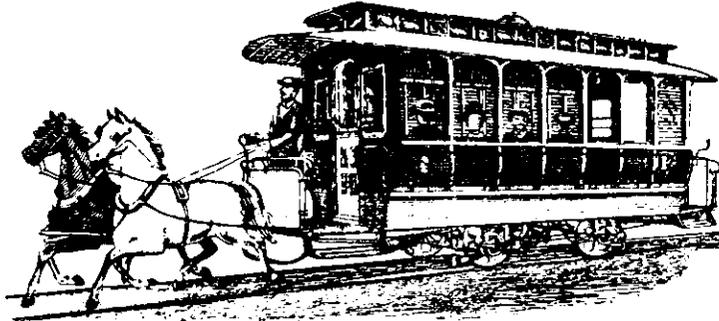
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Volume 22, Number 4

APRIL, 1968

Our 250th Issue

## W. A. WHITFIELD

W. A. Whitfield of Albuquerque, N.M., A.V.A. #68, died suddenly on the morning of Sunday, March 17. He was 61. He was one of our earliest, most popular, and most helpful members. He was always doing things for other members. Nearly every Convention was made more interesting because of special favors provided by "Whit." Special plaques of all sizes, plaster and plastic casts of rare tokens, special souvenir tokens, all were supplied by him out of the goodness of his heart. He was an avid collector, a good friend, a loyal member. He added grandly to the experience of collecting tokens for all of us, and played a large part in creating the friendly, informal, and exciting atmosphere which our Association has brought to the collecting of transportation tokens. He was one of a kind, and we shall not soon find another like him.

Our fine intention to publish this issue by April 21 was a casualty of other necessities. Your Editor has moved to larger quarters made necessary because of all the room taken up by A.V.A. machinery, equipment, and files. Now we have lots of room, and hope the change will replace some of the earlier chaos by a new efficiency. Inasmuch as the Editor leaves for Tacoma about June 25, it will be necessary to publish both the May and June issues before then. We'll try to have the May issue out by the first week in June, and the June issue out by about the 22nd of June. Please send material for the May issue as soon as possible; we need it! This issue is complete as of 6:40 p. m., Tuesday, May 14.

Plans for the A.V.A. Convention, which will be held August 16-18 at the Leamington Hotel in Oakland, Calif., indicate that it will be a fascinating experience. This will be our first convention ever held in the San Francisco Bay Area. This is one of the most interesting places in America--with trolley cars and cable cars in San Francisco, palm trees and a very cool climate, the magnificent Pacific Ocean, hippies sleeping on Ralph Freiberg's front steps on Ashbury Street (Ralph lives about 10 feet from the famous corner of Haight and Ashbury), the Wells Fargo Museum, Chinatown. San Francisco is only a brief 50¢ bus ride away. We understand the tour token this year will be the most elaborate one yet. A collection of our tour tokens, by the way, makes a nice display. Do you have them all?



= NEW TOKEN FOR BELMONT RACEWAY =  
By Sam Ruggeri, P.E.

A few years ago Belmont Raceway, located just outside the New York City line in Elmont, suffered a disastrous fire which closed the track. Belmont was the home of the third of the "Triple Crown" races, the Belmont Stakes. After the fire this race was run at Aqueduct until Belmont could be rebuilt. On May 20, 1968, Belmont Raceway will have a grand reopening, after many years of rebuilding.

This date is important to vecturists because at 11 a.m. on that Monday in May, the Long Island RR will inaugurate the use of its new token for use at the turnstiles at Belmont. The LIRR will operate trains between Penn Station and Belmont Raceway every day the track is open. Passengers boarding at Penn Station will simply walk down the concourse to the train and take a seat. Upon reaching Belmont he will purchase a token on the train concourse, then he will deposit the token in a turnstile for exit to the track. Returning after the races he will purchase a token beyond the turnstile area and deposit the token in the turnstile for entrance to the train concourse. From the concourse he will board the train and take a seat. Thus the trainmen will not perform any fare collecting function. All fares will be collected via the tokens, as described. The tokens will not be available anywhere other than at the track.

The token is solid, of nickel alloy, 1-1/8" in diameter, manufactured by Meyer & Wenthe. Face value of the token is \$1.00. The LIRR has already indicated that the tokens will be available only over the counter at Belmont. For security reasons none will be transported anywhere else. Also, none will be sent by mail. LIRR has adopted this policy because the face value of the token makes strict security precautions a must.

NIS members will be supplied as usual, since I will personally pick up the quantity needed for NIS at Belmont, on opening day, and send them to John Nicolosi for distribution. Anyone not on the New Issues Service who would like me to pick up a token for him can get one by sending me \$1.00 plus 35¢ (for postage & handling). I only plan to make one trip out there, so please send your orders immediately.

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= REPORT FROM MINNEAPOLIS =  
By Cy Svobodny

The December meeting of the Midwest Transportation Token & Ticket Club was held December 3 in the Morocco Room of the Curtis Hotel in Minneapolis. A short business meeting followed, at which Tex Barnett was elected President, Walter Sweet Vice-President, and Cy Svobodny was appointed Fare Box reporter. The meeting was followed by a presentation of slides of the St. Louis Transportation Museum, various trolleys of the U.S., and slides & movies of the recent AVA convention. The meeting then was taken up by our annual Christmas Party, held in an adjoining room and catered by the Curtis Hotel. Fun was had by all, and present were: Mr. & Mrs. Butler, Sweet, Laflin, Chesney, Mrs. Nan Wilson, Baker, Kurtz, Knobloch, Linke, Barnett, Wold, Svobodny. Door prizes (donated by Mr. Stephens of Nova Scotia) were awarded by drawing to Nan Wilson, Julius Kurtz, and Quincy Laflin.

The first 1968 meeting was held the afternoon of February 4 at the Curtis Hotel. Attending were Barnett (Tex & Martha), Sweet, Kurtz, Laflin, Knobloch, Svobodny, Butler (Bob & Anna), With prospective members Wolfe, Woods, and Booker, along with ex Twin City Rapid Transit streetcar motorman Mr. Blewett, now with the Chicago, South Shore & South Bend in Michigan City, Indiana.

\*\*\*\*\*

*NEW FINDS: Les Hawthorne showed up at the May 5 Southern California club meeting with two Utah 750 A blue cells! He wouldn't trade the dupe, saying he planned to put it up for auction at the AVA convention. Ken Smith also displayed two Royal Korean Government Road passes issued in 1624, "by far the largest and heaviest items in my book." They'll be listed shortly.*

= SOME NOTES ON CAROUSELS AND TOKENS =

By Donald G. Punshon

On August 15, 1825, the Common Council of Manhattan Island, New York, granted to one John Sears a permit to "---establish a Flying Horse for the amusement of the people." One of the early names for the carousel was a flying horse. In 1850 the United States Patent Office granted patent #7419 to Eliphalet S. Scripture of Green Point, N.Y., for an "improvement in the flying horse."

Contrary to popular belief the carousel industry was really born in this country and not in Europe. The carousel goes way back in history in Europe but they were the product of local wheelwrights and blacksmiths who made one or two for their own or local use. One of these was a wheelwright in Kreuznach, Germany, named Michael Dentzel. In 1839 he built a carousel which he and his family operated with some success locally. He did not make any more and he did not come to this country. In 1860 his son Gustav A. Dentzel (the proper spelling from his letters and catalogs) came to America and set himself up in business as a cabinet maker. In 1866 he built a small man-powered carousel which he pushed around himself. The ride was such a hit with his neighbors that he decided that his future was in the carousel business. His new sign read "G.A. DENTZEL STEAM AND HORSEPOWER CAROUSSELL BUILDER - 1867." Dentzel was the father of the American carousel industry and the first to use steam power to operate one in America. The first use of steam, however, was in England in 1865. Dentzel's first big carousel was set up at Smiths Island, opposite Market Street, Philadelphia in 1870. Later this ride was moved to Atlantic City where it was the first of a long line of carousels. The G.A. Dentzel Company built a large number of both horse-powered and steam-powered carousels which were sold all over the country. A number of carousels were set up and operated as a part of the company. Some of these were at Atlantic City, N.J.; Willow Grove, N.J.; Rockaway Beach, L.I.; and Woodside Park, Philadelphia, Pa. The one in Woodside Park was made for Dentzel by his son William H. Dentzel (Hobby Horse Bill), and was always G.A.'s favorite and the one that he always showed to prospective customers. This carousel is now in the Music Circus at Lambertville, N.J.

G.A. Dentzel died in 1909 and his son William took over the company, pushed for the use of electricity for power, and built the company bigger than his father had. William Dentzel died in 1928 and the depression brought an end to the company along with most of the other carousel companies.

The last big carousel built by G.A. Dentzel was the steam-driven one installed in the grounds of the Childrens Home in San Francisco, California, in 1909.

Unidentified #103 could have been used on any or all of the company-owned carousels. Calif 760 A B C were used on the carousel built by Dentzel. Looking at the pictures of these tokens in the 1958 Atwood Catalogue I would say that B and C were used before A, as they show the carousel with a canvas tent, while A shows it under a permanent wood house.

Another early manufacturer of carousels was Charles I.D. Looff in Brooklyn, His biggest and best carousel in the East was built in 1895 and set up at Crescent Park, Riverside, R.I. This ride has 62 horses and 4 chariots and is still owned and operated today by a grandson of Looff, Mr. Arthur R. Simmons. This was the ride that used R.I. 700 A.

William F. Mangels, who built the famous Feltmans Carousel at Coney Island, built the Atlantic City Electric Carousel in 1914. The home of N.J. 20 A.

The name "carousel" actually covers all rides that go around in a circle, and not just the conventional merry-go-round. One of these rides was the Great Circle Ride, or swing, built by Sir Hiram Maxim at Atlantic City in 1904. This ride was a tall steel pole or mast from which were suspended ten blimps, or air cars, each holding several people. When in operation these cars swung out on their cables and traveled over 60 mph. This of course used NJ 20 B and H.

Allen Hershall, another of the giants of the carousel business, started out in North Tonawanda, N.Y. With a partner he started the Armitage Hershell Company, and in 1883 they came out with their first machine. In two years there were over a dozen other makers in and around North Tonawanda copying their machines. When Hershall developed his machine he wanted a good trade name, so he coined the name of "Steam

Riding Gallery" for it, but his competitors took this over, also. So there were literally hundreds of steam riding galleries sold all over the country and the world. This doesn't help us find a home for Unidentified #73, but it does tell us what kind of ride it was.

The large carousel makers, such as Dentzel, Armitage Hershell, Spillman, Mangel, and Philadelphia Toboggan Company, were always exhibitors at the annual Street Railway Conventions, because the amusement parks ("trolley parks") owned and operated by street railway companies were excellent customers for carousels.

A last note. Charles Wallace Parker grew up in the Middle West, and in 1892 started a company to make shooting galleries and carousels. He set up his business in his home town of Abilene, Kansas, and it grew into one of the biggest of all the amusement ride companies. No tokens have been found that can be attributed to any machines of his, but back in 1906 one of the boys he hired to sandpaper the horses in his factory was a young neighbor, Dwight Eisenhower.

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= THE MECHANICSVILLE TURNPIKE COMPANY OF VIRGINIA =

By David E. Schenkman

The Mechanicsville Turnpike Company, one of the older companies of its kind, was formed between 1816 and 1817. This road ran between 18th & Venable Streets, in the east end of Richmond, to Mechanicsville, where it connected with roads to Hanover Courthouse and to arteries reaching Tappahannock. The Turnpike continued to use tolls until 1922, when it became part of the state highway system. Today the road is still in use, and although it has greatly changed since the days when it was a plank road, the street signs still read "Mechanicsville Tpke."

The 1860 Richmond City Directory lists the offices of the company at 131 Main Street, Richmond. I was able to locate a large poster listing the rates of toll for the New Mechanicsville Turnpike Company (note the change in the company name). This poster was printed in the 1860's, and as far as I can determine, this was the period during which the N. Mechanicsville Turnpike Co. tokens were used.

The rates of toll ranged from 3¢ "For a Horse, Mare, Mule or Gelding," to 50¢ "For a Wagon with Four Horses, going and returning." My own token, value 13¢ (Va 535 C) was good "For a Cart with One Horse, going and returning"; or "For a Cart with Two Horses, going and not returning." The tokens were probably used for a return toll, when a round trip was purchased.

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= THE APRIL MEETING IN PHILADELPHIA =

The threat of riots is not enough to discourage enthusiastic vecturists so ten were on hand when the Delaware Valley Vecturist Association had its meeting April 6. For once a small turnout would have been desirable since gatherings of more than 12 persons were forbidden due to the state of emergency which had been proclaimed. AVA members Biery, DiMichael, Hiorth, Jordan, Pennicano (& son), Winant, Zaika, and Zell, and a welcome guest, Mr. Cole S. Cuffe, enjoyed a pleasant couple of hours of discussing and viewing tokens. Dan DiMichael had a number of celluloid and vulcanite tokens with him and their compositions were checked using the procedure given in the March Fare Box.

The last meeting before a break for the summer will be at 1:30 p.m., Sunday, June 2, at the Liberty Federal Savings & Loan Assn., 202 North Broad Street, Philadelphia. The meeting place has ample parking and is convenient to local transportation and the trains. We hope that as many as possible of the collectors in the area can attend.

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*Eastern Massachusetts St. Ry. has been taken over by Massachusetts Bay Transportation Authority (MBTA), formerly known as Metropolitan Transit Authority (MTA) in Boston.*

= KIEL AND ITS FERRIES =  
By F.J. Bingen

Kiel in Northern Germany was founded by Count Adolf IV of Schauenberg. It remained a small town until 1864. In that year Schlewig-Holstein, having been Danish since 1848 was incorporated into Prussia. Now Kiel became the harbor for the Prussian marine and later on for the marine of the German Empire. In 1913 Kiel had over 200,000 inhabitants.

The town is situated along a creek of the Kieler Bucht (Bay of Kiel). The river Schwentine has its outlet in this creek. The oldest part of the town was built on the northern bank of the creek. On the southern bank are the suburbs Gaarden, Ellerbek, Wellingdorf, Diedrichsdorf, and Neumühlen. In these suburbs were also the large ship- and dock-yards.

In such a situation a very extensive ferry traffic can be expected. We already know the ferry from Kiel to Korsör (Denmark) of the Kaiserliche Deutsche Tages Post Dampfschiff Fahrt, a ferry that ran at daytime from a landing stage in the neighborhood of the main railway station carrying the mail to Denmark. At night a Danish mail boat made the same crossing.

The said landing stage was also used by the White Line harbor ferries that went to the farther parts of the harbor, as well as the ferries of the Black Line. The Blue Line conducted ferries between the landing stage Seegartenbrücke and the suburbs Ellerbek, Gaarden, Neumühlen and Diedrichsdorf.

It is from this Blue Line and its predecessors that recently were discovered some ten brass ferry tokens. The first one was issued by H.F. Heuer, who kept up a ferry between the Schuhmachertor and the Wilhelminenhöhe in Gaarden. It can be described as follows:

H.F. HEUER (PADDLE STEAMER) [Manufacturer's name "R. Bellair Berlin" in very small letters at bottom]

o B 23 Sd (blank)

In 1879 E. Schmidt of Ellerbek founded a ferry between Seegarten and Ellerbek. He sold his boats in 1882 to F. Scheel, who used the following token:

F. SCHEEL (STAR) ELLERBEK (STAR)

o B 23 Sd (blank)

In 1904 these ferries were taken over by the Blue Line of the shipowner A. Hansen. Mr. Hansen also took over the ferry from Seegarten to Neumühlen, which had been run by N. Walbaum, who had used the following tokens:

L. WALBAUM N [N for Neumühlen]

o B 29 Sd (blank)

NEUMÜHLEN (PADDLE STEAMER)

o B 24 Sd (blank)

Now all the ferries in this part of the Kiel harbor were maintained by Mr. Hansen, who lived in Wellingdorf. He and his son A.C. Hansen issued the following tokens:

A. HANSEN W [W for Wellingdorf]

o B 21 Sd (blank)

[Manufacturer's name "R. Bellair & C Berlin" in very small letters at bottom of obverse.]

A.C. HANSEN W (TWO STARS) [incuse lettering]

o B 20 Sd (blank)

A.C. HANSEN W

o B 21 Sd (blank)

A.C. HANSEN W.

o B Hx Sd (blank) [20mm]

In those days, of course, laborers of the dockyards and shipyards were the most frequent patrons of the ferries. A special token was issued for them at a special rate:

ARBEITER-MARKE (TWO STARS) A.C. HANSEN SICHTBAR ZU TRAGEN

o B Ov Pc (stamped numeral) [29x21mm]

The largest shipyard in Kiel, the Howaldt-Werke, used its own ferry token. It was owned by Georg Howaldt and situated in Diedrichsdorf...

G. (CROSSED HAMMER AND SLEDGE) H.

o B 21 Sd (blank)

Later on the laborers of the Howaldt-Werke used the following token:

DIEDRICHSDORF-DAMPF-FÄHRE A.C. HANSEN ARBEITER MARKE

o B 24 Sd (blank)

The firm of A.C. Hansen maintained also ferries between Kiel and Sundsacker, Arnis, Schlei, and Fehmarnsund. On these ferries there should have been tokens used, too, probably of the same type as the Neumühlen token, but until now no item has been found. So if you ever find a token with these names be careful. You may have found a rare German ferry token!

I owe a great debt of gratitude to Mr. A.C. Hansen, who not only furnished the information needed for this article, but also presented me with his last set of these obviously very rare tokens. For the information on Kiel I consulted the 1913 edition of Volume 122 of *Griebens Reiseführer "Kiel und Umgebung,"* written by H. Lühr.

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= ELEVATOR TOKENS OF ITALY =

By F.J. Bingen

A few years ago Mr. Hazevoet reported the following Italian token (now listed on page 256 of the Smith Catalogue as 992B):

GETTONE ASCENSORE

A 25 Sd Sistema Dickmann ("gettone" = "token," like the French "Jeton")

Shortly afterwards I acquired a brass token of the same firm, described as follows:

ASCENSORE BREV. DICKMANN TEL. 367358

B 18 Sd (blank)(with groove like a telephone token)

Though I inquired at several places in Italy, the use of these tokens remained obscure. The brass token, however, had the word Brev(et), that stands for patent, and I therefore went recently to the Netherlands patent office in The Hague to make inquiries. From their files it appeared that a certain Mr. Giulio Dickmann, who originated from Switzerland and who went in the twenties to Rome, had in his name several patents all in the elevator business. The telephone directory of Rome gave the address of Giulio Dickmann, so I wrote him a letter requesting information about the use of said tokens.

It took some months, but a few days ago I received a letter from Mr. Vittorio Dickmann, who told me he was a cousin of Giulio Dickmann, who died last year. He had talked to the widow of his deceased cousin and she had told him the tokens, obsolete for many years, had been used in automats which gave entrance to elevators constructed by Mr. Giulio Dickmann in many buildings in Rome, and probably in other Italian towns. The automats are still in use but now they work on current 5 Lire coins.

I leave the decision to Mr. Smith on listing these tokens. In my opinion, however, as these tokens were needed to operate the said elevators, they come up to all the requirements of being transportation tokens. The factory of Mr. Dickmann being in Rome, the tokens should be listed under that city.

- The 1968 Census of Rare Tokens -  
by Harold V. Ford  
1999 Gaspar Dr.  
Oakland, Calif. 94611

This is a list of those transportation tokens of which fewer than ten are known in the hands of collectors. If the letter is underlined, three or less are in the hands of collectors. These are the "census tokens." Collectors swapping rare tokens are advised to consult this list in preference to catalogue values in the Atwood Catalogue, because values of rare tokens in the Atwood Catalogue were simply based on the 1963 census, which in the case of a number of tokens is now much outdated. Thus if a token catalogued at \$7.50 in Atwood is not listed in this list, there are now more than ten of them known. Please write me if you have any questions in regard to this list.

- Ala 120 A 220 F 470 A 560 C I K M P S 730 A 800 A B
- Alaska 300 A B 450 C 500 A
- Ariz 640 F
- Ark 15 A B 75 A 150 A B C D 300 A B 315 A 360 H 720 A
- Calif 220 A 525 A 575 B P 615 A B 630 C 715 A E F G V W  
745 A I T U 760 C 775 A B 815 A E 990 A
- Colo 380 A 760 A 860 A E
- Conn 55 A 160 A 220 A 230 A 235 A C 290 A 305 A B C 325 A  
750 A
- Fla 230 A B 310 A 380 I Q R V 530 G
- Ga 50 C 60 A B C D E F G 270 A 750 A B C D F 905 A
- Hawaii 210 A H K L M N O P
- Ill 95 A 123 A 135 D E 150 D E F G H J K L M N O P T AC 190 A B  
195 A 220 D 295 A 350 A B 415 A B 425 A 435 A B 455 G  
580 A 600 D F 605 A B 690 F 768 A B 785 A 795 D 820 A B  
910 A B
- Ind 20 A 140 A 160 A B D 180 B 405 A 450 C 460 A B C G M  
490 B 510 D 520 A 580 C 600 A 610 D H 685 A B  
700 B C D F 820 A 860 A 900 A 930 A B 980 C
- Iowa 20 A 30 C 75 A 90 A 130 A 150 C 180 A 240 A 290 A B  
300 A B C F 310 B 370 A B 380 A B C D E F G Q R 485 A  
550 A 575 A 630 A 640 B C E G L M O P W 660 A 710 A B  
740 E 850 A B C D E F G H I J 865 A 880 A 930 A B
- Kans 85 A B C 120 A 370 A 450 A H 600 E F 620 A B C D E F G  
640 B C D 680 A B C D E F G 700 A 770 A B 830 A 900 A  
910 A 970 A
- Kent 10 A B D E Q 85 A B D 100 A B C D 135 A 200 A 270 A C  
370 A F 465 A 510 B E M R V W AA AF AR AS AT 520 B  
640 A B C D E 670 A 680 A I L 970 A
- Louis 240 A 470 A 790 B 810 A B C G H
- Mary 60 A E F G P S 600 C 670 A 940 B
- Mass 115 C D E F G H 260 B C
- Mich 65 A F H 170 A C D 370 A E 510 A B 525 B 530 A C F K  
560 A I 588 A 590 A C 605 C E G 630 A 670 A 680 C D H  
735 A 845 A B 935 A O 945 A
- Minn 40 A 50 A B C D E F G H I J K 60 A B 110 A 230 A D E 300 A  
400 A 410 B 430 A 490 A 540 C D G AI AJ 630 A B 660 A B  
730 A 760 C D 765 A B 980 G 999 A
- Miss 320 A 620 B 720 A B C 900 B F H
- Mo 25 A 70 A B 130 B 160 A B 190 A B 200 B C D E F 330 A  
350 B E 370 A M 420 E 435 A 640 B 665 A 700 B 830 B  
860 A B C 880 H 910 P Q 920 A B C D 980 A B

Mont 220 A 260 A 320 A B 690 A  
 Nebr 120 A B 320 A 440 A B H 540 B C D E F G H I J K L AA  
 700 C Z 855 A 940 A  
 N.J. 20 A B H 175 A 290 B C D E 675 A B C 730 A B 945 A 999 A  
 N.M. 430 A  
 N.Y. 105 A C 140 A B C 240 A 285 C 445 A B 595 A B 629 A B  
 630 A C E F G J K L M N O P R S AL 631 R 890 B C F  
 935 A B C D 999 A  
 N.C. 40 A 140 A 280 A B C D 390 A 700 A 950 A  
 N.D. 260 A 600 A B C  
 Ohio 10 F G H 30 A 35 B 165 B C D E F G H I J K L M N P Q R S T  
 175 A E F G H I J K L M N O P Q R T U AB AD 210 A 230 A B C D  
F G H K 240 A B C 270 A 290 C 410 A 450 A I 465 A B C  
 495 A 515 A B 535 A 590 A 625 A B 660 A 700 A 730 A  
 745 A 785 B 790 B 815 B 830 A B 900 A B C 910 A 995 A  
 Okla 190 A B C 320 A 330 A B C D 425 A 900 A  
 Ore 160 K  
 Pa 15 A 20 A 73 A 115 A B 125 A 130 A B 165 B D 195 H 197 A  
B C 260 A 315 B C 320 B C D 350 A B C 355 A 385 A B C D  
 395 A B 400 A B E 455 C 495 D F 515 A 525 C D E F G H I J K  
L M N X AC 526 A B C D 573 A B 605 A 675 A 680 A 725 E F K  
 745 A B C D E 750 C D E H I J Q T U V 765 A B C D F G H I M N  
O P U V W AD 770 A B 785 A 840 C D 875 A 965 A B D E F G H I  
 975 B C 985 A B 999 B C  
 R.I. 620 B C  
 S.C. 310 A  
 S.D. 370 A 725 A 890 A 950 A 970 A  
 Tenn 430 C D E J V 490 A 600 C O 690 A B C D  
 Texas 65 D 120 A 135 A 320 A 340 B C D P 370 A 445 F G I  
 465 A 530 A 555 A 710 A 770 A B 810 A B G H 890 B  
 910 A 930 A 950 A B 955 A 965 A B C D F K L 985 F  
 Utah 525 A 750 A B 800 A  
 Va 20 B 60 A 65 B 110 A 350 A 535 A B C 580 A B D 600 M  
 620 L N 660 A H 700 A 730 A B 840 A 999 A B C D E F G H  
 Wash 80 A B 150 A 230 A B 590 A 690 A 780 I U 850 A B 880 K  
 W Va 20 A 100 A B 550 A 830 A 890 A B D E F G H I J K L M N O  
 Wisc 20 B 50 A 95 A B 105 B 160 A B C D E F 170 A 180 A C D E  
 360 C 410 D 420 A D E F 440 A I J 500 A 510 A B C 520 A B  
 530 B 560 A B C 600 A C 700 A D 750 A B 790 C H I 840 A B  
 850 B 870 C F G 880 A B D 910 A 930 A B 935 A B C 955 A  
 980 B D E G  
 Wyo 120 A 150 B

D of C 500 G AD AF

Puerto Rico 560 A B C

Added to census since May 1967.....26  
 Dropped from census since May 1967.....21  
 Passed out of census underlined status...10

SWEDEN (Reported by A.C. Hazevoet)

Landskrona 450

		A.B. LINJEBUSS STADSTRAFIK ZON 1 POLLET (used 1952-1966)	
D o A	24 Sd	Linje Buss (arrow emblem)	\$0.25
E o A	25 Sd	(RV705)	.25
		A.B. LINJEBUSS STADSTRAFIK ZON 2 POLLET (used 1945-1966)	
F o B	24 Sd	Linje Buss (arrow emblem)	.25
G o B	25 Sd	(RV705)	.25

Lund 490

		A.-B. STADSOMNIBUSSARNA LUND POLLET FÖR BARN	
G o B	Tr Sd	Skandinaviska Banken Lund Allt i Bankväg (base and height 27mm; rounded corners; used 1933-1940)	1.50

CORRECT 500 AN from aluminum (A) to bronze (Bz)

ENGLAND

Leeds 445 (Reported by K. Smith)

		LEEDS TRAMWAYS COY. (NUMERALS)	
B o B	26 Sd	This Must Be Paid On The Farebox	6.00

Wakefield 800 (Reported by D. Capper)

		Y.E.B. (large 5)(clipped corners)	
BA	C Sq Sd	1d. (red)	.15
BB	C Sq Sd	1½d. (blue)	.15
BC	C Sq Sd	2d. (lemon)	.15
BD	C Sq Sd	2d. (yellow)	.15
BI	C Sq Sd	6d. (black)	.30

BELGIUM

Brussels 80 (Reported by Norm Sherman)

		AUTO-SKOOTER V. BESANGER GOED VOOR 1 AUTO 1 OF 2 PERSONEN	
Who S	33 Sd	(same as obverse)(black iron)	.25

EGYPT (Reported by J.D. Ferguson)

(Probably a plane boarding check)

		UNITED ARAB AIRLINES (with same in Arabic)(woman's head with large headdress in center)	
B	27 Sd	(same as obverse)	

FRANCE

Saint Quentin 835 (Reported by F.J. Bingen)

		TRAMWAYS DE SAINT-QUENTIN	
A o Z	22 Sd	25c (c below the value)	2.00
B o A	22 Sd	25c (vars: c below value, and c to right of value)	2.00

(To the varieties of Paris 660 BB add (ag)32 (reported by J.F. Eshleman))

CHINA (Reported by J.D. Ferguson)

(Probably a plane boarding check)

		C A T (in large letters)(with Chinese writing and in English: CIVIL AIR TRANSPORT)	
B	26 Sd	(dragon and peacock)(almost octagonal shape)	

= APRIL SUPPLEMENT TO ATWOOD'S CATALOGUE =

By Ralph Freiberg

ILLINOIS

Carmi 120 (Reported by Duane Feisel and Ray Byrne)  
CITY TRANSFER CARMi, ILL.

C o B 25 Sd Good For One Ride \$5.00

KANSAS

Stafford 905 (Reported by J.L. Hargett)  
ROBERTS HACK LINE GOOD FOR RETURN TRIP PHONE NO 33 STAFFORD, KS.

A o B 24 Sd (blank) [obverse letters are incuse] 5.00

OKLAHOMA

Muskogee 590 (Reported by J.L. Hargett)  
THE MUSKOGEE & CLARKSVILLE BRIDGE COMPANY GOOD FOR 25¢

E o A 35 Sd (blank) 5.00

[This bridge crosses the Arkansas River on the way to Clarksville]

UNIDENTIFIED (Reported by Mike O'Hara; Harry Porter; Louis Crawford)

LINCOLN BUS TOLEDO

130 A 24 St-sc Good For One Fare  
V & O TURNPIKE CO.

131 B 29 Sd Jas Murdock Jr. 165 Race St. Cin'ti (all letters incuse)  
RANCH HOUSE 1 FREE KIDDIELAND RIDE

132 A 25 Sd This Token Good For 1 Ride Train-Boats Merry Go Round  
Kiddie Ferris Wheel Little Dipper Sky Fighter Fire Truck  
Hand Cars

MANUFACTURERS SAMPLES

Group 28 (Reported by Lou Crawford)  
ROCKWELL REGISTER CORP. BELLEFONTAINE, OHIO

B B 16 Sd Testing Token

= NOTES BY RALPH FREIBERG =

I am awaiting word on a couple of new issues to see if we can get them. I hope to be able to list them next month. Meanwhile we're listing some older tokens. We have so far no information on the Carmi, Ill., token.

Mr. Hargett always tries to get information on the tokens he reports before we list them, and he has learned that there was a James Roberts who ran a Livery & Feed Stable in Stafford, Kans., in 1913. This is listed in an R.G. Dun & Co. business directory for that year. He also traced down the daughter of Mr. Roberts, who has moved to California. She informed Mr. Hargett that her father died in Dodge City in 1918 after living in that city several years. So from this information we assume the token was used during the period just prior to World War I.

Mr. Hargett also reports that the old bridge token from Muskogee was used on a bridge formerly called the Spaulding Bridge, after the man who put up most of the money to have it built. The bridge was located north and west of Muskogee, and a mile west of the present bridge across the Arkansas River. It was close to the town of Tullahassee, where an Indian mission was located, and on the road to Clarksville. This road was traveled by all in the Wagoner area in order to come to Okmulgee, where the Creek Council House is located. "There is a Negro postmaster at Tullahassee," he adds, "from whom I learned that the toll collector's name was Ike Conwell. He said he had lived there all his life and traveled the bridge many times." Prior to the construction of this bridge, there was a ferry at the location, called "Henry Texas' Ferry." Mr. Hargett has communicated with all the living relatives of the Spaulding for whom the bridge was named, but they know nothing about any tokens. He hasn't been able to find any relatives of Ike Conwell.

Last month we listed as Unidentified token as #128, when it should be 129. So we begin our Unidentified listings this month with #130. It's hard to say where the Lincoln Bus token is from, as there are some five different Toledos in the country. The V & O Turnpike token is like the lead token owned by Mr. Coffee, who got it out of the Atwood collection. Some guesswork has been devoted to figuring out what the V & O stand for, and we've come up with "Virginia & Ohio." But no real evidence.

The Ranch House kiddie ride token was found in Louisville, so it may be from that area. If anyone has ever heard of an amusement park called Ranch House, please let us know.

I've been getting more and more complaints about the prices being charged for tokens. Of course, supply and demand govern any price. We only list a price that we figure is right at the time the Catalogue goes to press. But a token of which only one or two are known to exist may bring \$50.00 or more in auction. But there's no guarantee that twenty of them won't turn up next month, and then the price comes tumbling down. There's no way the Catalogue Committee can control prices. All we do is list what we consider a modest value to a token, taking into account the fact that lots of rare tokens cease to be rare. If someone wants to charge more, that is his business, and no one has to buy from him. But there are a few collectors who will take a chance and pay big prices for tokens. More and more collectors are coming into the hobby from areas where very little token hunting has been done, and this results in more old tokens showing up. But as the old saying goes, the price must "stand the test of time." But even very old tokens may not command big prices. The token from Oakland picturing a horsecar may be the oldest pictorial horsecar token in existence, yet it is the least valuable of them all!

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= FOURTEEN PRESENT AT MARCH NEVA MEETING =  
By Ralph Hinde

*The North Eastern Vecturist Association has changed meeting places. Future meetings will be held at the Sloan House YMCA, 356 West 34th Street - New York City. Room "C" has been reserved for us for the balance of this year. The "Y" is easily reached by car or subway, being just down the street from 34th Street Station of the Independent Subway "A" line, almost in back of Penn Station and the new Madison Square Garden.*

*Our March meeting was held there, and present were Babinger, Dawson, Heaton, Hinde, Landau, Misdorn, (Bob and Carole), Pollack, Schwartz, Vickers, Wadhams, Wilcox, (John and Margaret), and Fred Zell. Everybody present was well satisfied with the arrangements. The cafeteria is right outside the door of our room, with a fairly large menu from which to choose.*

*At this meeting there was much discussion on a few suggestions and resolutions to be presented to the AVA annual convention, and it was decided to submit resolutions covering (1) publication in The Fare Box of the annual AVA Treasurer's report and the report to include all monies from any source whatever; (2) that the Curator make an immediate inventory of all AVA properties and such report be published in The Fare Box; (3) that it be recommended that the Catalogue Committee do away with token prices in the new Catalogue and substitute a rarity scale with a price range of such scale.*

*Special invitations are never necessary to come to NEVA meetings, which are held the second Saturday of each odd-numbered month of the year.*

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Donald Capner (14 Acresfield Ave. - Audenshaw - Manchester, England) reports a new 25mm blue celluloid inscribed "GRIMSBY-CLEETHORPES TRANSPORT B.T.D.B." on obverse, and "Grimsby Immingham Return" on reverse. These are available only to employees of the British Transport Docks Board, but Don has this one, and the two previously reported Grimsby tokens, available in sets of 3 for \$2 postpaid. I can't imagine tokens bearing a more British-sounding name! Write him directly.

ILLINOIS

Granite City 3365 (Reported by Hal Ford)  
DOWNTOWN GRANITE CITY SHOPPING CENTER  
A o B 23 Sd (same as obverse) \$0.25

Springfield 3795 (Reported by Ford)  
326 MEDICAL BUILDING  
B B 23 Sd (same as obverse) .25

INDIANA

Huntington 3440 (Reported by Jack Backora)  
COURTESY OF "SHOP" MERCHANTS HUNTINGTON, IND.  
A o B 21 Sd Good Only In Huntington Parking Lot Meters .15  
B o B 17 Sd " " " " " " " " .15

PENNSYLVANIA

Ellwood City 3340 (Reported by John Trembley)  
ELLWOOD CITY FEDERAL (GATE)  
A Bz 25 Sd Parcoa Token (gate)(Rev. E)(3/27/67- ) .25

WASHINGTON

Seattle 3780 (Ex-Unidentified 3038; location by Clarence Heppner)  
13 COINS RESTAURANT PARKING  
N B 23 Sd (same as obverse) .25  
(0: bottom of PARKING aligns ...)  
a. (between 3C -- A)  
b. (3 -- T)

UNIDENTIFIED

(Reported by Doug Ferguson)  
STATIONS AT MORGAN ST. TALCOTT ST. TALCOTT AT MARKET  
3042 B 20 Sd Grove Street Parking Station One Parking

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

These notes and the parking token listing are being compiled on April 8. In two days I leave for a 3½ week trip to the East Coast. This means that I shall have a large accumulation of mail when I return. I have managed to whittle down the large stack that had accumulated (with a few glaring exceptions), but only to be faced with the same situation once more. Please continue to be patient, and I'll continue to plug away.

The listings for this month represent, for the most part, some pretty "rough" tokens. My attempts to obtain the tokens have met with little success except for one token which will be noted.

Nothing is known about the two tokens from Illinois, although both are of the Western Gate type.

Tokens are no longer used in Huntington, Ind. Further details are lacking. I suspect part of the problem relates to the size of the tokens--measure a nickel and a dime and see what I mean.

At Ellwood City, Pa., customers can enter the gate-controlled lot free of charge. Exit from the lot requires a token which is provided free of charge to customers of the bank. While I could not obtain a supply of the tokens for PTNIS, you might be able to get one by writing, sending the usual 25¢ and a stamped addressed envelope.

The 13 Coins Restaurant is a restaurant (not inexpensive I am told) which has a gate-controlled lot for use of patrons who are given a token for exit from the lot. There may be other business using the same lot, but no other tokens are known to be in use. You can save your time writing.

The Unidentified token looks interesting. It has enough streets named on it to make identification easy, it would seem.

SEND YOUR PERSONAL token and receive in exchange NEVA's token 449 A as listed in the Personal Token list in Supp #4. NEVA will also trade one of these tokens for any token that catalogs at 25¢ or more. Send 65¢ and receive SUPP #4 postpaid!

North Eastern Vecturist Assn. - 645 West End Ave - 3B - New York, NY 10025

I WILL PAY CASH for the following tokens, all Connecticut: 160 A, 55 A, 85 C, 220 A, 235 A, 290 A, 305 A B C I, 320 B, 325 A, 345 A, 750 A, 998 A B C D E F, 235 C. I might even offer Mo 3910 L in a trade. Also want Conn 3175 B(D), 3210 ABEF, 3250 Ba and 3998 A.

Foster B. Pollack - 645 West End Ave - 3B - New York, NY 10025

PRICE LIST AVAILABLE for stamped addressed envelope. One or all. List 67-1 (OPA rationing stamps & other material); 67-2 (OPA items & misc. odds & ends); 67-4 (Ill. provisional sales tax tokens); 68-1 (Unc. rolls state sales tax tokens). Sell or trade for Missouri TT's I need.

Jerry Bates - Box 546A - St. Charles, Mo. 63301

BRITISH TRANSPORT TOKENS from Sheffield, Bradford, Manchester, and Southport areas. 100 diff. \$10; 50 diff. \$5. No damaged items. Postpaid ship mail 3 weeks. Send cash or International Money Order.

Donald Capper - 14 Acresfield Ave., Audenshaw - Manchester, England

ALFRED E. SMITH FOR PRESIDENT 1928 and CLEVELAND AND HENDRICKS 1884. What TT do you have on a trade? = Gordon Wold - Route #1, Box 140 - Princeton, Minn. 55371

TRADE ANY TT or PT in my collection other than Michigan, for Michigan I need. My collection is over 2,500 diff. U.S. TT's and PT's. Some foreign. TRADE: Mfg Sample 8A for any Mich. I need. Your want-list is a must on tokens from my collection! FOR SALE: 100 diff. TT's from 100 diff. cities, at least 25 states, only \$13 postpaid. Same from 45 states, \$16.

Don McKelvey - 2822 19th Avenue - Port Huron, Mich. 48060

FOR TRADE ONLY: my new personal storecard, a Phoenix horsecar on an elongated coin with my name & AVA number--for a personal storecard that I need, or a "brand name" storecard. Will give mine on a dime for any beer adv. token I need.

H.C. Schmal - Box 5238 - Phoenix, Ariz. 85010

FOR TRADE: 1 Silas Bass Indian Trade tokens 10¢, 25¢, 50¢, \$1; 2 Tees-To trade tokens 5¢, 10¢, 25¢, 50¢, \$1, \$5; 3 Gambell Alaska tokens 1 5 10 25 ; 4 Polet Stores Nome Alaska 5 10 25 \$1; 5 H & G Goodhue store card token (worth \$90) Waterloo, Ia. Will trade each of the above 5 lots for best offer in transpo. tokens that I need. Need most tokens cataloguing 50¢ & above. Trade each lot separate or all together.

Douglas Redies - 512 3rd St., S.W. - Cedar Rapids, Ia. 52404

FOR SALE: Pa 235 A B, 705 B -- all 3 for \$1 plus SAE. Have for trade Pa 3780 B. Send your trade list.

Joe Permicano - 58 Sonia Lane - Broomall, Pa. 19008

WANTED: LARGE QUANTITIES of the same token. If you have available from 100 to 2,000 of the same token I will give you a swap that will be very favorable to you. Try me and give me attribution and quantity in your first letter.

Max M. Schwartz - 28 West 44th St., Suite 421 - New York, N.Y. 10036

WILL TRADE SCOTLAND 420 K (cat. \$3) for any Latin American transp. token cataloguing at \$2. (Only 1 trade)

Gerald A. Sochor - 13680 East Center Avenue - Aurora, Colo. 80010

WANTED FOR MY COLLECTION: Tex 3985 both C and D reverse dies. Have many parking & transp. tokens to exchange for these, or will buy. I wish also to buy or exchange for foreign transp. tokens I need for my collection.

J. Douglas Ferguson - Rock Island, Quebec, CANADA

FOR TRADE ONLY: Alas 500 B; Ala 750 J; Calif 575 A, 650 A; Colo 600 A; Conn 290 G; Ia 150 A B; Mich 470 A; Minn 540 E I, 820 B; NY 630 B I, 780 B; NC 560 A; Ohio 175 Wb, 440 B C, 660 F; R.I. 700 E; SD 260 A B; Tex 600 A; Wis 510 E, 980 A C. WANTED: Pa 115 A, 165 A B D, 265 A, 315 C, 350 A B, 355 A, 385 A B C, 765 A B C D E F G H I M N O P U V W, 940 A, 965 A B D E F G H. Also have Pa. TT's for trade, and for trade: Pa 305 A, 315 A, 515 A B, 725 C, 965 C. (paid)

Ray Byrne - 701 North Negley Ave. - Pittsburgh, Pa. 15206

FOR TRADE FOR OTHER U.S. TT's: Calif 320 A, 395 H, 445 C, 450 K, 630 G, 745 J, 760 F; Ind 330 L M; Kans 970 C E H; Mich 75 D; Pa 765 Z.

Lazear Israel - 936 S. Genesee Ave. - Los Angeles, Cal. 90036

FOR SALE: Mo 3400 B, rev. C, 20¢ & SAE. Same, Rev. B, \$1 & SAE. Will consider trades for TT's. What have you?

Frank C. Greene - Skyline Inn, Rte 25 - Kansas City, Mo. 64151

FOR SALE: 800 DIFFERENT TRANSPORTATION TOKENS, all classified and mounted in 2x2 windows, price \$179.50 postpaid.

Harold Spindler - 680 East Nebraska Avenue - St. Paul, Minn. 55106

FOR SALE: MASS 970 A in excellent condition. Price \$22.50.

Alfred D. Hoch - Harvard Road - Stow, Mass. 01775

WANTED: will offer to buy your surplus TORONTO, ONT 900 A B C tokens, any amount, at catalogue. U.S. trade tokens to trade for Canadian or U.S. transp. tokens: Pullman Grand River 15 "Pullman Car". Rev. Good For 2 1/2¢ in trade, 35mm copper - 2131 E. Lake St. "old type streetcar". Rev. Good For 5 in trade. 21mm brass - Samuel Harris & Co. 36 Canal St. Chicago. Rev. "Lord's Prayer" 16mm bronze. holed.

Alan T.C. Weighell - 86 Ledbury St. - Toronto 12, Ontario

WANTED: wallet-size calendars, any year from anywhere. Will pay 10¢ each (no dupes please) plus postage.

A.W. Siebert - 10201 Plymouth Rd - Apt 15 - Detroit, Mich. 48204

TO TRADE FOR TEXAS TOKENS OF EQUAL VALUE: Minn 50 P Q; Kans 40 F, 820 E; Alas 300 E.

Walt Fairfield - 7211 Ilex - Houston, Tex. 77012

FOR SALE: horsecar on Mardi Gras coin, 50¢. Copenhagen TT showing famous mermaid statue, 75¢; Erie, Pa., parking token showing Perry's flagship Niagara, 25¢.

John Murray - P.O. Box 5567 - Titusville, Fla. 32780

FOR SALE TO HIGHEST BIDDER: THE FARE BOX issues of July 1963 thru December 1967. The name of the purchaser will be published in the May issue of The Fare Box.

Miss June B. Barekman - 3302 W. Diversey Ave. - Chicago, Ill. 60647

WILL TRADE PA 3120 D for any parking or transp. token of equal value that I need.

Will sell Ohio 535 G at 25¢ plus SAE.

John A. Backora - 83 Markey St. - Bellville, Ohio 44813

MAIL BID: Ky 135 A, 510 O; Ohio 550 E. FOR SALE: Ky 150 F G, 640 F, 25¢ each. Ky 3150 C 50¢. SAE each sale please.

Stanley Buckley - 23 18th St. - Newport, Ky. 41071

MILITARY TOKENS WANTED FOR MY COLLECTION. Will buy or try to work a trade. Also want rubbings of military tokens in the event you do not wish to dispose of them.

Duane H. Feisel - P.O. Box 11661 - Palo Alto, Calif. 94306

FOR TRADE: Fla 960 A H; Ga 60 O; Ky 560 B E F; NC 240 H; 660 Ba, 470 A; Ohio 230 Z, 535 Ea, 990 B, 995 B; Okla 640 C D F G, 860 O; Ore 160 E L, 700 I, 970 C; Pa 10 D, 15 J L, 65 S, 70 A, 190 B, 195 I, 200 A, 235 A, 305 E, 340 C, 495 N, 525 R.

Robert Kelley - 6315 Parkview Circle - Mason, Ohio 45040

WANTED: the recently listed fare tokens NY 628 C; Wisc 790 K; Md 670 A. I have the following to select from in trade: Phil. Is. 700 G H I; Neb 980 B; Mo 440 R S; Colo 260 N; Calif 575 C, and for the Maryland toll road token I can also offer the Ill. toll road token Ill 417 A in consideration for trade.

Harold V. Ford - 1999 Gaspar Drive - Oakland, Calif. 94611=

WANTED: Ohio 505 A-H. Will buy or trade. I have quite a few tokens to trade for Ohio tokens I need. I need many of them. Also I need any trolley material and information for a book I am preparing on "Passports to the Past." Thanks.

Jeffrey R. Brashares - 825 Peaceful Path - Mansfield, Ohio 44907

HELP! I am trying to make a Louisiana Trade Token Catalogue. Please send rubbings of your Louisiana trade tokens and tell what metal, size (in mm) and, if token doesn't have name of town, send that too. We have over 175 listed so far. But please help! Also will buy or trade for Mississippi & Louisiana trade tokens.

Louis Crawford, Jr. - P.O. Box E - Long Beach, Miss. 39560

SEND ME 25 PT's your choice; I will send you 75 TT's my choice.

C.C. Hiorth - 308 E. Hinckley Ave. 3C - Ridley Park, Pa. 19078

WANTED: Pa 997 Q to complete series. WANTED: to complete Calif. 3450 Cb Vb, 3910 C, 3999 A. FOR TRADE: Hickey Bros. tokens.

John G. Nicolosi - 3002 Galindo St. - Oakland, Calif. 94601

WILL TRADE CALIF 575 Aa for Tex 255 B; also Calif 575 Ab for Tex 255 E.

Harry Strough - 2703 Milan - Houston, Tex. 77006

MINN 680 F. Send 2 15¢ TT's from your state along with SAE for Minn 680 Fa and Fb.  
 Larry Wolfe - 1031 Edgerton St. - St. Paul, Minn. 55101

MAIL BID SALE #3: best cash or trade in tokens offer. Transit tokens Md 60 AN; Va 20 C; storecards Miller Nos. NY 745, 656, 1052; Pa 23 588 588 A, 588 1/2; Wis 1; also send SAE for trade list out May 1.  
 Glen Williams - 504 E. 10th St. - Fond du Lac, Wis. 54935

MAIL BID ON TWO SCARCE ILL. TOKENS: 123 A, 370 A; I will sell seven diff. TT's my choice one 25¢ for \$1 & SAE. MAIL BID: Fla 380 D; Ill 150 Y; Ia 730 A; Kans 150 C, 450 E, 820 E F I, 980 A B; Mo 230 B, 910 K; NY 70 A, 505 A, 630 AO, 631 L, 715 A, 785 C, 945 D; Ohio 850 N; Okla 590 D; Va 600 A D; W.Va. 200 B D.  
 Richard L. Montague - 1060 Water St. - Cahokia, Ill. 62206

I NEED MONEY for college tuitions and must liquidate fabulous collection of coins, all types tokens, military medals, insignia, political buttons, tickets, etc. Send \$10 for money back guaranteed grab bag assortment of worldwide numismania. Great for dealers & collectors who need variety, clubs that want auction items. (Postpaid).  
 G.W. Gallagher - 1420 Decatur Avenue - Bremerton, Wash. 98310

WANTED: will pay 4 times catalogue for Ida 100 F P, 380 A, 440 H I; Mont 80 C; ND 60 B; NM 760 760 C; Ore 20 D, 40 A, 160 N, 240 A C, 420 A; Tex 255 A B E M, 445 J K, 590 M, 640 B, 710 B, 760 B, 985 A.  
 Edrick J. Miller - 3257 Idaho Lane - Costa Mesa, Calif. 92626

PICTORIAL HISTORY OF PSCTNJ-Newark for 38¢ ppd. or 20¢ and your own 8 1/2x11 envelope with either 18¢ (1st class) or 8¢ (3rd class) postage on it. We will trade for 3 15¢ tokens we need so send your list! I want histories of any and all transit operations written in the English language (will trade or buy).  
 Harry R. Porter - 1042 Bardstown Road - Louisville, Ky. 40204

INFORMATION WANTED on the Sunset Telephone & Telegraph Co. and its tokens. Have 3 diff. tokens, all read "Sunset Telephone & Telegraph Co." on front, and "One Switch" on back. They are WM 21 Ch and Sd. I believe they were used near Bakersfield, Cal., in the 1880's. Any information will be appreciated.  
 E.G. Stultz - 530 N. Union - Galion, Ohio 44833

RARE VIRGINIA TRANSPORTATION TOKENS FOR SALE: Va 620 E at \$11.00; 620 F at \$9.00. Both are in nice condition. Also have a few 620 I at \$1 each. Will trade any of the above. Wanted: pay top dollar for Va 700 A.  
 David E. Schenkman - P.O. Box 11164 - Norfolk, Va. 23517

HAVE TEXAS 5 A, 30 B, 50 F, 255 C E K, 265 A, 340 F, 360 H; Fla 380 H to swap for Ark 285 A C, 450 A C, 480 B C D G H J K L, 885 B C E F; Okla 380 C, 590 B, 640 H I J, 700 A, 860 F H J L; Tex 60 A, 65 A F G, 145 K, 590 A, 690 B, 760 B C D.  
 Hank Reidling - 11516 Flamingo Lane - Dallas, Tex. 75218

SITKA, ALASKA: Response from last month's ad of offer to trade Alaska merchant tokens & TTs for Beam bottles are pouring in. Check ad for details. Of special interest are Alas., Haw., Ida., Mont., Colo., Ore., N.Y., Seattle World Fair. All gold de-canters, all dates 1955-1960. No cracks; need all corks, seals, for better premiums.  
 W.E. Nickell - Box 37 - Sitka, Alaska 99835

TWO Conn 30 A tokens, Branford Electric RR Museum, 50¢ each. Send \$1 & SAE. Full payment goes as a donation to B.E.R.A. to extend line to Short Beach. Each tie costs \$10 now. Send orders to: (will be away from June 10 to Sept. 20, though)  
 W.G. Fyler - P.O. Drawer 7 - Babson Park, Fla. 33827

MAIL BID: Ind 200 A; Ia 110 C (small edge chip), 600 A; Ohio 15 B, 435 A B C D; RI 700 F; Tex 255 F; Wash 780 J; Wisc 40 B, 170 C D, 430 B E, 510 L M; Timetable G. Want to buy complete collections. Common with the scarce!  
 Lowell Kronmiller - 327 Ransom - Ripon, Wisc. 54971

APRIL SAM-O-GRAM: Will trade Ark 3405 A or Ill 3075 A for any PT or TT I need; religious medals & Vatican postage stamps for PT & TT. I need many tokens, common and not-so-common; can trade many items for them. What do you collect?  
 Sam Ruggeri - 1018 S. Carley Court - No. Bellmore, N.Y. 11710

WANTED TO BUY: Germany 740 E P AA AC. Or do you have a set for sale? Quote prices.  
 Richard K. Atkins - P.O. Box 293 - Clinton, Conn. 06413

FOR TRADE ONLY: Vt 150 A; Mass 505 B, 997 B; NY 780 B D; Pa 320 A, 400 C D, 515 B; Va 600 A C; Nev 100 A B C. Make offers. For Sale: 400 tokens, 50 diff., for best cash offer. = George H. Wyatt - Skylark Lane - Lunenburg, Mass. 01462

CATALOGUE OF WORLD TRANSPORTATION TOKENS AND PASSES EXCEPT NORTH AMERICA, first edition 1967, either bound or unbound, specify which. Bound copies autographed free if desired. Make check or M.O. for \$5.00 payable to Kenneth Smith. Order from: Kenneth E. Smith - 328 Avenue F - Redondo Beach, Cal. 90277

ATWOOD'S CATALOGUE OF U.S. & CANADIAN TRANSPORTATION TOKENS, latest (1963) edition. 480 pages including 27 photographic plates, full index of obverse inscriptions, valuations, etc. Price \$5.50 postpaid to AVA members (\$7.50 to others). Cloth-bound.

FEISEL'S CATALOGUE OF PARKING TOKENS OF THE WORLD, latest (1966) edition. 160 pages illustrated with prices & index. Price \$3.50 to AVA members (\$4.50 to others) postpaid. Cloth-bound or loose-leaf, same price.

THE 1958 EDITION OF ATWOOD'S CATALOGUE, maroon cover. We have four of these collectors items left. The photographic plates are entirely different from the 1963 edition. We'll sell these brand-new condition 1958 books at \$10 each to the first four members who write and ask for them. Postpaid. These 1958 catalogues are necessary to understand the list of numbers and auction prices in early issues of The Fare Box, as the numbers were quite different in the 1958 book from the 1963 book. Order from: American Vecturist Assn. - P.O. Box 1204 - Boston, Mass. 02104

= APPLICATIONS FOR MEMBERSHIP =

- 1014 VICTOR J. FISHER - 10 CLEVELAND COURT - DARTMOUTH, NOVA SCOTIA (Canada)  
Age 21; Forest Ranger. (Smolen)
- 1015 HARVEY STEPHEN ROSEN - 25 NELSON STREET - DORCHESTER, MASSACHUSETTS 02124  
Age 21; Bookseller. Collects U.S. (Coffee)
- 1016 JAMES RICHARD WASSEL - 10711 CARMENITA ROAD - WHITTIER, CALIFORNIA 90605  
Age 37; Truck Driver. Collects all types. (Sherman)
- 1017 JAMES W. STRONG, SR. - 6618 OLIVER AVENUE SOUTH - MINNEAPOLIS, MINN. 55423  
Age 28; Accountant. Collects U.S. (N.J. Wilson)
- 1018 KEN DAVIS - BOX 4567 - TULSA, OKLAHOMA 74114  
Age 42; Corporation Executive. Collects U.S. only. (Coffee)

REINSTATEMENT TO MEMBERSHIP

292 DOMINIC DIBENEDETTO - 135 COTTAGE STREET - WARWICK, RHODE ISLAND 02886

CHANGE OF ADDRESS (\* indicates contribution to pay for new address plate)

- \* Harold Chesney - 5905 Ewing Avenue South - Minneapolis, Minnesota 55410
- \* Roice V. Rider - Route #3 - Lake Odessa, Michigan 48849
- \* F. Gordon Smith - 6 Bahia Lane, Mission View West - Oceanside, California 92054
- \* Donald E. Wilson - P.O. Box 1182 - Montreal 9, Quebec

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= FINAL LIST OF NOMINATIONS OF OFFICERS OF THE AMERICAN VECTURIST ASSOCIATION =

PRESIDENT: DUANE H. FEISEL (accepted); Ralph Hinde (declined); Foster Pollack (declined).

VICE-PRESIDENT: ARTHUR D. JORDAN, JR. (pending); RALPH HINDE (accepted)

SECRETARY: DONALD N. MAZEAU (accepted).

TREASURER: R.K. FRISBEE (accepted).

CURATOR: FOSTER POLLACK (accepted); ROBERT M. RITTERBAND (pending).

So Feisel, Mazeau, and Frisbee, are automatically reelected. Depending on whether Mr. Ritterband accepts for Curator, and Dr. Jordan accepts for Vice-President, ballots will be mailed with the June issue of THE FARE BOX.

A list of reinstatements of late-dues payers will be published as soon as we receive the 1968 membership roster, to see whose names were received by Mr. Butler too late for inclusion.

