

# THE FARE BOX

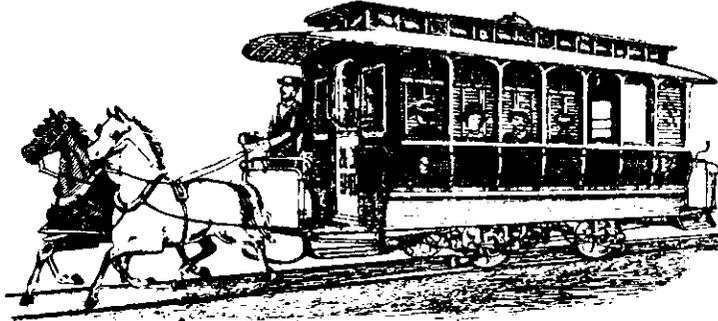
A Monthly News-Letter for



Transportation Token Collectors

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Our 259th Issue

This issue goes to press at 10:15 p. m., February 26, with the worst snow storm in the history of Boston still raging outside. The whole city is paralyzed, but if we get dug out, we shall put these in the mail next Saturday. We come to you with a small 12-page issue, and a disappointingly small number of ads this time. Perhaps my strictures in the last issue scared some of you off. This was not my intention. Please send in your ads, the more the better. Every member may insert a free ad in every issue, and this is a rare opportunity to expand your collecting. All I ask is that those ads which consist mainly of catalogue numbers be limited to 3 lines instead of 6, and that auctions be careful to avoid listing 15¢ and 20¢ tokens or tokens still being used.

This is the last issue of THE FARE BOX you will receive unless you pay your 1969 \$4 dues immediately. You get more than you pay for in the A. V. A., so don't let it lapse.

It has been suggested that we call our next issue the "February-March" issue, and thereby bring the date in the masthead closer to the actual time of issue. I don't like to do it, but the discrepancy does seem to bother some people. It won't make any difference in the regularity of the issues or how many issues you receive for your membership.

The chief message of this issue, with its abbreviated size, is that we need good articles about transportation tokens. Those about transportation lines are interesting, but the ones we want are about firms that used tokens. . . or about your own collecting experiences and how you obtained some interesting tokens. We need your help.

New members may be interested in the opportunity to improve their knowledge of transportation tokens provided by the back issues of THE FARE BOX. We don't have a list of those available, but there must be fifty to sixty different in my files, and we'll be happy to send you a batch of them. The price is 35¢ each postpaid. Let us know which ones you do not want, and we'll send you as many as you want to pay for.

We also have printed up a new batch of application blanks, and these are available to any member who wants them. Our membership applications are increasing in number now, and 1969 promises to be a banner year, especially with the great new edition of Atwood's Catalogue which is in the works.



= HISTORY OF THE "READY-FARE" SYSTEM =  
By Harry R. Porter

Because of the great increase of crimes of violence against bus drivers, the "ready fare" system has become the most rapidly adopted innovation in the history of the industry. Operators and their unions have led the demand for protection against criminals. Operators often carry large amounts of money, sometimes over \$100, and the word was getting out among thieves that they were an easy mark. The money, of course, was carried to make change, and from selling passes and tokens. In 1967, incidents of robbery were double those of 1966, and in 1968 they were 50% over those of 1967.

Then on May 17, 1968, a driver in Washington, D.C., was murdered by a bandit, and drivers refused to carry change at night after that. On June 1, a Baltimore driver was murdered, and an AC Transit driver was shot three times in Oakland. Finally on June 11, 1968, the Washington Metropolitan Transit Commission ordered DC Transit to put a Ready Fare program into effect on evenings, and thereby began the first Ready Fare plan. It was extended to 24 hours on August 4. Other cities with the same problem quickly began to imitate the Nation's Capital, and we may expect the list to grow during 1969.

This will mean an increasing use of tokens, and the issuing of a lot of new tokens. San Francisco, for instance, started using tokens again for the first time in many years as part of their Ready Fare program, including the old Market Street tokens that had been in the vaults for 25 years. And across the Bay, AC Transit issued CA 575 Q with the words "Ready Fare" to ease the token shortage brought about because so many more riders were using tokens.

In lieu of change no longer carried, if a passenger doesn't have the exact fare, he is given his change in the form of paper scrip, which usually looks like a transfer. This is folded double and punched by the driver in the amount of change due. Half of it goes into the locked fare box and half goes to the passenger, which he then turns in at the company office, during daytime hours, for cash. In a unique move to force more people to have the exact change, Pittsburgh will not redeem its scrip for cash. It is only good for tickets good for rides on their vehicles!

A list of cities which have already adopted Ready Fare plans follows: (all 1968) Washington, D.C. (August 4); Baltimore (June 13), Oakland (July 15), Pittsburgh (July 23), Syracuse (August 3), San Francisco (September 7), Philadelphia (September 22), Minneapolis & St. Paul (Oct. 1), Buffalo (Oct. 6), Milwaukee (Oct. 9), Memphis (Oct. 31), Cleveland (Nov. 3), Louisville (Nov. 10), Houston (Nov. 11), Indianapolis (Nov. 12), Covington Ky. (Nov. 16), Beaumont Tex. (Nov. 18), Rochester (Nov. 24), Detroit (Nov. 30), Atlanta (Dec. 1), Montgomery Ala. (Dec. 1), Tampa Fla. (Dec. 10), Richmond Va. (Jan. 1 '69), Norfolk (Feb. 1 '69). Other cities soon to adopt it include Chicago, Kansas City, Alexandria Va., Nashville, and Chattanooga.

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= TWENTY YEARS AGO IN THE FARE BOX =

The January, 1949, issue of The Fare Box (Vol. 3, No. 1) was the first issue produced by the new co-Editors, D.M. Peebles and J.M. Coffee, from its new headquarters in Washington, D.C. AVA President Max Schwartz used the front page to explain the new situation of having the Association publish the news-letter which previously had been the private venture of R.L. Moore of San Francisco. The Fare Box went to AVA members for \$1 extra, in addition to their annual dues of \$1.

An interesting and humorous article on the bus lines of Petersburg, Va., was included--the first transportation token article ever authored by John Coffee.

The Belton, S.C., token was described as "one of the scarcest tokens issued in recent years (they since have turned up in moderate numbers), and doubt was expressed that the South Hill Bus Line tokens were really from Charleston, W.Va. (proof has since come forth to prove that they are from Charleston).

The issue had only 6 pages, and Mr. Schwartz was prophetic when he observed of the years ahead: "We fully realize the immensity of the task that needs to be done, and how little prepared we are to do it."

It would not be right to commence this history without giving a brief résumé of the formation of the British tramway systems. The Tramways Act of 1870 expressly precluded the city authorities from operation of their own systems of tramways, and stated that all track constructed should be leased to private companies for operation. There were certain exceptions, however, due to varying difficulties. Glasgow was the first city given the right to operate its own system from the start in 1870, but did not take up this provision until 1894, when the Corporation of Glasgow took control of the system from the Glasgow Tramway & Omnibus Company. It was prior to this date that the company had produced the oldest known celluloid token on record (Scotland 420 AF,AG). In England, Huddersfield had claimed the distinction of being the first municipal authority to open a tramway system, in 1882, and was followed a few years later by Plymouth and Blackpool, before an act of Parliament in 1895 relaxed laws against municipal ownership given by the Act of 1870.

The golden years of the electric tramcars arrived soon after 1900 and the spread of municipally-owned tramway systems grew rapidly year by year. Private companies which had worked hard for many years to build a profitable system using both horse and steam trams soon found themselves out of business and paid only a small compensation. Conversion to electric traction was swiftly undertaken, as the electricity departments were also municipally owned. This made the monopoly for the future complete. As profits grew no expense was spared on the tramways. Extension of routes followed to meet the growth in traffic, elegant liveries for the tramcars lined in gold, and there was still money left to subsidize the city rates.

To follow in the footsteps of the railway companies which gave privileged travel to their employees, some fare system was sought by the municipal tramway departments to give similar privileges not only to their own employees, but also to other departments within the corporations. In many cases metal passes were used, but in others fare tokens were found to be a great success. Fine dies were cut in brass depicting the city arms of each particular tramway department, and the various colours available in celluloid sheetware ideal to denote each value of token.

A famous Victorian collector named Montague Guest was the possessor of a large collection of all types of metal tickets and passes. He helped to date some other celluloid tokens prior to 1907 by adding England 545 AD,AH, and 795 AA,AB,ZA, to his collection before he presented them to the British Museum in that same year.

#### Special Issues (1910-1950)

It is not possible to give a detailed account of all tokens which had a special issue. Many issues were self-explanatory and depicted their special purpose on the reverse side of the tokens. The 2 Stage tokens of Glasgow (Scotland 420 BR,BS) were introduced in 1910 for a trial period only, and were the result of a compromise for lower fares. At that time Glasgow was one of the few systems using the ½d. 1 Stage and 1d. 2-4 stages adult full fares. The proposal for 2 stages for ½d. was defeated, and the 2 Stage tokens with a value of ¾d. each were first introduced. Ten years later there was a complete reversal of the financial situation, and in June, 1920, the system was reintroduced. This time on a much larger scale as a compromise against higher fares. A million tokens were produced in a varying amount of shades and die varieties (Scotland 420 BT thru BY) and were sold at tramway offices and kiosks at 16 for one shilling (12 Pence).

Aberdeen, also a user of special issues, was in 1920 issuing Scotland 30 AA,AB, AC, to National Telephone Company (N.T.C.) employees; 30 AD,AE,AF,AG, to the General Post Office (G.P.O.); and 30 AK,AL, to the City Police Force (P). The system of ¾d. tokens (30 AR,AS,AT) was a variation of the Glasgow 2 Stage token idea, and these were also sold at the rate of 16 for one shilling.

In England by 1922 Hull (later Kingston upon Hull) had become the largest user of tramway tokens in the United Kingdom. The corporation did not restrict the issue of special tokens within its own departments, but extended the system to include private companies along the industrial dockland areas. William Harland & Co., Earls Shipbuilding Co., Kings Limited, George Clark & Sons, Brigham & Cowan (B.C.), and

Amos & Smith (A&S), were just some of the companies that had their own special tokens. (England 405 H thru AL and BE thru BQ.) It must be noted, however, that there were restrictions to their availability, as some issues stated Hedon and Hessle Road Routes only.