# THE FARE BOX

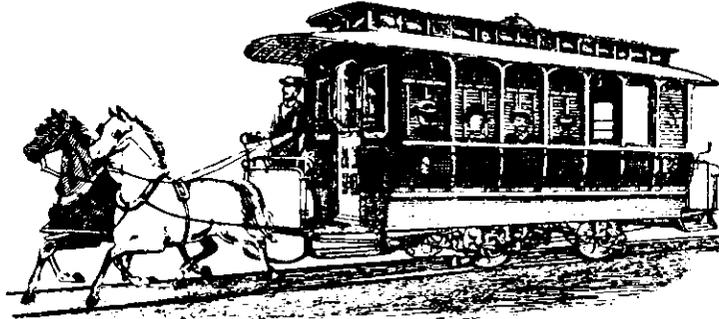
A Monthly News-Letter for

Transportation Token Collectors



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Volume 22, Number 5

MAY, 1968

Our 251st Issue

## JULIUS E. SHERR

Julius E. Sherr, AVA #193, of Arlington, Virginia, died recently. He was a long-time member of our Association, and an avid collector. But he kept the quiet tenor of his ways, and we only heard from him when he could do something for us, such as obtaining a supply of a new issue for our New Issues Service. He could always be counted on to go out of his way to assist the Association. He was an old friend whom we shall sorely miss in the years to come.

Inasmuch as the Editor will depart for the Far West on June 30, it will be necessary to publish our June issue posthaste. It will go to press about June 22, so please send in your ads and, we prayerfully hope, your articles for publication therein right away. As is evident from the present issue, we are running low of material for publication, and we need any good stories you can send us. The June issue will be the last one for the summer to have unlimited ads, as the July ads must be limited to one page of them, being only those listing tokens for sale (nothing else), and auctions of tokens catalogued at \$1 or more only. So June is your last chance till the "August" issue which will go to press in mid-September.

Incidentally, we forgot to mention it, but all auctions in this issue will close July 3.

Many members have asked how they could obtain rubber stamps with the A. V. A. official seal. These are available again from a local firm which I recommend highly, Railroad Printers - Box 74-AVA - Boston, Mass. 02124. A rubber stamp of our small (1 inch) seal is available for \$1.00. A rubber stamp of the 1-inch seal + name & address for \$2.75, or the same but with small  $\frac{1}{2}$  inch seal for \$2.25. Rubber stamp of  $\frac{1}{2}$  inch seal, name & address, and any of 31 diff. train or trolley designs is also available for \$3.75. Write them directly. They also do excellent printing (Fare Box masthead is their work) very reasonably, and a 24-page catalogue is available for 50¢. You'll be surprised how cheap! Incidentally, the AVA gets a cut on all rubber stamp orders received from our members, which is why I'm giving this free plug.

For June only, in order to close out our excess stock of 1963 Atwood Catalogues (the current edition) we'll sell a brand new library copy to any previous purchaser of this book for only \$4.50 postpaid. Offer only available to previous purchasers; not to first orders.



= OAKLAND CONVENTION NEWS =

As the dates of the 1968 A.V.A. Convention, August 16-18, draw closer, planning activities have swung into high gear. Those who have already said they will attend will mean one of the largest AVA conventions ever. The BATS host group is doing everything to make it the best convention, as well. Here is a rundown on activities:

**ADVANCE REGISTRATION** - A special advance registration rate of \$8.50 has been set for those who remit by July 1 to Convention General Chairman Duane H. Feisel - P.O. Box 11661 - Palo Alto, Calif. 94306. Later registrations will have to pay \$9.50. So, not only can you make the work of registration easier, but you can save a buck in the process. Why not mail your check now? This fee covers the banquet, a special chartered streetcar tour of San Francisco, a specimen of the tour token, and miscellaneous fees.

**SCHEDULE** - The Convention opens at noon Friday with the first day devoted to token displays and a general get-together. The business meeting is scheduled for Saturday morning; the mail and floor auction in the afternoon; and the banquet in the evening. The tour begins mid-morning on Sunday, and runs into the mid-afternoon.

**HOTEL RATES** - Enclosed with this issue is a reservation card for the Leamington Hotel in Oakland, the site of the Convention. The Leamington offers us special rates for the convention as follows (all rooms including bath): single bedded room, \$10 per night; double bedded room - \$12 per night; twin bedded room - \$14 per night. Your room reservations should be sent directly to the hotel, as soon as possible.

**TOKEN AUCTION** - A nice group of better grade tokens has been submitted for the Convention Auction, handled by Hal Ford. You can look for the listing of auction lots in the next issue of The Fare Box. Those unable to attend the Convention will have an opportunity to bid on the tokens as mail bids will be accepted. Look for more details next issue.

**TOKEN DRAWING** - Something new this year will be a token drawing. Send \$1 and ten different transportation or parking tokens for each chance to John Nicolosi - 3002 Galindo St. - Oakland, Calif. 94601. You can enter as many times as you wish, but each entry requires \$1 each and 10 other different tokens. *The winner will receive all the tokens submitted plus a very desirable census transportation token.* The funds collected will help defray convention expenses. You may begin sending tokens at any time to John, with a closing date of August 1. This is your chance to be one of the rather small percentage of collectors who own a census token, or to add to what you have now. By the way, you do not have to be in Oakland to win!

**DISPLAYS** - A multitude of rare and valuable transportation tokens will be displayed in addition to special token displays. Special emphasis is being given to displays for this convention. If you wish to display tokens, write Manuel Ezidro - 3264 Hudson Ave. - Walnut Creek, Calif. 94598.

**TOUR TOKEN** - The tour token for 1968 will be more like a medal than a token, but it will still be a token. This token is certain to attract attention outside of our own membership. A number of modes of transportation will be depicted, with the designs taken from actual tokens. In anticipation of the large demand, a total of 1,000 pieces will be struck in heavy gauge bronze with antiqued finish, each token individually packaged. The token will be distributed through the transportation token New Issues Service. Those not subscribing to the N.I.S., or anyone wishing additional specimens, can order them from Duane Feisel. The price, special to A.V.A. members, will be \$1.50 for orders received prior to July 1. After that date the tokens will be offered to others, and the price will then be \$2 each. Tokens will not be sent out until after the convention since the fare for the tour has been established at \$2.50. Each member of the AVA will want to have one of these beautiful tokens for his collection. This means there will not be a large number left to be sold outside the organization. Remember, \$1.50 per token for orders received prior to July 1.

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*Southern California Rapid Transit District (Los Angeles) has established a special token rate of 25 for \$7--a saving of 2¢ per ride--as of June 1, 1968.*

= JOHN B. FOLSOM AND HIS NORTH DAKOTA RAILROAD FARE TOKENS =  
By Frank E. Vyzralek

John Barrett Folsom was born in 1837 in the southern Ohio county of Lawrence. At the tender age of 13 he became a high school drop-out and went to work as a clerk in an Ironton, Ohio, general store. Folsom's first business venture was in iron mining and smelting, an important economic activity in the Ironton area. He took a job at an iron furnace in 1863 and during the next two decades built a sizeable fortune in iron properties in Kentucky, Tennessee, Missouri, and Michigan, as well as Ohio. In 1882 he told them all out and emigrated to Fargo in the then Territory or Dakota.

Dakota was then in the midst of a phenomenal land boom with settlers pouring in from all parts of the nation and from many foreign countries. Fargo, a struggling hamlet of barely 200 people in 1877, claimed a population of 10,000 when Folsom arrived five years later. This was one of the last agricultural frontiers; the land was extremely fertile and wheat was selling for nearly \$2 a bushel, all of which made for some phenomenal price rises in both farm and city land. Nearly everyone who arrived in Dakota was preoccupied with the vision of growing rich through land speculation. According to one story, a young minister was heard to announce to his flock one bright Sunday morning that "today's sermon will be taken from St. Matthew, Lot 7, Block 23."

Upon his arrival in Fargo, John Folsom opened a land and loan office at 618 Front Street (now Main Avenue), a location he was to occupy for the next three decades. In those days farmland mortgages were considered as gilt-edged securities and Folsom invested his own money as well as acting as agent for eastern investors. His greatest business asset was a near photographic memory. He came to know the land within a 100-mile radius of Fargo so well that in later years it was only necessary to give him the legal description of a quarter section of farm land. He could then state whether or not the land was improved, the number of buildings and type of well that were situated on the claim and the character and quality of the soil.

Little wonder then that Folsom became one of the most wealthy and influential land dealers in North Dakota. His net worth at the time of his death was probably well over a million dollars. Several years ago I was going through some records in the Ransom County Register of Deeds office at Lisbon, N.D. (Ransom is the first county southwest of Fargo), when I happened across a copy of his will which included a list of land parcels he owned. The handwriting was small and the pages large, about 2½ by 1½ feet. I stopped after counting eight filled pages, and there were several more.

Folsom was an active promoter of immigration to North Dakota and Minnesota and like most land dealers worked closely with the Northern Pacific and Great Northern Railroads which served the Fargo area. Prior to 1900 most western railroads made liberal use of rebates; in effect the roads would refund a portion of the fare to any new settler who bought land within a certain distance of their tracks. As Congress strengthened the regulatory powers of the Interstate Commerce Commission this practice was outlawed but there is much evidence to indicate that the railroads simply went "underground," working the old rebate system through cooperating land dealers. This is probably the true significance of the Folsom token (ND 1000 A) as well as several others issued by South Dakota land dealers. In those days \$25 (or railroad fare from the East) per token was a great deal of money even for a wealthy land owner like John B. Folsom.

Most of the tokens that were actually issued were probably scattered through eastern and midwestern agricultural states, being handed out to likely prospects by agents sent to those states specifically to encourage immigration to North Dakota and neighboring states. Those states that had the largest numbers of tenant farmers and the highest land prices were usually accorded the greatest attention by Folsom and other Dakota land promoters. A typical land agent of that day would rent a hall in some small rural town, making sure his appearance was well advertised in advance. The show would feature a lecture accompanied by "magic lantern" slides depicting views of prosperous-looking Dakota farms and farmers. The agents, who were all plainly dressed but accomplished speakers, would lay great emphasis on the low cost of North Dakota land as compared to prices in his listeners' area. Following the show anyone

showing a willingness to travel to North Dakota to look over the available land was probably handed one of these tokens. This system or variations of it was used successfully until after 1920 to attract new settlers to the western states.

The Folsom token is dated 1912 and John B. Folsom died on August 6 of that year, so this particular piece was probably not used very extensively or for very long. His son-in-law Matthew F. Steele, a retired major of cavalry, took over the business following Folsom's death but whether or not he continued to honor the tokens is unknown to me. At any rate not many of these tokens are known to collectors and those that are command a good premium.

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= THE 1968 MEMBERSHIP ROSTER =  
By Bob and Anna Butler

The roster of AVA members for this year has been put in the mail, and perhaps they have already been received by many of you. It is hoped they will prove as beneficial this year as we heard they were last year.

At the 1967 convention in Minneapolis it was decided that by using the new state abbreviations as requested by the U.S. Post Office Department, we would gain space to indicate whether a member collected U.S. tokens only, or foreign or parking tokens as well. Because things did not go as expected this information did not get compiled so that it could be included in this year's roster, but hope it will be for next year, as several of our members have asked for this information.

Names play tricks on us from time to time, and because of this we are a little suspicious that our statistics at the end of the roster are incorrect as to the number of men and women that make up the membership of the organization.

There is another factor that gives the feeling of an incomplete roster, and this disturbs us as we strive to give the members as complete and perfect a roster as possible. This is the matter of the addresses, and by making a few inquiries we find that some members do not know their own city, or town, very well. We refer to an address such as 1234 South 18th. The question is raised "18th what???" Avenue, Street, Lane, Circle, Drive, Boulevard, or What?

It would be appreciated if you would drop a note to Mr. & Mrs. Robert Butler - 731 East 26th Street - Minneapolis, MN 55404 and give the following information so that we can begin compiling correct and complete data for the 1969 roster: (1) your complete address; (2) male or female, and (3) if you collect U.S., foreign, Canadian, and/or parking tokens in your collection.

Thank you, from your roster printers, for this information and we hope it will help make the next roster more complete and correct.

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= BATS HAVE A BALL =

Despite some confusion about the date for the meeting, a BATS conclave was held on Sunday, May 19, at the Leamington Hotel in Oakland, Calif. The Bay Area Token Society, latest in the group of regional token clubs, conducts informal meetings devoted mainly to matters other than business. Attending the most recent meeting were Album, Nicolosi, Paddock, Ford, Freiberg, and Feisel. The next meeting is set for Sunday, July 7, at the Leamington Hotel in Oakland. The meeting room will be available starting at noon and continuing to 5 PM. Stop in any time in that period for a session of token buying, selling, swapping, displaying and tale-telling. If you should require directions, communicate with John Nicolosi.

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*Dear Fellow Members of AVA: I wish to express my sincere thanks to you all for the wonderful get-well cards you all sent me, which certainly brightened the days on which they arrived, and the days while I was lying there trying to get well! This message comes to you from my heart, and again, Many Thanks!* - JOSEPH ALLIS

= MAY SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =  
By Kenneth E. Smith

ARGENTINA

Buenos Aires 160 (Reported by J.F. Eshleman)  
SUBTERRANEOS DE BUENOS AIRES  
H A 19 Sd Un Viaje en Subte (thick)(subway token) \$0.20  
(160 G and H are very common; the total struck was nearly 30,000,000,  
of which at least 20,000,000 were 160 G.)

## PATENTE DE AMBULANTE (ARMS OF ARGENTINA)

992Co Bz 37 Pc No. (numbers) 10 Pesos Ano 1904  
(Mr. W.W. Woodside, Curator of Coins at the Carnegie Museum reports this item  
as being in the museum collection. It is probable that these identity checks  
were used for every year from at least 1895 to 1904, and therefore many un-  
listed ones still remain to be discovered.)

ENGLAND

Blackburn 90 (Reported by Donald Capper)  
BLACKBURN & DISTRICT CARRIAGE COMPANY LD. (HORSEDRAWN CARRIAGE)  
D o B Ov Sd Fare 1½d (40x28mm) 6.00  
Grimsby 350 (Reported by Don Capper)  
GRIMSBY - CLEETHORPES TRANSPORT B.T.D.B.  
AN C 25 Sd Grimsby Immingham Return (blue) .60  
(B.T.D.B. = British Transport Docks Board. This token costs 4/7 (55¢))

GERMANY

Hamburg 390 (Reported by J.D. Ferguson)  
FAHRMARKE POLIZEI (HAMBURG CASTLE)  
S o Z 24 Ch (blank)(S plated)(a ferry token) 1.00  
Ship Money (Reported by Ferguson)  
NORDDEUTSCHER LLOYD BREMEN (FLAG)  
909Do B 23 Sd Gut Für ½ Flasche Bier .25

INDIA (Reported by Ferguson)

GREAT INDIAN PENINSULA RAILWAY ARTE NON ENSE (in center shields  
with elephant above and early locomotive below)  
902PBo Sv Ov Pc Free Pass (with engraved number and user's name and title) 6.00

SOUTH AFRICA

Pretoria 600 (Reported by Ferguson)  
P M T  
C o A 22 Sd Goed Voor 1½d Trek 2.00

NETHERLANDS (Reported by A.C. Hazevoet)

Amsterdam 50 A price should be 55 cents, not 35¢ as the fare is greater than  
35¢. If you tried to get some and sent 35¢ per token you will be informed of  
this fact.

*Please keep the listings coming. Remember to send a rubbing or photograph  
along with a complete description of the token.*

KENNETH E. SMITH - 328 AVENUE F - REDONDO BEACH, CALIF. 90277  
- - -  
- - -  
- - -

= MAY SUPPLEMENT TO ATWOOD'S CATALOGUE =  
By Ralph Freiberg

CALIFORNIA

Los Angeles 450 (Reported by Douglas Redies)  
 LOS ANGELES INTERNATIONAL AIRPORT (THEME BUILDING)  
 M B 16 Sd Good For One Fare (building) \$0.15  
 [Change the Calif 395 listing to Calif 450 L]

Long Beach 445 (Reported by Bernard Rohrer)  
 LONG BEACH P.T. CO. QUEEN MARY EDITION (GLOBE & SHIP)  
 D Bz 16 B1 Good For One Fare (globe & ship) [\* 4/7/68] .25

INDIANA

Columbus 180 (Reported by Herman Cull)  
 COLUMBUS, IND. MUNICIPAL TRANSIT  
 F B 23 Sd Good For One Fare .25

NEW YORK

Elmont 235 (Reported by Sam Ruggeri)  
 ONE FARE THE LONG ISLAND RAILROAD THE ROUTE OF THE DASHING  
 COMMUTER (MAN RUNNING TO CATCH TRAIN)  
 B WM 28 Sd Belmont Park Race Track 1.00  
 [This token will be obsolete after June 29, 1968]

PENNSYLVANIA

Norristown 705 (Reported by Joe Pernicano)  
 SCHUYLKILL VALLEY LINES, INC.  
 B B 16 S Good For One Local Fare [\* 7/67-] .30

UNIDENTIFIED (Reported by J.L. Hargett [133,134,135; Jim Millard [136])

CINCINNATI MOTOR BUS CO.  
 133 B 21 St-sc Good For One Fare 10¢  
 IRVING BUS LINE J.M. LAYTON  
 134 B 30 Sd (blank) [Sc-clover leaf]  
 C.L. SMITH HACK & BAGGAGE GOOD FOR ONE FARE  
 135 B 24 Sd (same as obverse)  
 OGDEN MEADOWS VICTORY BUS  
 136 Fd 21 Pc One Fare

CANADA - ONTARIO

Toronto 900 (Reported by Alan T.C. Weighell)  
 TORONTO TRANSIT COMMISSION 1954 SERVICE COURTESY SAFETY (in emblem)  
 D B 17 Sd The Corporation of The Borough of Etobicoke (Indian shooting  
 arrow) .25  
 E B 17 Sd The Borough of Scarborough May. 1968 (bluffs of Scarborough) .25  
 [D,E put into use on May 11, 1968, for extensions to Etobicoke & Scarborough]  
 [Obverse & reverse of 900 C should be switched, so that all three tokens will  
 have the same obverse now.]

= NOTES BY RALPH FREIBERG =

This month we begin with another new token for the Los Angeles Airport. For years I had always known this airport to be in Inglewood, but somewhere along the line the City of Los Angeles bought the land and made it part of the City of Los Angeles; hence we change the listing of the previously-listed L.A. Airport token to conform to this one. Douglas Redies recently made a trip to California to visit a relative and learned about this new token, which is used by airport employees. It is possible the building on the reverse of the token could be a big hotel outside

the airport, and that the tokens are used for transportation between the airport and this hotel. Mr. Redies was able to get a supply of these tokens for the New Issues Service through his relative

On Sunday, April 7, Long Beach placed on sale a new token advertising the fact that the ship "Queen Mary" is now docked in the nearby harbor. They struck 160,000 new tokens and these are being used along with the tokens which they had already been using. Several collectors wrote me about this token, and I appreciate this.

In Columbus, Ind., the Leppert Bus Lines quit service about 1958 and for a couple years various owners were tried. But in 1962 the service became a municipally-owned system. When tokens were first put into use I don't know. But this is one place where they refuse to sell tokens to the New Issues Service. I don't know if it would do anyone any good to write them directly, but you can try. The tokens sell at 5/\$1. This token looks exactly like the 23mm brass tokens used in Western Gates for parking.

On Monday, May 20, 1968, Belmont Park Race Track reopened. There had been no races as this park since October, 1962. So on May 20 the track opened and a crowd of 42,080 showed up. For those riding the Long Island trains from Penn Station in New York City, the L.I.R.R. put a new token into use, selling at \$1 each, which can be purchased only at the counter in Elmont where the track is, for the turnstile. So in getting off the train, one token is required, and in getting on after the races, one token is also deposited at the same place, at Elmont. After the tokens were made it was discovered that they were the same size as the tokens being sold at 75¢ at Aqueduct Track! So after the present meet closes June 29, it is expected that these tokens still on hand at Elmont will be melted down, and a new token of different size made for use next season.

In July, 1967, the company at Norristown issued a new token. There was no mention of a fare change for this company in any of the publications I receive, so it was news to me that there was a token just put into use here.

On Saturday, May 11, new extensions to the Toronto subway system opened, one to Worden Avenue in Scarborough, and one to Islington Avenue in Etobicoke. For this event two new tokens were issued by Toronto Transit Commission, one being used to travel in one direction, and the other being used for the opposite direction. Nine new stations were also opened. The tokens were used for one day only, and then were put into vaults to be kept until a possible fare raise, at which time the older tokens will be withdrawn and replaced by these new tokens. We want to switch the listing of 900 C, putting what formerly was listed as its reverse as its obverse, so that all three tokens will be listed having the same obverse.

Every once in a while a collector arranges to have special tokens used on some transportation facility--usually only a small quantity being made. We figure that if fewer than 200 tokens are made, it is strictly a speculative venture. We definitely will not list any such tokens, even if they are technically available for transportation, unless a quantity is made available to collectors at the regular rate at which they are used for transportation. Otherwise, any collector will be free to make up, say, 100 tokens, have them used for a summer, and then try to get rare swaps for them. So unless the token is freely available to the New Issues Service and any other collectors who want them, we simply cannot list it in our Catalogue. And even then we may not list it if it is simply a one-shot "tour" token, with the tour being arranged simply as an excuse to issue a token to make money.

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= 1½ MILLION PHONY TOKENS IN CIRCULATION IN NEW YORK CITY SUBWAYS =

The counterfeit subway tokens are such good copies that even officials of the NYCTA can't tell them from the originals. The phonies get into circulation this way: the counterfeiter sells them for 5¢ to 7¢ each to a middle man, who resells them in large quantities to subway riders for 12¢ to 15¢ each. The value of all the phonies in circulation comes to \$300,000. The fraud came to light when the owner of a luncheonette appeared at a cashier's window of the NYCTA with 1,900 tokens one morning, and returned that afternoon with 800 more, all to be cashed in. Naturally, officials became suspicious. The man has been arrested, but the token system is in a mess.

= MAY SUPPLEMENT TO FEISEL'S CATALOGUE OF PARKING TOKENS =  
By Duane H. Feisel

CALIFORNIA

Alhambra	3015	(Reported by Steve Album and Les Hawthorne)	
		CITY OF ALHAMBRA PARKING TOKEN CITY TREASURER	
B B	24 Ch	(same as obverse)(c/s numerals, obv. & rev.)	\$0.25
San Francisco	3760	(Reported by Harold Ford)	
		GOLDEN GATEWAY CENTER SAN FRANCISCO, CALIF. GG	
A Bz	25 Sd	Courtesy Parking (1.68- )	.25

MARYLAND

Frederick	3520	(ex-Unidentified 3022; location by Mike Super)	
		OPTIMIST PARKING LOT / E. ALL SAINT STREET	
A B	23 Sd	Special Parking Token (star)(c/s numeral)	.25
B B	23 Sd	" " " (dot)(c/s numeral)	.25
		(O: top of STREET aligns ...)	
		(R: propeller aligns ...)	
		a. (foot of T -- tip of foot of L)	
		(between IA -- T)	
		b. (foot of T -- tip of foot of L)(I -- T)	
		c. (top of T -- between LO)(I -- T)	
		(some A tokens have been seen without the C/S numerals)	

MICHIGAN

Detroit	3225	(Reported by William Marquand)	
		McGREGOR MEMORIAL CENTER W.S.U.	
B Bz	25 Sd	Parcoa Token (gate)(Rev. D)	.25
		(Wayne State University)	
Grand Rapids	3370	(Reported by Marquand)	
		ST. MARY'S HOSPITAL GRAND RAPIDS, MICH. (GATE)	
I Bz	25 Sd	Parcoa Token (gate)(Rev. E)	.25
Sault Ste. Marie	3885	(Reported by John Clymer)	
		FIRST NATIONAL BANK SAULT STE. MARIE, MICH.	
C WM	25 Sd	(blank)	.25

PENNSYLVANIA

Pittsburgh	3765	(Reported by Quincy Laflin)	
		CIVIC ARENA PITTSBURGH	
I B	25 Sd	F P (ca 11/67- )	.25

GERMANY - MANUFACTURERS' STOCK PARKING TOKENS

Group	3051	(Reported by DHF)	
		PARKSYSTEM DESIGNA	
C WM	26 Sl-sc	(same as obverse)	.25
D WM	26 Tr-sc	" " "	.25
E WM	26 Hx-sc	" " "	.25

ADDITIONS AND CORRECTIONS

- Calif 3015 A: add variety description
  - e. (O: plain border)(R: beaded border)
- Ill 3150 AA: add (Rev. E)
- Pa 3340 A: ELWOOD CITY FEDERAL, not ELLWOOD CITY FEDERAL (\$/68)
  - (The Elwood spelling is an error on the token.)
- Tex 3565 A: add (Rev. C)(9/67)

The Alhambra token has been known for some time, but before being reported a conscientious effort was made to obtain specimens for collectors. This effort has been in vain, and the token is virtually impossible to obtain at this time. The new city hall in Alhambra has two parking lots located nearby. One lot is for employee parking, and the other metered lot is for public parking. There are more than enough employees to fill the employee lot, so part of the public parking lot is used for employees. In the metered lot, 25¢ buys all day parking. Employees who use that lot are issued monthly an allotment of tokens stamped with an identifying number. These tokens are used in the meters in place of a quarter. This gives a clue as to why the tokens are controlled so closely by the city. Don't waste your time writing.

San Francisco joins the select list of cities that have special struck parking tokens in use. Finally! The Golden Gateway Center is an elegant complex of apartments and townhouses near the downtown area. A special gate-controlled token-operated lot is for the use of guests and visitors. While it has not been possible to obtain a supply of the tokens, a letter with 25¢ might produce results.

Nothing is known of the use of the Optimist Parking Lot tokens. The c/s numerals are probably for control purposes, but their significance is unknown; I have seen numbers up to 50. Apparently many tokens are used up in the operation. A letter with a remittance could produce results, but you might have to wait for a while before the tokens are sent.

The Wayne State tokens are for visitors to their union building. The university is located in a heavily populated section of Detroit.

No information is at hand for the new Grand Rapids token. The new token from Sault Ste. Marie is a substantial change in appearance from the tokens used previously by the bank.

The same holds true for the new Civil Arena token from Pittsburgh. You may recall that tokens are for use in a special employees parking lot which is gate-controlled token-operated. It has not been possible to obtain a large supply of the tokens, but I do have some to send out as the supply permits. They will be distributed among PTNIS subscribers on the basis of seniority.

Designa of Germany appears to have been in the parking gate business for some time. It is only recently that we learned of their existence. This month three more tokens are added to the listing of stock tokens. These tokens have been obtained for subscribers to PTNIS, but they will not be sent out at this time. Instead they will be included with other tokens to be sent out in late June.

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= MAY NEW ISSUES SERVICE REPORT =  
By John G. Nicolosi

*We had no tokens to report in April, but in May we have 6 tokens: NY 235 B thanks to Sam Ruggeri (who'll have 3 more for us soon); Cal 445 D, a little beauty picturing the "Queen Mary," thanks to Mr. Rohrer; Cal 450 M, thanks to Doug Redies; Pa 705 D; Ont 900 D,E, for which thanks to Alan Weighell (for very fast duty-free service!). I tried to get Ind 180 F, but the company says tokens are too expensive to have made, to send out to collectors. So we won't be sending you that one. Try for yourself if you wish. Perhaps if you send 50¢ and a stamped envelope and ask for just one token, they'd send you one.*

*All members, regular & associate, will receive all the above tokens (possibly in 2 separate mailings).*

*Please keep your account over \$5.00, as there will be a number of other tokens to send out this summer, which we already know about. If your account slips below one dollar, you won't receive any more tokens.*

\*\*\*\*\*

= WE'LL SEE YOU IN OAKLAND - AUGUST 16-18 =

I WANT TO BUY. What have you got to sell? Will pay cash for PTs, TTs, telephone tokens, military tokens, good fors, real estate tokens, or what have you? Please send lists of anything you have to sell. We may even make a trade.

Foster B. Pollack - 645 West End Avenue - 3B - New York, NY 10025

AUCTION: NEVA IS HAVING AN AUCTION at their July 13 meeting. Send a SSAE for the auction listing. There may be something that you can use. All receipts to go the NEVA NEWS fund.

North Eastern Vecturist Assn. - 645 West End Ave - 3B - New York, NY 10025

7th bianual/and/17th Regular Session/Grand Division/Order of Railroad/Telegraphers /Atlanta, Ga./May 1910/ Heavy copper plaque 37x40mm on which celluloid insert showing in color wreath & telegrapher's key. Thence blue ribbon at top of which copper bar on which is steam locomotive, tender & cars. In circle centre-telegraphers key linking RR wires. Reverse reads "Order of RR Telegraphers, Atlanta, 1909" V.F. MAIL BID. = John W. Stephens - Box 131 - Sydney, Nova Scotia

Will trade Kentucky 370 F for best offer in Texas tokens. If interested in this unique token write for Texas want-list.

Harry L. Strough - 2703 Milam - Houston, Texas 77006

WANTED TO BUY: a well-rounded collection. Must contain several census and/or better quality tokens. Cash deal. No waiting. Will be at Oakland for inspection if Necessary. = Donald N. Mazeau - Box 31 - Clinton, Conn. 06413

A.V.A. 541 token for trade for yours. Also let's trade TT, my list for yours.

Gordon Wold - Route 1, Box 140 - Princeton, Minn. 55371

HORSECAR TOKENS available to trade for other TTs that I need. I also want telephone tokens and California trade tokens. Please write.

Norman Sherman - 4295 Marina Drive - Santa Barbara, Calif. 93105

FOR TRADE: THE RARE KANSAS DEPOTEL, Kans 830 A (Pratt)(only 4 known including this) I want Alabama horsecar 800 A (Tuscaloosa). FOR TRADE: Ore 800 A for Mich 590 B.

Gordon Yowell - P.O. Box 1231 - Walla Walla, Wash. 99362

I WANT THE FOLLOWING BACK ISSUES of THE FARE BOX: Vol 14:1,2,3,4,5,6,8,9,10,12; Vol. 15 (1961):8,9; Vol. 16:1,2,5,6,7,8,9,10,11,12; Vol. 17:1,2,3,4,5,6,7. Please help me learn about my new hobby.

Frank Milne - 1145 Sandpiper Lane - Naperville, Ill. 60540

FOR TRADE: will swap following TT & PT for ones I need: Ga 60 S T, 240 E, 450 C, 580 B D E F G H I, 750 H, 780 B H I J. Also Ala 3120 A; Ark 3405, Ky 3070 Ac, Mo 3400 B; Ohio 3175 M, 3550 A, 3905 A; RI 3880 A; Tenn 3140, 3375 A, 3375 B.

W.J. Majcher - 611 Briarcliff Road - Warner Robins, Ga. 31093

FOREIGN ANYONE? French, Germany, Netherlands, etc., TTs, as well as German notgeld and porcelain, French emergency and Siamese porcelain. I also have many books in these fields. If you are interested write, specifying your field of interest.

Charles H. Toomey - 206 Center Ave. - Lake Bluff, Ill. 60044

HAVE FOR TRADE: Pa 305 A, 315 A B C, 515 A, 725 B C, 745 B D, 765 J M N, 965 C; Alas 500 B; Cal 575 A, 650 A; Colo 600 A; Mich 470 A; Minn 540 E I, 820 B; NC 560 A; NY 630 B I; SD 260 A B; Ida 150 A B; Tex 600 A; Wis 510 E, 980 A C. Will add cash to any above for those wanted. WANTED IN EXCHANGE FOR ANY OF ABOVE: Pa 115 A, 165 A B D, 195 H, 315 C, 340 A B C D, 250 A B, 355 A, 385 A B C, 395 B, 425 A, 480 A, 495 C D E K, 515 C, 605 A B C D, 675 A, 725 E F, 745 A C, 755 A, 765 A B C D F G H I O P V W, 965 A B E F G H I. (paid)

Ray Byrne - 701 North Negley Ave. - Pittsburgh, Pa. 15206

MAIL BID: Will accept token trade or cash: Wis 600 B, 220 A B, 510 N; Pa 70 A B. Civil War store cards Minn 730 C, Patriotic (R.9) 127-177 in copper-nickel.

Glen Williams - 504 E. 10th St. - Fond du Lac, Wis. 54935

FOR SALE: Ohio 10 L at \$1; 440 C at \$2; 440 E at \$2.50; Ontario 675 F at \$1; 675 H at \$1. FOR TRADE: Pa 320 A for Ohio 440 D or 165 A.

Joseph Bagent - 815 W. North St. Box 617 - Hebron, Ohio 43025

3 ITEMS DURING JUNE, FOR BEST OFFER OVER: \$100, COIN WORLD complete thru #402; \$200, Magazines: TRUE WEST complete thru #84, 2 binders, new series FRONTIER TIMES complete thru #50, 1962 index, OLD WEST complete thru #14; \$100, THE FARE BOX complete except for March 1948, Mar, Apr, May 1949. 1st 2 issues are reproductions. 8 binders. All items satisfactory to mind condition. You pay transportation.

S.A. Mahan - 215 S. 4th St. - Yakima, Wash. 98901

I AM WILLING TO TRADE tokens in my collection that are not from Ohio for Ohio tokens I need. Send for my Ohio want-list and token list I have for trade. Anyone want to trade streetcar and RR postcards?

Jeffrey R. Brashares - 825 Peaceful Path - Mansfield, Ohio 44907

LAST CALL FOR TRANSIT FANS & paper transit item collectors. Let us hear from you!! Transit newsletter #6 out now, #7 under way. Trial membership - 2 issues 30¢. Rest of 1968 - \$1 (3rd class). British Columbia 800 A B C for sale \$1 per set) or what do you offer in trade?

Harry R. Porter - 1042 Bardstown Road - Louisville, KY 40204

MAIL BID: Ky 270 B, 250 C; Ohio 440 C D. FOR SALE: Ky 640 F 25¢; 250 D 50¢; Ind 690 A 35¢. Stamped addressed envelope each sale please.

Stanley L. Buckley - 23 - 18th St. - Newport, KY 41071

WILL TRADE my ILL 3150 AA (Rev. D) or 3150 AN or both for your 2 25¢ or 1 50¢ Parcoa or CardKey PT; 2 minor Vars. ILL 3150 C for any type 2 25¢ or 1 50¢ PT; all 4 of the above for any \$1 PT. Trade my personal token 978 A or B for yours. No wood items, please. = Carl J. Wilcox - 1818 Juneway - Rogers Park, Ill. 60626

FOR TRADE: NY 80 C E K; Ohio 230 O, 440 G, 860 L N, 915 C; Pa 146 A B, 750 AL AM, 765 X Y AA AB, 775 B, 840 E, 850 A, 870 A, 935 B, 980 A, 990 B C, 785 B; RI 520 H, 700 D F; SC 310 B E F Ga; SD 680 A B, 840 A C; Tenn 75 E G H I K, 215 B, 400 B Ca Cb D E F, 415 D, 430 M O T, 600 G, 690 E G J.

Robert Kelley - 6315 Parkview Circle - Mason, Ohio 45040

FOR SALE: Pa 705 D, 997 R and S, all 3 for \$1. plus SAE. Send your trade list.

Joe Pernicano - 58 Sonia Lane - Broomall, Pa. 19008

Ind 690 A, 740 A, 940 A, 500 A. 75¢ + SAE. Will trade 1 nice foreign coin for any 2 TTs sent me. Higher cat. val. tokens get higher cat. val. foreign coins. SAE please!

Mrs. Virginia King - R6, Rd 650 W - Columbia City, IN 46725

100 DIFF. TT's for \$10.50; 200 diff. for \$24, in 2x2 kraft coin envelopes. AUCTION: DC 500 A. I welcome want-lists of 15¢ tokens you need.

Ken Hayes - 2589 Darwin St. - Hayward, Calif. 94545

I NEED THE FOLLOWING OREGON transportation, and a number of trade tokens: 20 A B C, 40 A, 130 A B C D, 160 A H J K N, 460 A, 700 B, 760 C, 800 A. Have to trade Ore 20 E, 160 M, 500 A, 970 A C.

James Millard - 3744 S.E. 168 - Portland, Ore. 97236

FOR SALE: 10 diff. TT's my choice \$1.00, plus 25¢ postage & handling. Limit 2 lots per customer. = Robt. Misdom - P.O. Box 731 Pamrapo Sta. - Bayonne, NJ 07002

MAIL BID SALE: Ark 975 A; Cal 760 E; Conn 210 A; Ill 150 Y, 495 G, 420 A; Mich 75 I, 375 A B; NJ: 885 A; NY 505 A; NC 980 H; ND 960 A; Ohio 165 AE; Ore 700 I; Pa 70 A, 775 B, 985 D; Va 600 B I; Wisc 170 B, 500 B, 510 E L M; Ont 675 G H. 25¢ & SAE gets Wisc 440 C. WANT TO BUY \$1 and up tokens. Quote what you have & price.

Lowell Kronmiller - 327 Ransom Street - Ripon, WI 54971

UNITED KINGDOM Special offer of Transportation Tokens from ROCHDALE, HUDDERFIELD, ST. HELENS, and DARLINGTON areas. 30 diff. values \$3; 100 diff. values, die & colour shades \$10. Send cash or international money order. Postpaid ship mail 3 weeks.

Donald Capper - 14 Acresfield Ave., Audenshaw - Manchester, ENGLAND

HAVE THE FOLLOWING to trade for scarce Illinois, Ind., Mich., & Wisc., TT's: Ariz 640 E; Kan 480 B C D, 980 B; Minn 210 B C, 540 AD AE; NY 631 I K L, 785 C; Ohio 10 I, Pa 70 C, 750 W, 985 G; WVa 200 A B.

Al Kremer - 2601 Simpson St. - Evanston, Ill. 60201

DID YOU KNOW that Larry Edell will trade 1,000 4-line labels (any wording) or a 3-line self-inking rubber stamp for ANY six tokens from New York City? Or, that he'll trade ANY current Republican Presidential button for any one token from N.Y.C.? Or, that he'll send a FREE BONUS if you include postage? Well he will, and you can reach him at 104-27 117 St., Richmond Hill, N.Y. 11419.

FOR TRADE: Mass 45 A,B, 50 A, 115 A Z AA AB AC AE AE; Cal 575 Aa Ab; Md 60 I J Q U AO AK; DC 500 E AE; Va 120 A B.

George H. Wyatt - Skylark Lane - Lunenburg, MA 01462

MAIL BID: Ariz 640 E; Cal 105 A; NY 630 AP; NH 30 A; Pa 400 B; Ariz 3640 A B; Alas 3050 A; Pa 3060 A, 3750 Ba, 3780 B, 3725 A; Unid. 3022.

R. De Santis - 108 N. Main Ave. - Scranton, Pa. 18504

FOR SALE: Ohio 435 A B C D, 40¢ each, or four for \$1.50.

Larry G. Freeman - 2427 Torrington Avenue - Parma, Ohio 44134

WANTED: copy of the December 1953 issue of The Fare Box in good condition. = R.M. Butler, Sec'y Midwest Transp. Token & Ticket Club - 731 East 26th St. - Minneapolis, MN 55404.

MAY SAM-O-GRAM: (1) Ark 3405 A or Ill 3075 A for any personal token; (2) 100 NY 785 B for 100 tokens of your choice; (3) two parking tokens for any Mardi Gras token; (4) 10 TT or PT for 10 trade tokens; (5) 100 diff. Canadian postage stamps for any \$1.00 token.

Sam Ruggeri - 1018 S. Carley Court - North Bellmore, NY 11710

FOR SALE: Ariz 640 E \$1.10; Minn 600 B 35¢; Ga 690 A 50¢; Cal 3845 A 15¢; Pa 723 A 20¢; Que 345 J thru Q \$3.75 set; Buenos Aires subway token 160 G 50¢; Denmark 160 E 40¢, f 40¢; England 90 AS 35¢, 90 AR 30¢.

John G. Nicolosi - 3002 Galindo St. - Oakland, Calif. 94601

FOR TRADE: Ala 40 A B, 120 G K, 220 L, 470 B, 560 Ya Yb, 570 Da Db E F, 740 A, 750 F G I K L N, 840 A-

Lou Crawford - Box E - Long Beach, Miss. 39560

TRADE ANY OF THE FOLOWING ALA. TOKENS, 40 A B, 750 F G, 840 A, or will pay cash for the following, Ga 60 Q, 905 A; Fla 380 F G I Q R V, 440 A, 530 G, 310 A, 300 B C D, 700 A B C D, 850 A, 910 A B C; La 790 B, 810 C; Miss 320 C, 660 B C.

Louis H. Crawford, Jr. - 106 Sea Pine Road - Long Beach, Mississippi 39560

FOR SALE: Australia transp. passes: 480 EJ Man, Figure 3; 480 FM Man Tea-Cup; 480 FU Man Cows-Head; 480 GX Man Twp-Balls; 480 FL Lady Tooth; 480 GZ "S" Lady: 5.00 each + post. & ins. 480 FQ & 480 FR M&L Diamond; 480 HE & HF M&L Tablet: 11.00 Ea set plus P&I. These are all Inlaid. The P.J. & M.S.Co.Ltd. Merchant Trade Token Set: Bridger Mercantile Co. Bridger, Mont. Good For In Trade: 5,10,25,50¢ & \$1.00 (5) brass Rd Nice Extra Fine 4.00 + P&I. Costa Rica Coffee Plant. Tokens, 2 diff. 1.00 pp. Have 1 set 5 diff. Wasatch Store Co. Somerset, Colo. Good For One Stick of Powder 7.50 + P&I. = R.V. Brandenburg - P.O. Box 3132 - Pueblo, Colo. 81005

CATALOGUE OF WORLD TRANSPORTATION TOKENS AND PASSES except North America. First ed. 1967 at 5.00 either bound or unbound, please specify which. Make check or M.O. payable to Kenneth Smith. Autographed if desired. Order from:

Kenneth E. Smith - 328 Avenue F - Redondo Beach, Calif. 90277

= APPLICATIONS FOR MEMBERSHIP =

- 1019 JOSEPH F. VALENTI - 8 SPRING STREET - PITTSBURGH, PENNSYLVANIA 15222  
Age 23; Welder. Collects all types. (Porter)
- 1020 KENNETH D. SAVILLE - 1668 CHESTNUT AVENUE - DES PLAINES, ILLINOIS 60016  
Age 24; Clerk. Collects U.S. & Parking. (Schmalgemeier)
- 1021 EDWARD W. JERNIGAN - 501 WEST 9th STREET - JONESBORO, INDIANA 46938  
Age 56; Retired. Collects all types. (Coffee)
- 1022 ROBERT L. WILLIAMS - 2340 GARFIELD - FERNDALE, MICHIGAN 48220  
Age 40; Storage Worker. Collects U.S. (Mazeau)

REINSTATEMENTS TO MEMBERSHIP (LATE DUES - ADD TO ROSTER)

- 860 Herbert C. Bardes - 21 Waldron Avenue - Summit, New Jersey 07901
- 771 Stuart W. James - Box 3-3398 Eastchester Br. - Anchorage, Alaska 99501
- 353 C. Howard Jones - 3645 Sardis Road - Murrysville, Pennsylvania 15688
- 455 Thom Lloyd, Jr. - 611½ Sherman Street - Johnstown, Pennsylvania 15905
- 740 James M. Millard - 3744 S.E. 168th Street - Portland, Oregon 97236
- 795 Barry Uman - 4155a Mackenzie Street - Montreal 26, Quebec

CHANGE OF ADDRESS (all of these have contributed to the plate fund \*\*\*)

- K.T. Hall - 3933 Chamberlayne Ave., Apt. 2 - Richmond, Virginia 23227 \*\*\*
- Robert Harrison - P.O. Box 33 - Somers Point, New Jersey 08244 \*\*\*
- Ken Hayes - 2589 Darwin Street - Hayward, California 94545 \*\*\*
- Morris Moritz - 29-09 137th Street - Flushing, New York 11354 \*\*\*
- David E. Schenkman - P.O. Box 126 - Brockton, Massachusetts 02403 \*\*\*
- Michael Super - 4 So. Woodington Road, Apt. H 10 - Baltimore, Maryland 21229 \*\*\*

# THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

NEW ISSUES EDITOR

**RALPH FREIBERG**

632 Ashbury Street  
San Francisco, California  
94117

New Issues Service

**JOHN G. NICOLASI**

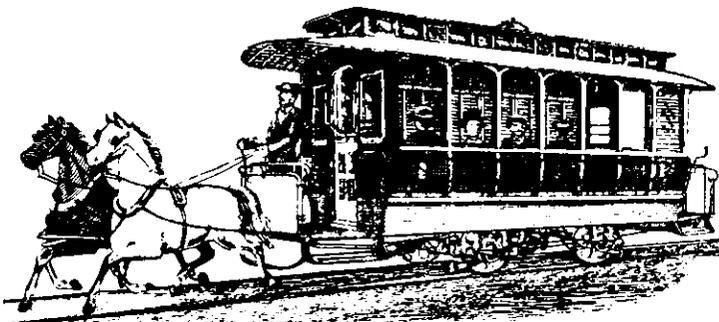
3002 Galindo Street  
Oakland, California  
94601



EDITOR

**J. M. COFFEE, JR.**

P. O. Box 1204  
Boston, Massachusetts  
02104



Parking Tokens

**DUANE H. FEISEL**

P. O. Box 11661  
Palo Alto, California  
94306

Volume 22, Number 6

JUNE, 1968

Our 252nd Issue

Until September 1 all mail for THE FARE BOX should be addressed to:  
JOHN M. COFFEE, JR. - 4104 6th AVE. - TACOMA, WASHINGTON 98406

There is a contested election this year for Vice-President between Ralph Hinde and Arthur D. Jordan, Jr. Together with this issue, members are being sent their official A.V.A. ballot and two envelopes. Mark your ballot with an "X" in the appropriate box; make no other mark on the ballot. Then fold ballot and place it in envelope marked "Official Ballot." Make no mark on that envelope. Seal it, and place it inside the other, slightly larger envelope addressed to Ralph Freiberg. Seal that envelope and place 6¢ postage on it and mail it. This elaborate and expensive procedure is to insure secrecy. Ballots must be received by August 10, although they may be handed in in person before the close of the first session of the Convention. No ballot will be counted unless it is sealed in the "Official Ballot" envelope, so be sure to put your ballot in that envelope first.

Inasmuch as the office of AVA Curator became vacant when Sam Rabinowitz, who has been quite ill of late, did not renew his membership, the Executive Board has appointed Foster Pollack to serve out Sam's term as Curator. Foster also was nominated, without opposition, for Curator for next year.

By a vote of 6 to 1 the Executive Board chose Philadelphia as the site for the 1969 AVA Convention, so easterners who won't be able to get out to Oakland for the 1968 convention will have their chance next year. But we hope you'll take in both of them!

The July issue will be mailed from Tacoma before July 31; it will be a small 8-page issue. And because its size is limited (by the exorbitant cost of mimeographing it out there) we can only accept a limited number of free ads. The only ads accepted will be those offering specific tokens for cash sale, and auctions of tokens catalogued at \$1 or more. No "For Trade" or "Wanted" ads can be accepted for the July issue. Only one page will be available for ads, so it's first come, first served. Send your ads to the Editor at his Tacoma address.

The Editor had a delightful visit from Mr. & Mrs. David Schenkman, who have moved to Massachusetts from Virginia. Schenkman's Virginia collection is now the best in the hobby, thanks to a lot of hard work and intensive research. Which proves that even recent members can pick up the great rarities if they will take the trouble to look for them.



This is a combination mail and floor-bidding auction. Floor bidding will start with the second highest book bid. Your bids must be received by August 15, 1968. Bid by *both lot number and catalogue listing*. This will reduce mistakes in bidding. Prices listed below are either catalogue or minimum reserve bid. Do not bid under these prices.

Bids should be mailed directly to Harold Ford (note new address):

HAROLD V. FORD  
6641 SARONI DRIVE  
OAKLAND, CALIFORNIA 94611

U.S. TRANSPORTATION TOKENS		
1. Ala 560 A	\$1.50	
2. 560 B	1.50	
3. 560 R	2.50	
4. Alas 50 C	.50	
5. Ark 435 B	5.00	
6. 435 H	1.00	
7. Cal 25 A	1.00	
8. 105 A	1.00	
9. 575 Ab	.75	
10. 805 A	.50	
11. Colo 140 C	2.00	
12. Conn 345 B	1.50	
13. 550 A	3.00	
14. Fla 130 A	2.50	
15. Ill 120 B	2.50	
16. Ill 460 B	1.50	
17. Ind 960 A	4.00	
18. 960 B	4.00	
19. Iowa 150 B	1.50	
20. Kans 820 A	4.00	
21. 820 H	.50	
22. Ky 10 O	.50	
23. 45 Ab	2.00	
24. 45 C	.50	
25. 510 AU	2.50	
26. 680 C	.75	
27. Md 60 I	1.50	
28. 60 V	1.00	
29. 600 B	3.50	
30. Mass 115 A	3.00	
31. 115 AD,AE	1.00	
32. Mich 375 B	1.00	
33. 470 A	1.50	
34. Minn 510 A	1.50	
35. Nebr 440 D	1.00	
36. NJ 290 A	3.50	
37. 555 F	3.50	
38. NY 630 Qa	1.50	
39. 631 S	1.00	
40. 780 A	3.50	
41. 945 D	.50	
42. NC 130 A	.75	
43. 290 D	1.50	
44. 290 D (again)	1.50	
45. 880 B	1.00	
46. Ohio 15 A	\$2.50	
47. 125 G	1.00	
48. Pa 15 E	2.00	
49. 320 A	4.00	
50. 400 B	12.00	
51. (3 convention tokens: Pa 445 C, NY 830 AP, Calif 25 A.....)	4.25	
52. Pa 495 A	2.00	
53. 495 G	4.00	
54. 725 A	3.00	
55. 725 C	2.00	
56. 725 G	2.50	
57. 750 M	3.50	
58. 750 O	1.50	
59. 750 Z	1.50	
60. 750 AE	3.00	
61. 750 AT	2.50	
62. 775 A	.75	
63. Tenn 430 A	1.50	
64. Tex 255 F	.50	
65. 400 Ab	1.50	
66. 690 A	.35	
67. 890 A	3.50	
68. Wisc 790 B	7.00	
69. Guam 25 A plus a monthly cardboard school pass 1948	5.00	
70. Mfg Sample 23 A	?	
U.S. PARKING TOKENS		
71. Ill 3150 U	3.00	
72. Pa 3750 Ba	.50	
CANADIAN TRANSP. TOKENS		
73. BC 700 A	1.50	
74. 700 B	1.50	
75. Ont 325 C	1.50	
76. Que 345 J thru Q (8 tokens)	3.50	
77. Que 620 AD	.50	
78. 620 AE	.65	
FOREIGN TRANSP. TOKENS		
79. Argentina 160 G	.50	
80. France 280 B	\$2.00	
81. 600 G	.35	
82. 660 B #37	1.00	
83. Germany 740 D	.35	
84. 770 VA	8.00	
85. Hungary 150 B	.50	
86. Italy 520 B	.75	
87. Sweden 820 HJ	2.00	
88. Turkey 400 RA	1.50	
89. 400 RA	1.00	
90. Australia 480 EJ	3.00	
91. 480 FM	3.00	
92. 480 FQ	3.00	
93. 480 FR	3.00	
94. 480 FU	3.00	
95. 480 FV	3.00	
96. 480 HE	3.00	
97. 480 HF	3.00	
98. 480 GX	3.00	
99. 480 GZ	3.00	
100. 720 BM	5.60	
101. 720 BN	5.60	
102. 720 BO	5.60	
103. 720 BZ	5.60	
104. 720 DP	5.60	
105. 720 EA	5.60	
106. 720 EG	5.60	
107. 720 EM	5.60	
108. 720 EU	5.60	
109. 720 EX	5.60	

Thanks to the following for submitting tokens for this auction: Feisel, Ford, Freiberg, Gallagher, Gibbons, Irwin, Kotler, Magee, Nicolosi, Ken and Kirk Smith, Trembley, and Young.

REMEMBER THE CLOSING DATE FOR MAIL BIDS: AUGUST 15.

REMEMBER TO USE HAROLD'S NEW ADDRESS, given above.

## = A 1968 SURVEY OF THE UNITED KINGDOM TRANSPORTATION TOKENS IN CURRENT USE =

By Donald Capper

The facts and figures of this survey have been gathered over the past few months in an effort to promote a greater interest in the plastic and celluloid tokens of the United Kingdom. In February, 1971, the long awaited change to decimal currency will take place, and it is at these crossroads in our history that the whole picture of transportation tokens as we know them today may change. Just how many transport undertakings will abandon prepaid transport tokens (that is the more common name used for tokens in Britain) rather than go to the additional expense of minting new stocks is the big question!

At present 41 towns and cities issue tokens, but it is to be noted that there has been a 12% decline in the use of tokens even over the past few years. Bournemouth, Darlington, Huddersfield, Preston, St. Helens, Southampton, Oldham, Rochdale, Salford, and Stockport, have all discontinued their token issues. The last four tokens have, however, joined the Manchester area token pool, but the others have introduced other systems of paper tickets for prepaid fares (journeys).

From the transport undertakings issuing tokens come no fewer than 209 different values of tokens, which in turn can be divided further and detailed as colour and die variations to give a grand total of some 445 different tokens in use today in the United Kingdom.

The following list gives a breakdown of the number of values, die variations, and colour shades, plus the catalogue numbers for easy future reference.

<i>Town or City</i>	<i>No. of values</i>	<i>Catalogue Reference</i>	<i>Total known tokens incl. die &amp; shade varieties.</i>
Accrington	4	5 AA AC AD AE	4
Barnsley	8	48 BB thru BH	10
Barrow-in-Furness	6	50 BK thru BP	6
Birmingham	5	80 CA thru CF	8
Blackburn	6	90 AA AC AE AG AH AR AS	8
Bradford	2	115 BC thru BJ	7
Burton on Trent	4	148 AB thru AE	9
Chesterfield	7	170 BA thru BN	17
Colchester	6	200 AA thru AG	7
Darwen	6	235 thru AC thru AK	11
Derby	4	240 M N O P R S ***	9
Dewsbury	7	242 AA AM AN (DA thru DD) **	12
Grimsby	8	350 AC thru AH AL AMAN	10
Hull	4	405 DE thru AH EB thru EE	8
Ipswich	2	415 BF BH	2
Leeds	3	445 BB thru BI	6
Leigh	7	452 AA thru AG	7
Manchester	5	500 BE thru BK CA ***	12
Middlesborough ****	5	525 AC thru AI	12
Newcastle	7	545 AK AL AO thru AU	12
Nottingham	11	560 AJ AL AV AW BB BC BJ thru BS	18
Plymouth	5	590 AC AJ AK BE BG BH BJ thru BM CD CE	18
Rotherham	4	630 BA thru CD	12
Sheffield	11	685 CB CC CG CH CI CL thru DE DM HA EA EC thru EF EJ	28
South Shields	4	700 BA thru BD	8
Southport	5	715 AW thru BK	23
Stockton on Tees ****	3	728 AA thru AG	16
Sunderland	1	740 CA ***	1
Wakefield	9	800 AA thru CG	17
Wallasey	3	805 AC thru AF	3
Walsall	6	810 BB thru CD	15

Warrington	4	820 CA thru CG DA DB DC	12
West Bromwich	3	840 AA AB AC	3
Wigan	2	865 BD thru BH	12
Wolverhampton	6	875 AB thru AK	18

NORTHERN IRELAND

Belfast	4	160 AG AH BI BJ BP BQ	13
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SCOTLAND

Aberdeen	5	30 BC CC thru CH	11
Dundee	4	300 BA BC thru BF	6
Edinburgh	6	360 BM thru BS	10
Glasgow	4	420 CJ CL thru CO	8

WALES

Aberdare	3	30 AG thru AM	11
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- Notes: \*\* DA thru DD are Y.E.B. tokens not yet listed.  
 \*\*\*\* Middlesborough and Stockton on Tees formed the Teesside Transport Authority on 1-4-1968.  
 \*\*\* Derby, Manchester CA and Sunderland CA are all metal tokens.

\*\*\*\*\*

= TOKEN CHATTER FROM INDIANA =  
By Ray Ingalls

A token of better days in Indianapolis was found in an Indiana Bell pay phone coin box the other day: an Indianapolis Railways bus token such as was used back in the days when bus fare was something like 10¢, 3/25. Someone had tried to make a telephone call with it. When a rate increase was pending people used to buy these tokens like mad. The utility finally was forced to abandon tokens and it set a date after which tokens would not be honored. This seems to be the answer to why tokens are no longer in use here in Indianapolis and in many other cities.

A few weeks ago at Muncie, Ind., a few AVA members got together and had a little chit-chat and trading of tokens. Nothing spectacular but we sure had a great deal of fun this time. This was the first experience of the collectors there of meeting other members, and getting to show some of our collections. Those attending were Mr. & Mrs. King of Columbia City, Ind.; Jack Smith of New Palestine, Ind., and Ray Ingalls. Also present were a few prospective members. Jack Smith showed off his beautiful Ind 460 C, which has a hole between CO. and IND'NP'LS but otherwise also in very fine condition. Mrs. King has a lot of very nice "Good Fors" and has a real fine start in her transportation tokens. I suspect we all shall be hearing much from her in the future.

At this time we Hoosiers extend our sympathy to the family & friends of Julius Sherr, and also our happiness at the recovery of the very respected and token-minded Joseph Allis of New York City.

Rumor has got to this writer that the Indianapolis token Ind 460 X was never used by postmen but by government officials only, and last year was used on the train from downtown Indianapolis to the Indianapolis 500 Mile race, which is held in Speedway, Ind., for the price of \$1.50. This writer once sold one for \$1.55 in a Fare Box auction, and gave one to Mr. Jack Smith...and then I turned around and lost mine! Well, Mr. Smith found one the other day and gave me a beautiful one for my collection. I'm looking for the answer to the mystery of the X token.

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In 1967 Chicago found over 1,000,000 slugs in its parking meters, of which 55% were beer can rings; 10% were washers; 35% were slugs & tokens--thus 350,000 tokens destroyed in one year in Chicago! So 5¢-size tokens will be becoming scarce.