Lancaster Corporation Tramways also issued its first tokens in 1922. After the five years of unprofitable operation since 1917, a one-man pay-as-you-enter fare collection system was introduced on street tramcars. The first 1½d. red fare tokens (England 440 AE) were sold at 8 for one shilling. Later, however, as an inducement to travel, a discount system for tokens was introduced: 440 AF, a 1½d. blue token, sold at 9 for one shilling during 1925. In the same year 440 AA, the first 1d. green tokens, were issued for half fares, and sold at the premium of 15 for one shilling. In 1927 440 AB,AC, the 1½d. yellow tokens came into use, valid for motor bus journeys only, and sold at 10 for one shilling. By 1930 the system had grown with every success, but the issue of tokens was becoming a difficult problem. A fare increase in that same year to a maximum of 2d. for out-of-town services made it necessary to introduce 440 AC, a 2d. white token. Soon afterwards the first automatic one-shilling slot machines were erected in the city market square for the issue of tokens. However, after a very short life of some twelve years, the token system was abandoned in favour of a more orthodox fare collection system in 1934.

During World War II (1939-1945) the cities of Bristol and Nottingham introduced a concessionary token system for members of the Air Raid Precaution (A.R.P.) Wardens, who were part of the Civil Defence Organization. Bristol issued four values of oblong tokens (England 134 AA thru AH), and Nottingham two values (England 560 AA,AB, AC,AE,AF,AG) in various colour shades.

(to be continued)

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= JOE KOTLER RISKING LIFE FOR ISRAEL =

A letter dated "15 Tevet 5729" (= January 5, 1969) has arrived from faithful AVA member Joseph Mark Kotler, now in Israel. (See address change elsewhere this issue.) The letter is interesting, and here it is:

*"I'll be at this border kibbutz till at least the end of June, so you can send my copies of the Fare Box here. My 1969 dues are herewith as well as an article by a friend. Am learning Hebrew half day and working in the grapefruit orchards the other half. We're one mile from the Jordan border, but thanks to the effective Zahal patrolling very few of the terrorists get in. However three members of this kibbutz were killed by mortar fire last year. We are in the Jordan Valley four miles south of Lake Kinneret (Sea of Galilee). I went to a meeting of the Israel Numismatic Society, Haifa Branch, on the day of my arrival, December 10. If I can get my color slides, I'm supposed to give a talk on tokens. Belated New Year greetings to all vecturists!"*

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= PHILADELPHIA CLUB PLANS EXTRA MEETING IN MARCH =

Eleven active vecturists were on hand for the February 2 meeting of the Delaware Valley Vecturists Association. Discussion of the coming August Convention arrangements was the principal item on the agenda, but there was ample time to look over tokens, too. In order to keep convention plans moving an extra meeting will be held in March. The meeting is set for 1:30 p.m., March 9, in Room 527 of the Sherator Hotel (site of the convention), 1725 J.F. Kennedy Blvd., Philadelphia. Vecturists who can are urged to attend.

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= THE 25¢ YOU SEND WITH YOUR ADDRESS CHANGE HELPS THE AVA MAKE ENDS MEET =

It should be known to our readers that after World War I several German tramway companies issued metal (or fibre, or even porcelain) tokens. In Smith's Catalogue we can find them: the 20 and 50 Pfg. of Augsburg, the 10 and 15 Pfg. of Breslau, the 15 and 20 Pfg. of Chemnitz, the metal-encased 20 Pfg. tokens of Dresden, the 5, 10, and 50 Pfg. of Düsseldorf and many others. None of these tokens bears the inscription "Gut (or Gültig) für eine Fahrt," "Fahrmarke" or any other indication that they were valid for a trip. In fact, they were not! They actually belong to the large group of emergency money, issued in those days by German towns, chambers of commerce, banks and hundreds of private firms, because the small change had disappeared. They certainly were used to pay the fare on a tramway car, but their reach was often far greater and they were also used in the shops of the town as common emergency money.

After World War II the same shortage of small change must have occurred, as in 1945, 1946, and 1947, there were hardly any coins struck in Germany (see Kurt Jaeger, *die deutschen Reichsmünzen seit 1871*) and one should expect the same flood of iron, zinc and paper emergency money as in the 1920's. But for some reason it was kept within bounds this time. There certainly was some paper emergency money issued, but compared with the years 1918-1923, this was but a trifling affair, and all of these issues are very rare. Just a few towns issued metal tokens, and some transport companies used tokens in 1947 and 1948. This time they were real transportation tokens, which can be seen from the inscription, either "Nur gültig im . . . ." or "Gut für . . . Fahrt." The tokens are all of the same type and they are very simply made of zinc or iron. Up to now the following have been known:

1. Bochum - 10 Pfg. "Nur gültig im Strab-u.Om-Betrieb"
2. Duisburg - 10 Pfg. "Nur gültig für Stra-u.Om.Betrieb"
3. Hagen - 10 Pfg. "Gut für ½ Fahrt"
4. Hannover - ---- "Gut für 1 Fahrt"
5. Solingen - ---- "Gut für eine Fahrt" (brass)

It is amazing that at the offices of the transport companies themselves, so little is known about these issues. In the summer of 1967 I visited Hagen and at the office of the Municipal Transport Company no one had ever heard of the token in question (which was not then in my possession). The conductors of the streetcars looked a bit suspicious of me when I asked about this token. Only an older ticket examiner told me he remembered something about a "zinc" token having been used on the street cars right after the war. He was very friendly, and I am not certain if he didn't just tell me this story to please me...or perhaps he feared I could become dangerous! Anyhow, the token definitely does exist, though it is very scarce.

The same story could be told of Hannover. In 1967 I had no opportunity to visit this town, but I wrote a letter to the transport company telling them all I knew about their token (from Funck's and Smith's catalogues, as I confess I have never seen the token). I received the same kind of reply: insisting that such a token did not exist. In this respect I would appreciate it if whoever owns this token would send me a good rubbing, so that I may convince the transport company in Hannover that it does, indeed, exist.

I recently discovered another token in this category, and it may seem strange that a token issued 20 years ago should just now be coming to light. It was used by a private motor bus company in the town of Hameln, and the type is fully different from that of the above mentioned tokens. The description is:

KRAFTVERKEHRSGESELLSCHAFT HAMELN MBH KVGH (IN OCTAGON)

o Z 22 Sd (same as obverse)

This token was issued in 1947 and, like the other tokens, it became obsolete at the end of 1948, after the currency reform which took place on June 20, 1948.

Who will report the next token from this period?

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

CALIFORNIA

Santa Rosa 845 (Reported by Paul Sauvé and New Issues Service)  
JOE & MAY'S JITNEY BUS SANTA ROSA CALIF.

✓	F	Pr	28	Sd	Good For 35¢ Jitney Ride	[*1/20/69- ]	\$0.35
✓	G	Pa	28	Sd	" " 50¢ " "	" "	.50

ILLINOIS

Carthage 122 (Reported by Duane H. Feisel)  
WOLFE'S TRANSFER LINE CARTHAGE, ILLS.

✓	A	o	A	31	Sd	25¢ (Sc-clover leaf, on which is superimposed a square)	5.00
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Olney 650 (Reported by Duane Feisel)  
LAUGHTON'S TAXI CAB LINE PHONE 294. OLNEY, ILLS.

✓	A	o	A	Sq	Sd	Good For One Fare To or From Hotel Hazel & Stations (25mm)	5.00
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LAUGHTON'S TAXI CAB LINE PHONE. 294 OLNEY, ILL.

✓	B	o	A	Sq	Sd	Good For 1 Fare To or From Hotel Hazel & Stations (25mm)	5.00
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MICHIGAN

Lansing 560 (Reported by Roice Rider)  
CITY OF LANSING

✓	P	Pr	Oc	Sd	(blank) (23mm) [* 12/31/68- ]	[senior citizen fare token]	.30
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MISSOURI

Joplin 430 (Reported by Duane H. Feisel)  
JOPLIN BUS NORTH SIDE 2½¢

✓	F	o	A	19	Sd	(blank)	5.00
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NEW YORK

Rochester 780 (Reported by the Catalogue Committee)  
CITY OF ROCHESTER TRANSIT SYSTEM R T S (EMBLEM)

✓	I	Pb	29	Sd	(Picture of front of bus with "School" on destination sign) [dark blue plastic with green inscription]		.25
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= NOTES BY RALPH FREIBERG =

On January 20, the same day that Nixon was inaugurated, a new jitney bus service was inaugurated in Santa Rosa to the northern part of town, with the result that we have a couple of new issues.

We know nothing about the two old Olney tokens, the Carthage one, or the Joplin one. These are some antiques that Mr. Feisel picked up.

On December 31, 1968, the City Council of Lansing, Mich., voted to subsidize the bus fare for elderly people. The person must have a special identification card with his picture on it, and then he can purchase these special tokens at City Hall for 20¢ apiece. The tokens are good for a 30¢ fare on the buses, and the City buys the tokens back from the bus line for 30¢ each. It took some doing, but we finally persuaded them to sell us a supply for the New Issues Service.

The City of Rochester took over bus service in that city in May, 1968. The new plastic school tokens went into use last September with the opening of the new school term. These are very attractive tokens, but the lettering comes off quite easily, and we suspect they won't last very long with the kids bending, biting, and gouging them. Certainly uncirculated ones will soon be very scarce. Unfortunately they refuse to sell us a quantity of them for the N.I.S., so we won't be able to distribute this one. However, they have been sending them to individuals if you just ask for one. Send a quarter coin with SAE to City Lines Management Corp. - 1372 Main Street Rochester, NY 14609. If you include a 2x2 envelope for the token they won't use scotch tape. The tape can be pretty hard on the lettering.

Toledo, Ohio, after using copper-plated tokens for the past ten years, has gone back to unplated tokens with a recent fare hike. We knew they were using different tokens, but it turns out they are just the old ones without any plating.

We want to state here that we have a special policy with regard to "tour" tokens. Every once in a while someone sponsors some kind of chartered bus tour for his coin club, and issues tokens for the tour. He either issues only a few tokens, deliberately making them "rare," and then expects us to list them giving him a virtual monopoly on his rarity...or he issues plenty of them and expects our New Issues Service to take a large quantity of them off his hands at the full original fare for the tour. That is, he may issue 500 tokens which cost him a few cents each to make, and then wants to sell us the tokens at \$2.00 apiece. Well, obviously we aren't going to participate in this kind of thing. Such tokens will neither be listed in the Catalogue nor distributed by our New Issues Service. We will list such tokens, and distribute them, if a sufficient quantity is made for our New Issues Service plus extras for any other AVA members (i.e., no artificial rarities), and if they are sold to us at a price only slightly over the cost of manufacturing them. We don't expect to pay the full cost of a tour which is already over, in order to get some token. Now it may be observed that the A.V.A. issues its own tour token each year, and this is true. But these are made available in sufficient quantity so that everyone who wants one may have one, and they are sold to our N.I.S. at a moderate price. If a "tour" token doesn't fit these criteria, we must consider it strictly a speculative issue deliberately made to produce money. If you want to do this, no one is stopping you. But you are mistaken if you expect us to cooperate in the venture by providing a listing in the body of our Catalogue. We may have a special listing, in the back of the next Catalogue, for all such speculative tokens, if examples of the tokens are submitted to the Catalogue Committee with details on the number made and the nature of the tour. Also, these speculative items will be accepted for advertising in The Fare Box only if the wording is included that they will not be listed as regular issues in our Catalogue. Now having said this, members are free to do what they want, and to pay what they wish, for these things.