= SUPPLEMENT TO THE LIST OF VECTURIST PERSONAL TOKENS =

This is a supplement to the NEVA SUPPLEMENT #4, published in January, 1968, which contained a comprehensive listing of all known calling card tokens, or personal tokens, of vecturists. These are tokens struck in metal or plastic (wood items not included) by the vecturist himself, and must bear his name in order to be listed.

- MAURICE M. GOULD, NUMISMATIST GOLDEN ANNIVERSARY 1918-68  
50 YEARS IN NUMISMATICS (PICTURE OF GOULD, WITH GLASSES)
- 335 D Bz Ov Sd (blank)[rolled out on 1967 cent]
- HARRY SAILOR WARREN, MINN. 56762 COLLECTOR OF MINN. TRADE TOKENS
- 375 A Pr 38 Sd Collector of Transportation Tokens (trolley car)
- H.C. SCHMAL AVA 402 (HORSECAR)
- 402 G Bz Ov Sd (blank)[rolled out on 1968-D cent][200 made]
- [The same die was also rolled out on some dimes]
- H.C. SCHMAL PHOENIX, ARIZONA BOX 5238 (TOONERVILLE TROLLEY)
- 402 H Pr 38 Sd AVA Convention San Francisco 1968 (streetcar)[white letters][53]
- 402 I Pw 38 Sd " " " " " " [red letters][29]
- 402 J Pg 38 Sd " " " " " " [white letters][21]
- E. DENCE A.V.A. 412 TOKEN COLLECTOR PHILA., PA.
- 412 A Pg 32 Sd (blank)
- E. DENCE PHILA. PA. VECTURIST EXONIMUS [sic] DE - 3-7063
- 412 B Pr 32 Sd (blank)
- R.H. GAARDER 1041 ALEXANDER CIRCLE PUEBLO, COLO. 81001
- 497 B Pw 38 Sd Collector of Transportation Tokens (trolley car)
- [The obverse die on 497 B is different from that on 497 A.]
- GORDON WOLD A.V.A. 541 ROUTE 1, BOX 140 PRINCETON, MINNESOTA 55371
- ALSO OTHER TOKENS
- 541 A B 35 Sd Collector of Transportation Tokens (horsecar)
- BOB PAIGE DEALER IN TOKENS
- 638 B A 29 Sd (blank)[obverse is hand-engraved]
- PEGGY WILCOX A.V.A. 966 310 WASHINGTON PL. NORTH BRUNSWICK  
N.J. 08902 EXONUMIST
- 966 A Pw 38 Sd Tokens Wanted Hospital Parking Amusement Medical New Jersey  
Store Cards Medals
- CARL J. WILCOX "JIM" 1818 JUNEWAY ROGERS PARK, ILL. 60626  
AVA #978
- 978 A A 32 Sd American Vecturist Association Organized 1948 (trolley car)[250]
- 978 B B 32 Sd " " " " " " " " [250]
- [Two were also struck in sterling silver.]

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= JUNE NEW ISSUES SERVICE REPORT =  
By John G. Nicolosi

Again this month you'll receive some nice tokens. As promised last month you will receive NY 235 B, struck with the same obverse die as NY 631 S, the Belmont Race Track token, and a real beauty! Also you'll receive 3 colorful tokens from Jones Beach, NY 437 B,C,D. Please note that all tokens you will receive this month will have tiny edge nicks and small scratches, which came on the tokens as a result of the minting process. So please don't write and complain that your tokens are not flawless, because all that I'm sending out are the same way. Again we're indebted to Sam Ruggeri for his time and effort in getting these 4 tokens for us.

There will be an extra nickel charged to each N.I.S. member this month because of the large amount of postage we had to pay. This practice will only be used in extraordinary situations.

Again I must remind you to keep up your deposit or you will be dropped to make room for the people on the waiting list.

A couple more tokens pending for next month. Till then, happy collecting!  
Oh yes, all members, regular & associate, will receive this month's 4 tokens.

= CITY OF PORTSMOUTH, VIRGINIA, PARKING TOKENS =  
By Don Edkins

Public parking is metered by coins in Portsmouth and the rate is 5¢ for one hour and 10¢ for two hours.

During 1962 and 1963 the City of Portsmouth ordered small quantities of tokens (Va 3660 Ea, which exists in two reverse die types) to be restricted to usage by certain city officials in the City's parking lot. Tokens were issued as required, by the Department of Building Inspection and the very few pieces of these die types that were obtained by collectors were usually acquired from "foreign" meter sources. The die type which has a 1.5mm foot on "L" of "Lot" is the earliest used token and is very scarce.

From 1965 to 1967 Portsmouth issued four orders for tokens (Va 3660 Eb, which exists in 4 reverse die varieties) and a few of these pieces have been sent to collectors who requested specimens upon their sending 25¢ to \$1 and a stamped reply envelope. For 25¢ a collector usually got one specimen and for \$1 he would generally obtain two tokens, seldom more than two.

In the latter part of 1967 the Traffic Department was assigned the additional duty of handling the parking tokens and usage was now restricted to five users: Circuit Court, Museum, Hustings Court, Juvenile Court, and Distributors, Inc. Tokens are sold to these users and funds are collected from them by the Traffic Department at the rate of 5¢ per token issued. The Traffic Department has earmarked nearly all the remaining tokens for these users, by hand-painting a spot of red lacquer on the pieces over certain obverse letters, as follows: Letter C for Circuit Court use. Letter M for Museum use (Portsmouth Naval Museum). Letter H for Hustings Court use. Letter V for Juvenile Court use.

The word "IN" on the reverse is lacquered in red for use of Distributors, Inc. The lacquer does chip off and constant attention is required to repair when necessary.

The current token supply of both the Va 3660 Ea and Eb obverse die varieties exists with and without the red lacquer. Specimens are difficult to obtain for obvious reasons.

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= BATS BACK IN BUSINESS =

Sunday, July 7, will see another gathering of the Bay Area Token Society. The informal meeting is scheduled to start at 12 Noon, and run to 5 pm, if there is interest to meet that long, at the Leamington Hotel in Oakland, California. John Coffee will be a distinguished guest at that meeting. If additional information is needed, please get in touch with John Nicolosi. Everyone is invited for an afternoon of talking, trading, buying, selling, tale telling, etc.

- Duane Fiesel

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= STERLING SILVER PRESENTATION PIECES =

*The listing of Pa 3998 B this month prompts mention of other silver copies of transportation tokens which have been made. Sometimes these have been listed as patterns, but this is certainly not what they really are. In the 3rd Edition of Atwood, they will be listed as "Presentation Pieces," with no value.*

*Tokens which exist in silver copies include Vt 150 B (5 made); Vt 150 F (7 made), 150 G (7 made), 595 A,B (7 of each); Ill 370 C,D (6 of each); 600 E (6 made); Mass 115 AD,AE (about 30 of each); NY 630 AP (1 made); Calif 105 A (1 made); Minn 540 AK (1 made). The last three, of course, were presented to the winners of "The Fare Box Literary Award."*

*These are not in any way to be considered transportation tokens, but are simply interesting oddities made for presentation to members who have performed some special service to the A.V.A.*

= ALL-TIME LIST OF A.V.A. OFFICERS =

From time to time we receive requests from those interested in such details, for a list of past officers of the A.V.A. The following list, then, is for the benefit of A.V.A. historians. The year given is for the one following the year in which the officer was elected. Thus, a man elected in August, 1966, would be listed as an officer for 1967--although actually he also served for the last part of 1966.

PRESIDENTS: Max M. Schwartz (1948-50); Frank C. Greene (1951); Eroy L. Kimmons (1952, 1953, 1956, 1957); Quincy A. Laflin (1954, 1955); William E. Eisenberg (1958-1960); F. Gordon Smith (1961-1963); Daniel DiMichael (1964-1966); Duane H. Feisel (1967, 1968).

VICE-PRESIDENTS: R.B. McKee (1948-49); Frank C. Greene (1950); Edgar Levy (1951); R.K. Frisbee (1952, 1953); C.G. Jefferson (1954-1956); Morton H. Dawson (1957); Julius A. Kurtz (1958, 1959); Roland C. Atwood (1960-1963); Clarence Heppner (1964, 1965); Neil Shafer (1966); Ralph Hinde (1967, 1968).

SECRETARIES: Ione E. Kibbe (1948-49); Eroy L. Kimmons (1950, 1951); Quincy A. Laflin (1952, 1953); Max M. Schwartz (1954, 1955); William E. Eisenberg (1956, 1957); Morton H. Dawson (1958, 1959); Daniel DiMichael (1960-1963); Donald Mazeau (1964 to date).

TREASURERS: Thomas F. Williamson (1948-1953); R.K. Frisbee (1954 to date).

CURATORS: Felton W. Smith (1948-1949); Edgar Levy (1950); William L. Black (1951-1956); Harry C. Bartley (1957); B.H. Baake, Jr. (1958-1960); Edrick J. Miller (1961, 1962); Donald Mazeau (1963); Harry C. Bartley (1964, 1965); Robert M. Ritterband (1966); Sam Rabinowitz (1967, 1968); Foster B. Pollack (1968; appointed to fill the unexpired term of Sam Rabinowitz who did not renew membership for 1968).

The first Editor of THE FARE BOX was R.L. Moore of San Francisco, from July, 1947 to December, 1948. From January, 1949, to September, 1949, there were co-Editors, John Coffee and D. Meade Peebles, Jr., of Washington, D.C. John Coffee has been Editor by himself since September, 1949.

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= THE RANCH HOUSE KIDDIELAND TOKEN, UNIDENTIFIED #132 =  
By Harry R. Porter

This token, listed in the April Fare Box, is one of a series of promotional tokens (trade checks really) put out by Ranch House Restaurants, Inc. Usually one is given with each 50¢ to \$1 in purchases, depending on what the token is for. There are 9 restaurants in the chain: 7 in Louisville, Ky., and 2 in southern Indiana, and all are called "The Ranch House." This particular token is at least 6 years obsolete. The name of the amusement park was "Kiddieland," although I believe it has now been changed to "Funland." It was made up only of small type rides for children, and as such parks go it was medium-sized, but compared to a regular amusement park for all ages, it is quite small.

Usually the tokens used by the Ranch House are redeemable in trade, and the Kiddieland one is the only exception I can think of. One year they sold ticket books at reduced rates rather than tokens, perhaps because of the wording on the token when prices rose at the park. All of the tokens I'm familiar with are aluminum. In 1956 or 1957, when the University of Louisville basketball team was doing very well and won a birth in the NCAA Tournament of that year, a token was issued previous to the games, and it was to be used in trade after the tournament at the rate of 5¢ for each game won by U. of L. These were issued at the rate of one per 50¢ in purchases for about 3 weeks prior to the tournament, in which U. of L. subsequently won 3 games, making each token worth 15¢ in trade (the maximum could have been 25¢, if U. of L. had won 5 games). This is the only trade token I know of that had multiple redemption values. Since the token could be turned in at any time, some were redeemed for 5¢ or 10¢, depending I suppose on how much faith you had in the team!

= JUNE SUPPLEMENT TO ATWOOD'S CATALOGUE =  
By Ralph Freiberg

MASSACHUSETTS

Boston 115 (Reported by Harvey Rosen)

SUPREME TAXI SERVICE FC (NUMERALS)

AD	B	Oc	Sd	(blank) (incuse black letters on obverse) [35mm]	\$0.35
				[FC = "Fields Corner," a section of the City of Boston]	

NEW YORK

Jones Beach 437 (Reported by Sam Ruggeri)

ISLAND TRANSIT SYSTEM (BUS)

B	A	39	Sd	(same as obverse) [anodized blue]	.50
C	A	39	Sd	" " "	.60
D	A	39	Sd	" " " [anodized gold]	.75

[Placed in use May 30, 1968, by Mid Island Transit Company.]

= NOTES BY RALPH FREIBERG =

We begin with another of the many Supreme Taxi tokens from the Boston area. This one was made for the store at Fields Corner, which is part of Dorchester, which in turn is part of Boston. Supreme Markets has a new management, and they are now known as "Purity-Supreme Markets." Unfortunately the new management, unlike the old, refuses to have anything to do with collectors. Consequently this is one token the New Issues Service won't handle. John Coffee visited the store, and found that they are using six or seven different tokens, so the initials on them no longer mean too much. Mr. Coffee found it difficult to get any of the "FC" tokens, and ended up getting only two of them. They seemed to be the scarcest of the tokens at the Fields Corner store! None of the old 40mm tokens are in use anymore, and those probably are getting very scarce. The tokens are sold to store customers for 35¢, and are good for a taxi fare of something like 50¢ or more--generally enough to get you home with the groceries.

We also are listing 3 tokens from Jones Beach on Long Island. 20,000 tokens were made. The blue token is good for the return trip from Jones Beach to Massapequa; the plain aluminum token is good for return trip from Jones Beach to Bethpage; the gold token is good for return trip from Jones Beach to Hicksville.

A large quantity--said to be something between 300 and 400--of a brass token purported to be from Burlington, Wash., has shown up. The token is described as follows:

WASHINGTON HOTEL BURLINGTON, WASH. ONE FARE

B	35	Sd	Good For One Fare to G.N.R.R. Depot
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A trade check is sometimes offered along with the above token. Both are claimed to have been used around the year 1915. Investigations have been made and we have excellent information to indicate that the trade check could not have been made prior to 1952, and the same is probably true for the "depotel" token. A number of members have paid upwards of \$12.50 for the "depotel" token. In view of its very questionable nature, this token will not be listed until someone proves to our satisfaction that it was actually used for transportation, which we doubt.

It is always taking a risk to pay over catalogue value for any token, and especially to pay a large price for it. For instance, the two tokens from Deadwood, S.D., have commanded very high prices of late. Well, I have just been offered 150 (one hundred fifty) of SD 260 A, and 56 (fifty-six) of SD 260 B! The asking price was \$550.00 for the lot. In any case, even with this hoard, the Deadwood tokens are still better buys than the item from Burlington, Wash. This can happen to any token. Rarity is a very transient quality in transportation tokens, yet people keep demanding that we increase the prices in our catalogue to astronomical levels. At least our prices are such that no one can get burned if he follows them.

Because of the large number of robberies of bus drivers in many cities, transit firms are now seriously considering the use of scrip, to eliminate the necessity of carrying a lot of change. Some bus drivers are refusing to operate night runs if they must carry much money--too tempting to thieves. The scrip idea would involve something like this: say you boarded the bus with a dollar bill. Instead of getting change, the driver would drop the dollar bill into a locked box, and give you scrip in place of change. You then could cash in the scrip at the company office. I mention this situation because it may induce more people to buy tokens, to avoid the necessity of getting scrip and having to cash it in at the company office. Perhaps also some transit firms would have tokens sold at various stores, to make them available more readily in places other than on the night buses. So after July 1, perhaps this will eventuate in some new tokens for us.

Every so often someone will send me a rubbing of a token which bears the name of a transportation firm, but says nothing about being good for a fare, and he will ask why it isn't listed. It is our policy not to list such tokens unless we also get firm proof that they were actually used for fare. If you have such a token, it's up to you to get this proof for us, if you want your token listed.

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= CALIFORNIA COLLECTORS TO HOLD 69th MEETING ON BASTILE DAY =  
By Robert M. Ritterband

The 69th consecutive meeting of the California Association of Transportation Token Collectors will be held on Sunday afternoon, July 14, at the home of Elaine Willahan, club secretary. At least 20 collector/members are expected to be present, plus as many more AVA friends as might be vacationing in Southern California at that time. Further meetings this year are to be on Saturday, September 7, at "Travel Town" in Griffith Park, Los Angeles; and then on Sunday, November 10, at the home of club president Robert Ritterband.

The Saturday afternoon in September will be an experiment to benefit some of our "never-on-Sunday" members. Although not one of the biggest regional clubs in membership count, this group always enjoys a large turnout at all its meetings. Counting members and guests there are generally close to two dozen avid collectors on hand for token swapping. Other groups, with larger memberships, often cannot claim more than a half-dozen or a dozen who really participate. Credit for the CATTC success is ascribed to careful planning under experienced leadership.

An example of the attractive meetings was the club's latest gathering on Sunday, May 5. For the third year, this event was staged on board a private railroad car, stationed inside the busy Santa Fe railroad yards, Los Angeles. Our spacious lounge car provided ample room for 18 club members attending, plus eight other guests (mainly rail fans) who dropped in during the afternoon. As usual, countless token trades were the big feature of the day, along with a chance to have the feel of being right within the transportation industry for a few hours.

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= DELAWARE VALLEY VECTURIST ASSOCIATION JUNE MEETING =  
By Arthur D. Jordan, Jr.

A good turn-out of collectors, Messrs. Biery, Braun, Dence DiMichael, Hiorth, Jordan, Paul, Zaika and Zell, were on hand for the June DVVA meeting, June 2. Highlights were the A.V.A. slide collection which Len Paul had borrowed, and Dan DiMichael's recently acquired turnpike tokens.

Everyone present will be in the area the first weekend in August, and a meeting that weekend was agreed upon. The time will be 1:30 p.m., Saturday, August 3, at the Liberty Federal Savings & Loan Assn., 202 North Broad St., Philadelphia. All other collectors in the area not lucky enough to attend the AVA convention are invited to meet with us.

= JUNE SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =

By Kenneth E. Smith

KOREA

Toll Road Passes of the Royal Korean Government Traffic Bureau 908 (W. Steinberg)  
(SEAL OF TRAFFIC BUREAU)(IN KOREAN CHARACTERS: "ISSUED TIEN-CHI  
ERA 4th YEAR MARCH (which is March, 1624 A.D.) BY THE TRAFFIC  
BUREAU FOR A 4 HORSE VEHICLE")

A o Bz pc (4 horses running in parallel) \$6.00  
(circular in shape with a flange which is pierced; dimensions 112mm high;  
92mm wide; 6mm thick)

(SEAL OF TRAFFIC BUREAU)(IN KOREAN CHARACTERS: "ISSUED JULY OF  
8th YEAR YUNG CHENG ERA (which is July, 1730 A.D.) BY THE TRAFFIC  
BUREAU FOR ONE HORSE AND RIDER")

B o Bz pc (one horse running) 6.00  
(circular in shape with a flange which is pierced; dimensions 106mm high;  
90mm wide; 6mm thick)

Mr. Steinberg is an old-time transportation token collector, and collected transportation tokens in the early 1940's, and then sold out. But a few years ago in Japan he could not pass up the temptation to buy these from a dealer who apparently obtained them in trade from the Korean Government. I recently bought what he acquired, which were a few 908 A's. The 908 B listing is from an old rubbing which Mr. Steinberg sent me, but he has no idea where the item is now. The Japanese dealer died a couple of years ago.

In the early 1940's there were few collectors, I believe only about 20, when I began collecting in September, 1943, with no catalogues, just a list by Roland Atwood which we passed from collector to collector, making what additions we noted that were not already listed. A far cry from today. Of course there was Morganthau's list, which omitted size and metal descriptions, and you just had to guess what he meant by "four types." A lot of fun.

TASMANIA

Road Tokens 908 (Reported by R. McNeice)

NEW TOWN TOLL GATE R/ JOSEPHS (TOLL HOUSE AND GATE)

A o K 28 Sd Van Diemen's Land 1855 (seated Justice) 3.50

B o Bz 34 Sd " " " " " " 3.50

(These were previously listed on page 253 of my Catalogue under Miscellaneous and as Merchants Tokens, which is how they had been listed in most books.

Mr. McNeice is working on some other obsolete Tasmania transportation tokens and will report on them.)

NETHERLANDS

Amusement Park Ride Tokens 998 (Reported by J.D. Ferguson and A.C. Hazevoet)

J.W. JANVIER BERGEN OP ZOOM

WAo Z Tr Sd Goed Voor Een Rit 5 ct (30x27mm) .25

WBo Z Oc Sd " " " " 10 ct (28mm) .25

(This firm operates merry-go-rounds all over Holland, and it has not been determined at which towns these tokens were used. If from several towns, they will be listed from company headquarters at Bergen Op Zoom.)

I have been selling a number of catalogues to certain dealers in Germany, and upon inquiry these dealers are near American bases in Germany, and have been reselling them to American servicemen, who in turn are buying transportation token stocks of the dealers there. It looks as though we may acquire some AVA members from GI's now serving in Europe.

Please keep the listings coming. Remember to send a rubbing or photograph along with a complete description of the token.

KENNETH E. SMITH

-

328 AVENUE F

-

REDONDO BEACH, CALIF. 90277

= JUNE SUPPLEMENT TO FEISEL'S CATALOGUE OF PARKING TOKENS =  
By Duane H. Feisel

PENNSYLVANIA

Darby 3260		(Reported by LeRoy Braun)	
		GR. DARBY CHAMBER OF COMMERCE (SHIELD)	
A	B 22 Sd	Parking Token F (1/68- )	\$0.15
Ephrata 3358		(Reported by Kermit Streeter)	
		EPHRATA MERCHANTS ASSN. PARKING	
A	B 23 Sd	(same as obverse)(1964- )	.15
		(Bottom of ASSN. allgns ...)	
		a. (P -- T)(almost even with E -- S)	
		b. (P -- T)(foot of E -- foot of S)	
Pittsburgh 3765		(DHF)	
		POLI'S RESTAURANT (GATE)	
J	Bz 25 Sd	Parcoa Token (gate)(Rev. E)(ca 11/67- )	.50
* Patterns 3998		(DHF)	
B	Sv 22 Sd	(as 3260 A, but silver instead of brass)	

GERMANY - MANUFACTURERS' STOCK PARKING TOKENS

Group 3051		(DHF)	
		PARKSYSTEM DESIGNA	
G	WM 23 Ch	(same as obverse)(copper-plated)	.25
H	WM 23 Ch	" " " (black coating over copper-plate)	.25

ADDITIONS AND CORRECTIONS

Pa 3545 A: add variety description  
(O: left slant of A in AND points to ...)  
a. (right tip of foot of L)  
b. (left tip of foot of L)

Germany 3051 CDE: should be D E F, respectively (5/68)

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

This report comes at a time when I am in the midst of moving to a new house about three miles distant from where we were located. So my correspondence has piled up more than usual. I keep plugging away at the stack, but progress comes slowly. Please continue to be patient with me.

The Darby token is a product of the Franklin Mint, apparently the first parking token struck by that firm. The Borough of Darby opened 3 new parking lots for which local merchants will give free tokens to customers spending \$2 or more. LeRoy Braun provides information about the shield device on the obverse of the token, which is a ram in the center of a shield. One of the two volunteer fire departments in Darby dates back to the 1700's. At one time this company purchased apparatus from England, a hand-drawn and hand-operated pump. Adorning the top of the pump as a decoration was a stuffed ram's head which became known as the Darby Ram. The members of that fire company to this day are called the Darby Rams. The ram's head became so closely associated with Darby that a ram design was incorporated in the seal of the Borough. The original Darby Ram still exists, and is housed in the Darby #1 Fire House. A supply of the tokens was obtained for PTNIS.

A quantity of 100 pieces of the Darby parking token were struck in silver especially for collectors and for presentation pieces. Each token was packaged in a plastic envelope for protection. Many of these sterling silver pieces went to local collectors and to dignitaries. No additional silver pieces will be struck. I have obtained the remaining supply of these special pieces and will distribute them among members of PTNIS interested in purchasing a specimen. Each piece will cost \$7.00. If you are a member of PTNIS and interested in having this token, please let me know

right away. First come, first served.

In Ephrata, tokens were used originally in a gate-controlled parking lot. Eventually the gate was eliminated, and the tokens could be used in meters. At that time another batch of tokens was ordered, and this accounts for the variety.

Poli's Restaurant, located in the Squirrel Hill section of Pittsburgh, has a gate-controlled lot for use of their customers. Exit requires a token or 50¢ in coin. The tokens are in short supply, and none were available for PTNIS. When I lived in Pittsburgh and was going to Carnegie Tech, I lived about three blocks away from Poli's. We ate there on several occasions when we could afford it. The restaurant is very well known for sea food.

The new German stock parking tokens complete the series to this point in time. The black coating on the H token may be some sort of paint which is very adherent. To test the wearing qualities I have been carrying one of these tokens in my pocket. When some of the black coating wore off, I could see the copper plating beneath. When filed, you miss the copper coating and see only the base token composition. A supply of these tokens has been obtained for PTNIS members.

This month I hope to get out a shipment to PTNIS members. If everything goes as planned, you will be receiving the following: Germany 3051 D E F from last month, plus Pa 3260 A, Pa 3358 Ab (plus some will be getting Aa), and Germany 3051 G and H. Please make sure your balance is kept up in your account. Openings exist in PTNIS-- to join just send a deposit of \$5 to \$10.

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= CONVENTION PLANNING ACCELERATES =

August will soon be upon us, and the highlight of the year for vecturists will take place in Oakland on the occasion of the annual AVA convention. Please refer to page 66 of the May issue for detailed information.

Advance Registration - The cut-off date for advance registration has been extended to July 15. Remember, the \$8.50 fee will save you \$1 from the registration fee at the door. Please make our your check to Duane H. Feisel.

Token Auction - See details and a listing of the tokens placed in the auction elsewhere in this issue.

Token Drawing - This novel feature is still open to August 1 to all AVA members. Remember, the lucky member whose name is drawn will not only receive a large batch of tokens, but he will also receive a very desirable token in the Census category.

Tour Token - The deadline for advance orders at \$1.50 for the 1968 Tour Token has been extended to July 15. Each and every member will want to have one of these medal-like tokens forhis collection. Checks should be made payable to Duane Feisel.

Banquet Speaker - One of the most publicized transportation construction projects of all time is the Bay Area Rapid Transit District (BART) project now underway in the San Francisco Bay Area. One of the innovations on the system is a radical new fare collection scheme. Our banquet speaker will be someone who will be in a good position to tell us all about this new plan.

Hotel Reservations - The San Francisco area is one of the most popular tourist attractions in the country. If you plan to attend the convention, early hotel reservations are advised. This might be a good place to mention that August is the coldest month of the year in San Francisco, so a top coat or sweater is advised.

Should you require additional information, please communicate with General Chairman Duane H. Feisel - P.O. Box 11661 - Palo Alto, California 94306.

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On May 8, AVA member Ore H. Vacketta was Guest Speaker at the American Transit Corporation Convention in Cincinnati. He spoke on transportation tokens and displayed 1,000 of his best tokens. The display attracted much interest and enthusiasm, and earned him a new title, Director of Numismatics for A.T.C. The high point for him, however, was when Mr. Frank Mattone, Manager of Lexington Transit Corp. presented Mr. Vacketta with Ky 480 A, the rare Lexington horsecar token!

SEND 10 to 20 of your diff. transp. and/or parking tokens and I will return like amount all diff. FOR TRADE: Fla 860 A; Ky 670 D, 680 J; NY 440 A, 785 C; Okla 590 C, D; Pa 10 B, 15 E, 750 W; Tex 760 F; Utah 400 C; Wis 70 B D, 420 B, 440 C, 790 G; Pa 3360 B.

Roice V. Rider - Route #3 - Lake Odessa, Mich. 48849  
FOR SALE: ATHENS, OHIO 35 C in excellent condition. \$20.00 each. This token is off census, but still scarce. Only a few available.

Clara Migley - 210 S. Maple St. - Lancaster, Ohio 43130

WILL TRADE Ind 90 A, 500 A; NM 430 B; Ohio 435 A C D, plus many others for any one of following: (15¢ tokens) 1 for 1 basis: 460 AA, 570 F,G, 610 B, 860 F H, 890 C, 950 A. Also need many tokens from state capitals and many of Atwood 460 tokens. Will trade or buy picture or picture postcard of your state capitol. Your 15¢ want-list for mine. Navy Exchange Port Lycautey Vending Token for best cash or trade.

Ray Ingalls - 750 S. State St. - Indianapolis, IN 46203

FOR TRADE: Ark 435 C; Cal 835 A; Ill 720 H; Kans 970 J; Mass 135 D; Ohio 860 L; Utah 400 C, 750 G N O; Tex 30 D E, 50 G J, 255 L N O, 275 B C D E, 360 G, 445 C H, 710 F 810 E F, 985 C D; Wis 70 B C D, 220 C, 410 H, 700 F; Va 20 E I K, 350 B, 560 B, 580 H I J K, 660 B D F, 720 E G, 730 C, 775 A.

Robert Kelley - 6315 Parkview Circle - Mason, OH 45040

FOR TRADE: my personal token for yours.

Edw. L. Dence - 8627 Crispin Drive - Philadelphia, PA 19136

JUNE SAM-O-GRAM: trading miscellaneous material for all types of tokens. What do you collect and what do you have to trade?

Sam Ruggeri - 1018 S. Carley Ct. - North Bellmore, NY 11710

FORCED TO LIQUIDATE FANTASTIC worldwide collection of coins, tokens, medals, insignia and other numismania accumulated in 30 years Naval travel. \$10 gets you postpaid satisfaction guaranteed choice of one of following: (1) Grab Bag Assortment, fine for auctions, collector, dealer, investment. (Mixture only); (2) Single Gem Coin Medal Natl. Comm. Society, my choice; (3) single gem coin medal Society de Femmes Celebre. = Capt. G.W. Gallagher - 1420 Decatur Ave. - Bremerton, WA 98310

WOULD LIKE ANY INFORMATION on the following Dayton, OH, transit companies including photos: Oakwood St. Ry. Co., Peoples Railway (or Transit) Co., Dayton/Xenia Railway (& Interurban) Co., City Railway Co. (City Transit) or any predecessor outfits.

Harry R. Porter - 1042 Bardstown Road - Louisville, KY 40204

CHICAGO RAPID TRANSIT COMPANY weekly pass card, from 1940, 1941, 1942. 50¢ each or 3 diff. for \$1. = Ben Odesser - 6332 N. Richmond St. - Chicago, IL 60645

WANTED: BUY OR TRADE - NY 10 D, 25 A G, 35 H, 78 A, 236 A, 365 A, 615 E, 630 U V, 640 B, 735 D. Have over 200 tokens that cat. 25¢ to \$1.50 for trade. Send lists and postage returned to you.

George H. Wyatt - Skylark Lane - Lunenburg, MA 01462

WILL TRADE WIS 510 J for TT of equal cat. value, or will sell for \$3.50. Will trade Wis 510 K for TT of equal cat. value.

Philip Mandel - 324 N. Lorel Ave. - Chicago, IL 60644

TRADE CALIF 450 M for Iowa TT I can use. Have other TT for trade. Send your want-list and trade lists. Also want Hickey tokens.

Douglas Redies - 512 3rd St. SW - Cedar Rapids, IA 52404

ANYONE INTERESTED? Some nice trading items (trade only): Ida 520 A; Ia 150 A B; Mich 170 B; Pa 725 C; Ill 100 A. Also have parking tokens to trade. Write if interested. = John G. Nicolosi - 3002 Galindo St. - Oakland, CA 94601

WILL TRADE "S.E.T.A.F. SPECIAL SERVICES 5 LAKE GARDA, ITALY" military token for any other two military or NCO tokens that I can use for my collection.

Foster B. Pollack - 645 West End Ave - 3B - New York, NY 10025

NEVA will trade its Personal Token #449 A as listed in the complete Personal Token List in Supp #4, for any token cataloguing 25¢ or more or for your personal token.

Also SEND 65¢ AND RECEIVE SUPPLEMENT #4 postpaid!!

North Eastern Vecturist Assn. - 645 West End Ave - 3B - New York, NY 10025

FOR TRADE: Have limited quantity of 5¢ and 10¢ NCO club tokens, Robins Air Force Base, Ga. Send 3 TT's from your state with SAE for these 2 military tokens.

W.J. Majcher - 611 Briarcliff Road - Warner Robins, GA 31093

TELEPHONE TOKENS WANTED. I will trade transp. or parking tokens for telephone tokens. ALSO WANTED: military & saloon tokens.

Norman E. Sherman - 4295 Marina Drive - Santa Barbara, CA 93105

ORDER NOW: Have your own metal or plastic personal tokens made for presentation at the Oakland Convention and late summer travels. Plastic trolley tokens (5 colors available, min. 200/color) 200 @ \$14.70, 500 @ \$28.70, 1000 @ \$48.50 plus one-time \$5 die charge. Metal horsecar tokens (aluminum, brass, or nickel-silver) 100 aluminum @ \$21.85, 500 brass @ \$48.80 plus \$10 die charge. Stamped envelopes brings sample. = Joseph M. Kotler - P.O. Box 248 - Glencoe, IL 60022

FOR SALE AT 25¢ EACH: Cal 575 O; Conn 40 B; Fla 370 A; NJ 885 A D; NY 630 AH, 785 B, 995 A; ND 960 A; Pa 70 A; RI 700 E; DC 500 Y Z. 30¢ EACH: Conn 305 R; Pa 775 B; NY 630 AO. Plus postage please.

A.A. Gibbons - 1121 Mulberry Street - Scranton, PA 18510

FOR TRADE: (see Foreign Supplement this issue) -- one each of Korea 908 A, Tasmania 908 A and 908 B. FOR SALE AT CATALOGUE PLUS 30¢ FOR POSTAGE & INSURANCE: Sweden Landskrona 450 A B D E F G, Goteborg 240 EF FA FE FF FI FO.

Kenneth E. Smith - 328 Avenue F - Redondo Beach, CA 90277

ATWOOD'S CATALOGUE OF U.S. & CANADIAN TRANSPORTATION TOKENS, latest (1963) edition, 480 pages incl. 27 plates, cloth bound size 6x9. Price \$5.50 postpaid to AVA members (\$7.50 to others). For the summer only, please send all orders for the Catalogue directly to the AVA Secretary, and make check payable to "Donald N. Mazeau."

DONALD N. MAZEAU, Secretary - P.O. Box 31 - Clinton, CT 06413

BEAUTIFUL STERLING SILVER A.V.A. LAPEL PIN, with the official trolley car seal. A few of these remain unsold, and it is not likely they will ever be made again. Buy one for the convention and summer travels. They always elicit interest and, hence, tokens sometimes. Price only \$2.75 postpaid to members only, while they last. Order directly from AVA Secretary, and please make check payable to "Donald N. Mazeau."

DONALD N. MAZEAU, Secretary - P.O. Box 31 - Clinton, CT 06413

= APPLICATIONS FOR MEMBERSHIP =

- 1023 CHARLES L. CARTER - 721 GLENCOE STREET - DENVER, COLORADO 80220  
Age 64. Retired. Collects U.S. (Carman)
- 1024 JOSEPH J. FINNEGAN - 147 EAST FIFTH AVENUE - ROSELLE, NEW JERSEY 07203  
Age 53. Locomotive Engineer. Collects U.S. (Lee Sanders)
- 1025J BILLY HUBER, JR. - 160 BLAKE ROAD - NEW BRITAIN, CONNECTICUT 06053  
Age 7. Student. Collects U.S. (Arthur Smith)
- 1026 O. PERRY - 309 BIRMINGHAM AVENUE - PITTSBURGH, PENNSYLVANIA 15210  
Age 59. Laborer. Collects U.S. & Parking. (Beam)
- 1027 DAVID WILLIAM SHEPHERD - 2464 SOUTH TAYLOR ROAD - CLEVELAND HEIGHTS, OH 44118  
Age 22. Computer Operator. Collects U.S., Canada. (Smolen)

ADMITTED TO LIFE MEMBERSHIP: L-536 Ray Byrne.

REINSTATEMENT TO MEMBERSHIP

906 DELMAS L. FORD - BOX 15263 - DEL CITY, OKLAHOMA 73115

CHANGE OF ADDRESS (\* indicates contribution to address-plate fund)

- \* Harold V. Ford - 6641 Saroni Drive - Oakland, California 94611
- Fred E. Glaze - 622 East Fourth Street - Ontario, California 91762
- \* George Gould - 1000 Queen Anne Ave., Apt. 402 - Seattle, Washington 98109
- \* Ray Ingalls - 750 South State Street - Indianapolis, Indiana 46203

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The North Eastern Vecturist Assn. will hold its next meeting beginning 9 a.m., Saturday, July 13, at Sloan House YMCA, 356 W. 34th St., New York City. All are welcome. There will be plenty of vecture trading, so bring your tokens and meet your fellow vecturists. Also a floor auction; if you have any tokens to auction, make sure that you are there!  
- Foster B. Pollack, Treasurer.

# THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

NEW ISSUES EDITOR

**RALPH FREIBERG**  
632 Ashbury Street  
San Francisco, California  
94117

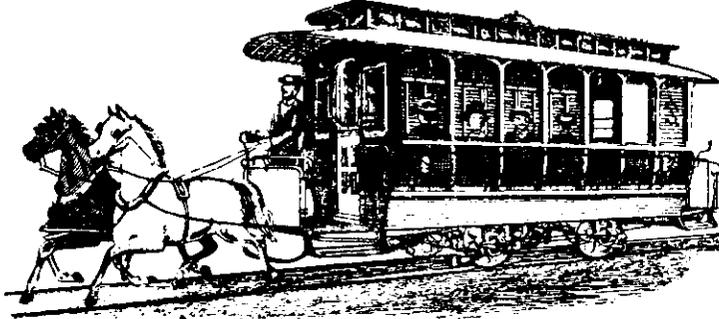
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EDITOR

**J. M. COFFEE, JR.**  
P. O. Box 1204  
Boston, Massachusetts  
02104



Parking Tokens

**DUANE H. REISEL**  
P. O. Box 11661  
Palo Alto, California  
94306

Volume 22, Number 7 - JULY, 1968 - Our 253rd Issue

Until September 1 all mail for THE FARE BOX should be addressed to  
JOHN M. COFFEE, JR. - 4104 6th AVENUE - TACOMA, WASHINGTON 98406

## PAUL FOUTS

Paul Fouts, A.V.A. #29, died on June 17 at age 74. He was a Charter Member of the A.V.A., and a life member of the A.N.A. Paul was the founder of the world's first organization of transportation token collectors, the Seattle Transportation Token Club, which he organized in 1947. He was also the founder, much earlier, of the Seattle Coin Club. Because he was a personal friend of mine, I have written a few words of appreciation about him inside this issue. Meanwhile, the clubs he founded survive as a living memorial.

The Annual Convention of the American Vecturist Association will be held from Friday through Sunday, August 16-18, 1968, at the Leamington Hotel in Oakland, California. We already have over fifty advance registrations, and this gathering promises to be both well-attended and exciting. Conventions are always the high point of the year for transportation token collectors, and those of you who have never attended one don't realize how much you are missing, and how much more interesting the hobby is to those who come to our annual conclaves. The informal get-togethers on Friday afternoon and evening are perhaps the most enjoyable of all the activities, so come on Friday and meet everyone. The business session, which in recent years has gratefully been brief and to the point, will be on Saturday morning. The big token auction will be Saturday afternoon, followed by the Annual Vecturist Banquet on Saturday night. Sunday morning for the first time in A.V.A. history we have chartered a genuine electric streetcar which will take members over nearly the entire San Francisco trolley system, one of the most extensive still operating in North America. There will be a special token required for this tour, of course, which you receive as part of your registration fee. So come to the Bay Area this year! Many who have attended in the past say our conventions are the best in numismatics.



= CODY, WYOMING =

In seeking information about Wyo 150 B, listed in August, 1967, Harold Ford wrote the Librarian of Cody, Wyoming. Her reply about the firm that used the token is interesting, and we publish it here exactly as written:

"First bus line to depot (a mile from Cody) was a bronc-drawn, covered wagon deal. I well remember riding in it when small. This was operated by Bert Bliven until approx. 1911, when it was purchased by John Myers. Alec Liddiard acquired it then and operated it until his death in 1916. His widow carried on alone until she married Tom Kane, 1921, and the two operated it until 1927. Tom died in 1928. While he had it it was known as Cody Transfer Co."

So this would place the use of the token between 1921 and 1927.

From the same person Harold also learned something about the Cody Transit Co., which issued Wyo 150 A:

"Cody Transit Co. was established in 1946 by a man named Byron Hughes (now deceased). He was the son-in-law of our long-time sheriff, Frank Blackburn. A new addition had been built on the bench above old Cody and he ran this bus through it and a short way out of the city limits. As no one seemed inclined to ride the bus, Mr. Hughes abandoned the line after about 3 months."

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= THE SUMMER VECTURIST =  
by the editor

Summer has always been a time to renew acquaintance with America and, incidentally, to look for tokens. Your Editor took the Pennsylvania RR from New York City to St. Louis this June, and found that old Mississippi River city a delightful one. After walking across the Eads Bridge and examining the great Gateway Arch, I headed out to A.E. Schmidt Co., on the south side of town. This because Schmidt has long advertised itself as a token manufacturer, and their name appears on the reverse of some of our rarer tokens. They also published last year a printed price list on which was pictured a previously unknown depot token from Camden, Ark. I wanted to see if they still had the token around. Schmidt is a large billiard table factory, and tokens are only incidental to their principal activity. However, to my surprise I learned that Schmidt had never manufactured tokens; they only supplied them. All their tokens are manufactured by another St. Louis firm, which bills itself as the "oldest rubber stamp house west of the Mississippi." So I went back into town and visited this firm...and an interesting visit it was. The owner quickly showed me where the picture of the old depot came from--it was lifted from an old catalogue they had issued back about 1910. They still make "sunk letter tokens," but only in aluminum, as the old dies would crack if struck into brass now. I was then ushered into the back room to inspect the ancient token manufacturing machine, still very much in use--and the proprietor of that fine establishment then produced a box of about 500 samples, errors, etc., and told me to help myself! Not wanting to appear greedy, I took only about 25 of them, all trade checks. There wasn't a TT or PT in the box. It was a very rewarding visit, all told, and indicates what I have long believed: that many manufacturers who put their names on tokens actually have another firm do the striking.

To get from St. Louis to San Francisco now requires three different trains: I had to take the Norfolk & Western Ry. to Kansas City, then change to the Union Pacific to Cheyenne, and then change again to another U.P. train. But riding trains is still the best way to travel if you have the time, and want a safe first-hand view of America.

We'll see you at Oakland August 16-18, at the Convention, and then in the August issue, which will go out about September 15, from Boston.

= JULY NEW ISSUES SERVICE REPORT =  
By John G. Nicolosi

Two tokens are coming your way this month: the adult token from St. Petersburg, and the transfer token from Fort Wayne. We are trying to get the St. Petersburg school token, too, but so far have been unsuccessful. The Fort Wayne token is an unusual one, but an authentic transportation token, and we were fortunate to be able to get a supply of these. It is thanks to the cooperation of Webb's Store in St. Petersburg that we are able to send you the adult token from there. All members, both regular and associate, will receive these two tokens.

Our token drawing will be extended right up to convention time. If you aren't attending, send me a dollar and any ten different transportation or parking tokens (but please don't send damaged tokens). You will then be in on the drawing--the winner to receive all the tokens plus a census token. And the A.V.A. Convention Committee, which needs the money, will get some financial help.

This past year, since last July, we've sent out 30 tokens: 20 U.S., 4 Canada, 6 foreign.

This month we move two members from the waiting list to the Associate Member list: Barry Uman and Walter W. Boese. Welcome aboard!

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= PAUL FOUTS: AN APPRECIATION =  
by the editor

I first met Paul Fouts in June of 1950, after I returned to the Puget Sound country following a six-year absence. The first thing that struck you about him was that he was a gentleman. There was about him an irrepressible dignity. He was a numismatist of the old school, but he brought a brilliant organizing spirit to transportation token collecting. Seattle in those days led the country in the number of token collectors who lived there, and Paul had shown the way to the hobby by organizing the Seattle Transportation Token Club in 1947.

The meetings were held in his office in the Peoples Building then, and what a fascinating office it was! He had a complete set of The Numismatist going right back to the first issue. The walls were covered with displays of tokens of all sorts. He had a complete set of Washington State sales tax tokens, including the early cardboard provisionals and gold presentation patterns of the metal tokens. He always brought his own collection of Washington transportation tokens, housed in a special custom album, and he had nearly all of them.

By profession Paul was an insurance investigator, principally involving bus lines. This work helped him find a large number of previously unknown transportation tokens from Washington State. Among tokens he was responsible for reporting for the first time were: Wash 10 A, 230 A B, 250 A B C D E F, 580 A, 690 A B C, 755 A, 780 R (which was given out free to members attending the Seattle AVA Convention in 1955), and probably several others.

He was a sharp trader, as most knowledgeable numismatists are, and he had his likes and dislikes, as we all do. But he also had the capacity to keep things in their proper perspective, and to find the humor in nearly every situation.

Each year I looked forward to visiting with him, to hear his often humorous comments on the Seattle transportation token situation. But time finally took its toll. He grew old gracefully, surpassing his threescore years and ten, and always helpful and interested in the hobby he had done so much to promote. It is good that he was with us for so long a time. We need more like him.

= JULY SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =  
By Kenneth E. Smith

This issue will be devoted mainly to the location of Unidentified tokens previously listed, and tokens in Section 4 to Section 10.

Mr. F.J. Bingen has been doing some research on the Unidentified pieces previously listed and has come up with the following information:

1. See August 1967 Supplement. Terminus Hotels are situated in several countries so it will be difficult to locate this token. The Terminus hotel in the Hague opposite the main railway station has in the past used tokens of about the same appearance. Teutonia is a German word often used as an equivalent for Prussia, and is commonly used as a name for beer houses. So this token may be a beer check.

2. See September 1967 Supplement. The STADTISCHE STRASSENBAHN IN M. GLADBACH were used in the small town of Munchen Gladbach in the Rhineland, and are canteen employee tokens and will be left out of the catalogue as per comment on Miscellaneous Tokens on page 247 of the catalogue.

3. The French token reading L'Union HOUPLINES is from Houplines, a village near Lille, and is a piece of city emergency money and not transportation.

4. See March 1968 Supplement. The Schwanthaler Passage token is from Munich, Germany. The Schwanthaler Passage, situated in Schwanthaler Street, is a cafe and issued a set of these tokens ranging from 10 pfennig to 200 pfennig and one good for 1/2 pint of beer (in German). This street was named after the famous Munich sculptor Ludwig von Schwanthal. Replicas of his work can be found in the museum situated on the same street.

5. Mr. Bingen identified the merry-go-round token as from Brussels, so its new listing will be:

BRUSSELS 80 (BELGIUM)  
SKOOFER TEWE BON POUR UNE VOITURE 1 OU 2 PERSONNES  
WIo C Sq Sd (blank)(deep yellow)(rounded corners)(28mm) .0.25

Mr. Bingen also reported the following ship money token:

SHIP MONEY (GERMANY)  
NORDD. LLOYD BREMEN 10 PF.  
909E o Z 20 Sd Nur Fur Diese Reise gultig (nickel-coated) .25

6. The Unidentified Singapore token listed in May 1967 has been identified by both Mr. Elwin C. Leslie and Mr. Wm. Woodside as coolie payment tokens for work done on the docks. Mr. Leslie referenced that these tokens (of which there are several types) are found with details in the book The Coins of the British Commonwealth of Nations, Part 2 Asian Territories, by Capt. F. Pridmore, who apparently at one time was stationed in Singapore and was well acquainted with the use of these tokens. They apparently came into use during the First World War when small change was scarce, and mostly were used in 1920-21. They were locally made and paid to Chinese coolies; as each sack of coal was carried aboard and deposited one token was paid, and later redeemed at the end of the day for bills and larger coins. So these tokens will not be listed in the catalogue.

7. Another token, reported by Foster Pollack:

SCOTLAND (SHIP CABIN CHECKS)  
Kirkcaldy 550  
KIRKCALDY OR DYSART FERRY. STEERAGE NO.-- (NUMBERS)  
SCo B 37 Sd (blank)(stamped ST. G on obverse) 3.00

= JULY SUPPLEMENT TO FEISEL'S CATALOGUE OF PARKING TOKENS =  
By Duane H. Feisel

NEBRASKA

Omaha	3700	(Reported by Hal Ford)	
		PARKING TOKEN NEBRASKA METHODIST HOSPITAL	
G	B 23 Sd	(same as obverse)(6/68- )	\$0.25

OREGON

Eugene	3240	(Reported by Frank Guernsey)	
		ONE HOUR FREE PARKING EUGENE AUTO PARKING	
A	B 23 Sd	(same as obverse)	

PENNSYLVANIA

Philadelphia	3750	(Reported by Sam Ruggeri)	
		FOOD FAIR BLDG. PARKING TOKEN F	
J	B 23 Sd	(blank)(F is for Food Fair)	.25

TEXAS

Dallas	3255	(Reported by Maurice Murdock)	
		LOCKE MEDICAL BUILDING DALLAS (GATE)	
P	Bz 25 Sd	Parcoa Token (gate)(Rev. D)	.25

SWITZERLAND - MANUFACTURERS' STOCK PARKING TOKENS

Group	3051	(DHF)	
		(BLANK)(8 DOTS ARRANGED IN A CIRCLE, ALTERNATING INCUSE & RAISED)	
A	A 24 Sd	(same as obverse)(colored red)	.25
B	A 25 Sd	( " " " " blue)	.25
C	A 26 Sd	( " " " " green)	.25

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

The Nebraska Methodist Hospital moved into a new unit about June 1. At the new hospital there is a gate-controlled parking lot where the token is used. There is no specific information as to how the token is used, but since only 250 pieces were obtained the token use will probably be restricted. It was not possible to obtain this token for PTNIS.

The Eugene token has been found in use only at the Security Bank of Oregon in Portland. No one has been able to determine whether or not the token was ever used in Eugene. Perhaps someone will come forth with more information about this token.

There must have been two different Food Fair building tokens right from the start. The P on Pa 3750 I stands for Pennsylvania Railroad. None of the J tokens have been obtained for PTNIS.

The Locke token is apparently used the way most hospital tokens are used: gate-controlled lot for use of the public who pay a fee, tokens to special visitors, volunteer workers, clergy, etc. Tokens were not obtained for PTNIS. Be warned that I sent \$1 cash last February and have had no reply!

Usually we try to avoid the listing of blank tokens even though used legitimately as parking tokens. The problem comes in describing such blank tokens sufficiently that there is no confusion. Also if the blank piece is merely a "slug," then it is easy to simulate it. These stock tokens from Switzerland are sufficiently distinctive that listing presents no real problem. A supply of the tokens has been obtained for PTNIS members, and they will be mailed out sometime in the future as part of a larger shipment.

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= WE'LL SEE YOU AT THE LEAMINGTON HOTEL IN OAKLAND, AUGUST 16-18 =

= LOUISVILLE, KENTUCKY =

Of all cities, perhaps the one that is most striking to vecturists, especially to newer converts, is Louisville, with its 72 listed varieties of transportation tokens. I recall when I first saw the 1948 Check List how awe-struck I was with this seemingly endless list of tokens! But while it is an imposing list, it is not impossible to assemble a respectable collection of the Louisville tokens. Only 11 of them are census tokens, one of which is a unique round fibre, and one simply a holed variety of 510 Z. Sixteen are vulcanite or celluloid.

One may wonder why so many different colors of celluloid and vulcanite tokens. An employee's handbook of rules issued in 1916 by the Louisville Railway, and sent to us by Harry Porter, gives some clue to this. For it refers to "CHECKS - HOW AND WHEN USED." "Checks" almost certainly are tokens. The handbook says this:

a. *SCHOOL CHECKS* - *Observe the rules on the back of school certificates and note routes and hours the person is entitled to ride. School checks are not good on Saturdays, Sundays and Holidays.* [School checks probably, in 1916, were Ky 510 N AE AG AH AI AJ.]

b. *BLUE CHECKS* - *will be accepted from anyone at all hours.* [Probably Ky 510 AI and AK, because these are still quite common.]

c. *RED CHECKS* - *(Employee) will be accepted at all hours.* [Obviously Ky 510 C, by far the most common of all the cells and vulcs of Louisville.]

d. *YELLOW CHECKS* - *will be accepted only from Male passengers between 6:00 a.m. and 6:00 p.m.* [Almost certainly Ky 510 J, one of the more common of the cells and vulcs of Louisville.]

e. *OTHER TICKETS* - *will only be accepted as directed by special orders.* [Since this "other tickets" comes under the heading of "Checks" as distinct from the "Ticket" heading, one suspects that other colors of tokens were occasionally used for special purposes.]

f. *TRANSFERS* - *will be issued when requested by passengers presenting School, Blue, Red or Yellow checks in accordance with rule governing transfers.* [One suspects that Ky 510 M and AF, because of their extreme rarity, were only handed to a passenger presenting a transfer, and the passenger then was expected to deposit the token immediately into a fare box--and probably they were not even then in general use.]

Thus it is evident that the celluloid and vulcanite tokens--at least some of them--were used well into the 20th Century. The Louisville City Railway ceased to exist in 1890, so tokens inscribed with its name would have been made before 1890, but obviously they continued in use by the successor firm, the Louisville Railway Co.

I remember in the late 1940's collectors could write the Louisville Railway Co., and receive a list of old tokens which the company had on hand for sale to collectors. These were priced at \$2 apiece--an exorbitant price in those days. But some of the more extravagant of us bought some at that price, including 510 B C D F G H L O P S T U X AB. They also had sacks of the 21mm school tokens, 510 N AE AG AH AI AJ, for sale at 5¢ each. I must have bought 100 of them at that price, and I found all sorts of die varieties--very obvious ones. After a while the company got wise and stopped selling these things to collectors. They must still have sacks of them, unless they have deliberately destroyed them, which is quite possible.

Although not a great rarity, the 510 A token is very scarce, and especially desirable because it is well over 100 years old. The Louisville & Portland RR was a 3-mile line along Main Street, using steam-power cars. If not the first, it was one of the first street railways in this country. Louisville took to streetcars quickly, and by 1866 a local booster claimed the city had twice as many miles of streetcar track as any other city in the world! The first electric car ran in 1889; the last horsecar in 1901, and streetcars were abandoned in April, 1948.

If I were asked to name my favorite city for transportation tokens, I'd have to say it was Louisville. Unfortunately I still need one token to complete it--510 E, but there's only two of them around, and they aren't for sale.

- J.M.C.

= JULY SUPPLEMENT TO ATWOOD'S CATALOGUE =  
By Ralph Freiberg

FLORIDA

St. Petersburg 880 (Reported by the New Issues Service)  
 ST. PETERSBURG FLORIDA (PELICAN, SUN & BEACH)  
 G V Bz 16 Sd The Sunshine City Good For One Fare (\* 4/26/68- ) \$0.20  
 H V Bz 23 Sd " " " " " Student Fare " .15

INDIANA

Princeton 780 (Reported by John G. Nicolosi)  
 PRINCETON TRANSFER & LIVERY PHONE 54  
 A V A 32 Sd Good For 1 Ride From Hotel -to- Depot Phone 54 5.00  
 Fort Wayne 290 (Reported by Mrs. Virginia King)  
 PROPERTY OF FORT WAYNE TRANSIT, INC.  
 D V A 35 Ch (blank)(19mm Ch) .25  
 (Used as a transfer token from 3/15/64 to 9/4/67.)

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= NOTES BY RALPH FREIBERG =

This month we list two more tokens from St. Petersburg. These metal tokens were ordered to replace the plastic tokens, 880 E,F. The adult token, 880 G, is only handled through various merchants, and the New Issues Service was able to obtain a supply for its members through Webb's Store in St. Petersburg. But so far we've been unable to get the school tokens for the N.I.S. So at present 880 G will be sent out, but not 880 H.

The odd Fort Wayne token, which is like an encased cent without the cent, was used as a transfer token from March 15, 1964, to September 4, 1967. The company sold the entire supply to a collector who is not an AVA member, but he has sold a supply of them to our N.I.S. at a reasonable price, so N.I.S. members will be receiving this one. In Fort Wayne there was a transfer charge, and apparently these tokens were given to passengers wanting to transfer. A few years back this company wanted to abolish use of Ind 290 C, but I don't know if they succeeded or not. In May, 1968, this company was taken over by American Transit Corp., a holding company.

With regard to the recently listed token from Columbus, Indiana: Jack Smith of New Palestine has been able to pick up some of these, and if some of you still need it, you may be able to get one from him. I also have had a letter from Walt Majcher, who contacted the company, and it may be that the New Issues Service just got ahold of the wrong person at the company, and that someone else there might have been willing to sell us a supply. But now that the token has been listed, and we have no way of knowing who has picked up the token, the N.I.S. won't handle it. Mr. Majcher also learned that the company put the token into use in 1964, and had 10,000 of them made. They started operating with Mini-Buses in 1962.

I have a letter from Larry Freeman wherein he mentions that he was able to borrow the dies for Ohio 175 Z in two different die varieties. He has had these struck into a rectangular piece of heavy aluminum--four impressions--on one side of it. He presented the first of these to the AVA to be auctioned off at our Oakland Convention, so if any of you are interested, send in your bids to Harold Ford for it. It's a very interesting piece. He plans to make more of them and they'll be available from him.

I hear that we have over 50 advance registrations for the AVA Convention. Some of you may want to come a day early and take in the big coin show at the Jack Tarr Hotel in San Francisco on Thursday. But I don't advise any trips to my neighborhood--the famous Haight-Ashbury District, now in pretty bad shape after some recent rioting, demonstrations, etc.