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

*This month you will receive the two Santa Rosa, Calif., tokens, 845 F,G. The wording on these tokens differs slightly from that on previous issues of this firm. These two give us a couple more tokens with the word "jitney" on them, and it ought to be remembered that we now have two categories of Jitney tokens--the original jitney bus tokens of the post World War I era, and the latter-day Jitney tokens used on small buses which are sometimes now referred to as Jitneys. The original Jitney bus was a bus with a 5¢ fare. But the modern Jitney bus knows nothing about a 5¢ fare!*

*We are grateful to Paul Sauve for the lead on these tokens.*

*For February, I shall be sending out the Lansing senior citizens token. At first we were told we couldn't get these, but we finally made it!*

*This month Mrs. Willahan of Los Angeles is promoted from Associate to Regular membership in our N.I.S. Mr. George Hurst of Toledo moves from the Waiting List to Associate Membership. Welcome to both of you!*

*Any non-members of NIS may wish to take advantage of a slight overstock on hand of two tokens I have. I can let you have Calif 575 R @ 30¢ and Ohio 35 D at 40¢. In both cases you must include a stamped envelope.*

*Beginning next month, it will be necessary to have a slight increase in charges made for tokens distributed by us. Everything, as you all know, is getting more expensive. For over ten years we only charged 5¢ over catalog price, and no postage. Then we added the cost of the postage. Now we'll have to up the charge to 10¢ per token if only one is sent; if more are sent in the mailing, the price will go up 5¢ for each token over the first one until we get to 8 tokens in one batch. The fee for eight tokens will be 55¢ total, 60¢ for 9 tokens, and 70¢ for 10 tokens. This sliding scale will make it possible for us to make ends meet.*

= JANUARY SUPPLEMENT TO THE FOREIGN CATALOGUE =  
By Kenneth E. Smith

SOUTH AFRICA

The following South African Railway tokens have been previously tentatively identified as tool checks, identity passes, and yard checks. Several dollars in stamps have been spent in correspondence with many railway officials to determine their exact usages, with the few replies providing no information for us. These tokens are in the collections of J.D. Ferguson, E.C. Leslie, and K.E. Smith.

- SOUTHAFRICAN RAILWAYS (STAMPED NUMBERS OBLITERATED)
- 980Ao B 27 Pc (stamped 8/14)
- CENTRAL SOUTH AFRICAN RAILWAYS (STAMPED NUMBERS OBLITERATED)
- 980Bo B 27 Pc (stamped 8/22)
- 980Co B 27 Pc (blank)(obverse painted red)
- S.A.R. & H. + BLOEMFONTEIN MECH. (STAMPED NO. 292)
- 980Do B 29 Pc S.A.S. & H. + BLOEMFONTEIN MECH. (stamped 881, painted red)
- S.A.R.S.A.S. SALT RIVER -- SOUTRIVIER (STAMPED NUMBER)
- 980Eo B Ov Pc (blank)(33x22mm)
- S.A.R. & H. S.A.S. en H. (STAMPED NUMBERS AND SHAMROCK)
- 980Fo B Ov Pc (blank)(34x23mm)
- S.A.R. & H. PORT ELIZABETH No (STAMPED NUMBER)
- 980Go WM Ov Pc Please Return to Nearest Railway Office (33x22mm)

(More information on the above items is needed.)

FRANCE

- (Le) Havre 400 (Reported by F.J. Bingen)
- VILLE DU HAVRE SERVICES MUNICIPAUX (DIAMOND WITH CHJ)
- G o B Sq Sd Valable en 2me Classe Dans Les Limites de l'Octroi \$1.00
- Paris 660 (Reported by Joe Kotler (AB,AD) and Ken Smith (AC))
- COMPAGNIE DES BATEAUX A VAPEUR OMNIBUS SERVICE DE LA SEINE
- ABo B Sq Sd Grand Trajet 25 Centimes Place Entière (A stamped)
- (rounded corners)(27mm) 1.00
- BATEAUX PARISIENS
- ACo B Hx Sd (blank)(24mm) 1.00
- ADo B Hx Ch " " (large center hole) .50

ITALY

- Rome 700 (Elevator Tokens)
- GETTONE ASCENSORE
- QAo A 25 Sd Sistema Dickmann .25
- ASCENSORE BREV. DICKMANN TEL. 367358
- ABo B 18 Sd (blank)(with groove like a telephone token) .25

After reviewing the information supplied by Mr. F.J. Bingen on the Dickmann elevators, I agree with him that until exact locations of the use of these tokens are determined, they should be listed where the factory was located, and where most of the elevators were installed--in Rome.