FOR SALE - Foreign - England 902 C & D @ \$3.20 each; Germany 230 B @ \$1; Sweden 820 AC H J @ \$2.20 each; AE FN @ \$2.65 each; AG - \$1.75; KC - \$1.20; Turkey 400 RA - \$1.50. plus SSAE. Also NY 3629 D - \$3.00.  
 Foster B. Pollack - 645 West End Ave - 3B - New York, NY 10025

FOR SALE: Wis 600 B, \$3.50; 620 F, 25¢; 440 C, 25¢; Iowa 180 B, 50¢; Wis 700 C F G H, 330 C D E F, at 25¢ each, while they last. Plus SSAE.  
 Glen Williams - 504 East 10th St. - Fond du Lac, WI 54935

AUCTION: Pa 495 G, 495 H. Bids close August 30.  
 Virginia King - R6, Rd 650 W - Columbia City, IN 46725

GERMAN TT's for sale: Vienna 840 A, 20¢; Berlin 100 D, 20¢; Crefeld 230 A, 35¢, 230 B, 35¢; Hamburg 390 P, 2 for 40¢; Leipzig 480 A, 25¢, 480 B, 2 for 50¢. = Charles H. Toomey - 206 Center Ave. - Lake Bluff, IL 60044

WOULD LIKE TO BUY: Colo 260 P,Q; Mich 225 Ea Eb L N, 650 A, 750 A B; Ohio 860 B O; Pa 445 C. = George J. Hurst - 601 Geneva - Toledo, OH 43609

SUMNER, WASH 860 A,B, for sale at \$1.25 the pair plus stamped envelope. Offer expires September 1. Order all you want this month only. I get them at the bus depot for you.  
 13 COINS RESTAURANT, scarce parking token Wash 3780 Nb, for sale at \$1.00 each. I found eight of these; first come first served. (I have no Na)  
 John M. Coffee, Jr. - 4104 6th Avenue - Tacoma, WA 98406

CATALOGUE OF WORLD TRANSPORTATION TOKENS AND PASSES except North America. First edition 1967 at \$5.00 each either bound or unbound; specify which. Make check or MO payable to Kenneth Smith. Autographed if desired.  
 Kenneth E. Smith - 328 Avenue F - Redondo Beach, CA 90277

= APPLICATIONS FOR MEMBERSHIP =

- 68-J JOHN WHITFIELD WARNER - 1249 87th AVENUE NO. - St. Petersburg, Fla.  
Age 1; Collects U.S. (Coffee) /33702
- 1028 WILLIAM E. HANSEN - 3453 INDIAN QUEEN LANE - PHILADELPHIA, PA 19129  
Age 55; Designer. Collects U.S. (Mazeau)
- 1029 HY TEERLINK - 510 WEST 6th STREET, SUITE 519 - LOS ANGELES, CA  
Age 51; Importer. Collects all types. (Carman) /90014
- 1030J EARL BECKER - 5594 CLANRANALD - MONTREAL 29, QUEBEC, Canada  
Age 15; Student. Collects US, Can, For. (Weighell)
- 1031 WAYNE A. COLEMAN - BOX 205 - BOULDER, COLORADO 80302  
Age 24; Student. Collects U.S. only. (Carman)
- 1032 PAUL W. SAUVE - BOX 795 - SONOMA, CALIFORNIA 95476  
Age 69; Retired. Collects all types. (Nicolosi)

REINSTATEMENTS TO MEMBERSHIP

- 472 STEPHEN ALBUM - 4133 Webster Street - Oakland, California 94609
- 972 MICHAEL O'HARA - 10 Boston Street - Seattle, Washington 98109

CHANGE OF ADDRESS (\* indicates contribution to pay for new address plate)

- \*Rev. John A. Backora - R.D. 1, Box 397 A - Steubenville, Ohio 43952
- \*R.V. Brandenburg - 350 MacKinzie Avenue - Canon City, Colorado 81212
- \*Jack E. Carman - Kingston Green Apts #A4, 123 West Hively Avenue -  
Elkhart, IN 46514
- \*Frank W. Guernsey - 12546 Knott Street - Portland, Oregon 97230
- \*John D. Nevin III - 5376 Iron Pen Place - Columbia, Maryland 21043
- Walter W. Underwood - 27685 River Road - Cloverdale, California 95425

FOR SALE: Ohio 835 A at 35¢ plus stamped self-addressed envelope.  
 John A. Backora - R.D. 1, Box 397 A - Steubenville, OH 43952

# THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

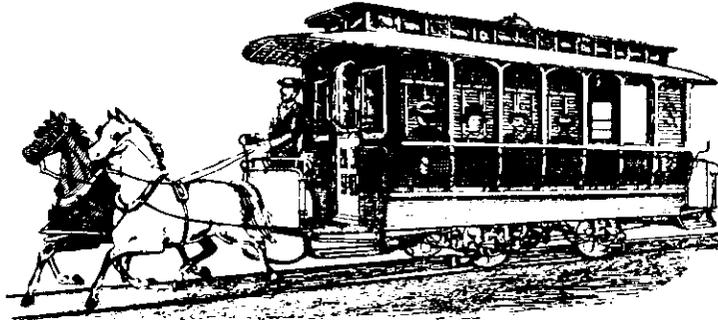


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Volume 22, Number 8

AUGUST, 1968

Our 254th Issue

Here we are back in Boston again after a delightful summer and a fine A. V. A. Convention in California. We're about a month late, but with some good luck we'll catch up eventually. This issue goes to press September 21, and contains everything received up to this date. In this respect, let me observe that the number of ads received lately has been down. We have always believed that the ads are the most interesting part of THE FARE BOX, and our policy of giving a free 6-line ad to every A. V. A. member is one of the most valuable parts of your membership. So don't hesitate to take advantage of this market place. Over 600 transportation token collectors see your ad, and we want all the ads we can get. Within reason, of course.

In addition to his other professional duties, the Editor is now teaching four courses at a local college (two World History, one History of England, one Geography), and this takes its toll of one's available time. You will help considerably if, when sending inquiries, you will enclose either a return addressed government postcard, or a stamped self-addressed envelope. Incidentally, this last is a common courtesy when requesting information from anybody, especially if you want a prompt reply. In the ads, when you see "+ SAE" this means "plus stamped self-addressed envelope." We abbreviate it thus to save valuable space.

The summer was rewarding and interesting. Your Editor spent his usual week in the San Francisco Bay Area in July, with Harold and Louise Ford, and was able to take in a meeting of the Bay Area Token Society, whose meetings are relaxed and informal and especially to be commended because there is no business; just friendship, token swapping, and lots of conversation. Personally I've always believed that most business sessions could be cut in half or in fourth without any damage whatever to the hobby. Sometimes we get so bogged down in business we forget the purpose of our coming together, which decidedly is not to pass resolutions and haggle over by-laws.

The highlight of my July visit to California was a ride on the California Western RR, a 40-mile standard gauge steam railroad ride from Willits to Fort Bragg, with Duane Feisel and Ralph Freiberg. Our motor trip up to Willits was delayed a bit for a stop to sample the products of the Italian Swiss Colony winery at Asti, where one can spend the whole day tippling free of charge.

I found Seattle a little lonelier in the absence of Paul Fouts, and also because the old Seattle Transportation Token Club canceled its summer meetings for the first time since its



founding in 1947. So I missed seeing some old friends. But I had a nice visit with Clarence Heppner and Mike O'Hara, and dropped in on a die stamping firm where the 13 Coins Restaurant parking tokens were struck, and found ten or so of them. . . apparently about all that remained in Seattle of that scarce token.

The high point of the summer, of course, was the A.V.A. Convention at Oakland in mid-August. I rode the Southern Pacific RR's "Cascade" down--the most scenic railroad ride in America, and it's coming off soon unfortunately. Duane Feisel managed the convention down to the last detail with smooth efficiency and great good sense. Thursday many of us bumped into each other at a Northern California Coin Show in San Francisco, where each of us had sneaked hoping to beat the other to the census tokens, if any. There weren't any, but we had lunch at an interesting nearby restaurant which had a frame of old trade checks and transportation tokens on the wall! Also a fabulous collection of old beer signs, which caused Joe Allis to offer to buy the place on the spot. No sale. J. L. Hargett made the best purchase at the show: several old brass Wells, Fargo & Co. seals.

The faithful began arriving at the Leamington Hotel in Oakland by Noon on Friday, and soon exhibit tables and bourse tables were going strong. Mike O'Hara had bought Cecil Jefferson's collection up in Seattle, and most of this he brought with him for sale at the Convention, although the cream, of course, was held for trades. The exhibits were the best yet at an AVA convention. Gordon Yowell displayed a Capital Plastics custom holder, with spaces for all tokens with pictures of horsecars on them, and Gordon had most of the holes filled. Roger Bolz had brought some beautiful Nebraska transportation tokens along, and J. L. Hargett showed off some fine unlisted rarities he picked up, including a beautiful old vulcanite we had not known about before. As the evening wore on, the wheeling & dealing was intense, lots of census tokens changing hands back and forth. Just about everyone there picked up something good for his collection. Your Editor picked up the Pratt, Kans., depot token and the unique aluminum Atlantic City merry-go-round token.

The Saturday morning business session was gratefully brief, punctuated by the terrible news that Roland C. Atwood had, the previous night, been assaulted on a downtown Oakland street by thugs, and had spent Friday night in hospital. Harold Ford and I immediately drove out and picked him up, took him to Harold's where Louise Ford provided a good lunch, and Harold gave him a clean shirt to replace the one he had been wearing. We brought him back to the Leamington, bloody but unbowed!

The floor auction on Saturday afternoon was lots of fun, even if Don Mazeau did bid me up on the only token I needed! Your Editor was a little hoarse after doing the calling, but we made the AVA a little money on that 5% commission. Some tokens went like real bargains, while others brought far more than I expected.

The banquet speaker Saturday night was excellent, and the session went on into the night as interested collectors, mostly from Southern California, plied him with detailed questions as to whether the new rapid transit system in the Bay Area (which the speaker represented) would use "Number Two Switches" or "Number Three Switches," etc., etc. Some of the ladies, understandably, found all this rather abstruse. And the speaker ably fielded all questions until someone asked him, "What if someone blows up one of the elevated supports?" The evening concluded with lots of slides being shown by various members who had brought them along, including a set of all the Nebraska tokens by Roger Bolz.

We all got a first-hand view of San Francisco from our chartered streetcar on Sunday morning. Just before pulling out, a man at the carbarn obliged us by rolling out an ancient streetcar for our inspection, and let some of us ride it back into the barn. Our own trolley was one of a type used exclusively for chartered tours, and the motorman had some difficulty getting it to reverse at the wyes, his problem no doubt enhanced by the dozen or so AVA members who tried to advise him. We had a minor crisis at the East Bay Terminal when one of the Cutlers didn't get back on the car, but Ed Cutler went and found him, and they met the car at an agreed stop later on. The trip took over 3 hours altogether, making history as the first electric streetcar tour for an AVA Convention.

That night, and next day, a number of our members left for San Diego and the American Numismatic Association convention where, I understand, there were few transportation tokens in evidence, although Joe Kotler picked up one of the rare Train's Patent horsecar tokens from England for a very low price.

There were probably several things I've forgotten to mention. Looking back on it, our Oakland Convention was one of the best we've ever held. There was never a dull moment, and we all had a great time. For this Duane Feisel deserves our gratitude. We have come to expect excellence from our President, and he didn't disappoint us here.

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= DAVE JORDAN RECEIVES FARE BOX LITERARY AWARD =

At the Convention Banquet in Oakland, your Editor announced that the recipient of the 1968 "The Fare Box Literary Award" was Dr. Arthur D. Jordan, Jr., of Flourtown, Pa. Dr. Jordan received the award for his excellent article "Notes on Celluloid and Vulcanite Tokens" which appeared in the March 1968 issue. Dr. Jordan was not able to be present, but the award will be sent to him.

The award consists of a unique sterling silver striking of the 1968 AVA tour token issued at the Oakland Convention. Only one token was struck in silver, and this will be housed in a custom plastic holder, appropriately inscribed.

Previous winners of the award were Sam Rabinowitz in 1965, Gerald Johnson in 1966, F.J. Bingen in 1967. In each case, the award consisted on a unique silver striking of the convention tour token of that year, housed in a custom plastic holder.

The award was instituted on the suggestion of Joseph Mark Kotler, who asked that it be called the "John Coffee Literary Award," and that it be presented each year to the AVA member whose article in The Fare Box is judged to be the best one printed that year. Inasmuch as the sole judge is your Editor, modesty counsels me to use the more general title.

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= THE DOYLE LIVERY & TRANSFER OF GATESVILLE, TEXAS =

Some time ago the Editor published a story in the Gatesville newspaper hoping to learn something about the line which issued Tex 370 A. During the summer I received the following interesting letter from a gentleman in Gatesville who remembered:

*Mr. Doyle entered the livery business here in about 1902 and sold out to Bowie and Haley in 1911 and moved to his 2900-acre ranch about 20 miles northwest of Gatesville. Mr. Doyle died in about 1938. He was a full blood Irisianman.*

*Doyle's livery stable was one block west of court house square built of native stone, size of building 50 ft. x 150. This building is now being used for a feed mill. There were 3 livery stables in Gatesville in the horse vehicle days. George Doyle's stable owned about 16 horses, 3 double buggies that you work 2 horses to, they were the ones used by the drummers to make all inland towns within about a 25 radius of Gatesville. This double rig would cost the drummer as they were called \$3.50 a day with driver or 2.50 without driver. Most of them used the stable driver.*

*Mr. Doyle also had 3 or 4 single buggies that you worked one horse to, they rented by hour or day for mostly short trips. Mr. Doyle owned a horse drawn hearse the only funeral hearse in county until about 1918. There was a population about 2,200 in Gatesville then, now it has 5,100.*

*A.G. Tipton ran a livery stable 1 block east of court house square at corner of 8th & Leon St. He also ran a hotel one block from stable at 7th & Leon St. He was the first to quit the horses and go to automobiles, then in 1912 he sold his horse and vehicles and went to cars. Mr. Bill Cross ran a livery stable on Main St. 2 blocks east of square. He had some 12 or 14 horses also buggies, hack, etc. Mr. Cross sold out in 1915. There are now buildings where his stable was located.*

*Gatesville was one mile from depot. Fare was 25 cents one way but if you caught train out same day, token was good for round trip. Bowie & Haley quit about 1915 when cars took over.*

= AN ALUMINUM LIVERY TOKEN FROM ROCHELLE, ILLINOIS =

Last spring Gordon Yowell reported the existence of an interesting livery token from Rochelle, Ill., and your Editor promptly wrote an article for the local newspaper in Rochelle, in the hope of learning something about the token. I did not hear from the editor of that newspaper, but I did receive two interesting letters in response to my published story.

The token itself is described as follows:

GEO. E. ONLEY LIVERY ROCHELLE, ILL.

A 31 Ch (blank)

As the token does not say anything about being good for transportation, there was some question as to its use, although until now every livery stable token we have come across has turned out to be a depot token, used on a hack for transportation.

In this case, however, it appears to be otherwise. My first letter was from a lady who wrote the following:

*"I noticed your request for information in our local paper about George E. Onley Livery. First, please tell me how you came in possession of this token. He was my father and there are not many people who would remember much about him as he died November 5, 1925. He was in business from 1905 to 1915 when he sold out and the automobile took over. The livery stable was located on the corner of Main St. & Cherry Ave. which is now the location of the A & P Store and parking lot, just across Cherry Ave. south from the Collier Hotel and was owned by Josiah May. When salesmen came to town to get their orders they would stay at this hotel. They rented a horse & buggy by the hour or day to make their rounds, or to anyone who wanted transportation. Also there was the surrey with the fringe on top, drawn by a team of horses. He did have hacks which met the trains a block away, the fare being 25¢ per person to any part of town. He did not use tokens for fares. These aluminum tags were used to mark blankets, bridles and harnesses. He furnished the rigs for funerals, hacks and buggies. He did have a pall bearers coach which was very fine in those days until the automobile came into use. The undertaker furnished the hearse but he furnished the horses. He was born Dec. 17, 1864, and there were 6 children, all of whom are living, the youngest being 70 years old. ...It was a long time ago, but there are memories yet."*

Then I received another letter, this one from a son of Mr. Onley. He sent me one of the tokens, and had this to say:

*"In regard to the tokens Mr. Onley had was used to mark blankets and as tokens from 1909-1915. He had 3 horse-drawn 1 single seat one horse drawn cab 2 seater 2 horse drawn cabs. Fares 25 cents any place in town night or day. He would meet trains. I am enclosing 1 token for you."*

The above letter reproduced exactly as written. So it appears that the Onley token was not used for transportation, although the cryptic line "and as tokens from 1909-1915" seems to suggest a possibility. But I doubt it. So until better, or different, information arrives, we'll have to lay these aside as identification tags and nothing more. And more's the pity, as now I have them both--the one Mr. Onley's son sent along, and the one Gordon Yowell had, which was part of a trade we made at the Oakland Convention. So of all the letters I've received in the past 18 months about hack lines, the one that had a token in it turns out to be an I.D. tag!

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Bob Oliphant reports that the Fort Wayne operation was taken over by the City of Fort Wayne, with American Transit getting only the management contract. He also says that Beloit (Wisconsin) City Bus Lines, Inc., has discontinued tokens (5/\$1) and has gone to a straight 25¢ cash fare, as of March 18, 1968.

The 18th Annual Convention of the A.V.A. was called to order by President Duane H. Feisel at 10:20 a.m., Saturday, August 17, 1968, in the Leamington Hotel, Oakland, California. Officers present were President Duane Feisel; Treasurer R.K. Frisbee; Secretary Donald N. Mazeau; Editor John M. Coffee, Jr. Members present were:

Allis, Atwood, Bolz, Carlisle, Carpenter, Carter, Coffee, Crockett, Cutler, Dewey, Ezidro, Feisel, Harold Ford, Freiberg, Frisbee, George Gould, Groth, Hargett, Hayes, Heppner, Joseph, Kotler, Henry Krause, Kubach, Max, Mazeau, Miller, Nicolosi, O'Hara, Oliphant, Paddock, Plummer, Rieder, Sherman, Ken Smith, Strough, Thrall, Trembley, Willahan, Yowell. A total of 40 members.

Also present were 23 family members, and six non-members were registered for the convention. At least 20 non-members, who did not register, also attended.

Mr. Feisel opened the business meeting by welcoming the conventioners to Oakland on behalf of the Bay Area Token Society, the host club. Letters and telegrams of best wishes were read on behalf of the Minneapolis Club, Mr. Ed Vickers, Mr. John Stephens, Mr. R.L. Moore, and were extended by Mr. Heppner on behalf of the Seattle Club.

Minutes of the Minneapolis Convention were accepted as printed in The Fare Box, following which Mr. Feisel called for a moment of standing silence on behalf of deceased members. This was followed by the last call for ballots for the contested office of vice-president of the A.V.A.

Mr. Mazeau read his report as Secretary, stating the association now consisted of 551 members, a decrease of 29 from the same time last year. Life memberships remained at 68 (one death; one addition), and junior memberships stood at 19, same as last year. The Secretary thanked Mr. and Mrs. Robert M. Butler for their superb job with the 1968 membership roster. The Secretary's report was accepted with thanks.

Mr. Frisbee read the financial report as Treasurer, and this was forwarded to the Audit Committee for inspection.

Mr. Coffee read the financial report for The Fare Box, showing a cash surplus of over \$300 at the end of the first half of 1968. This was forwarded to the Audit Committee.

Mr. Feisel then appointed the following committees: Audit - Syd Joseph and Harry Strough. Resolutions - J.H. Kotler, Bob Dewey, and Motor Crockett. Election - Ralph Freiberg, John Coffee, R.K. Frisbee. Previous committees, already appointed for this convention, included the Exhibit Committee, Manny Ezidro, chairman; Auction Committee, Hal Ford, Chairman, assisted by John Coffee calling the auction. Arrangements Committee, John Nicolosi, chairman.

Attention was directed at the various exhibits around the room, as follows: Roger Bolz, color slides of Nebraska tokens (shown Saturday night); Duane Feisel, AVA convention Tour Tokens, badges, 1968 Tour Token Display; Syd Joseph, Color Slides of Colorado Tokens (shown Saturday night); John Nicolosi, complete set of all known AVA member calling card tokens and wooden nickels (one token short of completion), and several frames of miscellaneous transportation tokens; Harry Strough, color photographs of horsecars; Gordon Yowell, horsecar tokens; and a case full of auction material by Hal Ford.

Kenneth Smith then read his report on the Foreign Catalogue; Duane Feisel presented his report on Parking Tokens; John Coffee read the financial report for the Catalogue Committee.

Mr. Feisel called for old business. A lengthy discussion ensued with regard to the continued members of the A.V.A. as a corporate member of the American Numismatic Association, with the feeling expressed by many that the AVA gets nothing for its \$12 dues. However, by voice vote, it was agreed to continue at least another year.

Mr. Feisel then reported on the purchase, by the A.V.A., of a large group of old dies for tokens from Quint and Co. of Philadelphia (a few of which were on display at the convention), explaining that the Executive Board felt the \$600 cost of these approximately 106 different dies was justified on the grounds that if they came into the hands of unscrupulous persons it would damage the hobby seriously. The dies involved include those of a number of extremely rare transportation tokens,

such as Conn 305 A,B,C. Much discussion ensued concerning the recovery of the money paid out for the dies, and the ultimate disposition of the dies themselves. Mr. Feisel, after a long discussion from the floor, announced that the Executive Board was still studying the problem, and a final decision had yet to be reached, but that the Board appreciated hearing the opinions of the members present. It was the consensus of the Convention that the dies must never be allowed to fall into the hands of persons who might use them to make restrikes of rare tokens.

During the discussion reported above, Mr. Coffee rose to announce to the group the tragic news that Roland C. Atwood, A.V.A. L-1, was at that moment in the emergency ward of an Oakland Hospital, as a result of having been brutally attacked on a downtown street of Oakland. It subsequently transpired, much to the relief of all present, that Mr. Atwood suffered only superficial scalp wounds, and he was able to be in the group picture taken later in the day. Upon hearing the news of Mr. Atwood, John Coffee and Harold Ford immediately left the business meeting and drove out to visit Roland, and bring him back to the hotel.

The morning session of the business meeting was adjourned at 11:35 a.m.

The afternoon session was called to order at 1:45 p.m. The Audit Committee announced that all financial statements were in order. The Election Committee then announced the results of the election for Vice-President, as follows:

For Ralph Hinde, 202. For Arthur D. Jordan, 94. Void (voted for both men), 1. Total of 297 votes cast. So Ralph Hinde continues as Vice-President of the A.V.A. Other officers, automatically reelected, are Duane Feisel, President; Donald Mazeau, Secretary; R.K. Frisbee, Treasurer; Foster Pollack, Curator.

The Resolutions Committee then brought in the following resolutions for consideration of the body. All were passed unanimously.

1. *To commend Duane Feisel and the Bay Area Token Society for arranging the convention.*
2. *To commend the officers for the fine job they have done.*
3. *To commend Bob and Anna Butler for the tremendous job of producing the AVA membership roster again. The breakdown of members by states to be especially marked.*
4. *To note appreciation for Ralph Freiberg as New Issues Editor of The Fare Box; for Duane Feisel for the Parking Token section; for Kenneth Smith for the Foreign Token Supplements; for John Nicolosi, Director of the New Issues Service.*
5. *To commend all authors and researchers who have published articles in The Fare Box during the past year. The Fare Box is only as good as its contents and we owe our gratitude to every contributor. We know a lot of letter-writing and library work lie behind each article. Also to be commended are those collectors who generously lend tokens to be photographed in The Fare Box and the Catalogue.*
6. *Most important is to commend John Coffee, Editor of The Fare Box, who will be starting his third decade as Editor next January!*

It was then announced that the token drawing, consisting of several hundred common tokens plus census token Ky 510 AS, was won by G.W. Gallagher.

Mr. Feisel made some closing announcements relative to the group photograph, the banquet, the streetcar tour of San Francisco, and the floor auction.

The business meeting was then adjourned at 1:55 p.m., and the floor was cleared for the big convention auction, with John Coffee doing vocal honors

Respectfully submitted,

DONALD N. MAZEAU, Secretary.

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= CONVENTION GROUP PHOTOGRAPH AVAILABLE =

A glossy 8x10 photograph of all persons attending the 1968 AVA Convention is now available at \$1.00 while the supply lasts. The convention printed program will be sent to those ordering photos if requested until the supply is exhausted. Order directly from Duane Feisel (address on Fare Box masthead).

## = PRICES REALIZED AT THE A.V.A. CONVENTION FLOOR AUCTION =

1	\$7.25	17	\$6.25	33	\$5.25	49	\$4.00	65	\$10.00	80	no bid	95	\$3.50
2	6.50	18	4.50	34	13.00	50	20.00	66	2.50	81	\$.35	96	3.50
3	8.75	19	6.25	35	5.25	51	6.00	67	22.00	82	1.00	97	3.85
4	2.30	20	5.00	36	20.00	52	8.25	68	17.50	83	.35	98	3.00
5	8.25	21	.70	37	4.25	53	4.75	69	10.00	84	8.80	99	3.50
6	4.25	22	.70	38	5.25	54	10.10	70	.95	85	.50	100	no bid
7	1.25	23	6.25	39	1.20	55	4.75	71	3.25	86	1.00	101	5.60
8	1.25	24	.90	40	21.00	56	7.75	72	.85	87	2.00	102	no bid
9	2.20	25	10.50	41	.75	57	12.00	73	2.00	88	no bid	103	no bid
10	1.70	26	3.00	42	2.35	58	6.25	74	2.10	89	1.20	104	no bid
11	5.10	27	4.25	43	2.10	59	5.50	75	2.00	90	3.10	105	no bid
12	3.10	28	2.00	44	2.00	60	12.50	76	4.50	91	3.00	106	no bid
13	3.25	29	15.00	45	3.00	61	8.00	77	.85	92	3.00	107	no bid
14	9.25	30	18.00	46	7.50	62	no bid	78	1.10	93	3.00	108	no bid
15	8.75	31	2.25	47	3.75	63	5.50	79	no bid	94	3.50	109	no bid
16	6.25	32	2.00	48	2.60	64	2.00						

The lot numbers above refer to the Auction List printed on page 78 of the June 1968 issue of THE FARE BOX. Copies available to members at 35¢ each postpaid.

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= TRAMWAY TOKENS OF LE HAVRE (FRANCE) =  
By F.J. Bingen

All catalogues of transportation tokens have listed under Le Havre brass tokens of the Compagnie Générale Française de Tramways, stamped with the letter H. All these tokens bear a small diamond or a triangle with the letters CHJ, the initials of the makers. Until now I couldn't get any confirmation that these tokens really had been used in the said French city.

Quite by accident I entered into relationship with a company called the Compagnie Générale Française de Transports et d'Entreprises with headquarters in Paris. The telegraphic address of this company was Francotram and therefore I presumed a relation with our old Compagnie Générale.

A letter to Paris brought me a very friendly answer. My presumption had been right, the C.G.F.T.E. was the successor of the old C.G.F.T. As could be expected the tokens listed by Smith as 400 A/F were not at hand anymore, and to my regret the present-day directors could not give me any indication in regard to the makers of the tokens, which were supposed to have been issued during World War I.

To my great surprise, however, in this letter was enclosed an until now fully unknown brass token, that can be described as follows:

VILLE DU HAVRE SERVICES MUNICIPAUX (DIAMOND WITH CHJ)  
B Sq Sd Valable En 2me Classe Dans Les Limites De l'Octroi (21mm)

The wording on the obverse can be translated as "City of Le Havre Municipal Services." That on the reverse as "Valid in the Second Class Within Permitted Limits." I was informed these tokens had been used by municipal officials for a free ride on the streetcars of the C.G.F.T., the same use therefore as the German tokens inscribed "Gültig für Stadt-Beamte" (Giessen, Görlitz and others).

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A set of the San Francisco Municipal Railway transfers distributed to those taking the chartered streetcar tour at the A.V.A. Convention is available to those sending a stamped self-addressed envelope to Duane Feisel.

= TOKEN CHATTER FROM INDIANA =  
By Ray Ingalls

I want to begin with an apology to Mr. Jack Smith concerning his Ind 460 C. His token does not have a hole in it. It is a beautiful specimen. It is my own Ind 460 A that has the hole in it. (Refer to last Chatter in June Fare Box.)

I also want to thank Mr. Smith for getting a few Ind 180 F. Not through the bus company, though. He was turned down flat at the bus company. So Jack went to the bus stop in town and purchased a few from a bus driver there. I also have a few now. Guess this will be hard to get for a while.

Those who haven't seen the new Fort Wayne transfer tokens, obtained for the New Issues Service by Mr. Kenneth Hallenbeck of Fort Wayne, will find they are beautiful uncirculated tokens. Mr. Hallenbeck doesn't collect transportations. He collects love tokens, merchants tokens and counterstamped coins. This might give you a trading idea.

I heard that Mr. Virginia King from Columbia City has improved her token collection somewhat, as well as her husband and his Civil War tokens, Good-Fors, and what have you.

But no other word from my fellow collectors here in Indiana. I hope that all who were able to attend the Oakland Convention had a wonderful time, and I am sure they did with Duane Feisel and his 20th Anniversary crew to please you. Anyone pick up any extra convention tokens?

I want to thank my fellow Hoosiers for making this column possible, and Mr. Coffee for providing the space to print it. Lately I have become a "capitalist" thanks to Syd Joseph of Denver, who picked up a First Prize on his first outing with tokens and postcards of state capitols. Anyone interested in this type of collection can very likely get a lot of help from Mr. Joseph. His next exhibit will be at the Wyoming Colorado Coin Show, and we're glad to know the AVA will be represented there.

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= AUGUST MEETING IN MINNEAPOLIS =  
By Cy Svobodny

The August 4 meeting of the Midwest Transportation Token & Ticket Club was called to order at 1:45 n.m., and attended by Floyd & Martha Barnett, Sweet, Laflin, Wold, Knobloch, Kurtz, Booker, Thomson, Woods, Wolfe, Chesney, Svobodny, and Bob & Anna Butler.

During the meeting action was taken to join, as a club, the Bus History Association, as associate member.

The Butlers presented a report obtained from the Wisconsin State University Foundation, to the club archives, concerning the Northern States Power owned Chippewa Valley Electric Railway Company of Eau Claire, Wisconsin. This report was compiled by R. Em in 1965, although the firm was out of existence for a number of years. The report included a history, equipment roster, and photographs of operations.

The next meeting will be October 6 at 1:30, in the Morocco Room of the Curtis Hotel in Minneapolis.

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= 1968 A.V.A. TOUR TOKENS AVAILABLE =

Every member of the AVA will want to have the very attractive 1968 tour token in his collection. Only 1000 pieces were struck, and sales have started to the general public. Don't wait until it is too late to order this beautiful token. Tokens are \$2.00 each from Duane H. Feisel - P.O. Box 11661 - Palo Alto, CA 94306. Proceeds from the sale of the tokens go to the AVA treasury. (See listing in this month's Catalogue Supplement.)

= THE STURGEON BAY, WISCONSIN, BRIDGE COMPANY =  
By Gerald E. Johnson

The battlegrounds of the monoliths have dotted American history with names of small and insignificant crossroads and byways. The chronologic period of the 1880's was marked by a fantastic growth of both population and resources. Spurred and abetted by the ruthless railroad barons and special interest groups, it was a wide-open game, with no holds barred. Such is the historic setting of the Sturgeon Bay Bridge story.

With over 200 miles of navigable shoreline, the Door County peninsula of Wisconsin had, since its settlement in the early 1800's, been economically dominated by powerful maritime interests.

Public agitation for a bridge across Sturgeon Bay had begun as early as 1872 by residents of the Bay area, but was strongly opposed by the rest of the county and no action was fast forthcoming. No doubt part of the strong opposition was the hovering suspicion that railroad interests were secretly the source of the agitation.

By the year 1885, Door County was the only remaining county in the state of Wisconsin without railroad connections. Repeated attempts by Sturgeon Bay businessmen to bring in a rail line were turned back again and again by the powerful maritime faction.

When at last in 1885 a bridge charter was sought by two local businessmen, it was assumed by the public that this was yet another scheme to block construction of a railroad bridge across the bay. However, this was not the case; the maritime clique also bitterly opposed the bridge charter and when the charter was granted by the county this coalition attempted to overturn the decision in the state legislature. Failing to do this, the group acquired a steam ferry and waged an all-out toll war with the new bridge owners. Powerful as the maritime forces were, the die was cast and the bridge company prevailed, the ferry company failing within the year.

Bridge charterers John Leathern and Thomas Smith had been in the lumber business in the area for some 20 years. Sensing an impending decline in the lumber future, Leathern and Smith in 1880 had begun to diversify their holdings and liquidate the lumber investment. Both men, having been leading figures in the maritime clique, now found business and political leaders in the Bay area hotly opposed to their request for an exclusive bridge charter. Opposition notwithstanding, the offer was placed before the county supervisors in 1886 and a 25-year exclusive charter was granted to Leathern and Smith.

The charter called for an 18-foot wide double wagon track, securely railed, with height enough above the water for safety. Construction was to be of wood except for an iron draw 160 feet long with a superstructure of solid masonry and iron. Cost was to be \$30,000, a considerable sum for this area at this time.

The bridge was erected during the winter of 1886-1887, and opened to the public in March, 1887.

Although the charter was granted to Leathern and Smith, the "silent partner" in the operation was Rufus Kellogg, the noted Green Bay, Wis., financier. This fact was brought to light when the "Sturgeon Bay Bridge Company" was incorporated in 1887. The officers listed were: President, Kellogg; Vice-President, Leathern; and Secretary-Treasurer, Smith. Early in the 1890's both Kellogg and Leathern disposed of their interests in the bridge, and Smith assumed full control of the prospering firm.

Over the years toll rates for the bridge remained amazingly constant. From 1887 through 1914 when the public utility assumed operation of the bridge, tolls were as follows: 5¢ - foot passengers (the one fare tokens); 5¢ - per head loose sheep and hogs; 10¢ - per head loose cattle and horses; 15¢ - horse and rider (Wis 870 C); 20¢ - single horse conveyance; 25¢ - team and driver; 75¢ - threshing rigs.

When the city utility finally assumed operation of the toll bridge in 1914, a gradual decrease in toll rates was begun, but since the 25-year charter period had expired, the hue and cry for a "free bridge" became more and more frequent.

During the period of the bridge charter, several significant factors and changes had developed. Since 1891 both shores of Sturgeon Bay had built up and become a part of the city proper, and in 1894 the railroad had finally made its entrance into Door County, crossing the bay by using the eastern approach and draw of the toll bridge to

avoid the navigational hazard of building a second bridge across the shipping channel. The joint use of the structure by the railroad and bridge company causes numerous serious traffic jams, and with the use of automobiles becoming more prevalent daily, a new bridge became more and more a necessity.

Neither the city nor county had sufficient funds to underwrite the cost of a new bridge, so the insufferable bottleneck of the outdated bridge existed until state funds became available in 1929. At this time the state legislature put a \$100,000 ceiling on the local share cost, regardless of the total cost.

Meanwhile tolls had dropped to much lower levels: 50¢ for threshing outfits; 15¢ for a team and driver; 10¢ for a single horse and driver; 8¢ for a horse and rider; 5¢ per head for loose cattle and horses; 3¢ per head for loose sheep and hogs; 2¢ for foot passengers.

During the winter of 1930-31 the new highway bridge was constructed south of the old toll bridge, and in the summer of 1931 was opened as a free bridge to the public. The old bridge continued to serve as a railroad trestle until condemned as unsafe in August, 1968.

Sorting out the tokens of the Sturgeon Bay Bridge Company: 870 A, brass one fare, bridge die; 870 B, aluminum, one fare, bridge die; 870 F, 10¢ reverse die; 870 C, 15¢ reverse die; 870 G, 10¢ bridge die type.

Assuming that the original tokens were struck for use in the period between 1887 and 1914, we are confronted with a 10¢ token with no apparent issue purpose. It is doubtful that a 10¢ token would be struck to be used in "doubles" for the 20¢ single horse conveyance, and surely tokens were not used to herd loose cattle and horses. The later die with 10 reverse could have been used by the utility after 1914, since it was found with several auto ticket fares from the later era. This 10 bridge die token (870 G) would then have been the single horse and rider token.

Why both aluminum and brass tokens were struck for "one fare" pieces is unknown, but the aluminum pieces likely represent a later or second striking.

Further research in the historical files of Door County may some day solve some of the riddles concerning the rare Sturgeon Bay bridge tokens, but historically speaking out, the tokens have detailed and repeated the oft told tale of the general public's will to persevere and prevail in the face of adversity and special interest harassment.

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= THE MI-CO METER PARKING TOKEN OF MONCTON, NEW BRUNSWICK =  
By T.R. Masuda

After a year of searching I have been able to account for only 7 of NB 3600 A. Through the services of a friend in Moncton I was able to obtain 4 tokens. Two tokens are in the collection of two numismatists in Moncton and one was given to the Bank of Canada numismatic collection at the Atlantic Provinces Numismatic Association Spring Rally in Halifax this spring. The remainder of the tokens have, to the best information available, been sent to the dump.

The following is a reply received from C.M. Weldon, Chief of Police for the City of Moncton, in reply to my inquiry:

*"Your letter to the City Clerk has been handed to me for reply. The token that you refer to was used in 5-hour parking meters for about 2 years by farmers selling goods in the Moncton City Market. Only 200 were struck and the privilege was naturally so badly abused that it had to be discontinued. We have no tokens on hand now. In fact we would like to get hold of a couple for a police museum that we hope to open in the future."*

The Moncton City Market has been out of operation for about seven years now. This would place these tokens' use somewhere in the period between 1959 and 1962.

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= HOW MANY NEW MEMBERS HAVE YOU SPONSORED THIS YEAR? =

GERMANY

Kiel 460 (Reported by F.J. Bingen)

	H.F. HEUER (PADDLE STEAMER)	
Go B 23 Sd	(blank)(used between Schuhmachertor and Wilhelminenhöhe)	\$2.50
	F. SCHEEL (STAR) ELLERBEK (STAR)	
Ho B 23 Sd	(blank)(used on ferry between Seegarten and Ellerbek)	2.50
	G. (CROSSED HAMMER AND SLEDGE) H.	
Io B 21 Sd	(blank)(used by Howaldt-Werke Shipyard employees)	2.50
	L. WALBAUM N (N for Neumuhlen)	
Jo B 29 Sd	(blank)	2.50
	NEUMÜHLEN (PADDLE STEAMER)	
Ko B 24 Sd	(blank)	2.50
	A. HANSEN W (W for Wellingdorf)	
Lo B 21 Sd	(blank)	2.50
	A.C. HANSEN W (incuse)(2 stars)	
Mo B 20 Sd	(blank)	2.00
	A.C. HANSEN W	
No B 21 Sd	(blank)	2.00
	A.C. HANSEN W.	
Oo B Hx Sd	(blank)(20mm)	2.00
	ARBEITER-MARKE (TWO STARS) A.C. HANSEN SICHTBAR ZU TRAGEN	
Po B Ov Pc	(stamped numbers)(29x21mm)	2.00
	DIEDRICHSDORF-DAMPF-FAHRE A.C. HANSEN ARBEITER MARKE	
Qo B 24 Sd	(blank)	2.00

## Offenbach 752

	STAEDT STRASSENBAHN OFFENBACH A M 10	
Ao Z Oc Sd	10 (21mm)	1.00
	STAEDT STRASSENBAHN OFFENBACH A M 15	
Bo Z Oc Sd	15 (22mm)	1.00

(Les Hawthorne saw these listings in Mrs. Woodburn's German Notgeld Supplement to the Eklund German Notgeld Catalog.)

FINLAND

Helsinki 320 (Reported by J. Douglas Ferguson)

	DRUMSÖ (all incuse)(ferry tokens to island od Drumsö)	
Do B 26 Sd	(same as obverse)	3.00
Eo B 26 Sd	(blank)(thin)	3.00
	R.S.H.Y. (ANCHOR)(ferry token)	
Fo A 22 Sd	1 Markka (adult token)	2.00
Go A 20 Sd	25 (child fare)	2.00

(Mr. Ferguson at the same time acquired the following 3 tokens which may or may not be Helsinki transportation (ferry) tokens. Information needed.)

	H. - H. (OLD FERRY)	
B 25 Sd	(blank; very thin)	
	O Y K 10 (incuse)	
K 25 Sd	(blank)	
	FENNIA	
K 25 Sd	5 P	

## Tampere 720

	OMNIBUS 2 TAMPERE	
Co B 24 Sd	(bus)(1932)	1.00

KENNETH E. SMITH - 328 AVENUE F - REDONDO BEACH, CALIF. 90277

= AUGUST SUPPLEMENT TO ATWOOD'S CATALOGUE =

By Ralph Freiberg

ALASKA

Cooper Landing 190 (Reported by S.W. James)  
 RUSSIAN RIVER FERRY COOPER LANDING, ALASKA  
 A B 32 Sd Good For One Round Trip (\* 6/1/68) \$1.50

CALIFORNIA

San Francisco 760 (Reported by Duane H. Feisel)  
 CHARTERED SAN FRANCISCO STREETCAR GOOD FOR ONE \$2.50 FARE  
 AMERICAN VECTURIST ASSOCIATION ORGANIZED 1948  
 (A.V.A. SEAL WITH TROLLEY CAR)  
 J'o Bz Sq Sd A.V.A. Convention Oakland, Calif. August 16-18, 1968  
 Tour Token (locomotive, horsecar, ferry, bus) (34mm) 2.50  
 [Used on streetcar tour on Sunday, August 18, in San Francisco.]

WASHINGTON

Bridgeport 100 (Reported by John Coffee)  
 BRIDGEPORT DOUBLE CABLE FERRY H.W. KEYS PROP.  
 A'o A 21 Sd Good For 5¢ in Trade 5.00  
 [Used 1921-1924 when H.W. Keys operated the ferry.]

UNIDENTIFIED (Reported by Roger Bolz)

CITY CAB ONE FARE PHONE 353  
 137 B 25 Sd (blank)

= NOTES BY RALPH FREIBERG =

The ferry token from Alaska was reported to us by Mr. James, who indicated that it would be difficult or impossible to obtain a quantity of these tokens for the New Issues Service. However, Mr. Coffee wrote the ferry proprietors who also operate Sportsman's Lodge in Cooper Landing, and asked if they would be willing to sell us a quantity of the tokens for a premium over face value, and they consented. However, the supply we received (175 of them) will probably be about the only ones that will ever find their way to collectors. The little ferry is water-propelled, the only water-propelled ferry in Alaska, and it is used chiefly by fishermen. The tokens sell at \$1.00 each up there, and 3,000 were struck. Of course when the river freezes in the Fall, the ferry stops running. It is only a summer operation. We believe we were especially fortunate to get these large and very attractive tokens for N.I.S. members.

Next we come to our annual tour token, the 7th tour token of the A.V.A., and one of the most beautiful tokens in our Catalogue. Mr. Feisel deserves a lot of credit for his efforts in designing this token, and arranging for the striking. Many collectors who are not A.V.A. members will want this token, and accordingly 1,000 of them were struck. Annual chartered tours in connection with AVA conventions began in 1960 at Austin, Texas, where Mr. Kimmons chartered a bus from the local transit company. And since Mr. Kimmons is a driver for that company, he arranged it so that he would be the driver assigned to the AVA chartered bus! Then in 1962 at the Seattle Convention there was a chartered bus tour, and our first tour token was struck for the occasion, and each year thereafter we have had tour tokens. A complete set of these tokens makes a fascinating display (there are actually 9 varieties, as two were used at Denver in 1963 and two at Disneyland in 1966). None of these tokens are rare, but the Harrisburg one is probably the hardest to get as only 200 were struck that year.

The San Francisco tour was the first AVA tour on an electric streetcar, and this one traversed all the streetcar lines of San Francisco except one small spur that doesn't operate on Sundays. We used PCC car 1006, which is not ordinarily used for regular service; hence our tour was a special occasion for trolley fans.

Mr. Coffee obtained the Bridgeport, Wash., ferry token from someone in Seattle this summer, and he wrote the postmaster in Bridgeport to inquire about it. The postmaster replied that the ferry at Bridgeport operated from "the very early 1900's to about 1930," and that Mr. Keys was proprietor from 1921 to 1924. He also stated that "the token was the fare for a person to cross when other people were crossing with teams and trucks." Bridgeport is a very small community in north central Washington on the Columbia River. A bridge has since been built at Brewster, which is only a couple miles from Bridgeport. This summer the bridge collapsed, so we don't know how long it will be before the residents up there can get across the river again or how they are accomplishing this feat in the meantime.

At present, because of the increase of armed robberies of bus drivers, there several "ready fare" plans in use in this country. A "ready fare" plan is one where no change is carried by the driver; hence the passenger must have the exact fare to ride. If he doesn't, he has to drop the larger coin or bill in the locked fare box, and is given a receipt, or scrip, which may be cashed in later at the company office. This may mean the use of convenience tokens. A convenience token is one used when there is no special reduced rate for tokens; it is sold at the same rate as the regular cash fare. Back in the late 1930's and early 1940's some of the lines operated by National City Lines had so-called nickel tokens (21mm) which were a kind of convenience token for mailmen and others, and were sold at the regular 5¢ fare rate to various special agencies. There is now a "ready fare" plan in Baltimore where the cash fare is 25¢, and tokens are used for convenience, sold at 25¢ each. I have written the company there to see if they're using new tokens, or the same old 1919 ones, but so far no reply. It is very likely that tokens will be used again in San Francisco shortly. The fare is 15¢ cash, and tokens would be convenience tokens. There is also talk of raising the cable car fare and using special tokens on cable cars only. But the regular S.F. tokens are all stored in the vault, where they have been since 1948, and these may be hauled out, dusted off, and used again.

This is the time when schools open, which means some new school tokens are probably being used. Keep your eye open for them. If you talk to school kids, be sure to ask them what they use to pay fare on school buses or city buses.

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= OPERATING INSTRUCTIONS FOR A.V.A. STREETCAR TRIP =

The following instructions are taken directly from the order sheet, which was obtained (how, I don't know) from the driver of our chartered trolley car on August 18. It will be of interest to streetcar buffs who are interested in details:

*"STREETCAR CHARTER - SUNDAY, AUG. 18th. Series #1006-1015. Leave carhouse at San Jose & Geneva Avenues at 11:00 A.M. Route: Leave carhouse and operate via Line "K" through the Twin Peaks Tunnel down Market Street between First and Fremont Streets. It would then return out Market to Church Street and then operate via Line "J" to the 30th Street Terminal. Returning from 30th Street via Line "J" to Market & 11th Street, where it would switch back and then operate via Line "N" through the Sunset Tunnel to the 48th Avenue Terminal. It would return from the 48th Avenue Terminal via Line "N" to Market & 11th again, and then operate out Market and through the Twin Peaks Tunnel via Line "L" to the Zoo Terminal at 46th Avenue and Wawona Street, returning via Line "L" to the carhouse. This itinerary could be changed prior to your trip, or during the trip, if you so desire. Approximately three hours."*

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The second annual mini-convention of North Eastern Vecturist Association will be held on Saturday, October 19, from 9 AM in the Penthouse Room of Hotel Piccadilly, 227 West 45th Street, New York City. Smorgasbord luncheon will be served in the Scandia Room Restaurant. There will be token displays, tables for trading and an auction. There will not be a business meeting. Wives, children and friends of members are welcome. Registration is \$5.00 per person and reservation checks should be sent to NEVA Treasurer Foster Pollack - 645 West End Ave. 3B - New York, NY 10025.

= AUGUST SUPPLEMENT TO FEISEL'S CATALOGUE OF PARKING TOKENS =  
By Duane H. Feisel

CALIFORNIA

Los Angeles 3450 (Reported by George Gould)  
WESTCO PARK AND LOCK  
A I WM 25 Sd (same as obverse) \$0.25

GEORGIA

Columbus 3240 (Reported by John Nicolosi)  
FIRST FEDERAL SAVINGS & LOAN COLUMBUS, GA.  
A B 26 Sd Gard Mfg. Co. Exit Token Columbus, Ga. (6/66- ) .50

ILLINOIS

Hinsdale 3417 (Reported by E.M. Rice)  
COURTESY OF HINSDALE CHAMBER OF COMMERCE  
A B 23 Sd Good In Parking Meters Only .15

INDIANA

Huntington 3440 (Reported by Mrs. Virginia King)  
COURTESY OF "SHOP" MERCHANTS HUNTINGTON IND.  
C o A 22 Sd Good Only in Huntington Parking Lot Meters (1962-65) .15

LOUISIANA

Baton Rouge 3080 (Reported by Lou Crawford)  
BATON ROUGE GENERAL HOSPITAL  
F B 23 Sd (same as obverse)(ca 11/67- ) .25

MARYLAND

Bethesda 3140 (Reported by Max Schwartz and Walter Mason)  
JELLEFF'S BETHESDA, MD. (GATE)  
A Bz 25 Sd Parcoa Token (gate)(Rev. D)(ca 1967- ) .25

NORTH CAROLINA

North Wilkesboro 3630 (Reported by Mike Super)  
HOTEL WILKES  
H B 23 Sd North Wilkesboro North Carolina

NORTH DAKOTA

Grand Forks 3320 (Reported by Harry Sailor)  
GIBBS A & W DRIVE IN  
C B 23 Sd Grand Forks North Dakota A & W .15  
(O&R: & shorter than letters A and W)(On 3320 B, the & is the same height as letters A and W)

OHIO

New Philadelphia 3630 (Reported by Robert Kubach)  
DANIELS PARKING NEW PHILA.  
B B 25 Sd Free Parking When You Shop At Daniels .15

TEXAS

Dallas 3255 (Reported by Clarence Hiorth)  
CHILDREN'S MEDICAL CENTER DALLAS (GATE)  
Q Bz 25 Sd Parcoa Token (gate)(Rev. E)(WM-plated)(11/67- ) .25

VIRGINIA

Norfolk 3580 (Reported by Don Edkins)  
SOUTHERN BANK OF NORFOLK NORFOLK, VA.  
N o B 23 Sd Main Office (on 2 straight lines; no decoration) .25

WISCONSIN

Milwaukee 3510 (Reported by Sam Ruggeri)  
 DEACONESS HOSPITAL MILWAUKEE, WIS.  
 AB B 23 Sd Be Our Guest \$0.25

Waukesha 3930 (Reported by Mary Allen)  
 AVALON MOTOR INN  
 B B 25 Sd Parking .25

DISTRICT OF COLUMBIA

Washington 500 (Reported by Walter Mason)  
 HOWARD UNIVERSITY PARKING  
 F B 23 Sd (same as obverse) .25

MANUFACTURERS' STOCK PARKING TOKENS

Group 3055 (Reported by Stuart Paddock)  
 CARD-KEY SYSTEM INC.  
 E B 25 Sd Courtesy Parking .25

BELGIUM - MANUFACTURERS' STOCK PARKING TOKENS

Group 3051 (Reported by DHF)  
 JETON NECESSAIRE POUR SORTIR  
 A WM 26 Ch (same as obverse)(translation: "token needed for exit") .25

SWITZERLAND

Zürich 3950 (Reported by DHF)  
 PARKHAUS AM SIHLQUAI (ARMS)  
 A WM 23 Ch Bei Der Ausfahrt Einwerfen Stadt Zürich  
 Liegenschaftsverwaltung .25  
 (Reverse translation: "Deposit at exit, Administration of Town  
 Property, City of Zürich)

ADDITIONS AND CORRECTIONS

Calif 3540 A: add variety description  
 (R: letters ET and ER in METERS are ...)  
 a. (joined)  
 b. (separate)

Ind 3440 A: size is 20, not 21 (4/68)

NJ 3060 A: add variety description  
 (O&R: left upright of N in PARKING points up to ...)  
 a. (I; I)  
 b. (I; between IN)

Pa 3120 C: add variety description  
 (R: upright of K in TOKEN points up to ...)  
 a. (between NG)  
 b. (G)

Tex 3255 P: (Rev. E), not (Rev. D)(7/68)

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

After a summer of considerable activity, a greater proportion of my time can now be devoted to tokens. One of my first and most pressing tasks is to answer all the correspondence that has accumulated. I have already made good progress, and expect to have things cleaned up within the next few weeks. Then I hope to be able to provide prompt replies. One factor that will be working against me is that I will be making more and more business trips which are the main reason I fall behind in writing.

Many of the listings this month involve tokens that have been hanging fire for some time. After a number of inquiries on my part with little or no response, I have

decided to go ahead with listing with the limited knowledge I do have.

The new Los Angeles token is used by a concern called West Coast Specialty Co. My inquiries have gone unanswered.

In Columbus, Ga., customers of First Federal S & L can enter the parking lot free, but exit requires either 50¢ in coin or the token given free to bank customers. The bank did send me one of their tokens for 25¢ but indicated that their supply was too low to permit sale of a quantity for PTNIS.

The Hinsdale, Ill., Chamber of Commerce has denied that they have ever had tokens, but it has been reported to me that tokens have been obtained from a source in Hinsdale.

When the new token for Huntington, Ind., was first discovered, a question arose as to the correctness of the token listed as A. Upon checking with Rev. Backora, he verifies the listing in brass, but corrects the size to 20mm instead of 21mm as originally reported; the rubbing supplied to me indicates a design substantially different from that of the B and the C tokens in that it does not have the 5 stars at the bottom of the obverse. Information from Huntington is that the tokens were sold to merchants who provided them to customers. The tokens could then be used in meters on special 12 hour parking lots, but many ended up in street meters and the plan was stopped. It is possible that the size of the A token is sufficiently close to the size of a nickel that they were considered illegal by the Treasury Department, called in, and destroyed. This is my own conjecture as to why the A token is not available from any source in Huntington. Mrs. King informs me that she spent several hours trying to locate the A token, but no one even knew it existed. The B and C tokens appear to be available in very limited quantities from sources in Huntington.

The Baton Rouge token is given to members of the family of patients in the General Hospital so as to provide free parking on a gate-controlled lot. My inquiries to the hospital have not had any response.

The Jelleff store is a ladies clothing store with several branches. The store in Bethesda is located in a busy section, and a gate was installed on the small parking lot for the store to control parking. Exit from the lot requires the token which is given to customers, or 25¢ in cash. The store did not answer my inquiries, and the information here was obtained by Mr. Mason.

The Hotel Wilkes token must be from a new batch. The hotel has not answered my inquiries, nor have they returned the money I sent for tokens.

I gave a lot of thought about a separate listing for the new Gibbs A & W Drive In token, but decided that the two tokens are so much different that a separate designation could be tolerated. These tokens, and the card that accompanies their distribution to customers of the Drive In, will be sent out to ptnis members. The card reads "deposit coin at exit gate... Due to a cruising problem, the gate system has been installed for our customer's convenience. We appreciate your patronage and look forward to serving you again soon."

Daniels Department Store in New Philadelphia provided me with a prompt response to my inquiry concerning their token. A few tokens were sent, but no information was provided. I think a note with 10¢ and a stamped envelope may produce results for you.

Hospital volunteers, welfare patients, visiting personnel such as board members, and clergy using a parking lot at Children's Medical Center, Dallas, are provided tokens for free parking. While the hospital did send me a token, they are not willing to sell a quantity. This suggests a note with 25¢ and a SAE. The street address is 1935 Amelia Street - Dallas, TX 75235.

The Southern Bank of Norfolk series of tokens is a long, and not very well-known, group. Don Edkins, who reports this addition to the listing, suggests that some of these Southern Bank tokens may actually be patterns.

The Deaconess Hospital token is obviously from a new batch. In the past this hospital has been quite cooperative, but now they do not respond to my inquiries.

The new Avalon token results from a change in name of the concern. A supply of the tokens has not been obtained for PTNIS members.

No reply and no return of money sent for tokens have been forthcoming from Howard University.

The brass Card-Key token is used in a number of locations; none have been obtained for PTNIS. This is the company that provided the controversial delegate admittance devices for the Democratic National Convention in Chicago.

No details are available concerning the stock token used in Belgium.

I have been informed by Liegenschaftenverwaltung der Stadt Zurich that the tokens cannot be sold outside Switzerland. Perhaps this is related to the prohibition on the exportation of Swiss coins which are rich in silver.

\*\*\*\*\*

= AUGUST NEW ISSUES SERVICE REPORT =  
By John G. Nicolosi

*The Oakland Convention of 1968 is now history. A grand time was had by all who attended. Those of you who weren't there missed the best convention yet.*

*All members, regular and associate, will of course receive the beautiful AVA Convention Tour Token. The most beautiful one yet, in my opinion.*

*Also, all members will receive another beauty, the Coopers Landing, Alaska, Russian River Ferry token. Our sincere thanks to John Coffee for negotiating this one for us!*

*We have quite a few other new issues pending, and are awaiting replies from several companies, which are slow to answer. Because of the large number of new tokens that we shall be mailing out in the next month or two, it is vitally important that you keep your balance well up. The money you send me to place in your balance provides the capital necessary to purchase quantities of the new issues. If your account is in the red, we simply will have to drop you.*

*Regulars who didn't receive NY 630 AR in the January new issues will be receiving one in the August mailing, along with the above two tokens.*

\*\*\*\*\*

= GREENWOOD BUS LINES - NEWPORT AND ST. JOHNSBURY, VERMONT =  
By J. Douglas Ferguson

In 1920 Mr. Joseph Greenwood (Boisvert) inaugurated the first regular bus line to operate in northern Vermont. His first bus was a truck which he converted for use by having a body built on it in Boston, Mass. This was prior to the establishment of the Public Service Commission.

Mr. Greenwood operated bus service to North Stratford in New Hampshire, Montpelier, St. Johnsbury, White River Junction, and Derby Line in Vermont, and to Rock Island in Canada.

He established regular local street bus service in Newport and St. Johnsbury, Vermont, and it was in connection with that service that Vt 520 A was issued. This service operated in these two communities on a half-hour schedule during the daytime and evening.

After the establishment of the Public Service Commission, Mr. Greenwood was the only person having a franchise to operate bus service in the communities mentioned.

The tokens were put into use by Mr. Greenwood in approximately 1942. They were sold for 10¢ each, or two for 15¢.

Mr. Greenwood died in 1953. The family decided to discontinue the service in 1954.