Please continue to make reports of unlisted foreign tokens, and in order to insure accurate listings, please be sure to send either a good rubbing of both sides of the token, or photographs.

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

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*D.C. Transit has raised tokens from 4/\$1.05 to 4/\$1.20. The firm had been losing \$45,000 a week, had been unable to pay its drivers, and owed the diesel fuel outfits so much they were refusing to make deliveries.*

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

ILLINOIS

Aurora 3025 (Reported by Doug Ferguson)  
BIG BOY AMERICA'S FAVORITE HAMBURGER  
C B 23 Sd Tops Free Exit Assured Car Space (1968- ) \$0.25

MISSOURI

Joplin 3430 (Reported by NEVA)  
DOWNTOWN JOPLIN ASSOCIATION JOPLIN, MO.  
B B 23 Sd Good Only in Parking Lot Meters (1965- ) .15

Neosho 3630 (Reported by Ferguson)  
THE FLOWER BOX CITY OF MISSOURI NEOSHO (MAP)  
A B 23 Sd Good Only in Parking Lot Meters Neosho, Mo. (4/1/68- ) .15

WASHINGTON

Seattle 3780 (Reported by Ralph Freiberg)  
PARK & LOCK FREE PARKING ASK YOUR MERCHANT  
P B 25 Sd Diamond Parking Service Convenient Parking Since 1922 .25

WISCONSIN

Milwaukee 3510 (Reported by Walter Neeman)  
DEACONESS HOSPITAL MILWAUKEE, WISCONSIN  
AE B 25 Sd Be Our Guest .25

ADDITIONS AND CORRECTIONS

CA 3450 AP: listing should be as follows: (12/68)  
CALIFORNIA MEDICAL BLDG.  
AP B 25 Sd Courtesy Parking

RI 3998 B: listing should be as follows: (9/68)  
B B 21 Sd (same as RI 3520 A, but in brass instead of aluminum)

VA 3720 B: add variety listing (11/68)  
(O: right slant of A in BRANCH points up to ...)  
a. (right upright of M)  
b. (left upright of M)

MSPT 3060 A,B: listings made 11/68 should be MSPT 3059 A,B  
MSPT 3061 A,B: listings made 11/68 should be MSPT 3060 A,B

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

The new Big Boy token from Aurora probably means that the older larger tokens are now obsolete. I was able to obtain the token by writing the drive-in, but was unable to obtain a supply for PTNIS.

The new Joplin token is given out in the standard merchants' plan--a token for meter parking with a minimum purchase. A new supply of tokens was only recently obtained and this has resulted in a variety. Both varieties will be distributed to PTNIS members.

The Neosho token is also given out by the merchants with a minimum purchase. The token supply was too low, I am told, to permit selling a supply for PTNIS. You might get the token by writing.

Diamond Parking Service involves a widespread operation in the States of Washington and Oregon. As of December, 1968, the company listed operations in Seattle, Aberdeen, Bellingham, Longview, Olympia, Renton, Spokane, Wenatchee, Yakima, Kelso, Everett, and Tacoma (all in Washington), plus Portland, Salem and Eugene in Oregon. We know that in the past Pasco, Wash., was also included. The Diamond tokens may be used among the various operations, and the question arises as to the best way to list

the tokens in the Catalogue. Should they be listed under Seattle, where Diamond headquarters are located? Or should they be listed as non-local? In regard to the new token, it is very similar to WA 3780 J except that the value has been omitted from the reverse. I do not know if this was for an increase in parking rates or what. In the future we may see the same thing occur on other of the Diamond tokens. The token was obtained for PTNIS.

Information on the new Deaconess Hospital, Milwaukee, token is not completely clear, but it appears that the previously listed 23mm tokens from the hospital are now obsolete. Tokens were not obtainable for PTNIS.

Sorry for the confusion on the numbers for the MSPT. I think the present correction should get this straightened around. The MSPT 3059 A and B tokens have finally arrived and will be distributed with the next shipment to PTNIS members.

In addition to MSPT 3059 A,B, PTNIS members will receive MO 3430 Ba,Bb, and WA 3780 P. If my schedule permits a shipment will be made in February. However it may be necessary to hold over these tokens for shipment in March when others may be added to the batch. Those of you with low or negative PTNIS balances should please bring the balance up to a respectable level. For those interested, PTNIS memberships are still open.

Since the parking token news is somewhat skimpy this month, this might be a good time to raise the questions posed by the various numerals counterstamped on MSPT Group 3055 tokens. Apparently almost all of the MSPT 3055 tokens occur with c/s numerals. I will appreciate receiving reports of c/s tokens, and what the c/s is. This information will be compiled and presented in a future issue of The Fare Box. More importantly, can anyone offer information as to the exact reasons for the c/s numerals? Apparently this was done for control purposes, but by whom?

Finally one other parking token note. Recently I purchased a novel lamp for my den. The base is an actual Duncan-Miller parking meter converted to a lamp. The light will only go on when a coin is inserted into the meter, and it goes off when the time is expired. The meter takes only 1¢, 5¢, or 10¢ (two hours of light for a dime!) I asked for one equipped for token usage but did not get it. A key is provided for the lock so that the contents of the meter can be removed. If anyone is really interested the lamp costs \$49.50 delivered, payment in advance. Let me know if you want one. Various mail order houses advertise these lamps at \$75.00!

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= NEWS OF THE BATS =

Members of the Bay Area Token Society met on Sunday, January 19, at the home of Maxine and Roy Carpenter in San Jose, Calif. In addition to the Carpenters, BATS members present included John Nicolosi, Ralph Freiberg, Hal Ford, Duane Feisel, Joyce Groth, John Trembley, and new member Bill Weber. The usual informative and casual atmosphere prevailed. Any token collector is welcomed to meetings of BATS where a fine time is assured.

Several months ago at a BATS meeting Joyce Groth told of her discovery of the supply of the 12th Naval District fare tokens--the previously rare CA 760 I. Another BATS member, Ken Hayes, went to work to obtain a supply of these tokens for collectors and he was able to accomplish this so that vecturists can add a previously rare token to their collections at a very modest cost. Both these collectors deserve the appreciation of the AVA membership.

A future schedule of meetings has been determined. On March 16, a Sunday, the BATS will convene at the Oakland YMCA starting at noon and running up to 5 pm. The Oakland Y is located at 21st & Telegraph. On May 11, a meeting is planned at the home of John Trembley in Marina--details will come later. May could be the most beautiful month of the year in what could be one of the most beautiful places in the world, the Monterey Peninsula, so that meeting should be very well attended.

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*Mass 115 N is now obsolete, though they are still being accepted at 20¢ toward fare payment. Fares were hiked to 25¢ in the subway, with 20¢ extra outside the subway.*

THIS MAY BE THE LAST CALL for your chance to obtain a previously rare token for your collection. SD 260 A, listed in the present Catalogue at \$3.50, is available at only \$3.50. If you want it, act now as the supply is dwindling. Also available at \$2 is the 1968 AVA Tour Token, and at \$1 the 1968 AVA Convention photo.

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

IF I CAN'T GET A TRADE OFFER for these tokens for some I need on my want-list, then they go to the best bid: Minn 510 A, 540 F, 760 E, 730 B C D, 790 A; Pa 15 E, 495 G; NY 780 B; Ky 510 O; Ind 90 A, 930 C. I will send you my trade and want list if you want it, but please return. My personal token #541 for yours.

Gordon Wold - Route 1 - Princeton, MN 55371

PAPER MONEY FROM Jordan Valley border Kibbutz in Israel. Send \$1 cash for a sample by return surface mail. Also have one Hejaz Railway medal for \$12 cash. A really attractive historic piece; old steam locomotive obverse, Turkish Arabic legend on Rx.

J.M. Kotler - Ulpan - Ashdot Yaakov Meuhad, Israel

OLD CARDBOARD HOTEL TO DEPOT RECTANGULAR TICKETS WANTED FOR CASH.

Al Hoch - Harvard Road - Stow, MA 01775

PARKING TOKENS WANTED: Calif 3025 B. I have the following hard-to-get PT's available for trade: Ill 3155 D, 3250 J, 3795 B; Mo 3910 K; Wis 3360 Aa. I also collect car wash tokens and would like to purchase or trade for ones I need.

Hal Ford - 6641 Saroni Drive - Oakland, CA 94611

FOR TRADE: Ga 630 A; Md 60 I Q U; Ill 320 C; Ill 420 A; Vt 250 A. Send list of dupes. WANTED TO BUY: Calif 925 A, \$1.25; SC 110 A, 490 B C, \$1.25 each.

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

FOR TRADE: Calif 760 D F, 775 J, 825 D F, 835 A C G, 895 B, 945 B G; Alas 300 H; Colo 60 A, 140 D E, 260 G H I J, 300 F G, 760 J; Conn 35 G H K.

Robert Kelley - 6315 Parkview Circle - Mason, OH 45040

FOR TRADE: Pa 745 D for Michigan TT's I need. Write for my want-list.

Floyd Hartley - 411 N. Walnut - Fenton, MI 48430

BRITISH transportation tokens in many shapes and sizes are now available. Set of 8 diff. for \$1 postpaid ship mail.

Donald Capper - 14 Acresfield Avenue, Audenshaw - Manchester, England

WILL TRADE FOR QUANTITIES OF TRANSIT TOKENS. Will take from 10 to 100 of one kind.

Ship or write giving token numbers and amount. (paid)

E. Gelt - Box 745 - Fond du Lac, WI 54935

SPECIAL 25 DIFFERENT transit tokens for \$3.50. Also Iowa 180 A; Wis 220 A, at 50¢ each. Wis 320 A, 420 A, 440 C, 530 A, 620 B C E F, 790 G J; Ind 290 D; Mich 500 B, at 25¢ each. Plus SAE with each order.

Glen Williams - 504 E. 10th Street - Fond du Lac, WI 54935

FOR SALE FOR CASH: Ariz 640 E \$1.25; Minn 600 B 65¢; Alberta 140 C 25¢; Ontario 565 A 25¢; Ohio 35 D 40¢; Calif 575 R 30¢; Ark 480 R 20¢; Pa 815 A 55¢; Va 580 M N 40¢ set; Cal 715 X 30¢; New Brunswick 750 A 35¢; Ill 270 D 35¢; Pa 360 D E 60¢ set; Fla 880 G 25¢; Ind 290 D 30¢; NY 437 B C D, \$2.25 set.