\*\*\*\*\*

*Jesse A. Tolerton operated the Tolerton Ferry of Forsyth, Mo., from 1897 to 1904. Rates of fare: footman 10¢; sheep & hogs 5¢ per head; cattle 10¢ per head; man on horseback 25¢; carriage and one horse with driver 35¢; wagon with 2 horses or one yoke oxen 50¢; wagon with 4 horses or two yoke oxen 75¢. The token was probably used for the foot passengers.*

MY NEW PERSONAL TOKEN (14-C), "Oakland Convention Greetings 1968" aluminum with picture of horsecar is yours for the asking and a stamped self-addressed envelope. Only 100 struck; first come, first served.

John M. Coffee, Jr. - P.O. Box 1204 - Boston, MA 02104

30 DIFF. U.S. TT's for trade or sell. Will trade for Canadian TT's, all PT's and any bridge medals. Send offers to

Barry Uman = 4155 A Mackenzie St. = Montreal 26, Quebec

CANADIAN MAIL AUCTION: BC 450 C E, 700 A B, 850 B C; Alberta 140 D; Ont 185 A, 200 A, 325 C, 675 F H; Que 345 C, 620 X AC.

J.K. Curtis - P.O. Box 263 - Willowdale, Ontario

FOR SALE: Pa 235 A B, 705 A B, 950 G H I. Any 4 for \$1.00. Individually 30¢ each. SAE please. Send your trade list.

Joe Pernicano - 58 Sonia Lane - Broomall, PA 19008

ALASKA 450 B (1 trade only) will trade for any one of the following: P.I. 500 D, 700 G or H; Costa Rica 500 A; Cuba 700 A; Salvador 700 A B C; Argentina 160 F; Brazil 550 A, 700 E, or any zone check; Uruguay 460 B.

Gerald A. Sochor - 13680 East Center Ave. - Aurora, CO 80010

TRADE WIS 330 A for Colo 300 A, 540 B, or 760 I.

Bill McKenzie - 1805 So. Grove St. - Denver, CO 80219

FOR SALE OR TRADE: PARKING TOKEN GRAND JUNCTION parking tokens 25¢ each + SAE. Fare tokens: Wis 220 A B, at 50¢ each + SAE. Mich 500 B; Wis 30 A C, 320 A, 530 A, 620 E, at 25¢ + SAE.

Glen Williams - 504 East 10th Street - Fond du Lac, WI 54935

TRADE: WALLACE CAMPAIGN MEDAL dollar size "goldine" for TT cataloging 25¢ or more. As many as you want.

W.J. Majcher - 611 Briarcliff Road - Warner Robins, GA 31093

KY 10 O for sale or trade (P&C both available). Paper fare form collectors contact Melvin Rosenberg, AVA 996, who handles this news now. Those interested in up-to-date transit news write me for details. Need photo(s) of Laurel Canyon Utilities (Hollywood) trackless trolley and others before 1930.

Harry R. Porter - 1042 Bardstown Road - Louisville, KY 40204

NOW AVAILABLE: "A CATALOGUE OF TELEPHONE TOKENS OF THE WORLD." Nearly 450 telephone tokens described in its 27 pages of text plus 7 full pages of photographs showing both obverses & reverses of over 350 c.t.'s. On 8½x11 paper. Price \$3.00.

Paul Targonsky - 46 Norwood Street - Meriden, CT 06450

FOR TRADE: STAMPS FOR TOKENS. For 10 diff. transp. or parking tokens I'll send you 150 diff. used U.S. commemorative stamps or 300 diff. used foreign stamps or 500 mixed used U.S. regular stamps, or 300 mixed Perfin stamps.

Edward Jernigan - 501 West 9th St. - Jonesboro, IN 46938

FOR SALE: Mo 3400 B, 20¢ + SAE, or will trade for 2 16mm or one 23mm TT.

Frank C. Greene - Skyline Inn, Rt 25 - Kansas City, MO 64151

BEST TRADE OR CASH OFFER for my Ariz 640 E; Colo 260 P Q; Pa 15 E...also will trade following from my collection: Mo 60 I; Mich 1000 A; Minn 540 F; Neb 420 H; NC 450 E; WVa 200 D; Wis 510 E, for these Indiana tokens: 275 A B, 330 A, 450 B D, 460 E F G I O, 510 A B C D, 610 D, 650 A D, 750 A, 960 A B, 997 A B C D. My 15¢ want & dupe list available. = Ray Ingalls - 750 S. State - Indianapolis, IN 46203

30 DIFF. TRANSP. TOKENS, all classified & mounted in 2x2 windows, \$4.95 postpaid.

Harold Spindler - 680 East Nebraska Ave. - St. Paul, MN 55106

TRANSPORTATION TOKENS FOR SALE BY STATE. Each token carded up in a 2x2 holder. Only one lot of each for sale. 20 Alabama \$7.50; 55 California \$20.00; 52 Indiana \$20.00; 24 Iowa \$10.00; 30 Kansas \$15.00; 25 Massachusetts \$10.00; 47 Michigan \$17.50; 85 New York \$30.00; 57 Ohio \$20.00; 105 Pennsylvania \$40.00; 45 Texas \$20.00; 20 Wisconsin \$7.50; 40 Washington \$15.00.

Michael O'Hara - 10 Boston Street - Seattle, WA 98109

WILL TRADE THE FOLLOWING TOKENS for horsecar, saloon, and elongated cents: Ark 435 B; Ariz 680 A; Ill 25 B, 150 V, 420 A; Iowa 640 D, 890 B; Ky 510 A C D F G K O X Z; Minn 540 B; Mich 170 B; Mass 305 A; Md 60 B R, 600 A; Ohio 475 B, 790 A; Pa 495 H, 725 A; Hawaii 210 K; NY 890 C; Ohio 240 A. (paid ad)

Michael O'Hara - 10 Boston Street - Seattle, WA 98109

WILL BUY OR TRADE SALOON TRADE CHECKS, any state, with town, state & SALOON on them.

Clarence E. Heppner - 1331 Third Avenue - Seattle, WA 98101

TRADE PA 3120 D and 3765 J for parking tokens I need. Sell W.Va. 830 D for 35¢ plus SAE. = John A. Backora - R.D. 1, Box 397A - Steubenville, OH 43952

MAIL BID: 1st check for \$70 takes everything; or bid separately: P.I. 500 A (strong date); Ia 640 Jb; Timetable F; newly listed 19th C. timetable V (see Feb. 68 F.B.); N.Y.C. (1930's) KARPARK token, PTMS 3001 D (see Apr. 1966 F.B.); Germany 10 C; France oct. brass 1844 "Commission et Expedition Service par chemin de fer"; plus 5 pc. centennial set Rock Island bridge tokens & 18 pc. lot of common but interesting TT's. Herbert C. Bardes - 21 Waldron Ave. - Summit, NJ 07901

FOR SALE: Send 25¢ + SAE for new issue token from Hampton-Newport News, Va. (token not yet listed) = John W. Propes - 358 Staten St. - Norfolk, VA 23503

"THE STORY OF THE MANSFIELD TRANSIT SYSTEMS" covering passes, tickets, tokens, transfers, timetables & pictures of all Mansfield railroads, streetcars & buses, is now available for \$5.00. This has pix of the fare forms and all the tokens and also includes the Cleveland Southwestern & others.

Jeffrey R. Brashares - 825 Peaceful Path - Mansfield, OH 44907

SCARCE TOKEN SPECIAL - The pair of old Deadwood, S.D., tokens now available at \$10 for the pair. If you want only the attractive "A" token for Deadwood Street Railroad, the price is \$3.50; the "B" token, which pictures a steam locomotive, is only \$7. Note that these tokens currently catalogue at \$3.50 each--when I bought the ones in my collection I paid \$26.00 each! While they last.

Duane H. Feisel - P.O. Box 11661 - Palo Alto, CA 94306

GERMAN TT's: 230 A, 35¢; 480 A, 25¢; 670 A, 35¢; 770 VA \$17.00. I have lists on French emergency and German notgeld if you are interested.

Charles H. Toomey - 206 Center Avenue - Lake Bluff, IL 60044

FOR SALE: NY 437 B C D, as a set, \$2.25 postpaid. Ind 290 D, 30¢ + SAE. My calling card "BATS" 116-D for yours. Ontario 140 C, 25¢ + SAE.

John G. Nicolosi - 3002 Galindo St. - Oakland, CA 94601

PARKING TOKENS WANTED: Ill 31 50 B(c) Ca H(a) Kab O(a) P(a) T(a)(b) Y(a) AA(e) AB (a)(b) AL(d) AR AS BD BE BF(a)(c) BH BI, 3200 Aa, 3250 Ab, 3640 D(b) E. Will purchase or trade other parking tokens or transportation tokens that catalogue 25¢ to \$1. = Harold V. Ford - 6041 Saroni Drive - Oakland, CA 94611

WANTED: The following Illinois tokens; will trade or buy. Ill 135 D E, 150 C D E F G H J K L M N O P T, 190 A B, 195 A B, 220 C D, 305 Aa, b, c, d, f, 350 A B F, 415 A B, 435 A B, 455 G, 580 A, 600 D, 605 A B, 720 D, 768 A B, 785 A, 795 D, 820 A B.

Ore H. Vacketta - 426 South State St. - Westville, IL 61883

FOR SALE: NY 235 B, \$1.50; NY 437 B C D, \$2.25 set. New list of tokens for sale in preparation. Available soon for SAE.

Sam Ruggeri - 1018 So. Carley Ct. - No. Bellmore, NY 11710

WANTED: Canadian, Québec 620 D (Breton 537). I will pay over Charlton catalogue price, in V.F. or X.F. condition.

L. Maurice Lorrain - 43, Frontenac - Saint-Jean, Québec

VIRGINIA BEACH EXPRESSWAY tokens for sale, one 25¢ token and one 10¢ token, the pair for 40¢ + SAE. This is a new issue; will probably be handled by N.I.S.

B.R. Rogers - P.O. Box 10038 - Norfolk, VA 23513

TRADE: transportation transfers from Minneapolis & St. Paul and Winona for other cities. Also want Alas 400 B.

Cyril T. Svobodny - 1852 Worcester Avenue - St. Paul, MN 55116

WANTED: Va 700 A. Will buy, or have vulcanite ferry token NJ 290 B in choice condition to trade. Also want to buy Va 20 B, 600 M, 620 L, 999 A thru H. For trade: Ill 795 G; Ia 150 A; NJ 290 A; Va 620 E; Wisc 870 A; Va 580 C. FOR SALE: Mirm 230 H, \$3; Ohio 440 E, \$2; Pa 15 E, \$4; Va 620 F, \$9; 620 I, \$1.

David E. Schenkman - P.O. Box 126 - Brockton, MA 02403

SEND \$1 and receive postpaid the first series of 3 post-card size, black & white pictures which are as follows: (1) Single mule-draw conveyance, Palm Beach, Fla.

(2) Tier of railroads with streetcar in foreground, Lead, Black Hills, S.D.

(3) Line car and wagon, Omaha, Nebr., 1912.

Midwest Vecturist Assn., c/o J.R. Bolz - 6118 Hartley St. - Lincoln, NB 68507

CATALOGUE OF WORLD TRANSPORTATION TOKENS & PASSES except North America. First edition 1967 at \$5 either bound or unbound; specify which. Make check or M.O. payable to Kenneth Smith. Autographed if desired. Order from:

Kenneth E. Smith - 328 Avenue F - Redondo Beach, CA 90277

ATWOOD'S CATALOGUE OF U.S. & CANADIAN TRANSPORTATION TOKENS, latest (1963) edition, 480 pages cloth-bound incl. 27 photographic plates; 61-page index of obverses; all known tokens described exactly and priced. The official standard of the hobby. Price \$5.50 to A.V.A. members (\$7.50 to others) postpaid.

FEISEL'S CATALOGUE OF PARKING TOKENS OF THE WORLD, latest (1966) edition, 160 pages illustrated; exact descriptions of all parking tokens with valuations. Cloth bound or loose-leaf available. Price \$3.50 to A.V.A. members (\$4.50 to others) postpaid. American Vecturist Assn. - P.O. Box 1204 - Boston, MA 02104

BEAUTIFUL STERLING SILVER A.V.A. MEMBER LAPEL PIN, depicting our trolley car seal. Only 14 of these are left out of the 200 that have been made altogether. After these are gone there won't be any more made for years, if ever. Price \$2.75 postpaid from our Secretary, Donald N. Mazeau - P.O. Box 31 - Clinton, CT 06413

- ALL AUCTIONS IN THIS ISSUE CLOSE OCTOBER 19 -

Advertisements in THE FARE BOX are free to A.V.A. members--up to 6 lines in every issue if desired. Just write your ad on a separate piece of paper, or a postcard, with your name & address, and send to the Editor. It will appear in the next issue. Ad must be submitted each month; don't send more than one at a time. Ad must be different each insertion. You can't run the same ad more than once a year. Auctions may not list tokens catalogued at less than 25¢ in Atwood, Smith, or Feisel Catalogs. Nor may auctions include current tokens, regardless of value. Only obsolete tokens.

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= APPLICATIONS FOR MEMBERSHIP =

- 1033 ROBERT A. NEWBEGIN - 23 EAST QUINEBEQUIN ROAD - WABAN, MASSACHUSETTS 02168  
Age 36; Designer. Collects U.S. & Canada. (Coffee)
- 1034 SHAWNEE GORDON - 4675 EAST TWAIN AVENUE - LAS VEGAS, NEVADA 89109  
Age 48; Housewife. Collects U.S. only. (Yowell)
- 1035 JOEL J. REZNICK - 8937 NASHVILLE - MORTON GROVE, ILLINOIS 60053  
Age 34; Stock Broker. Collects U.S. only. (Mazeau)
- 1036 CHARLES G. MUELLER - 3039 SOUTH DRAKE AVENUE - CHICAGO, ILLINOIS 60623  
Age 58; Police Officer. Collects all types. (Hinde)
- 1037 LUCIE F. RHODES - 1557 JACKSON STREET, APT. 111 - OAKLAND, CALIFORNIA 94612  
Legal Age. Collects all types. (Nicolosi)
- 1038 HERB REINER - 42 PARKWAY DRIVE - OLMSTED FALLS, OHIO 44138  
Age 55; Postal Clerk. Collects U.S. & Canada. (Rider)
- 1039 KENNETH L. HALLENBECK, JR. - 1141 WEST LEXINGTON AVE. - FORT WAYNE, IND 46807  
Age 36; Office Manager. Collects U.S. only. (V. King)
- 1040 MILLARD WASCZCAK, SR. - 352 MAPLE STREET - SCRANTON, PENNSYLVANIA 18505  
Age 49; Railroad Car Man. Collects U.S., Can., Pkg. (DeSantis)
- 1041 MIDWEST VECTURIST ASSN. - 6118 HARTLEY STREET - LINCOLN, NEBRASKA 68507  
c/o Roger Bolz, President. (Bolz)

CHANGE OF ADDRESS: (\* indicates contribution for new address plate)

- \* Cdr Charles E. Axthelm - NAVSUPFOR ANTARCTICA, Bldg. 210, Washington Navy Yard
- \* Fred W. Borchert - 1317 Gilman St. - Berkeley, CA 94706 /Washington, DC 20390
- Elec. Ry. Hist. Assn. - 11307 Long Beach Blvd. - Lynwood, CA 90262
- Col. Donald C. Foote - Apt. 802 Balmoral Towers, 6800 Liberty Road -
- J.F. Lessner - 6026-B N. Winchester - Chicago, IL 60626 /Baltimore, MD 21207
- \* Charles W. Patterson - 616 12th Avenue - Munhall, Pennsylvania 15120
- \* George Schroder - 138-59 231 St. Spfld Gdns - Jamaica, New York 11413
- \* Edward S. Tetrault - 2212-B McCullough Road - Fort Bliss, Texas 79906
- \* Claude G. Thompson - 3329 Nicollet Avenue - Minneapolis, Minnesota 55408
- \* J. Douglas Williams II - 1350 O Street - Anchorage, Alaska 99501
- \* Fred P. Zubrycki - 3121 North Zenith Avenue - Minneapolis, Minnesota 55422

# THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

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San Francisco, California  
94117

New Issues Service

**JOHN G. NICOLASI**

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Oakland, California  
94601



EDITOR

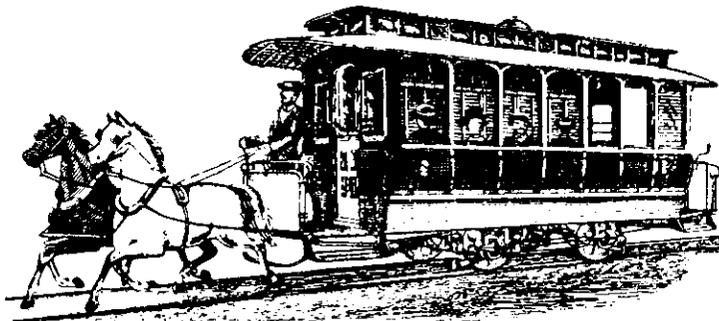
**J. M. COFFEE, JR.**

P. O. Box 1204  
Boston, Massachusetts  
02104

Parking Tokens

**DUANE H. FRISSEL**

P. O. Box 11661  
Palo Alto, California  
94306



Volume 22, Number 9

SEPTEMBER, 1968

Our 255th Issue

Our "September" issue has been published under a malignant star: everything has gone wrong. Our IBM Selectric typewriter broke down, for the second time in two weeks, just as I settled down to cut these stencils. Accordingly the whole issue except for the Parking Token Supplement has been typed by our IBM Executive typewriter. It makes excellent copy, and gets more on a page thanks to its proportional spacing, but it is a huge unwieldy thing and I much prefer the smaller and faster Selectric, with its nine different type styles. The Executive is presently in use preparing the copy for the new edition of Atwood's Catalogue. Then the Parking Token Supplement had not arrived as of October 31 when I finished cutting these stencils. But came Halloween night, and a long-distance call from Duane, saying he had that morning airmailed the Supplement, and please get it in this issue. So a special trip down to the postoffice tonight brought me the Supplement (it took only 18 hours to get here). Meanwhile the Selectric was repaired (no charge this time!) so I used it on Duane's Supplement. But I had only 2 pages available, so had to abbreviate his Notes and omit some of them, to get it all on two pages. And this explains why the PT Supplement comes after the ads in this issue. We hit the presses November 1 at 9:30 p. m. this time. We'll try to get you a November issue by Thanksgiving.

The bottom of the barrel has been reached as far as publishing articles. There is nothing left. So we appeal to our literate membership to come to the rescue with interesting articles on transportation tokens. We also would like reports of New Finds for our New Finds Column, presently in eclipse because, presumably, no one is finding any census tokens.

Included herein is the official convention photograph. Beneath it is a list of the names of the people, by rows. Unfortunately, in the second row, I neglected to put the "Mrs." before the names of some of the ladies, and I hope they will forgive me. Also in the last row the gentleman third from the left is omitted. This is Gordon Yowell's son, standing between Gordon on his right, and Roger Bolz on his left.

We want to encourage members to take advantage of their right to free advertisements in The Fare Box. Ads are read before the rest of our issues, and they are the most interesting section of our publication. We have only one request: please remember to change your ad every month, and don't ask us to run the same thing more than once. Also it would be nice if some of you auctioneers avoided the same old standbys that we see month after month, those overpriced tokens that have turned up by the bushel, such as Pa 70 A B C, and 870 A.



= APPLICATIONS FOR MEMBERSHIP =

- 1042 COLE S. CUTTLE - Box 213 - Moorestown, New Jersey 08057  
Age 55; Salesman. Collects U. S. only. (Zaika)
- 1043 JOHN C. CONN - 604 Meecker Drive - Rockford, Illinois 61109  
Age 52; Factory Worker. Collects all types. (Mazeau)
- 1044 RICHARD L. MOODY - 407 Sarah Drive - Warner Robins, Georgia 31093  
Age 27; Civil Servant. Collects U. S. & Parking. (Eshleman)

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CHANGE OF ADDRESS (\* indicates contribution for Address Plate Fund)

- \*Harold Don Allen - 863 Davidson Road, University Heights - Piscataway, New Jersey 08854
- \*Kenneth Bassett - 502 Carson Road - Ferguson, Missouri 63135
- \*T. R. Masuda - 521 Old King George Highway - Newcastle, New Brunswick (Canada)
- \*Raymond E. Olson - 32137 Oakley - Livonia, Michigan 48154
- \*David E. Schenkman - P. O. Box 131 - Brockton, Massachusetts 02403

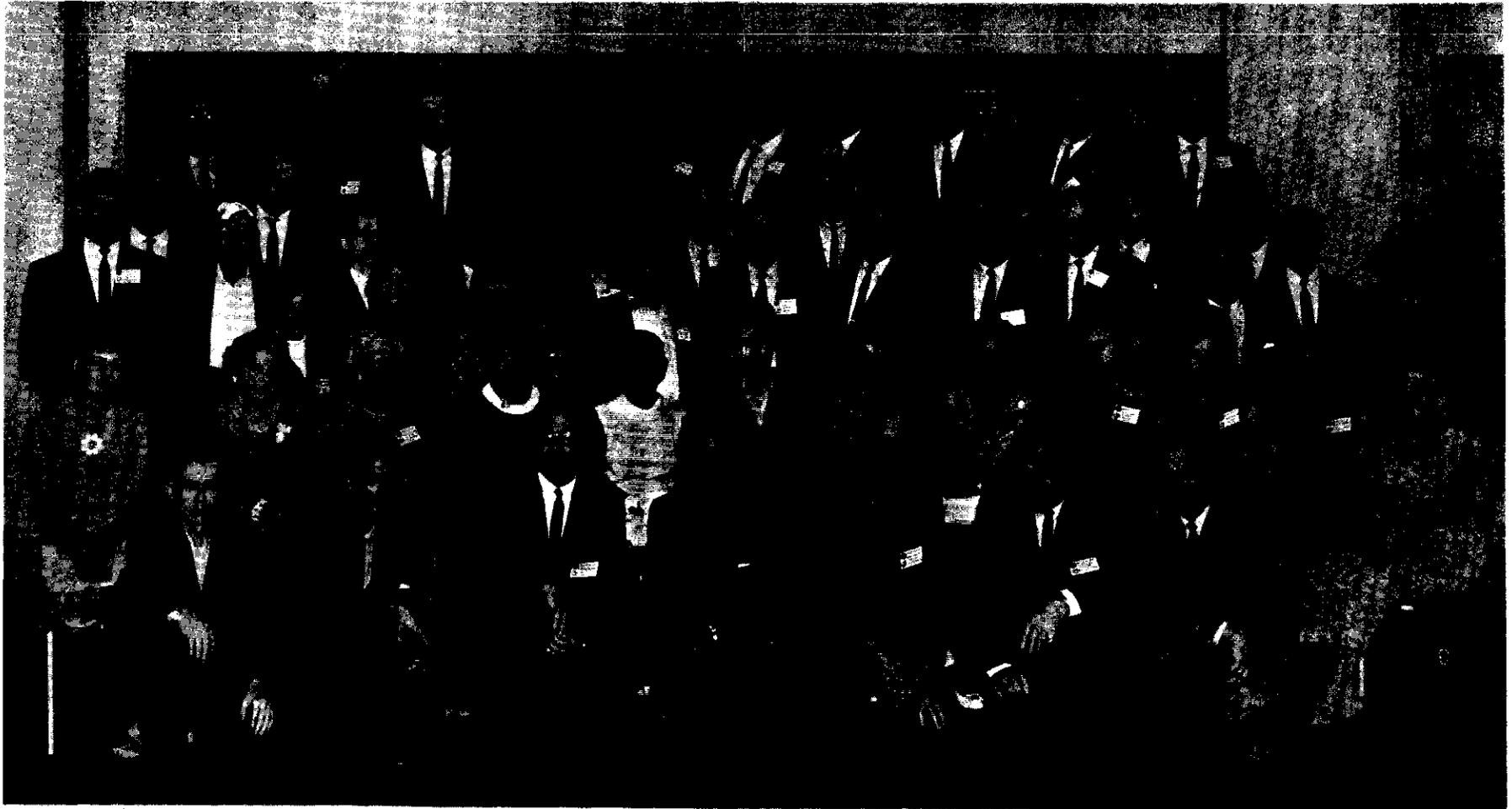
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= THE NEW EDITION OF ATWOOD'S CATALOGUE =

It has been five years since the last edition of Atwood's Catalogue of United States and Canadian Transportation Tokens. Hundreds of tokens have been issued and discovered since then; a vast amount of additional historical data on previously listed tokens has come to light; many tokens with high "census" valuations have since become comparatively common; tokens with low valuations have turned out to be quite rare. Accordingly, more and more collectors are, understandably, inquiring about a new Third Edition of this great reference work.

I have hesitated previously to say much about the new edition, because I have been uncertain when it would be ready. I still am. However, work has begun on the new edition. Your Editor commenced this Herculean labor last week, typing up the copy for the State of Alabama. And once into it, it should proceed apace. The whole thing depends on the time I can give to it, out of an already crowded schedule. If some of you who are impatient could cast an eye upon the work copy I have to use--scribbled over on every page with the graffiti of various members of the Catalogue Committee, festooned with colored inserts laden with historical data, interleaved with small sheets of notes with more miscellaneous data; filled with such notes as "See NEVA Supp for C but change size to 24 and add "to" to obv. Do you want to list D with note on use in Terre Haute or put in patterns?" That kind of stuff. With some 500 pages plus 300 inserts, all like that, it is not just a matter of typing up the copy. All the same, I can do it, and it will proceed rapidly now, and the result will amaze us all, that from such chaos great books are born. The finished 3rd Edition of Atwood will be a veritable mine of historical data. For instance, this time we are including the date (month, day, year) that streetcars were abandoned in every token-using city in the country, when we can figure it out. This alone will be worth the price of the book.

Speaking of price, the new book will cost much more to produce because we intend to use a much finer grade of paper and a finer binding; there will be many more pages, and many more photographs, scattered throughout the book, together with photos of some of the vehicles that used the tokens, when we can get good ones. All the same, I hope to be able to offer the book for the same advance of publication price of \$5.00. But after publication it will probably have to be \$6 or more, even to members, and \$8.50 or more to non-members. But don't send in your orders yet. Wait for an announcement in The Fare Box. My present hope is to have the books ready and mailed out by the summer of 1969. Wish me luck; I need it.



#### MEMBERS PRESENT AT THE OAKLAND CONVENTION

Front row: O'Hara, Joseph, Feisel, Cutler, Sherman, Carter, Mazeau. 2nd Row: Miller, Krause, Willahan, Joseph, Allis, Mrs. Max, Mrs. Mazeau, Mrs. Sherman, Mrs. Groth, Mrs. Carpenter, Mrs. Ezidro, Mrs. Cutler. 3rd Row: Alon & Debbi Joseph, Sheree Joseph, Allis, Max, Ford, Kubach, Carpenter, Ezidro, Nicolosi, M.A. Cutler. 4th Row: Rieder, Krause, Atwood, K. Smith, Crockett, Kotler, Dewey, Hayes, Oliphant, Coffee, Miller. Back Row: Frisbee, Yowell, Bolz, Heppner, Freiberg, Groth, Strough, Carlisle and son, Plummer.

= SUCCESS THRU TRANSPORTATION: THE FABULOUS GIACOMAS AND ATC =

By Ore H. Vacketta

This is a success story accomplished by service to the public thru transportation. I like to relate this story because I grew up with the Giacoma brothers, Dominic and Peter, in a small village, Westville, Ill. Back in 1936 Nick, as he's called, went to the bank and borrowed \$600 to buy a bus and started what was called the Bee Line Transit Corp., housed in a garage owned by me and my father, George Vacketta. The line was 12 miles between Georgetown and Danville, Ill., passing thru our home town of Westville. The gross revenue for the first year was \$19,263 and the net income was \$1,080. Last year the gross revenue was 28 million dollars. The one-bus Beeline Transit Corp. grew into the American Transit Corp. with headquarters in St. Louis, then merged with the Chromolloy Corp., now called the Chromolloy American Corp. with headquarters in New York City.

The story of the Giacomas and a friend from Cairo, Ill., James deMayo, who joined the company when it started to grow, is a success story in the true American tradition, with all the elements of rags to riches, penny pinching and perseverance. It began in Westville, a worked-out mining town of 3500 people in the extreme eastern part of Illinois, where the Giacoma boys and I were born and raised. The town was populated by miners who had come from Poland, Belgium, Italy and several other countries during the first years of the century.

Nick saved up \$25 for down payment on an old truck and went into the ice & coal business, then drifted into general hauling. He was still in his teens when he heard that the high school at Westville was going to start a bus service to get youngsters to and from school. He didn't have a bus, but he went to the school board and got the contract, then to the First National Bank and talked them into lending him \$600 to buy a bus. He hauled the kids. Then there were rumors the Illinois Terminal was going to abandon its interurban line between Georgetown and Danville, a 12-mile stretch. So Nick decided to see if he could get the contract to supply bus service. He had no bus except the school bus, and no money to speak of. He went to see a lawyer and told him what he wanted to do. The lawyer was surprised, but said, We'll try. The Illinois Commerce Commission gave him the charter because he was a local man, and because a delegation from Westville appeared at the hearing and told the Commission Nick was a good boy, a hard worker and ought to have it. Nick went to a few retired miners and raised the money, bought 3 buses, and was in business.

The men or their families who helped finance him, plus the lawyer, are still stockholders in the corporation today. The Bee Line Transit grew, then the acquisitions of Cape Transit (Cape Girardeau, Mo.), Cairo Transit (Illinois), and Centralia Transit (Illinois). Then World War II stopped progress. Nick, Peter, Jim deMayo, and I, all went into the service. After the War, the expansion was rapid, over the next 6 years they took over operations in Pensacola, Fla.; Sheffield, Ala.; Port Arthur, Tex.; and part of New Orleans... followed by Tuscaloosa, Ala.; Joplin, Mo.; Hammond, Ind.; and Paducah, Ky., finally to Waco, Texas, and Texarkana. Now in the year 1968, besides the above lines which they own, American Transit serves: Birmingham, Fort Lauderdale, Grayline Tours in Miami, Maui (Hawaii) and Seattle, and bus service in Pontiac, Mich.; Jackson, Miss.; Louisville, Ky.; Knoxville, Tenn.; LaSalle-Peru, Ill.; Lexington, Ky.; Lubbock, Tex.; Hattiesburg, Miss.; Gulfport, Miss.; Phoenix and Tucson, Ariz.; Port Arthur, Tex.; Rockford, Ill.; Santa Ana, Cal.; Shreveport, La. When people say it can't be done, a young man with an idea and with the help of good honest men, plus perseverance, integrity, and hard work, can serve the people through transportation, and prosper.

Not many tokens are presently used on the Giacoma properties, but in their day the following tokens were used on lines operated by them: Ill 95 C D, 130 F G H, 190 F G, 495 B C D E F G, 755 G; Ind 390 B; Mo 140 D E; Ala 120 J K, 800 F; Ark 885 G; Ky 480 U, 680 K; La 810 F; Mich 770 F; Tenn 215 B; Tex 760 F.

= METAL TOKENS IN COMMON USE =

(This article is reprinted from the March, 1923, issue of AERA, official monthly magazine of the now-defunct American Electric Railway Association.)

The use of metal tickets or tokens is by no means a new practice among electric railways. Back in the old horsecar days before a conductor was first employed on the cars they were used and in Cleveland when the 3-cent fare was adopted in 1907, they were again introduced. Before the war when a number of companies were selling reduced rate tickets at 6, 7, and 8 for 25¢ several companies adopted the metal tokens for this purpose in place of the paper tickets. They did not come into use extensively, however, until fares began to be increased during the war years. The odd coins involved in the six, seven, and eight cent fare made some kind of a ticket a practical necessity to avoid the annoyances, delays and losses caused by the constant handling of the numerous pennies. The widespread use of the one-man car, also a product of wartime conditions, gave further impetus to the introduction of the tokens.

Some of the advantages of the use of the token are that it reduces the loading time and makes it easier to maintain schedules, it helps the company to get the full fare, and it reduces the amount of change which it is necessary for the conductor to carry. When the fare consists of several coins it is not unusual for passengers to short-change the company during the rush hour. Where a number of passengers board the car at one point and dump their fares in the box it is almost impossible for the conductor to tell how many coins any one passenger has put in. This difficulty is eliminated by the use of the token. Again when the passenger tenders the conductor a dime, and the fare is, say, seven cents, the conductor will give him a token and 3¢ change. It is thus necessary for the conductor to be supplied with only a small portion of the change that would be necessary without the tokens, and the accounting for the fare is accomplished by the registration of a single coin.

Some of the disadvantages noted in connection with them are the initial cost, the cost of conducting the sale of them, the reduced rate fare necessary to induce any extensive use of them, and the danger of their being counterfeited. Most of the disadvantages apply more particularly in the case of the large companies than they do in the case of medium and small ones. The cost of sale, for instance, is not an important item to the small company, but to the large company, especially where it is pushing their sale, it amounts to quite a sum. One company reports that at one time it used four automobiles to make deliveries to various agencies necessitating the employment of chauffeurs and token distributors. The tokens for delivery and the money collected from the agents were insured, and the distributors were bonded, all of which cost money.

The loss caused by visitors taking away tokens is also greater in the larger cities, as of course, there is a larger proportion of transient visitors in the big cities. However, one small company located near a military post reports that the soldiers use its tokens for gambling and they do not find their way back to the company very readily.

The reduction in the rate of fare necessary to induce extensive use of the tokens is another one of the disadvantages urged which seems of doubtful potency in the greater number of cases. These reduced rates are usually fixed by the commissions and it is immaterial whether the company uses tokens or some other form of tickets; they have to give the reduced rates. A number of companies do sell tokens at the same rate as the cash fare and the greater convenience of the token induces a good portion of the passengers to buy them, especially when they are made easily accessible.

The possibility of counterfeiting the tokens is one of the objections most often urged against them. Investigation, however, leads to the conclusion that this danger is largely overestimated. What little counterfeiting has been done seems to have been in the large cities where the criminal element naturally congregate and where there is more easily accessible to this element the facilities necessary to make the counterfeits. The great majority of the companies using tokens report that they have experienced no trouble from this source

whatever. A few others report one or two crude attempts at counterfeiting which were immediately detected and traced to their source. The small value of the token renders it necessary to pass a large number of counterfeits in order to make it worth while. The distribution of them would require the cooperation of a number of confederates which would cut down the profit. And finally the company would become immediately aware of such a large number of counterfeits in circulation and detection would be a practical certainty.

A dishonest conductor, however, may in some cases use the tokens to defraud the company. In this connection one company recommends from its experience that the token should not approach in size or appearance the smaller coins. It seems that this company originally had a token a little bit larger than a penny. One of the conductors whittled several down so that it would register as a penny instead of as a token fare. The trick was passed along to other conductors and the company suffered an appreciable loss until it discovered what was going on and changed the style of the token.

One very good suggestion for making these tokens distinctive, artistic and attractive is to adopt a design commemorating some local historical event or personage on their face. The tokens would thus become peculiarly identified with the locality in which they were used and would be attractive mementos of the community.

(The foregoing article, published in the magazine of the streetcar industry, was accompanied by photographs of 137 different tokens then in use (1923). Tokens pictured represent 105 different cities and 35 states plus one Canadian province. Joe Kotler examined the photographs and has made us a list of the Catalogue numbers of the pictured tokens, using the Atwood Catalogue, 2nd Edition. As a reference to when these tokens were used (proving their use in 1923) this is a valuable listing. It follows here:)

Ala 560 F, 570 A; Ark 360 A B C, 435 J, 885 A; Calif 745 G H; Colo 140 A B C, 260 C G, 340 B, 440 A B, 620 A, 760 B, 860 B; Conn 85 A, 305 M, 550 A; Dela 900 E; Fla 380 B, 710 A; Ga 70 A, 750 E, 780 A; Ill 70 A, 150 R, 235 B, 250 A, 350 C, 460 D, 690 A, 720 B, 755 A, 795 I; Ind 280 C, 290 A, 330 B; Iowa 30 A, 100 A, 310 C E, 730 A, 740 A B, 850 N O, 930 D E; Kans 40 C, 540 A, 940 B, 970 D; Ky 370 B, 510 A J A O, 670 B; Me 740 A; Md 60 A I; Mich 60 C, 370 I, 530 G, 680 G; Minn 230 H, 540 L, 760 I, 980 A; Mo 440 E, 880 B, 910 C; Mont 660 B C; Nebr 540 O, 700 E G H; NJ 555 C, 885 A; NY 10 G J, 105 D, 230 A, 830 C; NC 240 A, 950 B; ND 260 B C, 320 B D; Ohio 95 A, 125 D, 505 A, 860 D; Okla 570 A, 860 A; Penna 470 A, 575 B C, 765 Z, 785 B; SC 240 A; Tenn 600 F; Tex 50 B D, 255 K L, 340 G I, 360 F, 445 A B, 760 A, 810 C; Va 720 E; Wash 5 B, 300 B C, 780 B D E F J, 880 B; Wisc 410 M, 700 C E; Wyo 120 D E; DC 500 C; Nova Scotia 850 B C.

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= BURLINGTON, WASH., "DEPOTELS" CONTINUE TO BE OFFERED =

The 35mm brass tokens inscribed "Washington Hotel Burlington, Wash. One Fare" on obverse, and "Good For One Fare to G.N.R.R. Depot" on reverse, continue to flood the token market in large quantities. The Editor has received some ten requests for information about this item from non-members, some of whom had purchased the item in fairly large quantities. One person had been told that the token was listed in Atwood's Catalogue at the maximum (presumably \$7.50) valuation! The person offering them is still writing to various people in numismatic circles, and the price varies apparently from \$4 or so on up to \$15 each. This same person wrote me this summer, upon my expressing doubts that the tokens were as old as claims said they were, and he said "I have never stated they were old," adding "they weren't represented to me as being old." The wish being father to the thought, some AVA members still insist these things are authentic transportation tokens. It is the opinion of the Catalogue Committee, and President Feisel, that they belong in the same category as the "airplane tokens" of unfortunate memory.

= NEVA HOLDS MINI-CONVENTION AGAIN =

The second annual mini-convention of the North Eastern Vecturist Association's members was held October 19 at the Picadilly Hotel in New York City. Inclement weather was the only excuse to be given for the rather poor attendance. However, the 22 members and guests who did attend thoroughly enjoyed a day of transit and parking token discussion and dealing, in addition to a superb smorgasbord luncheon. Two small displays by Ralph Hinde and Foster Pollack covered the ten different A.V.A. tour tokens, while Jack Wilcox showed off a number of pieces of post office memorabilia. The auction of 60 pieces was run off quickly and smoothly by Max Schwartz and many tokens went for nominal amounts. Inasmuch as all items were donated, NEVA wound up with a profit around \$20, which will be used to defray costs of the bi-monthly publication, NEVA NEWS.

The next regular meeting of NEVA will be on Saturday, November 9, at Sloan House YMCA on West 34th Street in New York City. The meeting will formally reelect all club officers, there having been no other nominations presented at the September meeting. Reelected for the next two years are Ralph Hinde, President; Joseph Allis, Vice-President; Edward Vickers, Secretary; Foster Pollack, Treasurer; Jack Wilcox, Curator. Of interest is the fact that the same individuals have served as President, Vice-President, and Treasurer, since the start of the club six years ago.

The November meeting will also auction off a number of tokens received too late for the mini-convention. In these lots will be quite a few parking tokens, as well as some nice transportation tokens.

Visitors are always welcome at any NEVA meetings, and information can always be obtained from Ralph A. Hinde, President - 225-30 106th Ave. - Jamaica, NY 11429.

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= PLANS STARTED FOR THE 1969 CONVENTION IN PHILADELPHIA =

The first steps in planning for the 1969 A.V.A. convention were taken at the August 3 and October 6 meetings of the Delaware Valley Vecturist Association. Arrangements for the hotel have been made and some good suggestions received for the convention tour and tour token. It is our goal to surpass the high standard set at previous conventions.

A schedule of meetings for the next nine months has been set up: Saturday, December 7; Sunday, February 2; Saturday, April 5; Sunday, June 8; Saturday, July 12. Collectors in the area are urged to attend and be a part of the planning for the convention. There's plenty of time to talk about and trade tokens, too! All meetings will be at 1:30 p. m. at the Liberty Federal Savings & Loan Association, 202 N. Broad St., Philadelphia.

As for the rest of you A.V.A. members, start thinking now about being in Philadelphia August 8 through 10th, 1969.

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= DR. HERMAN AQUA'S COLLECTION STOLEN =

While he and his family were away on vacation last July, Dr. Herman Aqua's home in Luzerne, Pa., was ransacked by thieves. Stolen was his entire token collection, including some of the rarest Civil War tokens known--assembled over a ten-year period--and some census transportation tokens. Among rare transportation tokens stolen from Dr. Aqua's home were: Pa 65 A, 405 A, 315 A, 495 A B C, 525 A, 745 D, 750 A B K L M R AC AD AE AT, 765 E J L Q R S T, 770 A B, 965 C D. Also stolen was his entire collection of some 2,500 varieties of U. S. transportation tokens.

= SEPTEMBER SUPPLEMENT TO ATWOOD'S CATALOGUE =

By Ralph Freiberg

ARKANSAS

Little Rock 480 (Reported by Walter Hinkle)

LITTLE ROCK ARKANSAS TCT

✓ R o Bz 23 Sd Good For One Student Fare TCT (\* 1/2/67) \$0.15

CALIFORNIA

Sacramento 715 (Reported by John Coffee)

SACRAMENTO TRANSIT AUTHORITY GOOD FOR ONE FARE

✓ X WM 16 Sd Cal-Expo Opening 1968 (Expo symbol)(\* 9/1/68) .25

MINNESOTA

Rochester 720 (Reported by Quincy A. Laflin)

ROCHESTER BUS LINE ROCHESTER, MINN.

✓ B o A 21 Sd Good For One 5¢ Fare 5.00

PENNSYLVANIA

Rockhill Furnace 815 (Reported by John Coffee)

SHADE GAP ELECTRIC RAILWAY (STREETCAR)

✓ A o Bz 20 Sd Good For One Fare S .50

(Used during August and September, 1968. The car shown on the token is Chicago, Aurora & Elgin #315. For a WM token like the above, see notes elsewhere.)

VIRGINIA

Newport News 560 (Reported by John Propes)

C.R.T. CO. HAMPTON-NEWPORT NEWS, VA. (BUS)

✓ C Bz 16 Bl Good For One Zone Fare C.R.T. (2 slots) .15

Norfolk 580 (Reported by B.R. Rogers)

VA. BEACH EXPRESSWAY NORFOLK 10c

✓ M o B 16 Sd (same as obverse) .15

VA. BEACH EXPRESSWAY NORFOLK 15c

✓ N o B 20 Sd (same as obverse) .15

(This expressway opened December 1, 1967, and tokens went into use 3/1/68.)

CANADA - ONTARIO

Elora 280 (Reported by J. D. Ferguson)

UNION BUS LINE FRANK JOHNSON FLORA

A o A Oc Sd Good For One Return Fare (25mm)(used 1907-1910) 5.00

("Flora" is an error on the token; it was meant to be "Elora")

Port Hope 750 (Reported by J. D. Ferguson)

TRENUTH'S LIVERY TRANSFER AND GARAGE

C o WM Ov Sd Hotel St. Lawrence Round Trip 25¢ (44x35mm) 5.00

Teeswater 890 (Reported by J. D. Ferguson)

TEESWATER BUS LINE

A o A 25 Sd Return Trip 25¢ J. Marrs, Prop. 5.00

The parent company of the Little Rock firm usually uses tokens of other operations in other cities, but as they did not have any 23mm tokens, they had to issue a new one of their own, last January. Mr. Hinkle also reported that Ohio 385 B is now in use in Little Rock.

On September 1, 1968, Sacramento had a fare hike and 25,000 new tokens were struck by Meyer & Wenthe. The token bears the symbol of the State Exposition, which has opened on new grounds in 1968. The token is a good way to advertise the new fairgrounds.

Quincy Laflin has come up with an old token from Rochester, Minn. As Rochester is the home of the Mayo Clinic, there have been various forms of transportation from this little city to surrounding cities, and also to places where trains could be met. Mr. Laflin has done considerable research into the firm that issued the token, and figures it was used in the early 1920's, possibly about the same time as Minn 430 A.

Last summer Mr. Coffee received a letter from "Railways to Yesterday," where the East Broad Top Railroad is located, at Rockhill Furnace, Pa. See the article elsewhere in this issue for more information.

The New Issues Service will not handle the Newport News token. The company did not respond to our letter, and since Mr. Propes has advertised the token in The Fare Box, it was decided that members who wish the token may order it from him. The company operates in both Hampton and Newport News, and the token is good in both cities, but we have to list it from one place, so we chose Newport News to conform to a previous token, even though the company office is in Hampton now.

We are grateful to Mr. Rogers for obtaining a supply of the Virginia Beach Expressway for the New Issues Service. It is usually more convenient all around if an AVA member will obtain a supply for us directly from a company, instead of our writing and waiting, often for months. The expressway is 16 miles long, between Norfolk and Virginia Beach.

We have three old depot tokens from Ontario reported by Mr. Ferguson. Mr. Ferguson always researches his new finds thoroughly, and in the case of the Elora token, at first he assumed it was from a city in Ontario called Flora. There is a Flora in Ontario, but there was no record that any Frank Johnson had ever been in business there. So on a hunch that "Flora" on the token was meant to be "Elora," Mr. Ferguson checked in the latter city, and was rewarded by finding that, indeed, a Frank Johnson had lived there and operated a hack service from the town's one hotel to the Canadian Pacific and Canadian National Railway depots. Mr. Johnson was in business as early as 1907, and was still going in 1910. Elora is in Wellington County, and at the last census there were 1,461 residents of the town.

Research indicated that W. R. Trenouth was operating livery service in Port Hope in 1913, and the St. Lawrence Hotel was in business then... according to a 1913 telephone directory. Subsequent correspondence shows that Mr. Trenouth spelled his name both with and without the "o."

I would like to commend Mr. Ferguson's thoroughness to all members who report tokens to us, because often we get reports of dubious items from people who expect us to list them on hearsay. But we have had too many wrong steers to list just anything. For instance Mr. Hargett has a token inscribed McMAHON HORSE 415 FULTON ST. on both sides, 21mm brass solid. It is from San Francisco, because we know McMahan was here in business. But whether the token was used for a pail of oats, or what, we don't know. We have no indication that McMahan ever operated transportation service of any kind.

Mr. Vacketta has reported another token, whose credentials are better, but about which we still have no information as to its exact use. It is 24mm aluminum solid, inscribed YAZOO RIVER IRON BRIDGE 2½ on obverse, and E R HOLMES, MAYOR P A SMAYZE, CHM'IN FC on the reverse. This river is in Mississippi, but letters to Yazoo City have produced no results. It may well be a toll bridge token, but we'd like some verification.

Every now and then a member will take a short trip and pick up odds and ends of very useful information. I really appreciate this kind of information, because it's the only way we

can keep up to date. With thousands of transportation operations in this country, we don't have any pipelines to them, and our information comes from cooperative AVA members plus scanning the periodicals of the transit industry, which the Catalogue Committee subscribes to, plus writing letters. Mr. Majcher recently informed us of interesting things down his way, and we don't have too many members down there. He passed through Cartersville, Ga., and was advised by Mr. Dent that the line has been discontinued and all tokens destroyed. In view of the fact some people have denied this line ever existed, it is good to know that Mr. Dent does exist in Cartersville, and that tokens were used there. The line that used Tenn 140 A is out of business, and the tokens were shipped elsewhere. All Tenn 710 A, B have been destroyed and the line is out of business. In Ashland, Ohio, the bus line operates only during the school year, and the tokens are only used then. Ohio 30 B to E are now obsolete, but the line is still going. NY 500 A, B, have been destroyed; the line went out of business in March, 1968. In Macon, Ga., 580 F and I are still in use; all other tokens are obsolete. After selling the lines, Georgia Power Company destroyed 98, 168 of 580 D, and 69, 850 of 580 E.

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= SEPTEMBER NEW ISSUES SERVICE REPORT =

By John G. Nicolosi

Things are rolling again, and companies are starting to answer my letters, and tokens are starting to roll in again! This month both regular & associate members will receive five tokens: Ark 480 R, put into service January 2, 1968; Calif 715 X; Pa 815 A; Va 580 M, N.

We expect several more tokens next month, so be sure and keep your balance up if you want to receive them.

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= THE SHADE GAP ELECTRIC RAILWAY TOKEN =

Shade Gap Electric Railway is a 3-mile 20-minute trolley line, operating along Blacklog Creek out of Orbisonia, Pa. It is an operating trolley museum, owned by "Railways to Yesterday," which also owns the East Broad Top R.R. The latter is a 10-mile 3-foot gauge steam operating railroad museum. Both lines run out of Orbisonia Station from June thru October of each year. It will be recalled that the late Emzy Thompson, one-time AVA member, had large tokens struck for the East Broad Top R.R., and tried to convince the proprietors of that line to use them. But they declined, and Emzy sold his "patterns" to all that would buy them--and he apparently had plenty of them.

The new token inscribed for Shade Gap Electric Railway was issued for use on the trolleys, and last August we received a letter from them offering to sell them to collectors. The token was used only during August and September, valid as a 50¢ fare on the trolleys. (Children paid 15¢ cash.) They are uncertain if they will use the tokens next year because they plan to operate an open car, which would not use a fare box. This past year they had a Johnson electric fare box in use on the car.

There were 5,000 of the brass tokens struck. They also had 100 struck in white metal and these are given in return for a \$5.00 donation to their car restoration fund. Although the white metal token was also good for fare, we consider it more in the nature of a presentation piece--obviously never used--and will not list it as a regular issue. Members who would like to get the white metal token can send a \$5.00 donation to Walter E. Stinger, Jr. - 27 Louella Court - Wayne, PA 19087. Be sure to say you want the White Metal (they call it "nickel silver" so you'd better use that term) token. It will be listed under a special "Presentation Token" section of the next catalogue, but not as a regular issue.

= SEPTEMBER SUPPLEMENT TO THE FOREIGN CATALOGUE =

By Kenneth E. Smith

AUSTRALIA

Manly 480 (Reported by R. Owens of the Manly Company)

			P.J. & M. S.S. CO. 1967 JAN.-JUNE. (19x23mm)	
PS	o B	Sd	(numerals)(G-plated)(shape like 480 PI)	\$1.00
			(400 passes made, numbered 1 to 400)	
			P.J. & M. S.S. CO. 1967 JAN.-MARCH (24x25mm)	
PT	o B	Sd	(numerals)(G-plated)(shape like 480 NY)	1.00
			(120 passes made numbered 1 to 120)	
PU	o K	Sd	(numerals)(Gm-plated)(100 made; numbered 1-100)	1.00
			P.J. & M. S.S. CO. 1967 APRIL JUNE (28x26mm)	
PV	o B	Sd	(numerals)(G-plated)(shape like Ah)	1.00
			(120 made, numbered 1-120)	
PW	o K	Sd	(numerals)(Gm-plated)(100 made, numbered 1-100)	1.00
			P.J. & M.S.S. CO. 1967 JULY DEC. (25x29mm)	
PX	o B	Sd	(numerals)(G-plated)(shape like 480 Y)	1.00
			(400 made, numbered 1-400)	
			P.J. & M. S.S. CO. 1967 JULY SEPT. (25x23mm)	
PY	o B	Sd	(numerals)(G-plated)(pentagon shape)(120 made)	1.00
PZ	o K	Sd	(numerals)(Gm-plated)(100 made)	1.00
			P.J. & M. S.S. CO. 1967 OCT. DEC. (28x28mm)	
QA	o B	Sd	(numerals)(G-plated(diamond shape)(200 made)	1.00
QB	o K	Sd	(numerals)(Gm-plated)(100 made)	1.00
			P.J. & M. S.S. CO. 1968 JANUARY-JUNE (24x26mm)	
QC	o B	Sd	(numerals)(G-plated)(400 made)	1.00
			P.J. & M. S.S. CO. 1968 JAN.-MARCH (23x23mm)	
QD	o B	Sd	(numerals)(G-plated)(120 made)	1.00
QE	o K	Sd	(numerals)(Gm-plated)(100 made)	1.00
			P.J. & M. S.S. CO. LTD. 1968 APRIL-JUNE (28x25mm)	
QF	o B	Sd	(numerals)(G-plated)(120 made)	1.00
QG	o K	Sd	(numerals)(Gm-plated)(100 made)	1.00

PORT JACKSON & MANLY STEAMSHIP CO. LTD.

XE	WM	23	Sd	Manly Turnstiles Ferry	.25
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Sidney 720

HEGARTY'S FERRIES

XG	B	20	Sd	(same as obverse)	.25
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Remember, when you report new discoveries, in addition to giving the exact wording and spelling and punctuation, to send rubbings or photographs. This is essential to insure accurate listings. Please keep the listings coming.

KENNETH E. SMITH - 328 AVENUE F - REDONDO BEACH, CALIF. 90277

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Harry Porter reports that NY 235 B, the Belmont Race Track token, is still available and in use, in the 28mm size which is virtually identical with the NYCTA Aqueduct Race Track token. To promote business, the Long Island RR runs reduced rate round trip fares about every other week during the present winter meet. The reduced rate works out to 2 tokens for \$1.50.

MAIL BID: Cal 715 S, 760 E; Conn 210 A; Ill 150 Y, 495 G; Mich 375 A; NJ 885 A; NY 505 A; NC 980 H I; ND 960 A; Ore 700 I; Pa 25 D, 70 A B, 775 B, 870 A, 985 D; Va 600 B; Wash 840 D E; Ontario 675 G H. Trade only: Ky 10 O; Mich 375 B; NY 630 AQ, 945 D; Ohio 15 B, 440 A E; Wis 170 D, 510 E L N. For Sale: 50 diff. \$10; 25 diff. \$5; 100 diff. \$18.00.

Lowell Kronmiller - 327 Ransom - Ripon, WI 54971

TRADE: huge 1960 22" x 32" street map - directory folder of Manila, P.I., 5 1960/2 airline timetables, 5 1960/5 cruise folders and 12 other varied travel folders (5 trades available), postpaid in USA in exchange for any 15 fare tokens.

George Schroder - 138-59 231 Street - Jamaica, NY 11413

FOR TRADE: Ariz 1000 G; Cal 575 L M, 825 G; Ill 110 A; Ind 90 A; Ky 510 BS BL, 560 E F; Me 80 A; Mich 735 E, 775 C D, 845 D G, 885 C; Mo 880 G I; NY 500 A B; Ohio 15 C; Va 120 A B. Mich 3465 A, 3885 A B; NY 3220 A, 3240 A Ca, 3435 B, 3660 A, 3670 A; Ohio 3550 A, 3850 A; Okla 3650 A; Pa 3010 A, 3025 A, 3065 A. Plus hundreds more. Your trade list for mine. = Don McKelvey - 2822 19th Avenue - Port Huron, Michigan 48060

FOR SALE (all 15¢ unless specified): SAE please. Ariz 80 A; Cal 715 I, 760 F; Col 140 D; Conn 305 N, 520 A; Fla 130 C; Ga 450 A B C; Haw 240 D; Ill 10 D, 350 F, 690 B, 760 F, 765 A; Ind 270 A, 290 A, 450 K, 660 C, 860 C, 890 D; Ia 740 K; Kan 880 B, 970 C E F G H; Ky 510 AN; La 670 A D; Mich 225 F, 680 P; Minn 190 B C, 540 J; Mont 140 D, 380 B.

Claude G. Thompson - 3329 Nicollet Ave. - Minneapolis, MN 55408

FOR TRADE: "Minneapolis Industrial Exposition / Aug. 31 / to Sep. 24 / 1892 (Rev.) ornate Gothic style building. Pewter, WM-plated; pierced 31mm. Will trade for a Texas pictorial token or will consider other Texas tokens that I can use.

Mrs. Pat Murdock - P.O. Box 411 - Mesquite, TX 75149

PARKING TOKENS WANTED: Mich 3315 A(c), 3370 Hb, 3930 Bbc, 3999 Ca; NJ 3390 A(A)(B) Ohio 3175 D(A)(B) F(D) Lc, 3470 A(C)(D); Pa 3750 J, 3780 A(E); SC 3500 Aa; Tex 3565 A(C), 3810 A(A)(B); Wis 3510 Db. Will trade other PTs or TTs that cat. 25¢ to \$1.

Harold V. Ford - 6641 Saroni Drive - Oakland, CA 94611

TRADE ONLY: Turkey 400 B C D E F G H I J K L M O for Mass 997 A B C D with Mo 997 A B C E F or Ind 997 A B C D with Mo 997 A thru F.

George W. Diehl - Fort Loudon, PA 17224

I am interested in buying transportation tokens from Maine, Rhode Island and Vermont for catalogue price plus postage. Write first. Also do you have any brothel tokens or "brass checks" for sale? Send rubbing and asking price.

Fred Patterson - 3323 East Oregon Ave. - Phoenix, AZ 85018

IOWA 640 Jb for trade for any other token cataloguing at \$2.50 that I can use, or will trade for troupes of tokens totalling \$2.50 cat. Also am trading my personal token for yours.

T.M. Murdock - P.O. Box 411 - Mesquite, TX 75149

MAIL BID SALE: "First Aerial Tramway in North America" / Franconia / Notch / N.H. / . Brass 33mm depicts aerial tramway suspended on wires and pine trees, rocks of mountain side. Rev. blank. Condition, about very fine.

John W. (Jack) Stephens - Box 131 - Sydney, Nova Scotia, Canada

FOR SALE: dies once used to stamp out tokens. Novel conversation piece, paperweight, perfect addition to token collection. Transportation die \$10.00; misc. token dies \$5.00.

O. Perry - 309 Birmingham Ave. - Pittsburgh, PA 15210

ST. AUGUSTINE, FLA., TOLL BRIDGE TOKEN, Fla 860 A, price only \$1.00.

Ben Odesser - 6332 N. Richmond St. - Chicago, IL 60645

WANTED: Pa 750 AC & AD; also Honolulu Rapid Transit Hula Girl token. Will purchase or trade. My personal token (277-A) "Aloha From Hawaii" is available for the asking + SAE.

Henry H. Krause - 509 University Ave., Apt. 8-G - Honolulu, HI 96814

FOR SALE: Ariz 640 E, \$1.10; Minn 600 B, 50¢; Ind 290 D, 30¢; Va 580 M N, 40¢ set of 2; Convention token \$2; NY 437 B C D, \$2.25 postpaid. All others please include SAE.

John G. Nicolosi - 3002 Galindo St. - Oakland, CA 94601

TRADE OR SELL: Fort Wayne Transit, Inc., zone tokens. 35½mm with 19mm center hole, aluminum, Unc. Obsolete. 25¢ each or 5/\$1 or trade for TT, PT, merchants tokens with city & state, counterstamped coins, + SAE. Multiple trades available.

Ken Hallenbeck - 1141 W. Lexington - Fort Wayne, IN 46807

WANT 2 EACH of the following tokens: AL 120 G H I. Having trouble getting higher value N.Y. current tokens? I have now, or can get, the following: NY 629 L, 70¢; 630 AQ, 95¢, 235 B, \$1.25; or trade for many common tokens I need.

Harry R. Porter - 1042 Bardstown Road - Louisville, KY 40204

100 DIFF. TT's, \$10.50. 200 diff. for \$23.95. 300 diff. for \$40. Also have 25 diff. Calif. TT's for \$7.50. = Ken Hayes - 2589 Darwin St. - Hayward, CA 94545

ILL 320 A for best trade or cash offer. Also for trade: Col 460 C; Fla 380 U; Ind 180 F; NY 628 A C; Pa 10 F, 465 A, 180 F, 725 J, 950 B H I Ja Jb K; Utah 750 H; Tenn 75 F C, 430 Q; Ida 100 E G H J K M; Va 660 C E. = Robert Kelley - 6315 Parkview Cir. - Mason, OH 45046

FOR SALE: Conn 240 A - new variety - with 2 diamonds on reverse, for 25¢ + SAE. I have enough for all. Just write to me.

Morton H. Dawson - 182 Whiting Lane - West Hartford, CT 06119

FOR SALE: Mass 45 A - \$1.25 each, or trade for any 3 15¢ tokens I need.

George H. Wyatt - Skylark Lane - Lunenburg, MA 01462

WILL TRADE MEXICO 300 A for Mexico 30 A. Mex 540 A for Mex 360 B, 520 A B C, or D.

Harry L. Strough - 2703 Milam - Houston, TX 77006

FOR SALE: Pa 3190 A or 3260 A, 15¢ each or will trade one of each for 25¢ PT or TT or 25¢ cash. + SAE please. = LeRoy Braun - 214 Pusey Ave. - Collingdale, PA 19023

Italian Ristorante token of World War II. It has Restaurant Grotta Azzura v. Nazionale 251 Roma and airplane bombing location of restaurant on a map on one side. Other side shows Coliseum and name & address. If interested send SAE for details and tracing.

E. G. Stultz - 530 N. Union - Galion, OH 44833

MY PERSONAL TOKEN for yours. Fall, and then winter, is coming on. Let's get to trading again. My trade and want-list for yours. - Gordon Wold - R #1, Box 140 - Princeton MN 553

Parking tokens Ben Franklin Store 27th & Wells Parking Lot to trade for PT's that I want for my collection. = Robt. Knobloch - 876 Payne Ave. - St. Paul, MN 55101

Will buy or trade Puerto Rico TT's. I have already 100 U.S. TT's. Will trade for copper, fibre, and Puerto Rico TT's. Send your offers to:

Pedro Chiclana Rosario - Ave. A # 2062 - Barrio Obrero - Santurce, PR 00915

PARKING TOKENS WANTED: Cal 3775 A B; Fla 3630 B; Ill 3150 AO AR AS AT BG; Ind 3660 A; Ia 3150 A; Mich 3370 A; Ohio 3650 A; Pa 3725 A; Tex 3955 A; Wis 3510 N. Have the following for trade: Ark 435 G; Ill 125 A, 600 A; Ind 460 P, 650 A B C; La 810 D; Ia 930 C; Md 60 K Q U V AN AO AP; Pa 400 C D.

Michael Super - 4 So. Woodington Rd., Apt. H 10 - Baltimore, MD 21229

FOR SALE or TRADE: Employees' Tickets obsolete for 30 years. North Kansas City Bridge and Railroad Co. and Union Bridge and Terminal Railroad Co. 15¢ each + SAE or trade for any TT that I need. = Harold O. Hunt - 6503 N. Broadway - Kansas City, MO 64118

WANTED FOR CASH OR TRADE: parking tokens: Cal 3015 Aa B, 3450 Fb; Col 3140 A; Ga 3060 A; Ill 3025 A, 3150 A Ca H J K O(B) Ta Y(A) AB(B) AR BD BE BF, 3640 E, 3767 Ac; Ind 3440 A, 3610 B C; Ia 3850 A; Kans 3830 A; Ky 3150 A, 3510 C; La 3810 B; Mich 3315 A; 3930 Bc; Miss 3460 Aa; Mo 3910 D; Mont 3640 A B; NJ 3390 A(A); NY 3998 A; NC 3630 Eb, 3700 B; Ohio 3175 A D(B) F(D), 3270 B, 3690 A(B); Pa 3510 Aa, 3780 A(B); Tex 3340 E F(D); DC 3500 Ca. = Don Edkins - 120 Stanley Drive - Williamsburg, VA 23185

WANTED FOR CASH OR TRADE: tokens as follows: coal, lumber, masonic pennies, saloon, bimetals, drayage and merchant tokens, from Arkansas, Calif., Nevada, Okla., Oregon, So. Dakota, Utah, Virginia and Washington.

Don Edkins - 120 Stanley Drive - Williamsburg, VA 23185

(PAID)

AUCTION: Ind 500 A; Wash 840 D E; Ia 730 A; Mich 375 A.

Mrs. Virginia King - R 6, Rd 650 W - Columbia City, IN 46725

FOR SALE: \$100.00 cat. value in parking tokens for \$100.00 plus postage. Not more than 5 of a kind of any token and the lot includes some of the elusive die varieties. First check gets. Don Edkins - 120 Stanley Drive - Williamsburg, VA 23185 (PAID)

WILL TRADE a miniature license plate identification tag (made by Disabled American Veterans) from Colorado for one from your state. Also have Mexico 580 C to trade for Colorado transportation tokens I need.

Bill McKenzie - 1805 So. Grove Street - Denver, CO 80219

FOR TRADE ONLY: Wis 420 B and 420 C. All trades answered when SAE is enclosed.

MAIL BID auction: Wis 220 E.

Glen Williams - 504 East 10th St. - Fond du Lac, WI 54935

HAVE A FEW OF THE NEW DALLAS PLASTIC ZONE TOKENS for trade. I can't get enough to sell, so if you want one, send your trade list to:

H. C. Reidling - 11516 Flamingo Lane - Dallas, TX 75218

BRITISH METAL TT's from Derby, Manchester, Sunderland. Current set of 6 for \$1.00. Collections of current plastic TT's available at 50 for \$5, 100 for \$10. All diff. No damaged items. Post free ship mail.

Donald Capper - 14 Acresfield Avenue, Audenshaw - Manchester, England

AUCTION: Austria 840 A; China 720 F I; France 520 A B; Turkey 400 D-K (set); United Kingdom 57 different. For every Canadian token sent I will return a U.S. token worth double value. = Barry Uman - 4155 A Mackenzie Street - Montreal 26, Quebec, Canada.

SPECIAL OFFER ON PARKING TOKENS: 10 each of 10 diff. (100 tokens) for \$11. Ideal for dealers, trading, etc. Stock up now. Also will trade packages of used postage stamps for tokens and coins. Offers solicited.

Sam Ruggeri - 1018 S. Carley Ct. - No. Bellmore, NY 11710

WANTED: at your best price, Ala 3560 A B; Alas 3050 C D; Ark 3480 A; Pa 3360 A.

C. C. Hiorth - 308 E. Hinckley Ave. - Ridley Park, PA 19078

FOR SALE: NY 80 D, 65¢. Mardi Gras token showing esplanade - Bayou Bridge line, mule drawn car of the New Orleans C. R. R. Co.; gold anodized aluminum, 75¢. Please include a stamp. Beam bottles for sale or trade.

Al Zaika - P.O. Box 65 - Bellmawr, NJ 08030

TRADE KANSAS 3530 A for parking tokens I need.

Millard Wasczcak, Sr. - 352 Maple Street - Scranton, PA 18505

FOR SALE OR TRADE: Pa 495 G at \$4.50; Pa 495 H at \$12.00.

Bernard Yagodich - 345 Corrine St. - Johnstown, PA 15906

WANTED: to purchase Pa 750 AE or will trade token of equal value. Please state selling price in first communication.

Paul J. Schieck - 3215 Edgmont Ave. - Brookhaven, PA 19015

A reasonable offer in transp. tokens could bring you BAEDKERS - Handbook for Travellers. the United States, first edition, 1893. (616 pages). From the 39 maps and plans only the general map of the U.S. and the plan of New York are missing. Make a try and let me know your trade offer. If you want an answer regardless, send international reply coupon please.

F. J. Bingen - Tollensstraat 11 - Capelle a/d IJssel, Netherlands

AUSTRALIAN FERRY PASSES. See foreign supplement this issue. At \$1 each: Manly 480 PS PT PV PX PY QA QC QE QF, plus 50¢ postage & insurance. Breaking up a foreign pass collection I acquired. SAE will bring you list of over 100 passes for sale at catalogue plus postage & insurance. = Kenneth Smith - 328 Avenue F - Redondo Beach, CA 90277

ATWOOD'S CATALOGUE OF U.S. & CANADIAN TRANSPORTATION TOKENS, latest (1963) edition, 480 pages incl. 27 plates, cloth-bound size 6x9. Lists and prices all known transp. tokens up to date of publication. Price \$5.50 to AVA members postpaid. (7.50 to others).

FEISEL'S CATALOGUE OF PARKING TOKENS OF THE WORLD, latest (1966) edition. 160 pages incl. photographs in the text. Size 6x9, cloth-bound or loose-leaf available. Price \$3.50 postpaid to AVA members (4.50 to others). Mailed within 24 hours of your order.

American Vecturist Association - P.O. Box 1204 - Boston, MA 02104.

CALIFORNIA

Anaheim	3025	(Reported by Edrick Miller)	
		AUTONETICS DATA SYSTEMS DIVISION (EMBLEM)	
A	Bz 23 Sd	Courtesy Parking (1968- )	\$0.25
B	B 23 Sd	" " (mid-1968- )	.25
Los Angeles	3450	(Reported by Steve Album)	
		UCLA A (INCUSE)	
AJ	B 22 Sd	Parking Token (incuse)(1968- )	1.00
		UCLA (INCUSE)	
AK	B 25 Sd	Parking Token (incuse)	1.00
		UCLA C (INCUSE)	
AL	B 28 Sd	Parking Token (incuse)	1.00
San Francisco	3760	(Reported by Stuart Paddock)	
		EUREKA FEDERAL SAVINGS	
B	B 25 Sd	Courtesy Parking (1965- )	.15

CONNECTICUT

Hartford	3210	(Unidentified #3042; location reported by Mort Dawson)	
		STATIONS AT MORGAN ST. TALCOTT ST. TALCOTT AT MARKET	
G o B	20 Sd	Grove Street Parking Station One Parking	3.50

GEORGIA

Columbus	3240	(Reported by John G. Nicolosi)	
		VARSITY DRIVE-IN COLUMBUS, GA.	
B	B 25 Sd	Exit Token Gard. Mfg. Co. Columbus, Ga.	.25

ILLINOIS

Chicago	3150	(Reported by Robert Kubach)	
		BELL & GUSTUS INC. CHICAGO	
BR	Bz 25 Sd	Courtesy Parking (1967- )	.25

MINNESOTA

Detroit Lakes	3220	(Reported by Don Edkins)	
		CITY OF DETROIT LAKES MINNESOTA	
A	B 23 Sd	Good Only In Parking Lot Meters (7/1/68- )	.15
		(Vars: on rev., (a) two dots; (b) no dots)	

NEW JERSEY

Trenton	3885	(A reported by DHF; B by Jack Wilcox and Ed Vickers)	
		YMCA TRENTON (GATE)	
A	Bz 25 Sd	Parcoa Token (gate)(Rev. D)(3/63- )	.20
		THRIFTWAY MARKETS (GATE)	
B	Bz 25 Sd	Parcoa Token (gate)(Rev. E)	.25

OHIO

Delaware	3245	(Reported by the Rev. John A. Backora)	
		CITY OF DELAWARE OHIO PARKING LOT TOKEN	
A	B 21 Sd	Good For 5¢ Parking On City Parking Lots (3/68- )	.15

RHODE ISLAND

Patterns	3998	(Reported by Dr. George Fuld)	
B	B 21 Sd	(same as A, but solid)	

TENNESSEE

Johnson City	3400	(A is ex-Unid. 3020; location of A, and B by James Eshleman)	
		DOWNTOWNER PARKING	
A	B 23 Sd	Shell (scallop shell)	.25

Johnson City	3400	(continued)	
		BALL BROS. FURNITURE CO.	
B B 23 Sd		(same as obverse)(10/67- )	\$0.25
<u>VIRGINIA</u>			
Norfolk	3580	(O,Q reported by Edkins; P by David E. Schenkman)	
		O.V.P. BOAT HOUSE (INCUSE, BLACK-FILLED)	
O o B 38 Sd		(blank)(circa 1956)(Ocean View Park)	1.00
		O.V.P. FISHING PIER (INCUSE)	
P B 38 Sd		(blank)(Vars: (a) plain letters; (b) black-filled letters)	.35
		O.V.P. PARKING CHECK (INCUSE, BLACK-FILLED)	
Q B 38 Sd		(blank)	.35

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= PARKING TOKEN NOTES BY DUANE H. FEISEL =

Visitors to the Data Systems Division at the Autonetics Div. of North American Rockwell Co. in Anaheim can park in a gate-controlled lot that provides free entrance, but which requires a token for exit. Visitors are provided exit tokens by the plant receptionist. Ed Miller works for this division, and had a hand in designing the token. The supply is very closely controlled and collectors will have a difficult time in obtaining these tokens. But many tokens are leaking out of the system and a new batch required a change in metals.

The University of California at Los Angeles operates one of the largest parking operations in one area in the world. One of the nation's largest parking structures, providing space for 2,800 vehicles, was recently completed as part of the school's parking system. The small AJ token is used to activate automatic parking gates on the central campus which control the campus streets and two small lots near the Administration Bldg. The medium-size AK is used to activate gates on several large parking facilities including parking structures which serve the major visitor parking requirements on campus. The AL tokens provide visitor access only to the lot serving the Recreation Center. These tokens were obtained for PTNIS, at \$1 each, which is the regular rate. It has been rumored the fee may be hiked to \$1.25, and it would be interesting to know how much income the parking operation generates for UCLA.

San Francisco went for so long with no special parking tokens (stock Card-Key tokens were used at several locations), but now we have the second item in just a few months. Eureka Federal Savings on Mission Street has a special patron parking lot, gate-controlled, which provides free entrance but requires a token for exit. Tokens are given to customers, but it hasn't been able to get a supply for PTNIS.

No information available on the Hartford, Conn., and Columbus, Ga., tokens. And all we know of Ill 3150 BR is that it is used on a private lot, and we got them for PTNIS.

Merchants in Detroit Lakes give tokens to customers for use in metered off-street parking lots. Total token order was only 2,000 pieces, but for some reason 2 reverse dies were used. These tokens were obtained for PTNIS.

Members of the Trenton YMCA can buy tokens for entrance to the gate-controlled YMCA lots. It hasn't been possible to obtain these tokens for PTNIS, but sending 25¢ + SAE to Trenton Central YMCA, 2 So. Clinton Ave., Trenton, NJ 08609, should produce results. Also in Trenton, Scheideler's Thriftway Super Market has a gate-controlled lot with free entrance, token exit. Token free to customers at the store. PTNIS obtained a supply of this one.

Ohio 3245 A was made some years ago but only recently put into use. One large store in Delaware, Wilson's, began using the tokens for distribution to customers. Tokens can be used in meters that will take a nickel. These have been obtained by PTNIS, and a card passed out by Wilson's with the tokens to explain their use will be sent later to PTNIS members.

The Ocean View Park tokens are seasonal. One lot serves the park plus a fishing pier, plus several other establishments who have arrangements to use the lot. When parking in the lot, one is given a token which is taken to the merchant or other establishment for refund of the 35¢ fee. Don Edkins went thru the entire supply of tokens and could locate only 2 of the O token. The P & Q are in use. We could not get a supply of these for PTNIS.

# THE FARE BOX

A Monthly News-Letter for



Transportation Token Collectors

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San Francisco, California

94117

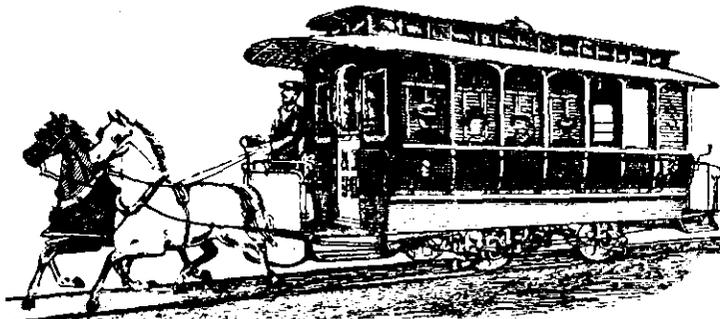
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Volume 22, Number 10

OCTOBER, 1968

Our 256th Issue

WILLIAM L. BLACK

William L. Black, of McKeesport, Pa., Honorary Life Charter Member #6 of the A.V.A., died at home on November 12. Bill, as he always insisted we call him, was 90 years old, and I believe the oldest member of our society. One of the founders of the A.V.A., he was one of only two members ever granted Honorary Life Membership (the other is Roland C. Atwood). He served as Curator from 1951 to 1956, and was an active member and collector almost to the very end. I remember what delightful people he and his wife Corinne were when I first met them at the organizational meeting of the A.V.A. on October 31, 1948, in Max M. Schwartz' office in New York. Since then I saw them often at conventions, and have been a guest in their home several times. A visit to the Blacks was always the most delightful part of my cross-country trips. Token collectors were always welcome, and we would sit for hours on the porch on Evans Street, watching the world go by as we talked tokens on into the night. Bill's life spanned the history of city transit. He drove horsecars, then trolley cars, and finally buses, for Penn Transit Company, and ranked first in seniority with that firm, holding badge Number One. He built one of the finest collections in the country, and we were happy to learn that Corinne plans to continue collecting. Bill Black was one of our favorite people. He added something kind and gentle and wonderful to life, and we are grateful that he was with us for so long a time.

This issue goes to press at 2:30 A.M., Friday, November 29, and is up to date as of this moment. If the Parking Token Supplement arrives later today we shall include it with this issue; if it isn't in this issue, you will know that it did not make it, and we shall try to have a double supplement next issue.

Speaking of the next issue, it will be even smaller than this one unless we get some more articles to publish. We're grateful to the members who came to the rescue this time, but we're down to the bottom of the barrel again. Meanwhile we hope to send out dues notices with the next issue, which will be mailed in a couple of weeks, with the December issue following closely upon its heels to close out 1968.



= NORTH EASTERN VECTURIST ASSOCIATION ELECTS OFFICERS =

By Edward M. Vickers, Secretary

On Saturday, November 9, members of the North Eastern Vecturist Assn. assembled in the NEVA Room of the Wm. Sloane House YMCA for the 35th regular meeting of the organization. The order of business for the day was the election of officers for 1969-70. Elected were Ralph Hinde, President; Joseph Allis, Vice-President; Ed Vickers, Secretary; Foster Pollack, Treasurer; John Wilcox, Curator.

Token and hobby talk and trading were lively with every member present adding something new to at least one of his varied collections. Pollack exhibited a newly discovered variety pair of Pennsylvania zone checks similar to Pa 997 R & S. Vickers displayed photos of a new type Duncan Parking Meter which issues a cash-redeemable token when the prescribed fee is deposited. Through the courtesy and cooperation of Duncan Industries, Inc., and the International Parking/Traffic Museum and Library every member present received a specimen of the PTMS issued to publicize the Golden Circle Meter at the 1968 International Municipal Parking Congress in Toronto.

NEVA, a lively group of vecturists and the first regional group to affiliate with the AVA, has 136 active members in 28 states and 2 Canadian provinces. Members, and vecturists everywhere, benefit from the NEVA publication program which includes an accumulative yearly supplement to the Atwood Catalogue, and NEVA NEWS, published 6 times a year with information and stories of token activities along the eastern seaboard. All publications are free to members and available to others at a minimal charge.

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= EXPO '67 TOKEN - MONTREAL =

By J. Douglas Ferguson

Only recently numismatists have learned of a token officially issued by Expo and put into use when Expo opened in 1967. While its purpose was excellent it did not prove satisfying to the public as expected, and so its use was discontinued after being in operation for only four full days. The Expo authorities in their careful planning realized that there would be many American visitors to Expo who would drive directly to the parking space adjoining Expo, and would not yet have changed their U.S. dollars to Canadian funds. Realizing that there would be at many periods great rushes of people to pay their parking fees, and that this would be complicated by many of them paying such fees in U.S. funds (and naturally wishing that the Americans would receive the premium on their U.S. funds) these tokens were issued to all parking booths associated with Expo. One token was to be given in return for each U.S. dollar presented and those receiving it were advised that they would receive redemption for the tokens at the Expo office on the grounds, or at the branches of Canadian banks located within Expo at the prevailing rate of premium on U.S. dollars.

The tokens worked well as far as the parking authorities were concerned, but normally the American visitor to Expo would not be interested in searching out the Expo office or one of the banks since, particularly the latter were not centrally located. As a result the visitors whom it was intended would be helped by issuing the tokens, grumbled and didn't turn them in, or felt they wasted their time in redeeming them.

In consequence after these few days their issuance was discontinued and the parking authorities, as well as those selling tickets at the entrance, were given the premium rate for the day that they were to pay out in regular Canadian coinage.

While the tokens did not provide the courteous consideration of our American guests that was intended, they do provide numismatists with a most interesting Canadian token associated with the American dollar and its exchange premium in relationship to the Canadian dollar. The premium allowed on the American dollar throughout the period of Expo varied between 6% and 7%.

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A forthcoming issue of GOOD HOUSEKEEPING MAGAZINE will include an article entitled "A Club for Every Hobby." Among those listed will be our own A.V.A., thanks to correspondence between your Editor and Miss Sheila Estick, the article's author.

= TOKENS OF PROVIDENCE, RHODE ISLAND =

By Harold H. Young

As I lived in Providence from 1919 to 1943, I can furnish some information about the tokens from that city. Little can be said about RI 700 A except that Crescent Park was a popular amusement park reached by the trolley car lines. I have no idea when these merry-go-round tokens were used.

Until the early 1920's, the streetcar service for the area was provided by the Rhode Island Company, an affiliate of the New York, New Haven & Hartford Railroad, just as the Connecticut Company was the trolley subsidiary of the New Haven Railroad in Connecticut. Around the time of World War I the historic 5¢ fare could not be further maintained and the Rhode Island Company made an initial attempt to raise revenue by keeping a 5¢ fare within the inner city zone and then charging 2¢ for each of several short zones which were set up beyond the end of the 5¢ fare zone. This entailed the use of the 2¢ zone fare tokens, RI 700 B and C. I have a copy of a descriptive booklet explaining the new zone system and it includes the following:

*"On the urban lines, that is in the zones where the fare is either 5, 7, or 9 cents, the automatic register is used as in the past. The 5 cent fare is collected to the end of the 5 cent fare zone. After passing that limit, the remaining fare, either 2 or 4 cents, is collected through the automatic register, metal tickets valued at 2 cents each being used for this purpose. The new register contains a dial and counter which segregates the metal ticket from the nickel."*

When I arrived in Providence in 1919 the fare was 6¢ per zone and the short 2¢ zones had been done away with. The fare was collected by receiving a nickel through the Rooke Register and the payment of a penny into the conductor's hand. By that time the Rhode Island Company was in receivership. Somewhere around 1920 there was a financial reorganization. While the Rhode Island Company operated the car lines, there were a number of different underlying companies with bonds in the hands of the public. In the reorganization the New Haven Railroad was virtually frozen out, the various underlying companies were combined into the United Electric Railway Company, and security holders of the old underlying companies became the principal owners of the new company.

About 1921 the new company announced that surveys had been made which indicated it could offer lower fares and it proceeded to sell brass tokens (700 D) at 10 for 50¢. The 6-cent cash fare remained in effect for people not wishing to buy tokens. Incidentally, the word "token" was not used much locally. Everybody spoke of "car checks" and in passing the conductor money to buy tokens you usually asked for "checks."

The company found it had cut fares too deeply and after not too long a period, it changed the price of the tokens to 9 for 50¢. This still gave a slight advantage over the 6¢ cash fare. I recall buying up a goodly supply at the old 10 for 50¢ rate.

Revenues still were not adequate so the company went at the problem again. This time cash fares were raised to 8¢ and tokens were offered at 5 for 35¢. Some of the curse was taken off by extending zone limits but city riders got the full impact of the increase. Again I laid in a good supply of tokens at the old rate but this time I found new tokens were being issued, the white metal 700 E. So this time I had to go back with a red face with a liberal quantity of the old tokens for redemption. This fare schedule remained in effect for a long time. The principal move in the 1930's involved sale of a weekly pass. For city riders a \$1 investment gave unlimited rides for a week.

In 1925 local investment bankers promoted a merger of United Electric Railways and Narragansett Electric Lighting Co. through formation of a new holding company, Rhode Island Public Service Co. Control of the new holding company was sold to New England Power Association, whose name was later changed to New England Electric System. The Railways property was operated for a long time as a part of the New England Electric System but in the reorganization of that company under the Public Utility Holding Company Act, the Railways property had to be sold and was purchased by a group of private investors. Later--with the abandonment of trolley operations--the name of United Transit Company was assumed. It was by this company that RI 700 F was

issued. I had left Providence before this token was put into use and do not even have one for my collection. When in Providence a while ago I called the company's office and was told the tokens had been destroyed.

A still later chapter of transit history in Rhode Island has been written with the formation of a state authority which acquired the properties of United Transit Co. which had found continued profitable operation impossible. I rode one of the buses on a recent trip to Providence and found the fare is currently 30¢. Shades of ten tokens for fifty cents!

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= THE YOST AUTO COMPANY OF EDMONDS, WASHINGTON =  
By George Gould

Transportation enthused Mr. Yost from the beginning. Wanting to own the first automobile in Edmonds, he did just that, arriving on the scene in a new "Everett 30" in June, 1911, with his oldest son George proudly chauffeuring the family around the local dusty roads. Their new car lasted about a year, until it got in the way of a Seattle taxicab, whereupon the Yost family bought a new Cadillac. In 1913, pleased with their year-old Cadillac, the family went east to pick up another one. George wrote home in behalf of the family describing in glowing terms their new 8-cylinder Cad and offering \$1,000 to anyone who could guess the mileage on the car when they arrived home. They arrived in Edmonds in late August but on one guessed the 8716 mile trip they made.

In December, 1913, A.M. Yost & Sons built a new garage and Ford agency in downtown Edmonds, known as the Yost Auto Company. It was formed by George, Sam, and Jacob Yost. (Apparently Cadillacs rode nicer, but Fords sold better.)

At this time the Ellingtons, R.A. and A.C., started the first auto stage line between Edmonds, Richmond Beach & Seattle, connecting with Seattle streetcars at 85th & Greenwood. Starting with touring cars, by the end of January, 1915, they had also equipped a truck with 14 seats and were carrying passengers all the way to downtown Seattle. Alas, in March their garage burned, along with one of their brand-new 20-passenger "auto stages." The following month Yost & Sons stepped into the stage line business, buying the remainder of the Ellington equipment and continuing the trade they had initiated. (The 1915 Snohomish County Directory lists Abner Ellington as a driver for the Yost Auto Company.) It is my belief that Wash 250 B thru F were originally used by the Ellingtons from about December, 1913, to March, 1915, and then were acquired by Yost Auto Co. along with the aforementioned equipment. In June, operators of the Everett-Seattle Interurban attempted to attract Edmonds commuters by establishing a jitney bus between Edmonds and their Seattle Heights stop, but in August, 1916, Yost Auto Co. operated this service when the interurban firm dropped the service. Meanwhile the Yost firm, now also handling the Buick line, had six Edmonds-made stage bodies built on Buick chassis (obviously at dealer discount).

By 1920 the enterprising Yost Auto Co. had capital stock worth \$500,000. I believe Wash 250 A and 755 A were used by the Yost Auto Company between 1915 and 1919, inasmuch as the tokens have the key word "between" on them, indicating they could be used in either direction. Furthermore the Yost firm had separate operations: one run between Edmonds and Seattle in both directions, and the other between Richmond Beach and Seattle in both directions, as well as their local Edmonds runs between the wharves and the Great Northern Railway depot and town. The earlier Ellington company operated continuous service from Edmonds through Richmond Beach and on to Seattle, which was not the Yost firm's forte originally.

Edmonds, nevertheless, enjoyed much of its early growth along with the Yost family, who undoubtedly left their mark on the community.

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*Speaking at the Union County Coin Club of Linden, N.J., last month (November 26), H. Don Allen displayed personal tokens of A.V.A. members, and reports considerable interest. Several took application blanks--always an encouraging sign!*

= THE ROANOKE STREET RAILWAY COMPANY =

*The following brief account of the old streetcar line that operated from Roanoke to Salem, Virginia, and issued Va 730 A, is taken from the Centennial Edition of the Salem Times-Register, issued in 1938. The Roanoke Street Railway was in business from 1891 to 1899, when it was taken over by the Roanoke Railway & Electric Company. We are grateful to David Schenkman for lending us the clippings.*

Some of the older residents of this county can remember when the dummy steam engine pulled a couple of cars between Roanoke and Salem. That was in 1891 and the establishment of this service was at about the same time that Roanoke was putting on the streets their mule-drawn streetcars.

When Roanoke secured a charter to operate mule-drawn streetcars the company almost lost their charter because of the fact that this charter provided that the cars should be in operation by a certain date, but while the track was ready the cars were not. In order to comply with the terms of the charter the company pressed into service the dummy steam engine and made one trip over the tracks in order to protect their charter. Some difficulty was encountered in making the little steam engine stay on the track but it cleared up the technical point that threatened to prevent them from operating mule drawn streetcars.

It was soon after this event that the dummy steam line was placed on regular schedule between Roanoke and Salem. A similar line was in operation between Roanoke and Vinton, the Vinton line being put in operation a couple of months before the line to Salem got started. These little engines pulled two cars as a rule and the line had one car which was a combination passenger and package car. An engineer, fireman, and conductor, were necessary for the dummy line. In coming out of Roanoke the dummy line extended up Second Street S.W. to West 5th Street and thence to 3rd Avenue, up to 11th Street and to Orange Avenue. From there it went out by way of Horton's Race Track to Washington Heights and to Salem.

"Cherry Tree Station" was the name of the station at the city limits and passengers could ride to this point for 5¢. At that time quite a bit of development was in progress about Washington Heights, as the boom was on, and certain promoters who also had an interest in the line were endeavoring to build a town at Washington Heights. A skating rink and a dance pavillion were located there. To that point from Roanoke the fare was 10¢. The next stop was at Peters Creek and the fare to that point from Roanoke was 15¢. Next stop was Coyner's Springs, or Mason's Creek as it was sometimes called, and the fare to that point was 20¢.

But if a straight ticket was bought all the way to Salem from Roanoke the cost was 20¢--but if the passenger paid as he went through each zone he ended up paying 25¢. Round trip between Roanoke and Salem cost 35¢.

In 1892 the first electric streetcars were operated in Salem, and soon thereafter the line between Roanoke and Salem was electrified.

When the Panic of 1893 hit, the Roanoke Street Railway Co. went into receivership, and a survey was made to assess the possibilities of the line. Although the survey predicted a great future for Roanoke, there being four banks and fourteen churches in the city, the streetcar service came in for strong criticism. The service, said the report, was "slow and seldom," and the cars still hauled by mule power were in bad condition. Expenses of the system, said the survey, were "in excess of receipts."

The whole system in Roanoke was reorganized in 1899, and the Roanoke Street Railway Company was taken over by the Roanoke Railway & Electric Co.

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Duane Feisel reports the following AVA Convention items still available and may be ordered directly from him: (1) 1968 Tour Token, one of the most beautiful transportation tokens ever issued, only \$2 each; (2) Group Photograph, clear & sharp 8x10" for only \$1; (3) Convention Program free to those who request it while ordering the photograph; (4) San Francisco Municipal Railway transfers free to those who send a SAE. Address Mr. Feisel at P.O. Box 11661 - Palo Alto, California 94306.

= NEW FINDS =

This department is for members who have found previously listed census tokens, and who wish to share the news of their good fortune with the rest of us. If you have turned up a census token recently, please write the Editor and tell us about how you had your experience.

David Schenkman found one right under your Editor's nose here in Boston recently. As he describes it:

*"I am enclosing a rubbing of a Newberry's Bus Line token I picked up (Ia 380 C). I visited a coin shop in the area and, after looking through his book of miscellaneous tokens, asked the owner if he had any early transportation tokens. After getting the usual "No," I wandered around the shop, looking at his cases of coins. I spotted the depotel token with a group of Masonic tokens. I was informed the price was \$2.00, 'But it's no good, the reverse has been filed off.' Needless to say I paid his price, remembering that the token was struck with a blank reverse."*

The roll of collectors who have picked up rare tokens after being solemnly informed by the coin dealer that he had no old transportation tokens, is very long.

Earlier this year Mr. Schenkman also picked up some other rare tokens. One of them was Va 65 B, the very rare Comfort Bus Line token. As he describes it, "I had visited a local antique shop several times and the owner had promised to bring in a box of bus tokens. Finally one Saturday he did bring them, and along with about 20 common D.C. tokens was the rare Arlington piece. His price: 25¢ each. Not bad for a census token!"

And shortly after that, Mr. Schenkman visited the old bus garage in Petersburg, Va., which was owned by Maitland Brothers Bus Line. "I inquired at the office," he says, "and was informed that they had no tokens. On the way back to my car I met one of the mechanics and explained to him the purpose of my visit. He told me that he had recently cleaned up the tool room under the grease pit, and had found a box of the old tokens. He was going to throw them out, and was glad to let me have them. In the box were about 100 tokens, consisting of mostly Va 620 I, but also a couple each of 620 G H and M, several each of 620 E and F (which were then on the census list) and, to top it all off, the second known specimen of 620 N. Not a bad haul!"

His other find down home was the M & M Coach Line token from Appalachia, Va., which he obtained after running an ad in the local paper for 3 months. A young girl had found it buried in her garden--and this one makes three of them known. Since he sent me that letter, Schenkman called to inform he had picked up the "B" token from Ft. Dodge, Ia., and another depotel besides that one! So there is still some action around here!

Speaking of new finds, someone has turned up a large quantity of the Freeport, Illinois 320 A B C tokens. All of a sudden they seem to be all over the place, so someone has unearthed plenty of them.

This might be the appropriate place to note that a number of previously rare tokens have shown up in the last couple of years, and the fact that this happens more or less regularly lends support to our policy of pricing even the rarest tokens conservatively. It has been mentioned earlier in The Fare Box that the two Deadwood, S.D., tokens have turned up in quantity, and Mr. Feisel has offered them at very reasonable prices to collectors. Others in this category (once rare, now quite common) include Mass 550 P (your Editor found 54 of them and sold them at \$1 each); Pa 15 E (must be several hundred around); Ind 680 A; Ky 520 A; Ohio 35 C; Conn 235 B; Mo 350 C...and probably several others I can't remember at the moment. Some of these are still scarce, and by numismatic standards some could even still be called "rare," but not nearly as much as they had been previously.

You always take a chance when you pay several times catalogue value for a token, but you can't go very wrong if you pay the catalogue price.

In this respect it's always dangerous to rush in and buy tokens of dubious validity such as the recently touted item from Burlington, Wash. We expect to have an announcement about this particular item shortly (as well as about the "trade check" that goes with it), because we have narrowed down the time and place of its manufacture, and a lot of people who believed it was an old token are going to be disappointed.

CHINA

Hong Kong	400	(Reported by J.D. Ferguson)	
		(Chinese characters reading MACAO FERRY)	
E o WM	19 Sd	(Chinese characters reading "Good For a Ride")	\$1.00
		NORDEUTSCHER LLOYD BREMEN (MODERN SHIP)	
YFo B	Sq Sd	(anchor + key)(25mm)(rounded corners)	
		(boarding pass for use in the harbor to this firm's ships)	
ZBo B	18 Sd	(wreath)(manufacturer's pattern made by Hop Wei Company)	
		(Chinese characters reading THE KWANGTUNG RIVER STEAMER CO.)	
		(company flag, red enameled with light-blue enameled 5-pointed star in center)(a worker's pass)	
902PBo	K 28 Sd	(head of Dr. Sun Yat Sen with Chinese characters reading "Year 25" which is 1936.)	3.00

HUNGARY

Budapest	100	(Reported by Les Hawthorne (QE) and J.M. Kotler (QF,QG))	
		BUDAPESTI LANCHID 1866 (large 10-pointed star in center)	
QEo K	31 Sd	(blank)	5.00
		BUDAPESTI LANCHID 1866 (leaf in each corner; rounded corners)	
QFo K	Tr Sd	(blank)(33x29mm)	5.00
		BUDAPESTI ALLAMIHID 1879 M. KIR.	
QGo K	Sq Sd	(blank)(26mm)(rounded corners)	5.00

SWEDEN

Karlstad	405	(Reported by J.D. Ferguson)	
		KARLSTADS BUSS A B POLLETT	
B B	20 Ch	(RV 705)	.20
Marstrand	510	(Reported by J.D. Ferguson)	
		MARSTRANDS FARJAN 50	
N B	Sq Sd	(RV 705)(19mm)(rounded corners)	.25

GERMANY

Celle	200	(Reported by G. Fritz of West Germany)	
		CELLER STRASSENBAHN 10	
B o A	22 Sd	(crest)	1.00

ENGLAND

Huddersfield	400	(Reported by Donald Capper)	
		HUDDERSFIELD TRAMWAYS (STAMPED NUMBERS)	
PBo B	Ov Sd	(blank)(31x45mm)	3.00
Southampton	705	(K. Smith)	
		SOUTHAMPTON CORPORATION STAFF TOKEN (STAMPED NUMBERS)	
PAo B	Ov Pc	(blank)(29x51mm)	6.00

Please remember, when you report new discoveries, in addition to giving the exact wording and spelling and punctuation on both sides, to send rubbings or photographs. This is essential to insure accurate listings. And please keep the listings coming.

KENNETH E. SMITH - 328 AVENUE F - REDONDO BEACH, CALIFORNIA 90277

= OCTOBER SUPPLEMENT TO ATWOOD'S CATALOGUE =  
By Ralph Freiberg

ILLINOIS

Elgin 270 (Reported by Robert Oliphant)  
DEPT. OF TRANSPORTATION ELGIN, ILLINOIS  
D Bz 23 E One Fare [\* 4/26/68] \$0.30

IOWA

Nevada 660 (Reported by Charles Lipsky)  
LOUGH & SONS LIVERY, BUS & TRANSFER PHONE 74 NEVADA, IOWA.  
B o A 25 Sd Good For One Ride 5.00

PENNSYLVANIA

Erie 360 (Reported by [D] J.M. Kotler, and [E] New Issues Service)  
ERIE METROPOLITAN TRANSIT AUTHORITY WELCOME ABOARD  
D Bz 16 Sd Good For One Fare Erie, Pa. Wayne Blockhouse (blockhouse) .30  
E Bz 23 Sd " " " " " Flagship Niagara (ship) .20

TEXAS

Zone Checks 997 (Reported by H.C. Reidling)  
D.T.S. DOWN TOWN FARE ZONE RECEIPT  
A Pg 31 Pc (numerals) [\* 9/68] (Dallas Transit System) .25

UNIDENTIFIED

(Reported by [138] Evelyn Jackson, and [139] John Coffee)  
QUEEN OF MARTYRS 2 ONE WAY FARE  
138 A 28 Sd (blank)  
CITIZENS TRANSPORTATION CO. ONE FARE.  
139 B 21 Sd (design)

CANADA - NEW BRUNSWICK

Saint John 750 (Reported by T.R. Masuda)  
SAINT JOHN HARBOUR BRIDGE AUTHORITY (EMBLEM)  
A B 20 Sd Autorité du Pont du Port de Saint Joan (emblem) .25  
*(This bridge opened August 17, 1968, and tokens went into use August 19.  
"Saint Joan" is the French equivalent of Saint John in English. The  
emblem on both sides of the token forms the letter "B")*

ONTARIO

Ridgetown 775 (Reported by Donald Stewart)  
RIDGETOWN BUS RETURN  
D o A 28 Sd Jos. Rhody Proprietor (Sc) 5.00

= NOTES BY RALPH FREIBERG =

National City Lines has disposed of some of its properties, including sales to its own former employees. So far as we know, in these cases, the same old tokens are in use. However, the City of Elgin took over the lines in that city on February 1, 1968, and put the new token into use April 26, 1968. This information was supplied to Bob Oliphant by Dick Kunz. The New Issues Service will supply this token to its members.

Erie Metropolitan Transit Authority took over the lines in Erie about November 1, 1967, and with a fare increase on October 1, 1968, put two new tokens into use. It is nice to see something different on tokens. These tokens don't specify which is the adult fare and which the school fare, but as usual the little one is for adults and the big one for kids. The ship pictured on the school token is the same one pictured on the parking token from Erie. The New Issues Service will also send these to its members. A very nice looking pair of tokens to add to your collections.

On September 9, Dallas reduced its fare in the downtown area to 15¢. However,

riders still have to pay 25¢ upon boarding the bus, and then must ask for the 10¢ refund token. Then if they get off in the proper place they get a dime back for the token. Each driver is given 25 of the tokens and isn't supposed to sell any to anyone unless he intends to get a dime back. Although the tokens are only worth a dime, we're listing them at 25¢ because the only way collectors can get them is to pay 25¢. The company won't sell any to collectors, but some of them are available from at least one collector down there (see ad on page 132 of September Fare Box).

The St. John Harbour Bridge opened August 17, and although tokens were on sale that day (Saturday), no tolls were charged until Monday the 19th. The bridge connects St. John with West St. John, formerly known as Lancaster. The New Issues Service got enough of these to supply its members, too.

At present I don't know whether the C or D token from Ridgetown was first used; the C has Rhody & Son on it, while the one just listed has Jos. Rhody on it. We do not know whether Joe was the father or the son.

The Nevada, Iowa, depotel is exactly like the brass one already listed (only 2 known), but struck in aluminum. The obverse die is slightly different: the aluminum token having a flat-topped ampersand [&], while the brass one's & is rounded on top.

Evelyn Jackson picked up a strange token from a shop in Louisville, but we can't figure out where it was used. It could be the name of a parochial school, or even a ferry boat. The other maverick has a very elaborate design on its reverse, consisting of four fleur-de-lis around a square figure. It appears to be a rather old one, circa the late 1920's or early 1930's, but don't know for sure.

Miss Jackson also mentioned that Mr. C.E. Fannin, who operated the Blue Ribbon Lines in Ashland, Ky., died last year. He also owned a large farm outside town called Blue Ribbon Farms, and owned a bowling alley called Blue Ribbon Lanes.

In the September Fare box we made a mistake in giving the date when the token went into use. We said 1967. It should have been 1968. Another error: in listing Fla 880 H last July, we put it down as STUDENT FARE. It should be SCHOOL FARE.

In San Francisco the Municipal Railway has gone back on tokens, with a Ready Fare Plan. So after a lapse of 20 years, the old Calif 760 D and E are being used again. They aren't sold on buses or streetcars. They have to be purchased at railway offices or certain stores. A word about 760 E: This one is priced at 25¢ in the Catalogue because the plating has worn off most of them. They were plated in 1939, and tokens with a good brass plating on them are quite scarce today.

In Oakland they are running out of tokens, and ordered one million more. The new ones will have the words READY FARE PLAN on them. We hope they arrive in time to be listed in the new Catalogue. There are several other cities with Ready Fare Plans now, but we don't know which, if any, of them are using new tokens, as they don't seem anxious to answer our letters asking about it.

Kermit Streeter sends us a clipping telling about SEPTA--South East Pennsylvania Transit Authority--taking over Philadelphia Transportation Company on September 30, 1968. Turnstiles are set for quarters now, so there's no need for a token, but with the inevitable fare hikes, we may hope for a new token before long.

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= OCTOBER NEW ISSUES SERVICE REPORT =  
By John G. Nicolosi

*Tokens are coming in! All members, both regular & associate, will receive the following 4 tokens this month: Ill 270 D; Pa 360 D,E; New Brunswick 750 A. Most of these Canadian bridge tokens are a bit stained, although uncirculated. Our thanks to Mr. Masuda for the lead on these.*

*This month we welcome to Associate Member status, from the waiting list, Mr. Russell Moyer of Hamburg, Iowa. If I don't get additional deposits from some of you regular members pretty quickly, there will be several more names added to our membership rolls to replace those in the red, who will be dropped...next month.*

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= REMEMBER TO REPORT NEW FINDS OF RARE TOKENS TO THE EDITOR =

[Editor's Note: This article is taken from *Illustrated History of Coins and Tokens Relating to Canada* published by the author in 1894 at Montreal. Reprinted with permission of Regency Coin and Stamp Company, Ltd. (157 Rupert Avenue - Winnipeg 2, Manitoba) who have recently released a reprint edition combined with Mr. Breton's 1912 book *Popular Illustrated Guide to Canadian Coins, Medals, Etc.* P. Napoleon Breton was one of Canada's first coin dealers.]

These twelve tokens [Quebec 620 A thru L], about which a number of contradictory histories have been written, are the most interesting of any of our Canadian coins. They were struck at Birmingham [England] and imported to be used as tickets or passes over three different bridges, which bridges stood for only a short time, and the following facts culled from authentic documents will help us to understand the important position they hold in our Canadian collections.

These three bridges were built to unite the Island of Montreal with the mainland, by way of Isle Bourdon, which islet is situated at the mouth of the l'Assomption River. Isle Bourdon was ceded to Sieur de Repentigny on November 3, 1672, and became the property of Mr. Thomas Porteous, of Terrebonne who, in 1805, secured the authorization of the Lower Canadian Government to build two wooden bridges, of which one is from Lachenaie to Isle Bourdon, and another from the Isle Bourdon to the Island of Montreal. These two bridges were completed in 1806 and approved by experts on October 18 in the same year. Unfortunately, although built at great expense, they were carried away by ice on Saturday evening, April 25, 1807.

Notwithstanding this loss, Mr. Porteous asked for, and secured from the government, on April 14, 1808, authority to rebuild, and also to build a third bridge between Repentigny and Isle Bourdon, thus connecting the main road and the one most travelled in the province; but these last structures, which had the same faults as the first, met with a like fate shortly after their completion.

Mr. Porteous afterwards sold Isle Bourdon to Mr. Henry Griffin who, later on, sold it to a Mr. Ross. It finally passed into the hands of the Hon. James Leslie. Mr. James N.S. Leslie, of Montreal, grandson of the Hon. James Leslie, and son of Patrick Leslie, is executor of the estate, and along with his sister, Mr. Godfrey Weir, are the proprietors of this historic island, which does not exceed 200 acres in extent. Mr. Thomas Porteous died in Montreal in 1834, and none of his children are now [1894] living. His grandson, Mr. Thomas Porteous, Real Estate Agent, Montreal, who has given me a number of items regarding the family, is the son of Mr. James Porteous, formerly merchant at St. Therese who, himself, built in 1830 the St. Rose Bridge.

Arrived at Isle Bourdon we came across the tenant, Mr. Thomas Buchanan, who had the kindness to show us the old Porteous residence, now used as a barn, and there in the garret we found the model of a part of a bridge. This model, which has an antique appearance, and which should be preserved in a museum, is 15 feet long, and represents a double bridge to allow two vehicles to pass without difficulty....

The pieces inscribed DE L'ISLE DE MONTREAL A REPENTIGUY ON LACHENAIE, were used for a foot passenger, a horse, a cart or a caleche [open carriage] respectively, from the Island of Montreal across the bridge to Isle Bourdon, and thence by one or other of the two bridges to Repentigny or Lachenaie, and in the same way for the others either to go or return always by way of Isle Bourdon.

The two errors in spelling on these tokens are easily explained, as the dies were engraved at Birmingham by a workman ignorant of French who, having only a description, perhaps carelessly written, substituted a U for the last N in "Repentigny," also in the *OU--Repentigny OU Lachenaie--* made a similar mistake but, this time, substituted an N for the U.

The Lachenaie varieties, with the exception of three or four specimens, are all clipped, and this is attributed to the fact that the guardian of the Lachenaie Bridge was unable to read, and clipped them to distinguish them from the others....

The Bout de l'Isle tokens are very rare and consequently much sought after, and therefore at no distant date will command high prices.

Last year [i.e., 1893] some individuals attempted to pass off on collectors a number of counterfeits as originals, but happily these frauds were soon discovered, and it may prove an expensive operation should anyone attempt to bring them out in the near future.

[From a document dated] March 25, 1805, the tolls for the bridges were set as follows: "For every Calach with two wheels, or cariole or other such carriage, loaded or unloaded, with the driver and two persons or less, drawn by two horses or other beasts of draught, two shillings and ninepence currency; and if drawn by one horse or other beast of draught, two shillings and sixpence currency. For every cart, sled, or other such carriage, loaded or unloaded, drawn by two horses, oxen or other beasts of draught, with the driver, two shillings and threepence currency; and if drawn by one horse or other beast of draught, two shillings currency. For every person on foot, sixpence currency. For every horse, mare, mule or other beast of draught, laden or unladen, tenpence currency."

Another contemporary document provides special regulations for those travelling over the bridges: "The public will please to observe that it is forbidden by law to trot or gallop, either on horseback or in carriages on any public bridge, and the proprietor hopes that due attention will be paid thereto; neither can any person be permitted to go on the said bridges with a lighted pipe or fire of any description."

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= THE WINONA RAILROAD COMPANY OF WARSAW, INDIANA =  
By Garold R. Horrick

The Warsaw City Railway began horsecar operations around 1870, operating approximately one mile of track. It was owned by Mr. William Williams, who also had a real estate development near the "end" of the line. As an added inducement to anyone who purchased one of his lots he would give a free ticket or pass to ride the horsecar to or from town.

Later in 1902 the Winona & Warsaw Railway Co. built a streetcar line via the same route, but extended it to the town of Winona Lake, approximately two miles. A few years later the Winona Interurban Railway Co. was organized and built a line from Warsaw to Goshen, Ind., a distance of 25 miles, and leased the W&W line in order to operate interurban cars to Winona Lake for excursions to that place. Winona Lake has been a religious center for over 70 years and was the home of Billy Sunday and Homer Rodeheaver. In 1924 the Winona Interurban was taken over by a new organization known as the Winona Service Co. and then in 1927 the name was changed to the Winona Railroad Co. This latter company purchased the outstanding stock of the Winona & Warsaw Railway and operated it as part of its railroad. (In 1910 the Winona Interurban extended its line from Warsaw to Peru, Ind., a distance of about 40 miles.) The Winona Railroad operated city cars between Warsaw and Winona Lake until July, 1938, when the line was converted from electric to diesel bus operation. At that time bus service was substituted and the Winona continued to operate it until the writer purchased the bus line in 1948. I operated the bus line, known as the Warsaw & Winona Bus Corp., until 1955 when I sold the line. After a couple years operation by the new owner, the business got so bad that the bus line was discontinued.

*(Editor's note: the above story about the Winona Railroad is taken from a letter dated April 14, 1966, sent to Donald Punshon by Mr. Horrick, who owned the bus line from 1948 to 1955. From his letter it is evident that the token Ind 950 A, which at first glance would appear to be a streetcar token, was actually a bus token used some time between 1938 and 1948, since the name was changed in 1948 when Mr. Horrick purchased the line. Of course he may have continued to use the tokens even though there was a new name of the system.)*

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= SPONSOR A NEW MEMBER - APPLICATION BLANKS AVAILABLE FROM THE EDITOR =

FOR TRADE FOR OTHER U.S. TTs: Calif 395 G, 445 B D, 450 K, 630 G, 745 J, 760 F; Haw 240 C; Ind 260 A, 330 M; Kans 970 C E G H; Mich 75 D; NY 630 AN; Pa 765 Z; Wash 780 P; DC 500 Y. = Lazear Israel - 936 S. Genesee Ave. - Los Angeles, CA 90036

WANTED: ALASKA 3050 A C D.  
Millard Waszcak, Sr. - 352 Maple Street - Scranton, PA 18505

FOR SALE: set of 5 tickets from the "Thames Valley Transit" for only 25¢. This bus line is no longer in business. It operated buses in Norwich, Conn. I have 20 diff. tickets so if you want more than one set please send 25¢ for each set of five.  
Morton H. Dawson - 182 Whiting Lane - West Hartford, CT 06119

WILL TRADE TTs for elongated coins I need. All letters answered. List & describe.  
J.H. Wilcox - 310 Washington Place - North Brunswick, NJ 08902

"GREETINGS TO VECTURISTS" - my personal token of 1963-64 with New Jersey counterstamp yours for the asking. Your own token welcome in exchange.  
Don Allen - 863 Davidson Road - Piscataway, NJ 08854

FOR SALE: NY 630 ACa at 60¢ each plus SAE, or will trade one token for 4 NY 630 AN or 4 Mass 115 N. = George H. Wyatt - Skylark Lane - Lunenburg, MA 01462

MAINE, RHODE ISLAND AND VERMONT TTs wanted for catalogue + postage. Please write first. I am also interested in buying brothel tokens and a catalogue of same. Please send rubbing and your asking price.

Fred Patterson - 3323 East Oregon Avenue - Phoenix, AZ 85018

FOR SALE: a 2 1/2 x 2 1/2" polished aluminum plate struck with the original dies of Ohio 175 Z (a + b die varieties) all 4 strikings on one side. Hand executed, serially numbered, and only 50 made. Number One was donated to the AVA and was sold at the last convention auction for \$5.95. While they last, only \$5.25 postpaid.

Larry G. Freeman - 2427 Torrington Avenue - Parma, OH 44134

FOR TRADE: my U.S. coins for your surplus and/or dupe TTs. Have following: 1844 & 1853 Large cent, fine; 1865 3¢ fine; 1868, 1869 5¢ fine; 1939-D&S 5¢ fine; 1921 10¢ good; 1926-S dime VG; 1923-S Monroe Doctrine half dollar; many others. Write with your offer for any or all. (note new temporary address:)

Roice V. Rider - c/o Lial Eggleston, 721 Fred St. - Lansing, MI 48910

WANTED: S.D. 1000 B C D. Also want SD merchant tokens & merchant tokens from western states. Have merchant tokens from SD, CA, WA, IL, WI + many other states to trade. Also have about 65 diff. common TTs, OPA & tax tokens to trade.

Jim Raemussen - P.O. Box 214192 - Sacramento, CA 95821

WILL TRADE ENGLAND 125 A for any 2 Mexico 480 A B, 500 A B, 580 A B D; Ark 360 A C; Okla 640 B; Tex 5 B. = Harry Strough - 2703 Milam - Houston, TX 77006

LET'S SWAP - I want different tokens and medals of all types. Send any quantity (no dupes please) and receive equal number in exchange. If you desire diff. variety than the type you send will try to oblige. PS: your trade list and/or personal token appreciated. Will trade my Unc. U.S. Navy good conduct medal for any silver dollar.

G.W. Gallagher, Capt. USN - 1420 Decatur Avenue - Bremerton, WA 98310

COMBINATION 3 for 1 special. Will give any combination except 3 of a kind (as long as they last): Fla 530 C; Haw 240 C D; Ill 240 D, 890 A; Md 60 AB AH AM; Minn 540 L; Mo 370 Db, J; NJ 115 D; NY 105 D, 630 AH AN, 875 H J; Pa 525 P, 750 AA AH AR, 765 Z; Va 20 K, 350 B; Wash 780 L P; DC 500 C Q T U X Y. Need Md 380 A C D, 560 B C D E; NY 675 A B C D, 680 A B C, 685 A B C D E, 760 A B C, 785 D, 790 A B C D to help rebuild my stolen collection. = E.C. Lanham - 6116 N St. S.E. - Washington, DC 20027

HAVE ONLY ONE extra Pa 3450 A to trade. Best offer in PTs or TTs I need takes it. Also have Pa 3155 A to trade. Send your trade list.

J.V. Pernicano - 58 Sonia Lane - Broomall, PA 19008

TRADE: ARK 435 B; Ala 570 A; Ill 150 A, 320 A; Va 620 F; Ia 640 Jb, for IOWA tokens of same value. Also have over 50 TT cat. \$1 or more for trade. Your want-list and trade list a must.

Douglas Redies - 512 3rd Street S.W. - Cedar Rapids, IA 52407

OFFERED FOR BEST BIDS: MISSISSIPPI 660 A B C. Issued by Natchez & Vidalia Ferry.  
Harold H. Young - Box 3756, University Station - Charlottesville, VA 22903

NEW EXPO MONTREAL MISCELLANEOUS token will be provided to all members of the parking token service. I have a few extra which I would be glad to send to any who are not receiving them in this way, at their cost to me of \$1.00 each.

J. Douglas Ferguson - Rock Island, Québec, Canada

HAVE SEVERAL diff. hard-to-get transp. tokens from Calif. in the 15-25¢ category to trade for trade tokens from Washington, Montana, and North Dakota. Also a few Ida 640 A for sale at 50¢ each.

George Gould - P.O. Box 1432 - Everett, WA 98201

WANTED: Mich. PT's 3315 A(C)(D), 3370 C(C), 3370 D(C), 3930 Bc, 3999 Ca; MSPT 3054 Aa Ab Bb. Will buy or trade. Would also like to buy or trade for Michigan TT's I need. Trade TT & PT dupes for any Michigan token or medal (all types). Merry Christmas & Happy New Year to all!

Don McKelvey - 2822 19th Avenue - Port Huron, MI 48060

BEST CASH OR TRADE OFFER: Alas 300 D; Cal 775 C; Haw 540 B; Ill 320 A B C; Ia 150 B; Md 60 N; Minn 540 E; NM 40 A; Ohio 10 L; 440 B; Pa 15 E, 750 AT; Va 20 C, 500 A; PR 640 A; Mich 3999 A B C; Pa 3060 A. Also have PT reading "PARKING CHECK FOR GABRIEL-LE'S." Wanted: vulcanite TT, rare Virginia TT's.

David E. Schenkman - P.O. Box 131 - Brockton, MA 02403

AVA SEAL, 1 1/4" (large size) on mounted rubber stamp, \$1.00 postpaid, or will trade for any 5 tokens (don't have to be TTs) from New York City. Free 1969 calendar with sale or trade. Have many other items for trade for tokens.

Larry Edell - 104-27 117th Street - Richmond Hill, NY 11419

WANTED: California 760 D,F. I will pay 10¢ each for quantities of 10 to 500. Please send tokens for immediate cash payment. Condition not important.

Ken Hayes - 2589 Darwin St. - Hayward, CA 94545

FOR SALE: obsolete Del 3900 Ab at 25¢ + SAE.

C.C. Hiorth - 308 E. Hinckley Ave. - Ridley Park, PA 19078

HELP WANTED: Tokens I need to complete my Oregon collection: 20 ABC, 130 ABCD, 160 AFHJN, 460 A, 700 B. Will trade the following for the above: 20 E, 60 B, 160 Ba L M, 500 A, 700 E G I, 800 D E F, 970 A C. For the Ore 20 B C, 130 A, 160 A, or 700 B, I will trade an Ore 700 G (1 only) unpunched solid or Wash 340 A B. SAE for trade list.

James Millard - 3744 S.E. 168 St. - Portland, OR 97236

WANT SEVERAL EACH of the following: Ga 60 R S; Ia 300 I; Ohio 165 AE-AI. Will buy, or trade from those in my ad last month. Also desired, any information or photos on a trackless trolley-truck line in Colorado or Nevada in the 1892-98 period.

Harry R. Porter - 1042 Bardstown Road - Louisville, KY 40204

SCARCE TOKEN, Deadwood SD 260 A, cataloguing \$3.50, still available at catalogue price to you. Sorry but the supply of the B token was rapidly depleted. Act now to add this nice little token to your collection.

Duane H. Feisel - P.O. Box 11661 - Palo Alto, CA 94306

FOR SALE OR TRADE: obsolete NCO club tokens, McGuire AFB, N.J., set (2) \$1.00 & 25¢ for \$1.50, or will trade for other military tokens equal to same value.

W.J. Majcher - 611 Briarcliff Road - Warner Robins, GA 31093

FOR TRADE: Ill 475 A; Va 280 A; Wash 80 F G H, 300 G H, 600 D, 780 B C M O P, 840 C, 880 B C D E, 920 C D; WVa 100 C, 200 C, 290 A B E, 890 P, 590 A; DC 500 D R S U W AB AH; Ontario 200 A, 400 C, 675 F H, 900 A C; BC 900 A; Que 345 G, 850 E F, 970 A; Costa Rica 760 E; Mfg Sample 17 B C D, 23 A, 27 C; Ohio 3335 C; Ky 3150 B C; Pa 3120 C, 3950 A. = Robert Kelley - 6315 Parkview Circle - Mason, OH 45040

FOR AUCTION, mail bid. Utah census token 750 A, minimum bid \$50.

Leslie R. Hawthorne - 334 Vine Street - Glendale, CA 91204

WANTED TO BUY: NY 30 A, 100 A, 520 B A, 640 C J, 998 A, or will trade following 3 items for all needed: Austin, Minn. brass tag, 39mm Ch "Rodgers Livery Austin," with blank reverse; NY 235 B; and Oakland, Calif. 1968 AVA tour token, or make offers.

Ruth van Kleeck - 327 School Street - Berlin, NH 03570

FOR SALE: Ariz 640 E \$1.10; Ind 290 D 30¢; NY 437 B C D set \$2.25; Pa 360 D E set 60¢; Va 580 M N set 40¢; Minn 600 B 50¢ - plus SAE please. Some good traders available; what have you to swap? = J.G. Nicolosi - 3002 Galindo St. - Oakland, CA 94601

FOR SALE AT BEST OFFER: Cal 25 A, 105 A; Ind 90 A; NY 630 AP; Ohio 440 C; Tenn 600 N; Va 120 A, 620 K. = Ralph Winant - 500 W. Summit Ave. - Wilmington, DE 19804

HAVE SEVERAL MORE WIS 510 J to trade for TT of equal value in cat., or will sell for \$3.50. = Philip Mandel - 324 N. Lorel Ave. - Chicago, IL 60644

WANTED TO BUY or will trade for Ky., Ohio, & Tenn. trade tokens or coal scrip containing city & state. Price & describe first letter.

Stanley Buckley - 23 18th Street - Newport, KY 41071

PARKING TOKENS WANTED: Cal 3450 Fb; CO 3260 Aa; CT 3210 Ab; IL 3250 Ab; IL 3767 Aa; IN 3610 B(C); KY 3640 Aa; MA 3435 Aa; MO 3910 D; VA 3580 Aa B D F L M N O; UNID 3002; PTMS 3001 A; MSPT 3052 A(B). For any 6 of the above listed I offer one specimen of Mo 3910 L. For any 4 I offer Pa 3780 A(A)(B)(C)(D)(E). For any 3 I offer UNID 3035. I have other good PTs for trade. My PT want-list for yours.

Edw M. Vickers - P.O. Box 45-A - Pawling, NY 12564

OLD DEPOTEL TOKENS USED AROUND 1900. I still have a few Tex 965 I for sale at \$15 cash, and only a couple left of 965 J at \$25 cash. Also for trade only, have Alaska 650 A; Wisc 980 C; Mo 350 C, and a few others. WANTED: land company and real estate promotion tokens...and DRAYAGE CHECKS and "good for one load" tokens.

John M. Coffee, Jr. - P.O. Box 1204 - Boston, MA 02104

CATALOGUE OF WORLD TRANSPORTATION TOKENS AND PASSES except North America. First edition 1967 at \$5.00 either bound or unbound (specify which). Make check or M.O. payable to Kenneth Smith. Autographed if desired. Order from:

Kenneth E. Smith - 328 Avenue F - Redondo Beach, CA 90277

ATWOOD'S CATALOGUE OF UNITED STATES & CANADIAN TRANSPORTATION TOKENS, latest (1963) edition, 480 pages cloth-bound with 27 photographic plates & index and valuations. Price only \$5.50 postpaid to AVA members (\$7.50 to others).

FEISEL'S CATALOGUE OF PARKING TOKENS OF THE WORLD, latest (1966) edition, 160 pages cloth-bound or loose-leaf, with photographs in the text & index & valuations. Price to AVA members only \$3.50 postpaid (\$4.50 to others). We still have ten loose-leaf copies of this catalogue (punched for 3-ring binder) left. TO CLEAN OFF THE SHELVES, WE'LL SELL THEM AT \$2.25 each postpaid, first come first served.

American Vecturist Assn. - P.O. Box 1204 - Boston, MA 02104

= ALL AUCTIONS IN THIS ISSUE CLOSE DECEMBER 24 =

Advertisements in THE FARE BOX are free to AVA members--up to 6 lines in every issue if desired. Write your ad on a separate piece of paper (a postcard is ideal) with your name & address; ad must be submitted each time and must be different each time. The time to send in your ad is right after you receive your issue of The Fare Box, to be sure it gets into the next issue, as we never know for sure when we'll be able to go to press. If you run an auction, it may only list tokens catalogued at 25¢ or up.

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= REINSTATEMENTS TO MEMBERSHIP =

- 143 Frank Roselinsky - 1971 Fulton Avenue - Monterey Park, California 91754
- 989 Wendell J. Dillinger - 380 Shenstone Road - Riverside, Illinois 60546

RESIGNATIONS FROM MEMBERSHIP

- 294 Orisan G. Jones - 457 East Elm Avenue - Woodbury, New Jersey 08096
- 920 Harold J. Spindler - 680 East Nebraska Avenue - St. Paul, Minnesota 55106

CHANGE OF ADDRESS (\* indicates contribution to Address Plate Fund)

- \* Benjamin G. Egerton - 1008 Winding Way - Baltimore, Maryland 21210
- \* George F. Gould - P.O. Box 1432 - Everett, Washington 98201
- Roice V. Rider - c/o Lial Eggleston, 721 Fred Street - Lansing, Michigan 48910
- \* Max M. Schwartz - 2920 Point East Drive, Apt. N-501 - Miami, Florida 33160

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= EDWIN LANHAM'S COLLECTION STOLEN =

On November 1, while Mr. & Mrs. Lanham were shopping, thieves entered their home and took his entire token collection and most of his coin collection. Ed believes the tokens were thrown into a nearby lake as coin folders were found floating on the water. "Guess I'll have to start all over again," he said.

# THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

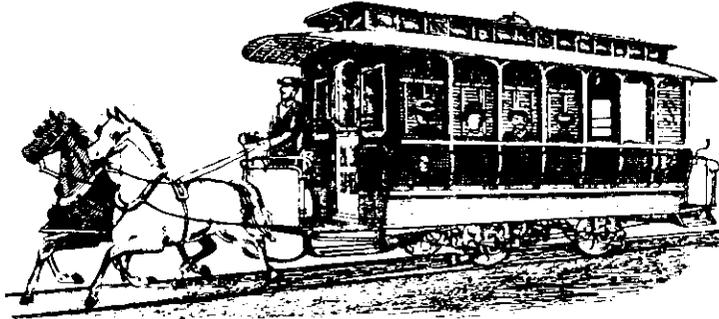


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Volume 22, Number 11

NOVEMBER, 1968

Our 257th Issue

Dan DiMichael reports that the girls in his office, who usually prepare our dues notices for us, have been out sick, and this is why we are tardy with them. We expect to have them with the next issue. Dues for 1969 will remain \$4.00. If you wish to mail it in now, you may do so. Send it directly to the Treasurer, R. K. Frisbee - P.O. Box 19082, Westwood Station - Denver, Colorado 80219. If you do mail it in now, please be sure to include your membership number. Toby has his lists arranged by number, and if you don't include your number, he has to take time to look it up, which can take a lot of time when you are dealing with hundreds of people. Please also include a note about what you collect this time, as Bob Butler indicates he wants to include that information in the 1969 roster. So you may send in your dues now, or wait till you receive your dues notice with the December issue.

Those of you who want airmail with commemorate stamps again in 1969 should send \$1.50 directly to the Editor. It does save a full day to the West Coast and a couple of days to smaller towns in the Midwest.

The Editor had a delightful visit from David Schenkman, late of Norfolk, Va., but now of Brockton, Mass. Dave is cataloguing Virginia trade tokens, and has what is undoubtedly the country's finest collection of these things. But like so many cataloguers of state tokens, he keeps procrastinating on getting the thing published. There are collectors all over the country cataloguing state tokens, but so far only two of them have published, while the rest await the Second Coming, or something. However, he is preparing an excellent article on, of all things, crab tokens, and brought up several rarities in that line to be photographed. His stories of how he obtained some of his rare crab tokens rival the tales told by Steve Album about California trade checks! The one about how he and his wife scrounged around among dead crabs in the loft of an old crab factory--or whatever they call those places--in search of hitherto unknown rare tokens is worth a frequent retelling. Which is only indicative of many interesting adventures token collectors have had in search of rarities, and we wish more of you would share them with us in The Fare Box because, as usual, we are running out of stuff to print.

This issue goes to press on Christmas Day, at 3:30 p.m. while the rest of you, we hope, are enjoying the feast. For your many cards, a thousand thanks and an apology because I just didn't have time to mail any out this year. Watch for a December issue within a couple of weeks. We have vacation now, so this time our resolve ought to be valid.



= MEET JEFF BRASHARES =

A.V.A. member Jeff Brashares of Mansfield, Ohio, received a nice write-up in the local newspaper recently. There is a large picture of Jeff, looking more mature than his sixteen years, displaying his collection of tokens, passes, and tickets. The newspaper story, by Virginia Lee, follows:

*Meet Jeff Brashares. He parlayed a collecting hobby into book authorship. Now the 16-year-old Malabar High School junior is awaiting the first 1,000 copies of his book The Story of the Mansfield Transit System to roll off Mansfield presses and go on sale for \$5 a copy.*

*Despite his youth Jeff undoubtedly has more knowledge about the transit companies which preceded him than any oldster who "remembers when" the streetcars were in use. Jeff has between 500 and 600 different streetcar tokens from throughout the United States. He has more than 2,000 railway passes, tickets, transfers, postcard pictures and other data concerning railways, to complete his comprehensive collection on the subject.*

*"My collection hobby caused me to go to Mansfield Public Library to get information about streetcars in the city. I didn't find much. I decided someone ought to write a book and I wanted to do it. I mentioned it to Calvin Smith of the Ohio Brass Co., transit system. He encouraged me so I got busy. Now I'd like to write another book about street railways through the United States," Jeff said.*

*The lavishly illustrated book being printed concerns Mansfield's first streetcar line, the Mansfield Street Railway, Citizens Electric Street Railway and Power Co., Mansfield Railway Light & Power Co., Mansfield Public Utilities and Service Co., Richland Public Service Co., Ohio Public Service Co. (which later became Ohio Edison) with mention of Mansfield Rapid Transit and Mansfield Bus Lines.*

*"Mansfield had the 4th electric interurban company in the United States. It started April 6, 1887. The last car ran in 1936," Jeff said.*

*He credits G.F. Van Tilburg, who entered the transportation business in Mansfield in 1919 with invaluable help. Jeff said "Without him I could not have written the book."*

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= A NOTE FROM THE CURATOR =

As Curator I have been trying to bring to our archives some order and to bring them up to date. We are sadly lacking the publications of our organization. Ralph Hinde, our Vice-President, has thoughtfully donated complete Xerox volumes of The Fare Box for the years 1954 thru 1958, and originals of February thru July, 1968. We also have a Xerox copy of Volume 1, Number 1. This is all we have in the way of Fare Boxes! We welcome copies of other issues. We do not have any of our various catalogues. We do not have the following tokens to complete our set: Minn 540 AK, Vt 150 C D E. We also need any of the several lapel pins that were made.

Donations of any of the above will be most welcome. If you don't feel like donating these items, but have them for sale, please let me know. I will attempt to purchase them through the AVA treasury.

In the very near future a complete list of every item that AVA owns will be published as a separate part of The Fare Box, the same as the membership list. Please let me hear from you. I need your help!

- Foster B. Pollack.

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Eroy L. Kimmons (521 East Live Oak St., Austin, Texas), former President of the A.V.A., sends greetings to all members, and reports that he will be retiring January 1, 1969, after 41 years of service with the Austin Street Railway and Austin Transit. He says he has issues of The Fare Box for the years 1956 thru 1959 complete, and if anyone is interested in buying them, write him directly.

= THE HUTCHINSON STREET RAILWAY AND HUTCHINSON INTER-URBAN RAILWAY =

By Charles Remsberg - *Hutchinson News-Herald*

Fifty years ago the old Holladay band blared at 4th & Main to a background of screeching wheels and clanging bells as Hutchinson's electric trolley began its maiden commercial run. Other things of note happened that day--Sept. 1, 1906--William Jennings Bryan voiced his opinion of Teddy Roosevelt's speculated try for a third term; the San Francisco earthquake toll was officially set at 452; and the old Hutchinson News astutely announced that "newspapers are excellent to put things away in, as insects don't like the ink." But the Hutchonians who lined the curb had no mind for those matters. They were there to see a mechanized wonder of the world brought to Main Street. As the car slithered past, excitement nibbled at the crowd like a rabbit in a carrot patch. Stores closed as merchants left to view the proceedings. It was 9 a.m. and General Manager Spindler of the Hutchinson Inter-urban Railway helmed the car for its initial run. The mayor, city councilmen and other dignitaries filled the car, with newspapermen and the curious crowding in wherever possible.

The car went down Main and out A to east end of the line, then back to Main and out 4th to Electric Park, where a stop was made. The crowd was shown over the park while the car was switched, and then it glided along the rails back to town.

Fourth Street was like Michigan Avenue at parade time. An old major had his house decorated with flags for the occasion and waved a large banner to the passing car. Three men were worn out ringing up cash fares. And there was a constant chime from the trolley's bell. The car then went down South Main and north to 17th and the fairgrounds. And the first official run was completed.

The *News*' report was lavish in commendation: "This was the best day Hutchinson has seen, for a new era dawned for the old town as fast as eras can dawn."

S.F. Raff, a passenger on the first electric trolley jaunt, recalled, however, an era that had dawned possibly even faster and with equal excitement. It was his second "first" streetcar ride in the town--the first had been about 20 years before when the horsecars were started.

That was April 13, 1887. Franchise for the horsecar system belonged to the Hutchinson Street Railway Co., which was organized in May, 1886. Construction in the system, which was begun the following February, was delayed by the installment of a bridge across Cow Creek, which then divided the town. With the bridge complete and the two sets of tracks connected across it, the initial horsecar run began, to the shouts and enthusiastic crowds.

There were six regular and 2 summer cars in the railway system and the tracks ran initially from the Missouri Pacific RR depot to 11th. The company, whose facilities functioned continuously until replaced by the electric system, also owned the only sprinkler car in the state.

With this background in streetcar systems, Hutchinson boosters were confident that the new electric marvel was to be a permanent fixture. The *News* proclaimed "It is good enough for anyone and it should be no trouble to operate the cars for a good many years to come. Hutchinson people will ride the cars to death now that they are started."

Death of the streetcars came nearly 30 years later, however, now from riding but from lack of it. On September 26, 1932, power to the lines was shut off and with the stoppage of the cars, the town looked forward to the approaching initiation of motor bus routes.

Explaining the end of the car system, Emerson Carey Jr. said, "It's simply a case of receipts not meeting operating expenses, and when that happens to any business, it shuts down."

In addition to other bills the company owed about \$13,000 in back taxes. So September 26, 1932, was the first day that the city was without streetcars since April 13, 1887, and about 20 men--conductors, motormen, repairmen--were out of jobs from the sudden shutdown, which came as a surprise to many residents.

Shortly after noon that day--just before the power was shut off--the last old streetcar rounded the corner at 4th and Main, after its final swing of the circuit. And this time there was no band.

- *Hutchinson, Kansas: September 2, 1956.*

Marie Johnson is beginning to renew her old luck in unearthing rare tokens. Her most recent good fortune involved finding a Minn 660 B, the Nason token from Pipestone, which until this one showed up, resided only in John Clymer's collection. Marie's token is now owned by your Editor, and I noticed that the two tokens from Pipestone are identical, the only difference being the name...which makes me think that Heffron and Nason were not competitors, but more likely one of them succeeded the other. Never could learn much about this town, and it would be an interesting story.

A newsy letter from Clara Migley arrived recently, informing us that she has picked up the extremely rare Bower Bros. depotel from Athens, Ohio 35 B. I believe hers is only the second one known. She got this one at a coin show! Then a trip to New Lexington resulted in the acquisition of a King & Holden Auto Hack Line token, Ohio 625 B.

Harold Ford is holding his lead as Number One in this hobby by adding a few rare ones--and they are few and far between when you have as many census tokens as Harold has. He picked up Wisc 510 A and Pa 745 E, he tells us...and also a beautiful NY 890 C--that big black vulcanite--with letters entirely different in size from the one in my collection. I remember when I picked up mine, back in 1960 I believe, and it was only the second specimen known. Now there are about ten of them, in a period of eight years. Rarity is often a transient quality in transportation tokens!

Alan Weighell writes to inform us that he obtained a Quebec 620 M, which is not a census token, but still one of the most interesting looking tokens in the book.

This isn't exactly the proper place to report it, but Harry Porter received, from a non-member, a description of an interesting unlisted token. Until we get a rubbing or photo we can't list it, but the token is supposed to be inscribed "NEW YORK STREET RAILWAY CO. 1909" on obverse, and "GOOD FOR ONE RIDE 5" on reverse. We don't know what size or material it's made of, but sounds like an interesting one.

Speaking of non-members, the Editor received a letter from a non-member who lives in Montana, in which he said he owns two of the token listed as Unidentified #61, the T.O. Newman merry-go-round token. I had owned the only one known until that letter arrived. He wanted information on where the token was used, but I couldn't help him there. He also owns one of the genuine Fort Benton Ferry tokens, the brass "25" one, so little by little we learn that more of these things are around. But they are still very rare, and very desirable, since they were used prior to 1870 in the wild and woolly days when Fort Benton was the biggest city in Montana, and head of steam navigation on the Missouri River.

If you have picked up a census token from any source, please write and tell us about it for our New Finds column. Rare tokens are coming in slower these days for all of us, and we need encouragement. As sometimes things get disorganized around here, it would help if you would tell your "new find" story on a separate piece of paper, so I can keep all the news for this department separate. Thanks a lot.

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= JOE KOTLER CLUBBED BY POLICE IN CZECHOSLOVAKIA =

Joe Kotler is one of our favorite people, and he has had more than his share of woe lately, including that concussion he got when he walked into an airplane propeller. Comes now a postcard from Joe, mailed in Budapest, Hungary. He says:

*"Aside from being detained by the Soviets in Berlin and clubbed in the back by Prague police, it has been a fine trip. Spent half day at Hungarian National Museum and saw many tokens unlisted by Smith. Last nite I was at Hungarian Numismatic Soc. and was able to pick up a few gems. Saw our first Yugoslav fare token, a bridge piece from a small town in the N.E. Should be in Israel by Christmas. Regards to all vecturists!"*

The postcard has a beautiful Hungarian stamp on it picturing, of all things, a trolley bus! With the kind of luck he has been having, Joe will probably land in Israel right in the middle of a new war. We wish him good fortune wherever he is.

= THE STORY OF THE 1968 AVA CONVENTION TOUR TOKEN =

By Duane H. Feisel

Having had the pleasure of being involved with the 1968 AVA Convention Tour Token from its conception, manufacture, use, and, finally, distribution to collectors, it is well to set down specific information regarding the token while it is still fresh in my mind.

It has become a custom, beginning with the 1962 AVA Convention at Seattle, to have a sightseeing tour of some kind for which a special token is required. Soon after the 1968 Convention was awarded to the San Francisco Bay Area, I began formulating ideas for the tour token. In a coin publication I noted an advertisement for a commemorative medal of an unusual square shape. A sketch of a token design was prepared for consideration at a BATS meeting. The people there approved of the design, and I proceeded to write to a number of token manufacturers for estimates of the cost of making the token.

Returns from token manufacturers showed a wide variation in quotations for die costs and for token striking. After due consideration, the firm of Metal Arts Company, Inc., Rochester, N.Y., was selected. In conjunction with a business trip to the eastern part of the country, I was able to visit their plant and to learn more of how they produce tokens and medals.

A revised sketch of the token plus photographs of actual tokens to serve as models was submitted to Metal Arts. The obverse of the token was modeled after the AVA seal as depicted on the 1967 Minneapolis tour token, MN 540 AK. The designs for the bus, ferry boat, horsecar, and locomotive, were taken from CO 760 O, PA 750 A (Reed Street Ferry), CA 575 Aa (Oakland, Brooklyn & Fruitvale RR Co.), and MO 700 A (Pertle Springs Rail Road), respectively.

In manufacturing the token dies, Metal Arts Company started by making an enlarged line drawing of the design on a special plastic, the design being made in reverse similar to what would be on the die itself. This design is about 4 times finished size. The design was engraved into the plastic material, and this served as a pattern on a pantograph machine which reduced the design to the correct size while it was being engraved into a piece of soft steel. After this operation was completed, the die maker hand-tooled the steel die to get the desired modeled effect. I was able to secure the plastic pattern for the obverse design; interestingly enough, the other side of the plastic pattern carries the start of a design for a medal for Robert F. Kennedy. I was not able to get the plastic pattern for the reverse design of our token because the other side of the plastic had been used for another design.

Uniface lead trial impressions of the dies were made and submitted to me for approval. I noted that the comma after "Oakland" on the reverse was missing, and asked that this be put into the die. Also I asked about adding an inner border on the obverse similar to that on the reverse, but the added cost would have been prohibitive at this point.

Metal Arts then proceeded to add the comma, harden the dies, and strike 1,000 tokens in bronze, plus one in silver. The tokens were finished in what is called an oxidized satin antique finish.

The silver token went to Dave Jordan, in a special Capital Plastics holder, as "The Fare Box Literary Award," for his fine article relating to celluloid and vulcanite tokens.

The regular strikes were first distributed to Convention goers who wished to take the specially arranged chartered streetcar tour of San Francisco. The token had to be displayed to board the streetcar. Subsequently a supply of the tokens was sold to John Nicolosi for his transportation token new issues service. As well, tokens were mailed out to those who had placed advance orders. There has been, and will be, continued advertising and promotion of the tokens until the supply is depleted.

This token should be a popular collector's item. Not only is it a transportation token, but also a California token and a topical token depicting many modes of transportation. Every member of the AVA should have at least one of these tokens, which are available at \$2 each, directly from me.

I was able to secure from Metal Arts the dies used to strike our tour tokens; they will be a treasured memento. These dies are quite massive and heavy. The ob-

verse die is circular in shape, and the reverse die is square. It appears that the tokens were trimmed to size after striking in a different cutter. I intend to have the dies chrome-plated sometime in the near future.

Die costs amounted to \$502 and the token striking came to an additional \$389.08 including shipping. If all the tokens are sold, the AVA will be able to add a substantial amount to their treasury. While the AVA treasury has made a loan to cover the cost of die preparation, this loan is being repaid and I have personally guaranteed any costs that are not recovered through sale of their tokens.

If you would like to have one of these tokens, and at the same time help our treasury, now is the time to act, instead of when the supply has been depleted. A large dealer promotion is planned for the near future, which should result in sale of the remaining supply. So don't delay your order. Order directly from Duane H. Feisel at P.O. Box 11661 - Palo Alto, CA 94306.

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= BATS MEETING IN OAKLAND =

Hal and Louise Ford hosted the most recent meeting of the Bay Area Token Society on November 24. In addition to the Fords, those attending were Steve Album, Roy and Maxine Carpenter, Duane Feisel, Ralph Freiberg, John Nicolosi, and very new AVA members Mrs. Lucie Rhodes and Paul Sauv . In addition to the usual token talk and bartering, the outcome of the 1968 AVA Convention was discussed. Income covered expenses for the convention. Any income resulting from sale of tour tokens and group photographs still on hand will go to the AVA treasury; the tour token at \$2 and the group picture at \$1 (much clearer than what appeared in The Fare Box) are available from Duane Feisel.

The next BATS meeting will be hosted by Roy and Maxine Carpenter on Sunday, January 19, at their home at 4599 Student Lane, San Jose (Campbell area). The Carpenter's telephone number is 378-9342 for those who might need to call for any reason. All are invited to this meeting. We hope that the Hong Kong flu, which kept attendance low at Harold's house, will have passed by January.

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REVERSE TYPES OF 23mm TOKENS PICTURING BUS #3 AND "GOOD FOR ONE FARE"  
By Ralph Freiberg

A few years back we drew up a variety list for the various reverse types that could occur on 23mm tokens picturing "Bus #2" with the words "Good For One Fare." We figure this group of tokens were made between 1939 and 1953. However, on reorders of tokens since 1953, tokens might be produced with these old reverse types. Since 1953 new token orders came through with the "Bus #3" and it never occurred to us to check to see if there were more than one variety of the reverses using this new type of bus. Comes now an ad on page 131 of the September Fare Box, and we realize that these new reverses can also come with at least two different varieties! The variety is whether or not they have diamonds on the reverse, and I have drawn up a list of which have the diamonds, and which don't have them. So far all without the diamonds are exactly the same, and all with the diamonds are exactly alike--so there are only two reverse varieties employing "Bus #3" with "Good For One Fare" -- so far. But new token orders may well result in new varieties, so please be on the look-out for these, and if you find a situation, like that of Conn 240 A, where a token has both diamonds and no diamonds, please let me know!

Variety without diamonds: Ala 820 A; Conn 240 A; Fla 370 A; Ill 250 J; Ind 740 A; N.D. 260 I; Ohio 505 H.

Variety with diamonds: Conn 240 A (second type); Ind 998 H; Md 940 D; Wis 620 E.

As I drew up this list in haste, I might have missed a couple. If I did, I'd appreciate a postcard to remind me.

= SECOND SUPPLEMENT TO THE LIST OF VECTURIST PERSONAL TOKENS =

This is a supplement to the NEVA SUPPLEMENT #4, published in January, 1968, which contained a comprehensive listing of all known vecturist calling card tokens, or personal tokens. The first supplement to the NEVA listing was published on page 81 of the June 1968 issue of The Fare Box. We plan to publish supplements approximately every six months. To qualify for listing, the token must be struck in metal or plastic (wooden items will not be listed) by the vecturist himself, and must bear his name. Artificial rarities, struck in quantities of less than ten, are not listed.

- THE FARE BOX JOHN COFFEE, EDITOR OAKLAND CONVENTION GREETINGS 1968
- 14 C A 35 Sd Collector of Transportation Tokens (horsecar) [100 struck]  
OREGON TRADE TOKENS WANTED MELVIN CARMICHAEL  
4041 DELAWARE AVE., ALTAMONT, OREGON 97601
- 42 C B 26 Sd Good For 10¢ in Trade  
J.G. (NICK) NICOLOSI IS "BATS" ABOUT TOKENS  
BAY AREA TOKEN SOCIETY OAKLAND, CALIF. 94601
- 116 D Pw 38 Sd Good For a Grand Welcome to the A.V.A. Convention  
Leamington Hotel Oakland, Calif. Aug. 16-18, 1968  
H.H. KRAUSE COLLECTS "5" COINS, STAMPS, T.T. P.T., WOOD NICKELS  
HONOLULU 96814
- 277 A Pe 38 Sd Aloha From Hawaii  
E. DENCE PHILA. PA. A.V.A. - N.E.V.A. T.A.M.S. - T.A.V.A.  
MICH., TAMS
- 412 C Pw 32 Sd (blank)  
(OBVERSE & REVERSE SAME AS 441 A,B)
- 441 E WM 25 Sd (counterstamped NJ/68 on reverse of 441 A or C)
- 441 F Bz 25 Sd ( " " " " " " B or D)  
R.A. DEWEY 1544 MONTGOMERY AV. MUSKEGON, MICH. 49441
- 570 B Pr 38 Sd Collector of Transportation Tokens (trolley car) [200 of each]
- 570 C Pg 38 Sd " " " " "
- 570 D Pb 38 Sd " " " " "
- 570 E Pe 38 Sd " " " " "
- 570 F Pw 38 Sd " " " " "
- [correct the listing of the Zip Code in inscription of 570 A to 49441]  
T.R. MASUDA VECTURIST A.V.A. 696
- 696 A A Ov Sd (blank) (38x28mm) [incuse hand-stamped letters, very neatly done]  
ORE H. VACKETTA 426 S. STATE ST. WESTVILLE ILLINOIS  
1968 - A.V.A. 785
- 785 B B 35 Sd Collector of Transportation Tokens (horsecar)

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= TWENTY YEARS AGO IN THE FARE BOX =

The November, 1948, issue of THE FARE BOX announces the formation of the American Vecturist Association at an October 31 meeting in the office of Max M. Schwartz in New York. Elected officers were Max Schwartz, President; Robert McKee, Vice-President; Ione Kibbe, Secretary; Thomas F. Williamson, Treasurer; Felton W. Smith, Curator. Present at the meeting were 15 members and two visitors.

Bill Gallagher "of Our Navy exhibited his collection of U.S. & Foreign Transportation Tokens at a Parent-Teacher Hobby Nite for Fathers Show and, as a result, was requested to participate in the Big Show to be staged in the Casa de Vallejo to raise funds for the Crippled Children's Hospital. Prior to the exhibit a busy time was had by the Gallaghers cutting, punching holes and trimming to get the tokens properly arranged."

New issues reported included (by 1963 Atwood numbers): Colo 260 L; NY 995 C; Pa 195 N; Pa 605 K; Alaska 50 B.

Ralph Winant was advertising (in the lone ad) the 26th Street Ferry tokens of Proctorville, Ohio, at 25¢ each or five for a dollar.

The issue had six pages.

## = NOVEMBER SUPPLEMENT TO THE FOREIGN CATALOGUE =

By Kenneth E. Smith

MEXICO

On the evening prior to the AVA convention Don Mazeau was looking at Duane Feisel's collection of coin books and noticed one on *Hacienda Tokens of Mexico* by Eklund and Noe (a subject he is interested in). And, looking through the book, Don noticed some unlisted "bridge tokens." Duane generously loaned me the book so I could make the following list of these tokens. These tokens are in the collection of the American Numismatic Society in New York, and crudely done, apparently before 1850. These may be bridge tokens, or tokens issued by haciendas located near the bridges from which they took their names (a common practise at the time).

MEXICO - UNIDENTIFIED TOKENS 936

		PUE-NTE (AROUND A CRUDE BRIDGE IN CENTER)	
A o B	21 Sd	(blank)	
		DEL/PUENTE (in script)(A CRUDE BRIDGE SURMOUNTED BY A CROSS ALL EN- CLOSED WITHIN A TOOTHED CIRCLE)	
B o B	26 Sd	(blank)	
		COLOONACIO PUEN*TE* (WITHIN A WREATH OF LEAVES)	
C o B	0c Sd	(blank)(24mm)	
		PUENT/ DE/ PIPIS (ON IRREGULAR 25mm SQUARE PLANCHET)	
D o B	Sq Sd	Laic de/ La Bega (in rectangular depressions and stamped twice on the reverse)	
		PVENTE E SS/ JOSE (ALL STAMPED IN RECTANGULAR DEPRESSION)	
E o B	24 Sd	(blank)	
		P.P. DE SN. / P. ISN. P. (ALL STAMPED IN RECTANGULAR DEPRESSION WITH TOOTHED BORDER)	
F o B	0b Sd	(blank)(on irregular 19mmx25mm rectangular planchet)	
		PTD DE / *STA* / ANA* (WITHIN ORNATE CIRCLE)	
G o B	0c Sd	(blank)(21x23mm)	
		PVENTE DE SAN . YNACIO (A CRUDE BRIDGE)	
H o B	21 Sd	(blank)	
		PVE-TE / DE / SOLANTO	
I o B	26 Sd	(blank)	
		PUENTE / DELA. MAR / ISCALA. GA/ONA	
J o B	0v Sd	(blank)(22x29mm oval with square ends)	
		LE/NA 1773 (A CRUDE BRIDGE)	
K o B	25 Sd	(blank)	

Can anyone help us with any data on the above tokens?

FRANCE (Reported by F.J. Bingen)

Nantes	600	(bridge tokens)	
		TRANSBORDEUR DE NANTES	
RAo Z	19 5-sc	(Transbordeur bridge)	\$1.00
RBo Z	21 10-sc	" "	1.00
		PONT DE LA ROTONDE NANTES	
RCo B	17 Sd	(cipher)	1.00

SWEDEN (Reported by F.J. Bingen)

Göteborg	240		
		GÖTEBORGS-SPÄRVÄGAR POLLETT FOR VUXEN 1924 (CREST)	
EHo B	20 Tr-sc	Inlöses Efter Styrelse Beslut GS	.20

KENNETH E. SMITH - 328 AVENUE F - REDONDO BEACH, CALIFORNIA 90277

= NOVEMBER SUPPLEMENT TO ATWOOD'S CATALOGUE =  
By Ralph Freiberg

CALIFORNIA

Oakland 575 (Reported by New Issues Service)  
ALAMEDA-COSTRA COSTA TRANSIT . 1968 . DISTRICT READY-FARE  
Q Bz 16 Ov Good For One Local Fare AC (emblem) [\* 12/1/68] \$0.25

WASHINGTON

Anacortes 10 (Reported by Edward Cutler)  
C. STEWART ROCKPORT WASHINGTON  
C o B 21 Pc Good For 5¢ in Trade .25  
[Used by the owner of a bus line about 1928.]

Patterns 998 (Reported by George Gould)  
SEATTLE MUNICIPAL RAILWAY  
K WM 16 Sd D.W. Henderson [in script] Supt. of Public Utilities

UNIDENTIFIED

(Reported by Elaine Swanson)  
SANITARY DISPOSAL, INC. BRIDGE TOKEN  
140 A 31 Sd (blank)

= NOTES BY RALPH FREIBERG =

This month we have our first "Ready Fare" token. Oakland needed more tokens as they have various outlets in different parts of the cities which they serve, and so they had to order more tokens. This time they ordered one million tokens. So if anyone wants to order tokens in lots of one million at a time, the 16mm tokens cost slightly under \$2.00 a hundred. The Cal 575 O will continue in use along with the 575 Q. Other cities now using a Ready Fare (no change given out on bus) system are San Francisco, Cleveland, Houston, Baltimore, Washington, Buffalo, Syracuse, Philadelphia, Milwaukee, Louisville, Memphis, Indianapolis, Beaumont, and Pittsburgh. So far I know of no new tokens from these other cities, insofar as token use is concerned. I would like to thank those members who have sent in clippings about Ready Fare plans in their cities.

With regard to the Anacortes token, Mr. Cutler wrote up there and was able to reach the widow of William Bessner, who had purchased the bus line from Richard Trafton in 1929. William Bessner got the tokens used by Trafton, along with the bus line. Trafton had obtained the tokens, which were trade checks used in a pool hall in Rockport, a little town in upper Skagit County. Trafton then had the tokens holed, and used them as fare tokens on his bus line. No one knew anything about these things until Mr. Cutler wrote Mrs. Bessner, who still had some of them. I don't know how many tokens she had, but she doesn't have any left now, and we're listing them at 25¢ for the time being.

The Washington State pattern reported by George Gould is a previously unknown example of the very interesting series of patterns from Seattle. George says this token is very thick. We have no idea why all these tokens were made, and wonder if some of them might really have been used.

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= NOVEMBER NEW ISSUES SERVICE REPORT =  
By John G. Nicolosi

Only one token to send you this time (Cal 575 Q) which we'll send after Christmas to avoid the rush. Any non-member of NIS may also have one for 25¢ + SAE. As we have nothing cooking for next month, we'll probably not have a report in the December Fare Box. So hope you all had a Merry Christmas and will have a great New Year. Welcome to Lou Crawford, our newest Associate Member just off the Waiting List!

= NOVEMBER SUPPLEMENT TO FEISEL'S CATALOGUE OF PARKING TOKENS =  
By Duane H. Feisel

CALIFORNIA

Los Angeles	3450	(Reported by Hal Ford (AM,AN), and J.D. Ferguson (AO))	
		UCLA	
AM B	25 Sd	Parking Token	\$1.00
AN Bz	25 Sd	Courtesy Parking (WM-plated)	1.00
		WEST COAST SPECIALTY CO.	
AOo B	23 Sd	(same as obverse)(1956-65)	.25
		(Some examples of AO appear with painted Initials or painted areas, in red or buff-colored paint. These markings were applied for control purposes.)	

MISSOURI

St. Louis	3910	(Reported by Don Edkins)	
		ST. LUKE'S HOSPITAL	
M B	25 Sd	Good For Parking Only (ca 1962- )	.25
		(O: A of HOSPITAL points up to ...)	
		a. (')	
		b. (E)	
		(Variety a comes plain or with control markings A or S engraved on O and R; variety B comes with plain or with control markings c/s on O & R.)	

NEW JERSEY

Newark	3555	(Reported by Joseph J. Finnegan)	
		NEWARK COLLEGE OF ENGINEERING	
A B	23 Sd	(blank)	.30
		NCE (INTERTWINED CIRCLE, SQUARE & TRIANGLE)	
B B	23 Sd	(blank)	.30

PENNSYLVANIA

Bethlehem	3085	(Reported by DHF)	
		ST. LUKES HOSP. BETHLEHEM, PA. (GATE)	
A Bz	25 Sd	Parcoa Token (gate)(Rev. D)(shades)(1967- )	.25

VIRGINIA

Richmond	3720	(Reported by Joe H. Callicott)	
		CENTRAL BRANCH Y.M.C.A.	
B B	23 Sd	2 West Franklin Street Richmond Virginia	.20

WASHINGTON

Seattle	3780	(Reported by Ed Vickers; ex-unidentified 3026 A)	
		CLINIC PARKING	
O B	23 Sd	(blank)(1965- )	.40

WISCONSIN

Appleton	3030	(Reported by Robert Knobloch)	
		ALEX'S	
B B	23 Sd	Free Parking Token Appleton, Wis.	.25

PARKING TOKEN MANUFACTURERS' SAMPLES

Group	3006	(Reported by Ed Vickers)	
		DUNCAN'S GOLDEN CIRCLE VALIDATED PARKING IMPC TORONTO 1968	
		(GOLD-COLORED SURFACE; BLACK PRINTED LETTERS)	
A A	16 Ch	(blank)(International Municipal Parking Congress)(6/16/68)	.15
		VALIDATED PARKING (GOLD-COLORED SURFACE, BLACK PRINTED LETTERS)	
B A	16 Ch	(blank)(6/16/68)	.15
C A	16 Sl-sc	"	.15

MANUFACTURERS STOCK PARKING TOKENS

Group 3053 (Reported by Ed Vickers)

DUNCAN PARKING METER

B B 23 Sd Good Only in Parking Lot Meters (1967- ) \$0.15

Group 3055 (Reported by Hal Ford)

CARD-KEY SYSTEM INC.

F Bz 25 Sd Courtesy Parking (WM-plated) .25

Group 3060 (Reported by Gerald A. Sochor)

FISCHER & PORTER CO.

A B 23 Sd FP .15

B B 25 Sd " .25

Group 3061 (Reported by DHF (A), and Millard Wasczcak, Sr. (B))

GOLDEN CIRCLE VALIDATED PARKING (GOLD-COLORED SURFACE, BLACK PRINTED LETTERS)

A A 16 Ch (blank) .15

B A 16 SI-sc " .15

QUEBEC

Miscellaneous 3999 (Reported by J. Douglas Ferguson)

EXPO 67 (DESIGN)

F o A 20 Sd Monnaie Des Etats-Unis Jeton de Change Exchange Token For United States Currency 1.00

ADDITIONS & CORRECTIONS

CO 3260 A: add to variety description

c. (S -- R)

GA 3240 A: add variety description (8/68)

(O: l of SAVINGS points up to ...)

a. (right of upright of E)

b. (upright of E)

NC 3160 H: add variety description (12/66)

(O: distance P-F is ...)

a. (2mm)

b. (3½mm)(as obverse of l)

PA 3750 B: add to variety description

c. (M -- S)

VA 3660 E: change and add to variety description

(O: upright of F points down to ...)

(R: \_\_\_ dots)

a. (center of U)(two)(Vars.)

b. (right upright of U)(two)(Vars.)

c. ( " " " " )(no)

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

It seems that my travel schedules and Editor Coffee's publication schedules have not meshed very well during the past few months, and on occasions before that. I have to apologize for missing a deadline now and then, but sometimes this will be unavoidable. One consolation is that on most of my trips I manage to come up with something new in parking tokens.

The year 1968 will close out with a bang as far as parking token collectors are concerned. I am making a concentrated effort to clean up any yet unlisted tokens, and I ask the aid and cooperation of anyone who has any unlisted tokens in reporting them to me. Work has started on the new parking token catalogue, and a cut-off date for listings to be included will probably be March 1969. The new catalogue, so badly needed, should be ready for issuance soon after the new edition of Atwood is ready.

It is time for a census of rare parking tokens to be conducted. Please look for and help with the form that will appear in a future issue of The Fare Box. Quite a few changes will appear in the new catalogue to make it even more useful and explanatory.

The two UCLA tokens are issues that have appeared prior to the three tokens listed last month. However, listing has been delayed until now so that the genuineness of the tokens could be verified. A number of the Card-Key type tokens have turned up in brass and with WM-plating. Unless use of the tokens by the organization named on the token can be confirmed these items will not be listed. With the WM-plated tokens especially, it seems that a mixed batch was prepared and some tokens that were never intended to be plated are now appearing as plated varieties. If anyone should have confirmation of the use of brass or WM-plated Card-Key type tokens not yet listed, please send along this information to me so that the tokens can be listed.

It was a real surprise that the small size token for West Coast Specialty Co. has been discovered. Several months ago CA 3450 A1 was reported, and at that time I mentioned my lack of information from the company. Some of the collectors who wrote for A1 were also sent the new small token. Checking back in my records I find that I wrote to West Coast Specialty away back in 1960 when I surveyed all the installations of Western Gates for use of parking tokens; my inquiry then had no reply. Of course the token was in use at that time. Recently I had to be in the Los Angeles area on business, and I made it a point to call on West Coast Specialty to inquire about the 23mm token. Yes, they did know about the small tokens, but, no, there were none left as the few they had were all sent out to collectors who had written in. After pleading with the manager for him to look for "just one more token" for my collection, I was very pleasantly surprised, after a wait of about 20 minutes, when he told me that a small box of the tokens had been located, but that most were marked with paint. Needless to say, I virtually depleted this new supply with the purchase of enough tokens to pass out to PTNIS members. As well, I have a few of the painted tokens which are available to those specialists in parking token varieties. A real bonus in the deal was that among the batch of tokens were a few "foreign" tokens including CA 3450 I and M--two very scarce tokens that I needed in my collection! Other foreign tokens were CA 3450 B and T.

Mo 3910 M is provided to members of the hospital staff and other authorized personnel to provide free parking in gate-controlled lots that otherwise require payment of 25¢. For control purposes, some of the tokens were marked with the letters A or S.

Special parking facilities are provided for students at Newark College of Engineering. Tokens are required and are sold to students at 30¢ each, five tokens maximum at one time. The A token was placed in use initially only to be replaced by a later issue that incorporated the college logo. The school has only the B tokens on hand. It was not possible to obtain these tokens for PTNIS, but sending 30¢ in coin + SAE to Mr. Robert J. Mahoney, Newark College of Engineering, Newark, NJ 07102, might produce results.

At St. Lukes Hospital in Bethlehem, Pa., volunteer workers and clergy are given tokens to permit exit from a gate-controlled lot that otherwise requires 25¢. Doctors and hospital employees have a card for exit from the lot. Although this token has been known for several months, it was not possible to obtain a supply for PTNIS until a new batch was received from the token manufacturer, just in October. The old and new tokens are identical, and illustrates the fact that the Reverse D and Reverse E Parcoa Token dies are being used during the same time period. This token will be sent to PTNIS members.

The YMCA token from Richmond is sold to members and visitors at 20¢ each to provide exit from a special gate-controlled lot. This token has been known for several months, but listing was delayed until the "Y" had received a new batch of tokens at which time they could then supply enough for PTNIS members. The new batch and the older tokens appear to be identical.

With all the collectors in Seattle, it is a wonder that the new listing from there was not reported earlier. These tokens are used at the Mason Clinic for exit from a lot which is gate-controlled during the evenings when an attendant is not on duty. A supply of the tokens has been obtained to fill the needs of PTNIS.

Little information is available for the Wis 3030 B token. The company did mail

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me the token, but supplied no other data. You might receive a token by sending 25¢ + SAE to Alex's Crown, 2318 S. Oneida St., Appleton, WI 54911.

Information concerning the new Duncan Golden Circle parking meter and tokens is provided from some of my personal experiences. Recently while in Los Angeles on business, a friend mentioned a token that was being used in the Van Nuys area of Los Angeles. I visited Van Nuys, and found that the new type of Duncan meters were in use, with MSPT 3061 B being provided. Officials from the area related that the public has been slow in learning how the token plan works. The Duncan people provide merchants with a comprehensive kit which explains the Golden Circle plan in detail and which provides material useful in advertising. One gimmick from Duncan is a necklace which has a round gold disc--no wording on the disc--which women clerks can wear to promote the plan. The tokens themselves are very inexpensive and are not made to be reused. As such, I expect that the MSPT 3061 B, or later versions of it, will see wide use. The slot modification of the center hole makes it easier for the token to be destroyed by simply bending it between two fingers. The tokens with only center holes (PTMS 3006 B and MSPT 3061 A) may turn out to be scarce since the slot modification came into being soon after the tokens were made. PTMS 3006 A and MSPT 3061 B have been made available to members of PTNIS. After the first of the new year I believe we shall have at least two other tokens of this type for PTNIS.

It is my understanding that the Fischer and Porter Company has acquired the parking gate business of Globe Ticket Co. The stock tokens from Fischer and Porter will be supplied to PTNIS members.

A very interesting token comes to us from Canada where it was used in conjunction with the Expo 1967 fair. At the Expo parking lots the parking fee was \$1.00. To simplify the handling of United States currency, those offering a U.S. dollar for payment of the parking fee were given a token which could then be exchanged at specified locations for 7¢ in Canadian coins. The public did not readily accept this arrangement, and it was dropped after several days of use. Rather than exchange tokens, 7¢ in Canadian coins was provided to those tendering an American dollar. The entire supply of tokens was sold to a coin dealer in Montreal. Doug Ferguson was able to secure a supply from the dealer for PTNIS.

PTNIS members in October received a bonanza shipment of 13 tokens consisting of CA 3450 AJ AK AL; IL 3150 BR; MN 3220 Aa Ab; NJ 3885 B; ND 3220 C; OH 3245 A; TN 3400 A; Switzerland MSPT 3051 A B C. It is suggested that PTNIS members have a sufficient balance in their accounts to cover this shipment, plus another reasonable size group in the offing. Openings in PTNIS are currently available, but only up to the limit of 100 subscribers. Of the tokens listed this month, CA 3450 AO; PA 3085 A; VA 3720 B; WA 3780 O; PTMS 3006 A; MSPT 3059 A B, 3060 B; and Quebec 3999 F, will be sent to PTNIS members, in a shipment to be mailed after the Christmas mail rush.

The lateness of my report for the September issue required editing so that it could fit on 2 pages. Information on two tokens had to be eliminated then, but it is given here: TN 3400 A was issued by the Volunteer Oil Co. which operates a gate-controlled parking lot. Tokens are sold to merchants and hotels for distribution to their patrons. The TN 3400 B token is, or was, used at a gate-controlled parking lot at the rear of the Ball Brothers Furniture Co. store. Uncertainty of current use arises from the fact that tokens were used when the lot was first opened, but were later discontinued. The store indicated that they expected to begin using the tokens again in the near future.

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= AUCTION TO BE FEATURE OF JANUARY NEVA MEETING =

The 36th regular meeting of North Eastern Vecturist Association will be held on Saturday, January 11, from 9 a.m. to 3 p.m. in the NEVA Room of Sloane House YMCA, 356 West 34th Street, New York City. Activities for the day will include a token auction in which eighty-three of the entries are parking tokens.

NEVA meetings are noted for the fellowship and conviviality that prevails. If you are in the area plan now to attend. Visitors are always welcome.

TT for sale at 15¢ each unless priced otherwise. SAE please. Cal 760 F; Col 140 D; Conn 305 N, 520 C; Ga 450 A B C; Haw 240 D; Ill 350 G, 690 B, 760 F, 765 A; Ind 270 A, 290 A, 460 K, 660 C; Kan 880 B, 970 C E F G H; Ky 510 AM; La 670 A D; Mich 225 F; Minn 190 B; Mont 140 D; NJ 15 A; NY 105 D, 230 A C I, 760 A B; Ohio 355 B, 640 A, 830 D; OKla 640 D, 860 M O. = C.G. Thompson - 3329 Nicollet Av. - Minneapolis, MN 55408

340 DIFF. TT's for sale. 35 are over 15¢ cat. and 305 are 15¢ cat. Only one lot so please write first. \$54.30 cat. Yours for only \$50.00 plus insurance & postage.

L.R. Wolfe - 1031 Edgerton - St. Paul, Minn.  
WANTED: A WINCHESTER RIFLE, model 61,62, or what have you, for 450 TT's in 2x2 holders from 42 states. You must be satisfied with the tokens. Write.

Rev. Ed Shemelia - RR #7, Box 477A - Muncie, IN 47302

HAVE A FEW SILVERTON, ORE., PARKING TOKENS for trade for the following. Material wanted in last issue. Wash 10 B, 40 D, 80 A B C E I, 150 A, 230 A B, 250 A B C D E F, 300 A C E F, 340 C D, 580 A, 590 A, 600 C, 690 A B, 710 A B, 720 A, 745 A, 755 A, 780 F G H R, 840 I, 850 A B, 880 A F G H I J K L M, 970 B, 990 B. Need the above to complete the Wash. State collection.

James M. Millard - 3744 S.E. 168th St. - Portland, OR 97236

WANTED TO BUY, OR WILL TRADE FOR: Canadian, U.S. & foreign trans. tokens, old Canadian & U.S. streetcar, bus, ferry and bridge tickets. Tokens used for admission to buildings, fair grounds, observation towers, amusement rides etc. Will also offer to purchase your surplus Ont 900 tokens @ Cat. I have over 1,000 diff. tokens & tickets to offer in trade, mostly common. Your trade lists welcomed.

Alan T.C. Weighell - 86 Ledbury Road - Toronto 12, Ontario

HAVE KY 480 C, will trade for KY 480 B or Ill 135 E, 150 T, 195 B, 220 C, 435 A, 720 D, 795 D. = Ore H. Vacketta - Box 3 - Westville, IL 61883

HAVE 1968-S Proof Sets to trade for parking tokens! What will you take for your Col 3140 A; Conn 3210 G; Ga 3060 A; Ill 3150 A; Ind 3440 A, 3610 B C; Ia 3850 A; Kans 3830 A; Ky 3150 A, 3510 C; Mont 3640 A B; NC 3700 B; Ohio 3175 A; Unid. 3005,25,26,31,35,40. MSPT 3001 A B C, 3002 A.

Don Edkins - 120 Stanley Drive - Williamsburg, VA 23185

SALE OR TRADE: I still have a few sets of Pa 1000 B-C for sale at \$1 cash or a token cataloging for \$1. Also will trade for a token cat. for \$1 - 5 diff. date Mercury dimes (my choice). = LeRoy Braun - 214 Pusey Ave. - Collingdale, PA 19023

TRADE PT's for those I need. I have Pa 3245 A, 3370 A, 3437 A, 3438 A, 3463 A, 3725 B, 3910 A, 3987 A, 3987 B C. Please send your trade list + SAE.

John Bartunek - 1902 Lexington Avenue - Warren, OH 44485

Branford Electric Ry. 20-year anniversary tokens are now obsolete as they are marked "Ride 50 Cents" and in 1968 the ride went to 60¢, but they would still be good with payment of an extra dime. We offer the few left at 50¢ each. Conn 30 C. Send \$1 + SAE for two of them. All money goes as donation to Short Beach track Extension Fund. Order from = W.G. Fyler - P.O. Drawer #7 - Babson Park, FL 33827

WILL GIVE 3 DIFF. TT's for every 2 diff. PT's you sent. Have for trade for TTs & PTs I need, Pa 3015 B C D, Del 3900 D E. Send your trade list.

Joe Pernicano - 58 Sonia Lane - Broomall, PA 19008

WILL TRADE VARIOUS ITEMS FOR NYC TOKENS. Example: will trade 1000 embossed business cards for any 50 NYC TT's or PT's. I-m still trading a large size AVA or NEVA mounted rubber stamp for any 5 NYC tokens. Will trade my personal 1969 calendar for your personal token or any NYC token.

Larry Edell - 104-27 117th Street - So. Richmond Hill, NY 11419

FOR SALE: NY 437 B C D, set \$2.25; Que 750 A, 30¢; Pa 815 A, 55¢; Ark 400 R, 25¢; Ill 270 D, 35¢; Pa 360 D E, set 65¢; Va 580 M N, set 40¢; Ariz 640 E \$1.25; Minn 600 B, 65¢. My calling card token, 116 D, for yours. This is the BATS calling card.

John G. Nicolosi - 3002 Galindo St. - Oakland, CA 94601

FOR TRADE: Ala 470 B, 560 F Y, 570 E; Ark 190 A, 360 F, 405 B, 435 J, 450 B, 480 P Q, Ariz 80 A, 640 E; Calif 205 E, 300 D G H K L, 320 A, 395 G, 445 B, 450 B I J, 525 C D, 575 F H I L M N O, 630 G, 715 H I N O, 745 H J K L M P.

Robert Kelley - 6315 Parkview Circle - Mason, OH 45040

TRADING BRASS MILK TOKENS, 1 qt., dairy's name & state. Radio tokens, hospital name & state, plus 1 merchant token from Buffalo, NY. Trading for PT's I need.

Millard Waszcak, Sr. - 352 Maple Street - Scranton, PA 18505

WANTED: Al 120 H I; Ia 300 I; Wi 510 N. No more NY 629 L available until ferry re-opens next spring. Anyone interested in joining a new trackless trolley society write me. Also need In 490 B, or ex-Unid. 58.

Harry R. Porter - 1042 Bardstown Road - Louisville, KY 40204

BEST TRADE OFFER IN TT's takes Parlor House (brothel) token from the Silver Dollar Hotel, Denver, Colo. Good For (etc.) Madam Ruth Jacobs Prop.

Philip Mandel - 324 N. Lorel Ave. - Chicago, IL 60644

WILL TRADE: Mich 375 B for tokens I can use, Colo. or western tokens. Will accept Midwestern or eastern. Also have RR tickets of Colo. (Otto Mears), will trade for tokens. = Paul W. Stewart - 3356 Leyden - Denver, CO 80207

FOR SALE: Mo 3400 B, 20¢ + SAE, or trade for transp. tokens. What have you?

Frank C. Greene - Skyline Inn, Rt. 25 - Kansas City, MO 64151

AUCTION - NEVA is having an auction at its meeting on Jan. 11. All are welcome. List of tokens being auctioned available for SAE. Bids must be received no later than Jan. 18. Join NEVA, \$2 a year.

North Eastern Vecturist Assn. - 645 West End Ave., 3B - New York, NY 10025

THE FARE BOX - Xerox copies - each year complete, 1955, 1956, 1957, 1958. One of each year. Will accept bids. All bids plus postage. All money received from these will be donated to the NEVA PRINTING FUND.

Foster B. Pollack - 645 West End Ave., 3B - New York, NY 10025

AUCTION: NY 780 B D, 785 C, 945 D; Pa 25 A B C D. Send your list of spares.

George H. Wyatt - Skylark Lane - Lunenburg, MA 01462

MAIL BID: Census Tokens Ky 135 A and Ky 200 A. Minimum bid on each of these tokens is \$50.00. I will consider offers of U.S. & Canadian coins in trade.

Stanley Buckley - 23 18th Street - Newport, KY 41071

FOR SALE TO BEST CASH OR TRADE OFFER: Pa 3120 D, 3765 J.

John A. Backora - Route 1, Box 397A - Steubenville, OH 43952

HAVE 80 YR. OLD MEECHAM CIGAR HOLDER for sale, anyone interested make cash offer.

Have a few tokens, foreign coins, centennial medals; Keep Me and Never Go Broke coins 1920 etc. Have 1939-64 World's Fair items, books, medals; for coin & token list send SAE. Send SAE for book list to:

L.D. Matthias - Box 1083, Bergenline Station - Union City, NJ 07087

PARKING TOKENS WANTED: MSPT 3055 B. For a specimen of this token I am offering one Unid 3035. I have excellent PTs for trade. My PT want-list for yours.

Edw M. Vickers - P.O. Box 45-A - Pawling, NY 12564

SEVERAL HUNDRED U.S. & CANADIAN TT's, MOSTLY COMMON, although I was an early NIS member, for trade at cat. or for sale. Will trade for comm. or premium coin. Will deal by tokens from states. AVA medal & stamp for sale. Also hand-knit seamless double-thick, all wool stocking caps in assorted colors, \$3 each postpaid.

Sherman A. Mahan - 215 South 4th Street - Yakima, WA 98901

FOR SALE: A 2 1/4 x 2 1/4" polished aluminum plate struck with the original dies of Ohio 175 Z (a & B vars.), all 4 strikings on one side. Hand executed, serially numbered, only 50 made. \$5.25 postpaid. Also 4 pieces Benedict Coal Corp. metal scrip tokens, 25¢ 50¢ \$1 \$5, unc. \$4.25.

Larry G. Freeman - 2427 Torrington Ave. - Parma, OH 44134

WILL TRADE IND 290 D for any token I can use in my collection. Will include Ind 180 F for an Ind. I can use. Trade lists welcome.

Jack R. Smith - R.R. 1, Box 91-B - New Palestine, IN 46163

COLLECTION FOR SALE, CASH ONLY. I WILL SUPPLY A DETAILED INVENTORY TO ANYONE THAT HAS A REAL DESIRE TO BUY. Present value would be around \$5,000. Last inventory (1967) showed over 4,600 U.S. and Canada, 300 misc. foreign, with about half or more of known PT's in catalogue. Would also include over 1,000 dupes. All tokens are catalogued and in 2x2's--There are some census and near census tokens in the TT's, and of the 963 towns represented, 474 are now complete. This is not a firm offer to sell at above figure, but is intended to see if anyone does wish to buy a complete collection before I go to the vast labor of a complete catalogue of the collection.

H.C. SCHMAL - BOX 5238 - PHOENIX, AZ 85010

FOR SALE: Pa 840 F and G at \$1.00 each. Take both for \$1.75. Pa 3060 A at \$3.50.

R. DeSantis - 108 North Main Avenue - Scranton, PA 18504

SO WHAT DO YOU COLLECT? I'll swap any one of the following for each PT or TT cat. value 25¢ you send: (a) combined federal campaign 1½" payroll deduction button Kit-sap County, Wash. 1968. (b) pin on ribbon device, Purple Heart award U.S. Armed Forces. (c) Canada comm. 5¢ 1951 VF. (d) gas meter token 6d Great Britain (e) electric meter token 6d Great Britain. Send \$1 cash and get (a) thru (e) postpaid.

G.W. Gallagher - 1420 Decatur Ave. - Bremerton, WA 98310

SCARCE S.D. 260 A still available at \$3.50 cash. In a recent non-AVA auction this token brought \$15! I want to buy or trade for scarce transp., parking & military tokens that I need in my collection.

Duane H. Feisel - P.O. Box 11661 - Palo Alto, CA 94306

IF YOU ARE THINKING OF SELLING CENSUS TOKENS, WRITE ME. You'd be surprised how much I'll pay for tokens I need in my collection. No haggling, and check by return mail. I also still want real estate tokens, and will buy or trade for those I need. Also would like rubbings of real estate tokens you may own, even if you don't want to sell, for a listing I am compiling. (My personal tokens, 14-A and 14-C, free for SAE.)

John M. Coffee, Jr. - P.O. Box 1204 - Boston, MA 02104

ATWOOD'S CATALOGUE OF U.S. & CANADIAN TRANSPORTATION TOKENS, latest (1963) edition, 480 pages cloth-bound, 27 plates of photos. Price \$5.50 to AVA members postpaid (\$7.50 to others).

FEISEL'S CATALOGUE OF PARKING TOKENS OF THE WORLD, 1966 edition, 160 pages cloth-bound or loose-leaf, well illustrated. Price \$3.50 postpaid to AVA members (\$4.50 to others). Order both books from:

American Vecturist Assn. - P.O. Box 1204 - Boston, MA 02104

CATALOGUE OF WORLD TRANSPORTATION TOKENS AND PASSES except North America. First 1967 edition at \$5.00 cloth-bound or loose-leaf; specify which. Make check or M.O. payable to Kenneth Smith, and order directly from K. Smith. (Autographed if desired).

Kenneth E. Smith - 328 Avenue F - Redondo Beach, CA 90277

= APPLICATIONS FOR MEMBERSHIP =

1045 CHRIS CHRISTIANSEN - BOX 651 - CUPERTINO, CALIFORNIA 95014

Age 46; Test Engineer. Collects all types. (E. Jackson)

1046 FRANK A. SHELMEADINE - 14 ELTON DRIVE, HAZEL GROVE - STOCKPORT, CHESHIRE

Age 42; Chartered Electrical Engineer. Collects all. /SK7 6EP, England (Coffee)

Change of Address

\* Benjamin G. Egerton - 7 Montrose Avenue - Baltimore, Maryland 21212

\* North Eastern Vecturist Assn., Edward M. Vickers, Secretary - P.O. Box 68 - Pawling, NY 12564

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= ALL AUCTIONS IN THIS ISSUE CLOSE JANUARY 20 =

Advertisements in THE FARE BOX are free to A.V.A. members, up to 6 lines in every issue if desired. Your ad must be placed on a separate sheet of paper with name & Address. If it doesn't include name & address on the same piece of paper it won't get printed. Every month I get a few like this. Ads are thrown into a separate tray by themselves, and if the name & address aren't with the ad, I have no way of knowing who submitted it.

Your ad must be different each month, and mailed in each month. The best time to send it in is right after you receive one issue, if you want to get into the next one. The ad tray is cleaned out each month; do not send more than one ad at a time.

If you run an auction, it may list only tokens which catalogue 25¢ or more in Atwood, Smith, or Feisel, and only obsolete tokens may be auctioned. Purchasers of tokens, in auctions or otherwise, have the right to return tokens for full refund within 15 days, no questions asked.

Please try to avoid running long lists of catalogue numbers; they take much longer to type, and the Editor cannot be responsible for mistakes in typing them.

# THE FARE BOX

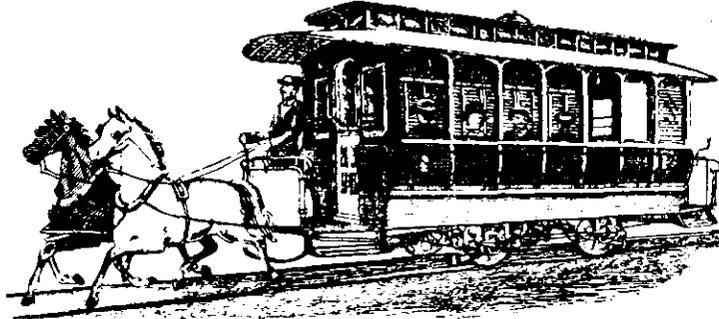
A Monthly News-Letter for

Transportation Token Collectors



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**DUANE H. WEISL**  
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Palo Alto, California  
94306

Volume 22, Number 12

DECEMBER, 1968

Our 258th Issue

OSCAR W. LEHTO, EDWARD L. OSCHMAN, WALTER J. VREDENBURGH . . . . .

Three members of our society have died recently. I did not know Oscar Lehto, AVA 994. He lived in Grand Coulee, Washington, and was a recent convert to the hobby. The sky is big and the people are friendly in Eastern Washington, and it is my loss that I never got to know the man. And so, to a friend I never knew, farewell.

Walter Vredenburg, AVA L-160, had retired from active collecting, and sold his collection to Dan DiMichael. But in his day, Walter was one of our leading lights. A true gentleman of the old school, he added dignity and intelligence to our conventions.

Ed Oschman, AVA 313, died January 3. He had caught the flu, and it turned to pneumonia. His friend Harry Bartley, who proposed him for membership in 1959, says of him that "he was a wonderful worker and a swell friend. He was like my right arm. We went to meetings, coin shows, conventions, etc., together. In fact, we both looked forward to the AVA in Philadelphia this year."

One of the sad parts of beginning a hobby when you are very young, as your Editor did, is that you survive your friends, and thus come to know the emptiness of their absence. But there is also this: as the years go by, you also make new friends and meet new people... and your life, which is constantly diminished by the loss of old friends, is also nourished by making new ones.

This issue goes to press at 7:30 pm, February 4. I make no promises about when the "January" issue will go out, but it will be as soon as I get the time. If possible it will be accompanied by an Index to the 1968 issues.

On the back page of this issue you will find a statement of our new advertising policy, made necessary by the fact that your Editor's time is not limitless. Since writing that page, however, it occurred to me that we might expedite things around here if some good typist, who owns a decent typewriter and can prepare a neat copy, will come forward and offer to be "Advertising Manager" of The Fare Box. We could have all ads sent directly to him, and he could cut the ad stencils and mail them to me. If there are any volunteers, please write.

If you haven't done so yet, please pay your 1969 \$4 dues! Use the enclosed notice.



= APPLICATIONS FOR MEMBERSHIP =

- 1047 ROBERT J. KLOIDA - 2821 PARKRIDGE AVENUE - MARINETTE, WISCONSIN 54143  
Age 48; Gas Serviceman. Collects U.S., Canada. (Feisel)
- 1048 WILBUR P. KANE - 927½ BROCK AVENUE - NEW BEDFORD, MASSACHUSETTS 02744  
Age 48; Barber. (Schenkman)
- 1049 CLARENCE J. SYMES - BOX 527 - VASS, NORTH CAROLINA 28394  
Age 55; Coin Dealer. Collects all. (Rider)
- 1050 CHARLES F. LITTLEFIELD - 3547 UTAH STREET - ST. LOUIS, MISSOURI 63118  
Age 43; Sales Manager. Collects U.S., Foreign. (Coffee)
- 1051 ROBERT G. HARRIS - 30 SOUTH TENTH STREET - SALT LAKE CITY, UTAH 84102  
Age 30; Parking Meter Repairman. Collects U.S. (Carman)
- 1052 MAURICE STEIBLIN - 140 TALLMAN STREET - NEW BEDFORD, MASSACHUSETTS 02746  
Age 47; Dispatcher. Collects all. (Schenkman)
- 1053 WILLIAM H. WETZLER - 6 MOUNTAIN VIEW ROAD - CLARK, NEW JERSEY 07066  
Age 49; Engineer. Collects all. (H.D. Allen)
- 1054 FRANCIS W. SOOS - 138 WEST PHILADELPHIA AVENUE - YOUNGSTOWN, OHIO 44507  
Age 56; Machinist. Collects U.S. (Bartunek)
- 1055 WILLIAM R. WEBER - 501 PAMLAR AVENUE - SAN JOSE, CALIFORNIA 95128  
Age 49; Plant Supervisor. Collects U.S., foreign. (H. Ford)
- 1056 JOHN LABELLE - 10514 ALDEA AVENUE - GRANADA HILLS, CALIFORNIA 91344  
Age 31; Investor. Collects U.S. (Willahan)
- 1057 ERVEN S. BLOMBERG - 321 NORTH LONDON AVENUE - ROCKFORD, ILLINOIS 61107  
Age 53; Machine Set-up. Collects U.S. (Coffee)
- 1058 SIDNEY J. WHITE - 4760 SOUTH JASON STREET - ENGLEWOOD, COLORADO 80110  
Age 44; Banker. Collects U.S., Canada. (W.E. Davis)
- 1059J MANUEL G. MORAZA RODRIGUEZ - #JA-19-220St. - COUNTRY CLUB, R.P., PR 00924  
Age 12; Student. Collects U.S. (Chiclana)
- 1060 WALTER H. VIELBAUM - 1714 HILLMAN AVENUE - BELMONT, CALIFORNIA 94002  
Age 39; Businessman. Collects U.S. (Coffee)
- 1061 H. JACK MILLER - 1955 SEDGWICK AVENUE - BRONX, NEW YORK 10453  
Age 46; Auditor. Collects U.S., Canada. (Hinde)
- 1062 JERRY BLAKE - 2025 KLUG DRIVE - FORT WAYNE, INDIANA 46808  
Age 33; Toll Grinder. Collects U.S., Canada. (Coffee)
- 1063 LEE SCHUMACHER - 10609 EASTERN - KANSAS CITY, MISSOURI 64134  
Age 42; Sales Manager. Collects U.S. (Coffee)
- 1064 GERALD HUBERT METZGER - 715 EAST 11th STREET - MUSCATINE, IOWA 52761  
Age 59; Broom Manufacturer. Collects U.S. (Streeter)
- 1065J BART JOHN MEROLA - 262 KNICKERBOCKER ROAD - DUMONT, NEW JERSEY 07628  
Age 13; Student. Collects U.S., Canada. (Mazeau)
- 1066 N.V. ROBILLARD - 514 NORTH 11th STREET - EAST ST. LOUIS, ILLINOIS 62201  
Age 68; Retired Railroad Man. Collects U.S., Canada, Parking. (Coffee)

ADMITTED TO LIFE MEMBERSHIP: 949 Charles W. Patterson

RESIGNED FROM MEMBERSHIP

732J Janis Ann Maxwell. 731J Kathy Jean Maxwell. 294 Orisan G. Jones  
175 Sherman A. Mahan. 920 Harold J. Spindler.

CHANGE OF ADDRESS (\* indicates contribution to help pay for new address plate)

- Paul H. Johansen - 1715 Conway Gardens Road, Apt. J-1 - Orlando, Florida 32806
- \* Roice V. Rider - 1523 Bailey Street - Lansing, Michigan 48910
- \* Paul Targonsky - 23 Harrison Street - Meriden, Connecticut 06450

Both Mr. Mahan and Mr. Spindler, when sending in their resignations, expressed their gratitude for the fellowship and enjoyment they had received from membership in the American Vecturist Association.

= THE TOKEN OF THE 12th NAVAL DISTRICT =  
By Ken Hayes

For a number of years a rarity has been sought in the tokens of the 12th Naval District, listed in Atwood as Calif 760 I. It would appear now that this token has joined the ranks of those "formerly rare" tokens that come and go in our collecting world.

These tokens, it is now known, were used during World War II as a fare payment method for a ferry running between the Oakland Naval Supply Center, and Treasure Island Naval Base (which, geographically located in the middle of San Francisco Bay, is also located within the city limits of San Francisco.)

Ever since transportation token collecting got started, collectors have sought these elusive tokens. The 12th Naval District headquarters in San Francisco had no knowledge of them. Nor did any of the officers or former users of them. They appeared to have disappeared.

Then, suddenly last year, they reappeared behind a Navy filing cabinet in one of the Navy's facilities commands. It was at this point that the effort was made to secure these tokens for collectors. At first, the Navy was hesitant to release them, due to the fact that the token size is exactly that of a quarter. They were afraid that they would be used as slugs. However, the personnel at the installation, following established procedure, shipped the tokens to the Surplus Property Disposal Officer for the district, and he was to have taken the necessary actions to dispose of these tokens.

Nine months passed without any steps taken towards disposition of the 10,000 tokens. Then, it was decided that the tokens would be retained by the Navy Department for use as a souvenir token for ceremonial purposes. They would, therefore, be distributed one at a time to official Navy visitors on such events as Navy Days, etc. Approximately 500 tokens were secured for collectors. In order to restrain their use as slugs, they have been set at a price of 25¢ for collectors in the advertisement within this issue. The negotiations for this token were conducted by Central Token Exchange Co.

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= THE BENSON GARDENS JITNEY TOKEN =

When Les Hawthorne obtained one of the very rare Nebr 700 Z tokens, he promptly set out to get some information about the line that had used the token. He found a Mr. Robert C. Hastings, a realtor, in Omaha, and Mr. Hastings wrote the following letter to Mr. Hawthorne about the tokens.

*"The jitney tokens were last used about fifty years ago and they were given gratis to potential buyers of acreage tracts in Benson Gardens, a large development platted by my father and grandfather. As a child I passed them out to friends in school. Our salesmen distributed them to attract interest in the development. These acreages were very popular during World War I. The jitneys were two Model "T" Fords with side curtains, and were driven by salesmen. They took passengers from the end of the Benson streetcar line at 66th and Maple to 86th and Maple Street. Passengers living in the area could purchase the tokens from the driver for five cents or could get them free at our downtown office.*

*"I have always been under the impression they were made of a metal composition other than aluminum as we know it today.*

*"We have had scores of inquiries, such as yours as to these tokens, but I have not seen one for fifty years and doubt if there are more than a few in the State of Nebraska."*

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*The famous Angel's Flight inclined plane railway of Los Angeles will be dismantled on February 14, 1969, and placed in "temporary" storage--a victim of "urban renewal" of Bunker Hill which it climbs. It's probably gone forever. (See Cal 998 A,B,C,D)*

*- from TIMEPOINTS, Jan. 69.*

= NEW FINDS =

Les Hawthorne leads off this month with the find of Nebr 700 Z, the formerly unique Benson Gardens Jitney token, about which additional information appears elsewhere in this issue. He also picked up a NJ 290 C recently, and informs us that the price realized from the auction of one of his two Utah 750 A tokens (he auctioned one and kept one for his own collection) came to \$55.00 cash plus a rare (census-3) token from Wales, Wales 120 A listing at \$6 in Smith's Catalogue. Not bad.

Ken Hallenbeck of Fort Wayne is running an auction in this issue for a beauty he picked up recently, the extremely rare Elizabeth Bridge token, Pa 965 F. This is the rarest one of the set.

Marie Johnson picked up another Iowa 290 B, which makes two of them known. She also discovered the first one. Unfortunately both of them are very badly corroded. A nice one has yet to turn up of this particular depot.

In last month's NEW FINDS column we reported an odd token described for us by Harry Porter. Harry since obtained a rubbing of the token, and seems the description we had last month was wrong. Here is the correct description of the token:

NEW YORK STREET RAILWAY CO. 1900 (HORSECAR)  
A 26 Sd Good For One Ride 5.

Seems almost too good to be true, doesn't it? Well, that's just what I think it is: too good to be true. Right after Harry sent me the rubbing, Ed Tetrault sent me the same token (that is, another one just like Harry's rubbing), saying he had picked it up in an Oklahoma coin shop. Then a bit later, a letter arrived from Norm Sherman, saying he heard of one being sold in a California coin shop. So these things seem to be blossoming out all over the place. Your Editor--and Duane Feisel agrees with me--thinks these things are phonies. The token Ed sent me looks fresh out of the hopper, with a wire edge yet. There also is no record of a "New York Street Railway Company" in my 1899 Directory of Street Railways, or in my 1910 Poor's Directory of Street Railways, and Ralph Freiberg finds no reference to such a firm in any of his extensive references. I don't know what these things are selling for, but until proven otherwise we'll consider them somebody's idea of a joke.

Speaking of jokes, we notice in COIN WORLD that the latest purveyor of the Burlington, Wash., ones is in Montana, parting with them at \$7.00 apiece. This is quite a reduction from the previously requested \$15.00...but still a lot more than the 15¢ or 20¢ each it cost some public-spirited individual to have them struck.

If you have recently acquired a census token from a non-AVA source, we'd like to hear about it for the New Finds Department. Also if you pick up any New York horse-car tokens, or other fantasies, please let us know.

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= SUNDERLAND, ENGLAND, STUCK WITH 3,000,000 TOKENS =

Our new member from the United Kingdom, Frank Shelmerdine, sends us a clipping from the London *Daily Mail* wherein the sad plight of the Sunderland Town Council is detailed. Two years ago, it seems, the Sunderland Council ordered 3 million 3d. tokens to be used on the city buses, which are owned by the municipality. They also purchased 100 fare boxes to receive the tokens. Well, now England is going off the old money and going on the new money. Instead of 12 pence to a shilling and 20 shillings to the pound, there will be 100 "new" pence to a pound. This means that an English penny, presently worth exactly 1¢ in U.S. money, will under the new system be worth 2.4¢ U.S. The tragedy for Sunderland is this: the "new penny" coins happen to be the same size as the Sunderland bus tokens. As the "new pennies" are already in circulation, patrons of the buses are already taking advantage of them, because they register like tokens in the fare boxes. "We will have to scrap all three million tokens. They are no good for any other purpose," lamented the chairman of Sunderland's Transport Committee. They will also have to scrap their 100 fare boxes. The whole operation is expected to cost them about £15,000.

= THE WAUPACA, WISCONSIN, ENIGMA =  
By Gerald E. Johnson

The depot hotel tokens of Waupaca, WI, have been shrouded with mystery since their discovery and listing in the early 1950's. The primary reasons being that all three types of these depot pieces are rare, and also the tokens do not mention the proprietor's name. Historical records list the livery barn operators, but list no omnibus lines in Waupaca in the time period when it is assumed the service was provided. To add to the confusion and thicken the plot is the paralleling story of the Waupaca Electric Railway.

The Waupaca Electric Railway was actually a city and interurban streetcar line that ran from the Waupaca depots through the city (past the Delavan Hotel) and out of the city five miles to the Waupaca chain of lakes, a resort area of considerable financial importance. It was primarily due to this resort area that the Waupaca Electric Railway was conceived. The streetcar line began operation in 1899 and followed what is now Highway 10 to Chadys Corners. (Now Highways 10, 22 and 54.) There was a ball park at Chadys Corners and Sunday games added heavily to the little line's revenues. From the Corners the line continued along what is now Highway 22, entered the community of King, Wis. (now the site of the Grand Army Home for Disabled Veterans) and ended at the palatial "Grand View Hotel," a famous old resort.

The rolling stock of W.E.R. consisted of second-hand cars from the Milwaukee Electric Railway and fare tickets were sold 20 rides for \$2.50, with cash fares 5¢ in the city and 15¢ to the Chain of Lakes. In 1916 the local owners unloaded the line to Chicago interests, and records indicate a rapid decline in revenues from this time until 1925 when the line folded.

As in many cases, the decline of the streetcar line was inversely proportional to the increase in automobiles in the Waupaca area. The tourist now came into the resort area in his own car.

Directories for 1899 thru 1906 do not list either the Inn Hotel or Delavan Hotel in name; several downtown hotels are listed and the above listed places apparently evolved from these. Using the presented information, it would appear that the Delavan depot hotel bus might well have been of the taxicab type of Stevens Point, Wis., whereas the Inn Hotel bus would have been more "normal" since the Inn lies four blocks from the old streetcar route. It would then seem that the Inn Hotel bus put enough pressure on the Delavan Hotel that, although the cheaper streetcar ride was available, the Delavan was forced to create bus service.

Odd as it may seem, little Waupaca and Sprawling Sheboygan (70,000) mirror the same strange co-existence--the livery man and the street railway. Both sadly have departed: sadly, because of skimpy historical records that shed little light on these bold pioneers of the transit saga.

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The Editor has received a personal letter from the General Manager of Sacramento Transit Authority (P.O. Box 2110 - Sacramento, CA 95810) offering to sell their new Cal-Expo token (Cal 715 X) to collectors at 4/\$1 or 40/\$10. Regular rate is 4/95, but the small extra is to cover their postage. Kind of unusual to have a bus line actually going out of their way to offer to sell their tokens! If you order any, mention The Fare Box....Mrs. C.B. Allen reports a listing from the 1912 Minnesota State Gazetteer for Pipestone. Seems kind of odd, because the names on the two tokens we have aren't listed in the livery business. Heffron isn't listed at all, and Nason is listed in the grain elevator business. Maybe Heffron and Nason flourished back in the 90's....W.V. & M. Coach Co. of our Nation's Capital has upped fares and eliminated tokens which had sold 4/\$1.05; 80,000 outstanding tokens will continue to be honored, but no more will be sold....Harold Young reports that Southeastern Penna. Transp. Authority (200 W. Wyoming Ave., Philadelphia, PA) no longer uses tokens in Philadelphia, but--mirabile dictu--is redeeming all old Philadelphia 16mm tokens for 22¢ each--junk like Pa 750 AA and AH. Pa 750 AO, the 20mm solid, is being redeemed at 2/17¢. So here's your chance to unload some of these common things for cash. And there's no cut-off date for redemption!

= DECEMBER SUPPLEMENT TO ATWOOD'S CATALOGUE =  
By Ralph Freiberg

CALIFORNIA

Miscellaneous 1000 (Reported by Duane Feisel)  
 NEW ALUM ROCK STABLES PHONE 258-5100 ALUM ROCK PARK  
 A o We 38 Sd This Token Worth 25¢ on Regular 1 Hr. Rental Rate or Pony Ride [aluminum coated] \$0.25  
 [Alum Rock is on the outskirts of San Jose.]

NORTH DAKOTA

Miscellaneous 1000 (Reported by Chriss Christiansen)  
 MARTIN PAULSON LAND CO. GOOD FARM LAND  
 IN THE RED RIVER VALLEY WYNDMERE, N.DAK.  
 B o A 38 Sd Good For Railroad Fare or \$25.00 If You Buy Lane of Martin Paulson Land Co. One to Each Customer 3.50

OHIO

Athens 35 (Reported by Mrs. Clara Migley)  
 ATHENS TRANSIT SYSTEM ATHENS, OHIO  
 D B 23 B1 Good For One Fare (bus) (2 diamonds) ]2 slots[ .30

WISCONSIN

Monroe 530 (Reported by David Schenkman) [530 B relisted for comparison]  
 THE LUDLOW / HOUSE / BUS-LINE  
 B o B 28 Sd Return Check 5.00  
 THE LUDLOW HOUSE. / BUS-LINE.  
 C o B 29 Sd Return Check 5.00

TIMETABLE TOKENS (Reported by Joe Kotler and Mort Dawson)

CHICAGO NEW YORK CHICAGO NEW YORK BLUE CHIP SERVICE  
 TWA (BULL & BEAR)  
 X Pb 38 Sd Every Hour on the Half-Hour Between La Guardia and O'Hare  
 From O'Hare 7:30 a.m. to 8:30 p.m. and 11:30 p.m.  
 From La Guardia 7:30 a.m. to 9:30 p.m. [incuse gold letters]

= NOTES BY RALPH FREIBERG =

Duane Feisel learned about the wooden nickel item from a commercial on his car radio! He visited the place and got a few of the tokens.

The land company token is similar to others of this type, used around 1910 as advertising gimmicks.

When the bus system in Athens, Ohio, went to tokens they acquired 2,000 tokens from Corpus Christi, Texas (Tex 220 A) and used these until their own arrived from the manufacturer. Then when their order of 5,000 brass tokens arrived, they continued to use the Corpus Christi tokens along with them. In looking up the history of transportation in Athens, I came across some interesting information. The only trolley service in Athens was provided by the Hocking-Sunday Creek Traction Co., which was chartered originally under the name of "Nelsonville, Athens & Gloucester Traction Co." In June, 1909, the name was changed to Hocking-Sunday Creek Traction Company. By 1910, three miles of track had been completed, and service was provided by a rail car powered with a gasoline motor! Electric cars were substituted in 1911. But the line, which began in Nelsonville, didn't get into Athens until May 15, 1915, and even then it didn't go beyond 2nd & Central. Passengers wishing to get to downtown Athens had to transfer to jitneys, which met the cars and charged a nickel fare. Several years later, however, the trolley company instituted its own bus service from 2nd & Central to downtown Athens, and charged 10¢ fare, or a token. Tokens sold at the rate of 20 for \$1.50. This token was Ohio 600 A, which it now appears should be relisted under Athens, and which was strictly a bus token, and not a streetcar token!

The through fare from Nelsonville to 2nd & Central in Athens was 40¢. The electric line between the two cities made its last run on November 14, 1932. The name on the token, "Nelsonville-Athens Elec. Ry. Co.," was just another name for the Hocking-Sunday Creek Traction Company.

When David Schenkman showed his Ludlow House depotel token to John Coffee, it struck John as different from the one he had seen. So John asked Dan DiMichael to send along a rubbing of his Wis 530 B, and John compared that with a rubbing he has of Schenkman's token, and they turned out to be quite different from each other. It is interesting that both tokens have the hyphen in "Bus-Line" which apparently escaped previous notice.

We don't know if the Trans-World Airlines timetable tokens are still available or not. Members in New York and Chicago might inquire at ticket offices.

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= PATTERNS OF MINNEAPOLIS AND ST. PAUL =

By Ralph Freiberg

For some time now, Kenneth Smith has insisted that Minn 540 C and D, and 760 C and D, are patterns. We are inclined to agree with him, and they will be so listed in the 3rd edition of Atwood. It seems that when the token manufacturer was getting ready to supply tokens to the streetcar companies in the Twin Cities, he submitted tokens in four different colors for each city, as "proofs," or patterns as we call them. The colors submitted were carmine, blue, black, and white. The company (one firm owned the systems in both cities) chose carmine and black for Minneapolis, and blue and white for St. Paul--thereby making the tokens of each city easy to distinguish. We had listed 760 C as pink, which is incorrect. The token is really carmine.

One of the founders of the company was a man named Calvin Goodrich, and the eight pattern tokens are now owned by Mr. Goodrich's son (who won't part with them). As a matter of fact, the only examples known to exist of 540 C and D, and 760 C and D, are the ones owned by Mr. Goodrich.

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= DECEMBER NEW ISSUES SERVICE REPORT =

By John G. Nicolosi

*This month you will receive Calif 575 R and Ohio 35 D. The company in Athens absolutely refused to sell me any of their tokens. But fortunately one of our members, Mrs. Clara Migley, volunteered to make a trip to Athens and get them for us. Mrs. Migley and her son Billy had to make two trips to do it, but they secured more than enough of the Athens tokens for the New Issues Service, and for this cooperation above and beyond the call of duty, we are very grateful! Because we reimbursed Mrs. Migley for actual travel expenses, of course, we've had to add a small extra charge for the cost of this token.*

*Any non-members of NIS who would like to have either Calif 575 R or Ohio 35 D may purchase them from me for 30¢ and 40¢ respectively. Stamped envelope essential; if you don't send the envelope, I can't send the tokens to you.*

*We have a few more tokens on tap for next month.*

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*Student fares in Gary, Ind., have been hiked to 20¢ straight; 5/75 student tokens are eliminated....Davenport, Ia., has raised fares to 30¢ cash, and Ia 270 C is thus obsolete as of Dec. 21, 1968. A "Ready Fare" plan was instituted Jan. 6....Calif 525 E became obsolete recently. The 5/\$1 tokens have been replaced by 25¢ cash fare. This same firm, Bay Rapid Transit, has now taken over Salinas (Calif.) Transit System. The bus line in Salinas was operated briefly by the City, but the City was glad to get out of the business by letting Bay Rapid Transit take it over.*

= DECEMBER SUPPLEMENT TO THE FOREIGN CATALOGUE =

By Kenneth E. Smith

GERMANY

For over 20 years the few Neuwied 700 A that have appeared were all over stamped on some other token. In over 20 years I have accumulated 4 of these tokens without success in deciphering them, until I was recently sold, by an American G.I. in Germany, another one of these which showed more detail of the overstruck token. After two hours under scopes I was able to determine that it was overstruck over Bamberg 80 A. I examined my other four Neuwieds and was able also to determine they were over Bamberg 80 A. The breakdown is: 4 of the tokens are with Neuwied obverse on Bamberg 80 A reverse; 1 with Neuwied obverse on Bamberg obverse. It is apparent that when the Bamberg 80 A were discontinued, the tokens were returned to the manufacturer and used to make Bamberg 80 D, Diedenhofen 270 A, and Neuwied 700 A. It also appears that Bamberg 80 A,D, and Neuwied 700 A are scarcer than previously thought, and at the moment are census tokens.

Mr. F.J. Bingen of Holland is working on an article on Hamburg and vicinity transport, and supplied additional comments on the following recent discoveries.

HAMBURG 390

F.M.V. (18mm)(Reported by F. Pollack)

T A Hx Pc (ferryboat) \$1.00  
(Mr. Bingen believes this was the token used on the ferry to Veddel by the ferry boat owner Moller.)

F.C.F. (leaves) HAMBURG (Reported by J.D. Ferguson)

YAO B 20 Ch (reverse rubbed off)(copper coated)  
(Mr. Bingen believes this token might have been used on the ferry to the suburb Steinwaerder. More information needed.)

GLUCKSTADT 348 (Reported by Pollack)

FAHRE (FERRYBOAT) WISCHHAFEN-GLUCKSTADT

YAO brass silver-plated shell with blank reverse  
(Mr. Bingen states that the headquarters of this ferry was in Gluckstadt and that this is probably an advertising piece from its appearance.)

CHEMNITZ 210 (Reported by John Nicolosi)

CHEMNITZER STRASSENBAHN (STREETCAR)

H o Bz 16 Sd Freifahrt-marke 1.00  
(Mr. Nicolosi noticed a typo error that slipped by the corrections in that 210 F was previously listed as A in the mimeographed copy and his is aluminum, and he is right as mine is also aluminum and the original listing. So change on 210 F the metal from Z to A.)

UNIDENTIFIED (Reported by Ed Dence)

GRASECK - SEILBAHN 1 FAHRT

WM 21 Sd Belstler - Betriebe Ga-Pa

(There are several hundred of these cable railways in the mountains of Europe and this one is probably somewhere in the mountain area of southern Germany, Switzerland, and Austria.)

FINLAND

Wiborg 880 (Viipuri)(Reported by J.D. Ferguson)

TORKKELIN LIIKENNE O/Y VIIPURI (ROSE)

F o B 21 Sd ( T L O. Y. on a shield)  
(Mr. Hazevoet identified this token as from Wiborg.)

= DECEMBER SUPPLEMENT TO FEISEL'S CATALOGUE OF PARKING TOKENS =  
By Duane H. Feisel

ALASKA

Anchorage 3050 (Reported by Don McKelvey)  
FIRST FEDERAL SAVINGS & LOAN ANCHORAGE, ALASKA  
E B 27 Sd Good For Parking Only \$0.25

CALIFORNIA

Los Angeles 3450 (Reported by Hal Ford)  
CALIFORNIA MEDICAL BUILDING  
AP B 25 Sd Courtesy Parking .50

CONNECTICUT

New Haven 3305 (Reported by Don Edkins)  
YPA  
E B 25 Sd FP (9/68- )(Yale Parking Authority) .25

ILLINOIS

Chicago Heights 3155 (ex-Unid. 3010; location by Joe Kotler)  
VICTORIA PLAZA PARKING, INC. 1962  
D o B 19 Sd Park & Shop Free Token (5/62-?) .25

INDIANA

LaPorte 3530 (reported by NEVA)  
1st NATIONAL BANK & TRUST CO. LA PORTE, IND.  
A B 23 Sd Good Only In Parking Lot Meters .25  
(R: ET of METERS are ...)  
a. (joined)  
b. (separate)

SOUTH CAROLINA

Newberry 3700 (Reported by Edkins)  
COURTESY OF A NEWBERRY CITY MERCHANT  
A B 23 Sd Good Only In Parking Lot Meters .15  
(O: T of CITY points down to ...)  
a. (left upright of H)  
b. (center of H)  
c. (right upright of H)

TEXAS

Wharton 3980 (Reported by John Clymer)  
CITY OF WHARTON, TEXAS  
A B 21 Sd (blank) .15

Wichita Falls 3985 (Reported by Andrew Morgan)  
HOLIDAY INN DOWNTOWN  
B B 25 Sd (same as obverse) .25  
AMERICAN TRUST CENTER  
C o B 25 Sd (same as obverse) .25

WISCONSIN

Appleton 3030 (Reported by Robert Knobloch)  
1st FIRST NATIONAL BANK PARKING TOKEN  
C WM 25 Sd (blank)(1/68- ) .50

Milwaukee 3510 (AC ex-Unid. 3025A; location and AD reported by Knobloch)  
BEN FRANKLIN STORE  
AC B 23 Sd (same as obverse) .25  
27th AND WELLS PARKING LOT  
AD B 23 Sd (same as obverse) .25

UNIDENTIFIED PARKING TOKENS (Reported by David E. Schenkman)

PARKING CHECK FOR GABRIELLE'S

3043 B 19 Sd Redeemable With Purchase Only

MANUFACTURERS STOCK PARKING TOKENS

Group 3055 (Reported by DHF)

CARD KEY SYSTEM BURBANK TOKEN

G S 25 Sd (same as obverse) \$0.25

ADDITIONS AND CORRECTIONS

IL 3150 P: add (Rev. A)

LA 3810 A: add (Rev. A)

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

Thanks for all the holiday greetings and wishes that were sent to me. It has not been possible to answer all of them personally, but I do want to wish each of you a healthy, happy and prosperous 1969!

The new token from Anchorage represents a new batch of tokens. The bank has promised a supply of these tokens for PTNIS distribution, although they have not yet arrived here.

The California Medical Building token is identical to the one listed as CA 3450 AB, but is brass instead of bronze. Apparently the rise in the cost of copper has widened the price differential between brass and bronze, and brass is being used as a matter of economy. We may see more brass tokens put into use with passing of time, particularly as the price of copper continues to rise.

Yale University has a special gate-controlled lot for the use of official guests; tokens are provided to guests for operation of the gate. While it has not been possible to obtain this token for PTNIS, 25¢ + SAE sent to Yale University Parking Authority, P.O. Box 1953 Yale Station, New Haven, CT, might bring results.

The location for the newly listed Chicago Heights token has been known for some time, and I thought it had been reported long long ago. However at a recent BATS meeting we were going over the remaining unidentified parking tokens and it was pointed out that 3010 was still not located. It has not been possible to obtain information on this token from any of the sources contacted in Chicago Heights. An interesting comment is that all of the known specimens of Pa 3750 C have come from the Chicago Heights area, and that Temple University disclaims any knowledge of the 19mm tokens! Perhaps someone will be able to come up with more information and, I hope, a supply of the tokens for collectors.

The LaPorte, Ind., tokens were obtained from the bank, which sent them along without any of the requested information. While it has not been possible to obtain these for PTNIS, a remittance plus SAE to the bank may produce results.

The merchants of Newberry, S.C., purchase tokens from the city, and then distribute them to customers who use them in metered parking lots. Judging from the number of varieties, there must be a lot of tokens used. The city would not sell me a supply of tokens for PTNIS, but you might try your luck with City of Newberry, P.O. Drawer 538, Newberry, SC 29108.

The Wharton, Tex., token has apparently been known for some time, but I learned of it only recently. I have no detailed information, nor have I been able to obtain a supply of tokens. 25¢ + SAE could produce results, however. In Wharton they have a clever gimmick--they sell punch cards with 20 punches. If in checking the meters for overtime parking a violation is noted, the meter man will look on the sun visor of the car for the punch card, and punch out one space. It sounds like a good system except for the fact that anyone with a punch card would probably never put money in the meters since it could turn out that the card would not be punched. Also the car would have to be unlocked which could be a problem.

Things are not quite clear regarding the two new tokens from Wichita Falls. Apparently the Holiday Inn is located in the American Trust Center and they are the only users of tokens. The American Trust Life Insurance Co. owns and operates the Center, but does not use any tokens. My guess is that the Holiday Inn first used

the American Trust Center tokens, and subsequently switched over to tokens with their own name. Neither the Holiday Inn or American Trust have any of the American Trust Center tokens now. You might be able to get the Holiday Inn token by writing.

Nothing is known about the usage of the Appleton, Wis., token beyond the date when first used. Apparently the bank has a gate-controlled lot intended for use of bank patrons. You might be able to get this token by sending 50¢ + SAE to the bank at 200 W. College Ave., Appleton, WI 54911.

No information is available for the new listings in Milwaukee. My inquiries have gone unanswered, and the money I sent for tokens has not been returned.

The newly listed unidentified parking token has been known to exist since 1966, but I never knew who had the token or any details of size or metal. This token was manufactured by the same firm that has been involved with IL 3150 AW AX AY and MSPT 3057 A B C D. Some time back I visited the firm and inquired about the token, but the owner could not recall to whom it had gone for use. My guess is that the token was used about 1964, and in the Chicago area.

The new MSPT Group 3055 is the same as 3055 B except the new token is attracted by a magnet--the B token, made of stainless steel, is not attracted by a magnet. Both B and the new G are characterized by weak striking and crude die work.

Back when the PT catalogue was being prepared, it was thought that IL 3150 P occurred with the A reverse. However the token did not appear to be in the hands of any collector. Just recently, however, I did obtain the token and can verify it.

One of our still unidentified tokens, 3009, Green Bag Cement Co., is a real puzzler. The tokens were delivered to the Marquette Cement Co., Neville Island, Pa.--this is in the Pittsburgh area. Marquette had obtained the Green Bag operation from Pittsburgh Coke & Chemical Co. in January, 1961. Repeated inquiries--to different persons--at Marquette have been fruitless as no one knows anything about any parking tokens. The mystery deepens by the fact that all of the Green Bag tokens that are known in collectors' hands have come out of Texas! Who can unravel this mystery? Thanks to Mrs. Clara Migley for trying to decipher this token and for passing along the information she obtained.

Several collectors have reported to me "tokens" described as follows:

- L-A-U-T PERMIT
- A 24 Ch (blank)
- L-A-U-T PARK PERMIT
- A 26 Ch (blank)(colored red, green, yellow, or blue)

While these items have similarities to tokens, they are actually identification markers meant to be attached to license plates, and which identified the area in which the automobile was entitled to park at Los Angeles Union Terminal. These identification markers are no longer in use. These items will not be listed--there must be hundreds of different metal license plate attachments for parking permits.

PTNIS members have slim pickings this month. Only AK 3050 E. Depending on when the supply of this token arrives it may be sent out with the "November" shipment or held for future shipment.

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*Bob Ritterband in TOKEN TOPICS of the California Association of Transportation Token Collectors reports that the Los Angeles Board of Harbor Commissioners had decided to sell 152,000 Municipal Ferry tokens (Cal 450 E,F) for scrap at 24¢ per pound to a junk dealer (this works out to 8 tokens for a penny). Opposition to the sale arose, however, from San Pedro business and civil people who wanted to sell the tokens as souvenirs, "particularly to former ferry passengers," with proceeds used to restore the boat service between San Pedro and Terminal Island. An open hearing was held, attend by Bob's son among others, and the irate citizenry of San Pedro succeeded in forestalling the smelting of the tokens, at least temporarily. Future developments will be reported here.*

WANTED TO BUY: old rectangular cardboard omnibus Hotel to Depot or Hack Line tickets or checks, Good For Passage or Baggage. = Al Hoch - Harvard Road - MA 01775

FOR SALE: a nice collection of old hotel tokens. Also several other types at reasonable prices. If interested send SAE for list.

A.W. Siebert - 10201 Plymouth Road, Apt 15 - Detroit, MI 48204

FOR EXCHANGE: new Lansing, Mich 560 P for any 25¢, 30¢ or 35¢ token I can use in my collection. Send your list of any duplicates. Supply limited.

Roice V. Rider - 1523 Bailey St. - Lansing, MI 48910

FOR SALE: all 4 for a dollar: Cal 125 D, 525 C D E, + SAE. First come first served!

John L. Trembley - P.O. Box 37 - Marina, CA 93933

WILL TRADE TEXAS 890 A for Texas 5 B. Send any merchant token with town & state and I'll send Texas merchant token with town & state.

Harry L. Strough - 2703 Milam - Houston, TX 77006

WILL TRADE HAWAII 240 A for any one of the following: Costa Rica 760 A B D; Cuba 480 E F, 720 A; Mex 30 A, 60 B, 540 B. Also have Hawaii 240 B to trade for Mex 540 D or 570 A. = Gerald A. Sochor - 13680 E. Center Ave. - Aurora, CO 80010

TOKEN CLEARANCE - selling off the remaining 15¢ catalogue tokens I have from a collection that was broken up. As they come, 100 diff. tokens for \$15, including post.

200 diff. for \$30. = Duane H. Feisel - P.O. Box 11661 - Palo Alto, CA 94306

PARKING TOKEN FOR SALE - Mfg Sample described as follows: "Card-Key System Inc." on obverse; "Courtesy Parking" on reverse. Bronze, 25mm. Cost is only 50¢; I have 18.

Morton H. Dawson - 182 Whiting Lane - West Hartford, CT 06119

FOR SALE - 15¢ TT for 45¢; 20¢ TT for 60¢; 25¢ TT for 90¢. Mostly from eastern and southern states. Your want-list a must.

Douglas Redies - 512 3rd St., SW - Cedar Rapids, IA 52407

WILL TRADE SUNDERLAND, ENGLAND 760 CA brass token, likely to be discontinued, for your personal token or any U.S. or Canadian transp. token.

Frank A. Shelmerdine - 14 Elton Dr, Hazel Gr. - Stockport, Cheshire SK7.6EP, England

CALIF 760 I (12th Naval District token) for sale at 25¢ each or 4 for \$1 + SAE. Pay no more! This token is no longer a rarity. ALSO 100 DIFF. TT's including Cal 760 I for \$10.50; 200 diff. for \$22.95 (postpaid; my choice of tokens; packed in 2x2's)

Ken Hayes - 2589 Darwin St. - Hayward, CA 94545

WANTED: will pay \$1 each for any of the following 15¢ tokens in good condition: Mont 80 C; NM 760 C; ND 60 B; Ore 420 A; Tex 640 B; Utah 650 C D. Please write first.

Edrick J. Miller - 3257 Idaho Lane - Costa Mesa, CA 92626

I WANT TO TRADE the following miscellaneous items for tokens I need: postage stamps, postcards, coins, matchbook covers, miniature soaps, sugar cuges, 1939-40 NYWF items, medically-oriented NASA reports, and many other items of interest. If interested, please let me know what you collect and we'll negotiate a trade.

Sam Ruggeri - 1018 S. Carley Court - No. Bellmore, NY 11710

MAIL BID: Pa 965 F (census token); Iowa 150 A (holed). Consider trade for counter-stamped coins or merchant tokens. Prefer cash offer.

Ken Hallenbeck - 1141 W. Lexington Ave. - Fort Wayne, IN 46807

WANTED: coal mine or coal company stores metal or paper scrip (tokens) or any information about this subject. Will purchase for cash or will trade. Also have a large selection of parking tokens for sale or trade.

Don Edkins - 120 Stanley Drive - Williamsburg, VA 23185

FOR SALE: Tenn 160 A, Va 730 C, 20¢ each; NC 980 H, Tex 135 E, 45¢ each; Ill 250 I, 440 B, 25¢ each; Kans 40 B, \$2. + SAE please. Have many old issues of wooden money for sale or trade. Stamp gets my list.

Al Zaika - P.O. Box 65 - Bellmawr, NJ 08030

WANTED: photos or negatives of trackless trolleys, any city in U.S. or Canada, esp. Seattle. = Frank W. Guernsey - 12546 N.E. Knott - Portland, OR 97230

I WOULD LIKE TO BORROW copies of the April & May, 1949, FARE BOX to copy to complete my set. I will pay all postage and will send copies of something you need if you wish. = Dave Jordan - P.O. Box 92 - Flourtown, PA 19031

HAVE FOR TRADE PT's Ohio 3335 C; Pa 3155 A, 3358 Aa Ab, 3780 A(C)(D). Send your trade list or TT's & PT's. = Joe Pernicano - 58 Sonia Lane - Broomall, PA 19008

WILL BUY OR TRADE Ala 3560 A for Ala 120 D E F, 220 F, 560 C I, Fla 300 B C, 310 A, 380 G I Q R V, 700 A B C D, 850 A, 910 B C; La 790 B; Miss 320 C, 900 G; Tenn 375 A B C D; over 2000 TT & PT for trade. Send your trade & want-list.

Lou Crawford - Box E - Long Beach, MS 39560

NOW AVAILABLE FOR \$1 postpaid! The second series of 3 post-card size black & white pictures as follows: (1) streetcar on the International Bridge between El Paso and Juarez; (2) streetcars on corner of 8th & Walnut St., Coffeyville, KS; (3) observation car, Quebec, P.Q.

Midwest Vecturist Assn., c/o J.R. Bolz - 6118 Hartley St. - Lincoln, NB 68507

FOR TRADE: 600 diff. TTs listed to trade for other TTs. Exchange lists of dupes. Also, generous trades for merchants trade tokens from Mich, Minn., and Dakotas. Kindly describe any you may have.

Raymond E. Olson - 32137 Oakley - Livonia, MI 48154

WILL TRADE UP TO TEN DIFF. trade tokens containing names of city & state for your TTs cat. 25¢ each, token for token. Will also buy or trade for trade tokens of Ky., Ohio & Tenn. that I need. Must have city & state on them. Price & describe first letter. = Stanley L. Buckley - 23 18th Street - Newport, KY 41071

Duplicate and want-lists available on request with SAE. Will swap coins, American or foreign, for U.S. TTs or vice versa. Sell tokens: your choices at 25¢ each or my choice 100 all diff. \$18. Collections & rare tokens wanted for personal collection.

-Lowell Kronmiller - 327 Ransom Street - Ripon, WI 54971

WANT: Al 120 H I; Ia 300 I; Wi 510 N - will buy or trade. Will send sample of transit magazine to anyone sending a business-sized stamped & addressed envelope to me. Trackless trolley photos of all types wanted. Let me know what you have.

Harry R. Porter - 1042 Bardstown Road - Louisville, KY 40204

Will trade any of the following for any I can use: Col 260 L; Ind 690 A; Ohio 730 B D; Okla 590 C D. Also few others to trade. My list for yours.

George H. Sanders - 1570 So. Quiet Ct. - Denver, CO 80223

FOR TRADE: several hundred diff. elongated cents available for trade for Long Island tokens, bridge tokens, or toll road tokens.

M.R. Pender - 148 Poplar St. - Garden City, NY 11530

AUCTION: NY 70 A, 305 A, 505 A, 615 A, 629 C; Alas 300 E G, 450 H. Best cash offer or send your list of spares. Wanted: NY 80 A, 105 C, 365 A, 385 A, 629 L.

George H. Wyatt - Skylark Lane - Lunenburg, MA 01462

FOR SALE: NY 437 B C D set \$2.25 (only a few left); Ariz 640 E \$1.25; Minn 600 B, 65¢; Ind 290 D 30¢; Pa 815 A 55¢, 360 D E set 65¢; Va 580 M N set 40¢; Quebec 750 A 30¢; Calif 575 R 30¢. TRADE ONLY: Alas 50 C; NY 630 AR; Neb 305 A B D ("C" is scarcer, for a special trade). Other good items available for trade.

John G. Nicolosi - 3002 Galindo St. - Oakland, CA 94601

I AM BUYING ONE EACH OF THE FOLLOWING. Price I'll pay after each token: Me 40 A B 50¢, 80 A 25¢, 550 A 20¢, 710 A 20¢, B 75¢, 740 A \$1; Nev 100 A B, \$1.25, C 30¢; Vt 60 A B, 20¢, 150 C D E, \$3, G \$1, 180 A B 25¢.

Fred Patterson - 3323 E. Oregon Ave. - Phoenix, AZ 85018

JUST A FEW LEFT: Fla 860 A, St. Augustine bridge token, price only \$1.00.

Ben Odesser - 6332 N. Richmond St. - Chicago, IL 60645

5 TOKENS of my choice for any one of yours. Will include a 25¢ token if yours cats. 25¢. Also 3 tokens for any complete sheet of Xmas seals except TB partridge in pear tree. As long as they last. Include SAE please. Only 2 token trades per person.

Edwin C. Lanham - 6116 N Street, S.E. - Washington, DC 20027

PARKING TOKENS WANTED: In 3440 A, 3510 A, 3610 B(C) C(C), 3690 A. For any four of these 5 tokens I offer in trade your choice of (1) one new and unused Browning light twelve (with Vent. rib) shotgun, or (2) one unused United Crown model of Union Pacific 4-8-4. If you can furnish only one or two of these tokens write and let me know which ones and I'll make a most attractive trade or cash offer.

Edw M. Vickers - P.O. Box 45-A - Pawling, NY 12564

POLITICAL ITEMS WANTED! Send ANY 6 political items, receive one large mounted AVA or NEVA rubber stamp. Trading rubber stamps and printed goods for political items and NYC tokens. What have you?

Larry Edell - 104-27 117th Street - S. Richmond Hill, NY 11419

WANTED TO BUY, OR WILL TRADE: Canadian, U.S. & foreign transp. tokens, especially want old Canadian & U.S. streetcar tickets and transfers, esp. from Montreal. I need Quebec 620 M. Your trade lists for tickets & tokens are welcomed.

Earl Becker - 5594 Clanranald - Montreal 29, Quebec

RAILROAD & STEAMBOAT PASSES, tickets, timetables, for sale. Send SAE for list. Want company store scrip, will buy or trade.

Cole S. Cuttle - P.O. Box 213 - Moorestown, NY 08057

TRADING PA 3060 A for any one of these: Pa 3360 A, 3510 A, 3725 A, or? 1 trade left. Millard Wasczak, Sr. - 352 Maple Street - Scranton, PA 18505

FOR SALE AT 15¢ each unless priced otherwise. SAE please. Col 140 D; Conn 305 N; Ga 450 B C; Haw 240 D; Ill 760 F, 765 A; Ind 290 A, 460 K; Kan 970 C E F G H; La 670 A D; Mich 225 F; Minn 190 B; NJ 15 A; NY 105 D, 230 A C I, 760 A B; Ohio 355 B, 640 A, 830 D; Okla 640 D; Ore 700 G, 800 F; Pa 65 C, 70 A (25¢), 200 A C, 340 C, 750 AR, 765 Z; RI 700 E; Va 580 K; Wash DC 500 Q; Havana, Cuba 25¢.

C.G. Thompson - 3329 Nicollet Avenue - Minneapolis, MN 55408

CATALOGUE OF WORLD TRANSPORTATION TOKENS AND PASSES except North America. First edition 1967 at \$5.00 either bound or unbound; specify which. Make check or M.O. payable to Kenneth Smith. Autographed if desired. Order from:

Kenneth E. Smith - 328 Avenue F - Redondo Beach, CA 90277

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American Vecturist Assn. - P.O. Box 1204 - Boston, MA 02104

= ALL AUCTIONS IN THIS ISSUE CLOSE FEBRUARY 27 =

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= OUR NEW ADVERTISING POLICY =

The idea of giving each A.V.A. member a free ad in every issue of THE FARE BOX was instituted by your editor twenty years ago, over the opposition of the then officers of the Association. It was my idea that the ads would be a kind of community bulletin board for members, and that they would increase the fellowship among members and make membership in the AVA more interesting and valuable. For the first several years, we were lucky to have half a page of ads; very few members took advantage of the privilege.

But then the idea caught on quite suddenly, and we have had lots of ads in the last few years. I have always believed the ads to be the most interesting part of The Fare Box. Unfortunately, typing up the ad pages is also the most difficult part of preparing these issues, and the most time-consuming. Your Editor is a fairly competent typist, especially with the excellent electric IBM typewriter he uses. But I confess I have never been able to type numbers with much rapidity. Typing them is a burden. Accordingly I have requested members to try to avoid long lists of catalogue numbers in their ads. I just don't have the time to type them. Unfortunately ads with long lists of catalogue numbers still come in.

Therefore, beginning with this issue, a new policy is being instituted. Henceforth, ads consisting of catalogue numbers will be limited to 3 lines maximum, and of the 3 lines, one must be for name & address. This is for "For Trade" or "Wanted" lists. If all your tokens are for sale for a stated price, you may still have six lines, as I believe it is helpful to new members to have tokens offered for sale, and I'm willing to type them. But no more of these long lists of tokens which are only "For Trade" or "Wanted." I just don't have the time.

We also still get auctions listing 15¢ and 20¢ tokens. I've said this till I'm blue in the face: auctions may not include 15¢ or 20¢ tokens, and I am not going to check every token to see if it is a 25¢ or better item. One cheap token, and the ad goes into the waste basket.

I am currently reviewing the policy of permitting items which are not transportation or parking tokens in the ads. It is very likely that, very soon, we shall not accept ads for anything except actual transportation and parking tokens.

I'm sorry about all this, but it now takes 30-40 hours of hard work to produce one issue of The Fare Box, and we've got to cut this down as much as we can.

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