John G. Nicolosi - 3002 Galindo Street - Oakland, CA 94601

WANTED: OREGON 20 D, 100 B, 130 B C D, 160 N, 240 A, 460 A, 880 B C. Have for trade the following: Alberta 140 B, Calif 715 X, Minn 245 A, Ohio 440 C, Ore 160 Ba, Wash 780 K. Also a few milk tokens from Brookings, Oregon.

Frank Kelley - P.O. Box 24 - Harbor, OR 97415

MAIL BID: horsecar token Ky 480 A and Ky 250 C. Also Ohio 440 C E, 450 D; NJ 997 A B K; Pa 400 C; SC 880 B; Minn 620 B; Va 600 I; Ia 600 A; Kans 30 B.

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

ANTIQUA CAR COIN COLLECTION series #1 aluminum, minted by Franklin Mint, 25 pieces 1901 to 1925, for parking tokens I need. Send your trade list & offers + SAE. Two sets available. = Millard Waseczak, Sr. - 352 Maple St. - Scranton, PA 18505

MAIL AUCTION: Quebec 360 B, 620 X AC, 970 A; BC 450 E, 700 B; Alberta 140 D; Ontario 185 A, 200 A, 675 F H; Michigan 375 A.

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

TRADE PAPER BUS PASSES from the National Garden Club convention in Biloxi for best offers in transportation tokens we need. We have 5 passes to Life Members Banquet, 20 of Bellingrath Gardens Tour, 20 of Beauvoir tour; 90 Gulf Coast Tour. Also have Biloxi 1969 Mardi Gras doubloons. Will trade bronze for any token cat. \$1 or more. Will trade .999 fine silver for any token on 1968 census list.

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

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, and order from: Kenneth E. Smith - 328 Avenue F - Redondo Beach, CA 90277

ATWOOD'S CATALOGUE OF U.S. & CANADIAN TRANSPORTATION TOKENS, latest edition (1963), 480 pages with 27 plates. Cloth-bound, size 6x9, price \$5.50 to AVA members (\$7.50 to others) postpaid.

FEISEL'S CATALOGUE OF PARKING TOKENS OF THE WORLD, latest edition (1966), 160 pages illustrated, size 6x9, cloth-bound or loose-leaf, price \$3.50 to AVA members (\$4.50 to others) postpaid. Order both books from:

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

= ALL AUCTIONS IN THIS ISSUE CLOSE MARCH 25 =

Advertisements in THE FARE BOX are free to A.V.A. members, up to 6 lines in every issue if desired. Write your ad on a separate sheet of paper with your name, address & Zip Code (use postcard if possible). If your ad consists mostly of catalogue numbers, however, it may not exceed three lines.

Auctions may not include tokens listed for less than 25¢ in Atwood, Feisel, or Smith catalogues, nor may auctions include tokens currently in use regardless of value. Prices Realized on auctions must be submitted to the Editor upon request.

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= APPLICATIONS FOR MEMBERSHIP =

- 1067 ROBERT P. TOWNLEY - 1680 QUAIL AVENUE - SUNNYVALE, CALIFORNIA 94087  
Age 38; Electronics Engineer. Collects U.S., Canada. (Coffee)
- 1068 GERALD S. RIEDEL - 4511 31st AVENUE - NEW BRITAIN, PENNSYLVANIA 15066  
Age 27; Bus Driver. Collects all. (Mazeau)
- 1069 WALTER M. CHRISTENSEN - 210-02 42 AVENUE - BAYSIDE, NEW YORK 11361  
Age 50; Supervisor. Collects U.S., Canada. (Coffee)
- 1070 ELDON LEE GRIMES - 1823 NORTH "J" STREET - RICHMOND, INDIANA 47374  
Age 25; Railroad Trainman. Collects U.S., Parking. (Cull)
- 1071 BUDD E. BRATLIE - BOX 8 - LAUREL, MONTANA 59044  
Age 37. Collects U.S. (Coffee)
- 1072 PAUL SLATER - 386 VERMONT AVENUE - BERKELEY, CALIFORNIA 94707  
Age 21; Student. Collects U.S., Canada, Foreign. (Coffee)
- 1073 DALE L. BECKER - 3301 MEADE STREET - DENVER, COLORADO 80211  
Age 41; Draftsman. Collects U.S., Canada, Foreign. (Joseph)

REINSTATEMENT TO MEMBERSHIP

943 Ralph A. Baskette - Veterans Administration Center Section 2 - Dublin, GA 31021

ADMITTED TO LIFE MEMBERSHIP: L-775J Kirk Scott Smith

CHANGE OF ADDRESS (\* indicates contribution to Address Plate Fund)

- \* Harry C. Bartley - 224 Lincoln Avenue, Bellevue - Pittsburgh, PA 15202
- Robert A. Clifton - 847B Missouri Street - Grand Forks, ND 58201
- \* Peter J. Hockensmith - 336 Ridge Avenue - McSherrystown, PA 17344
- \* Joseph M. Kotler - Ulpan - Ashdot Ya'akov Meuhad, Israel

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Ed Dence sends some later information on Philadelphia. Pa 750 A0 AP AQ are not being redeemed at 2/17¢ as stated in a previous Fare Box. They are now used as school tokens, having just been hiked from 10/\$1 to 10/\$1.50. NJ 115 A to G are obsolete, the Bridge Line having been discontinued. Pa 750 AS is still being used. Fares in Philadelphia are now 30¢ cash plus 5¢ for each transfer.

# THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

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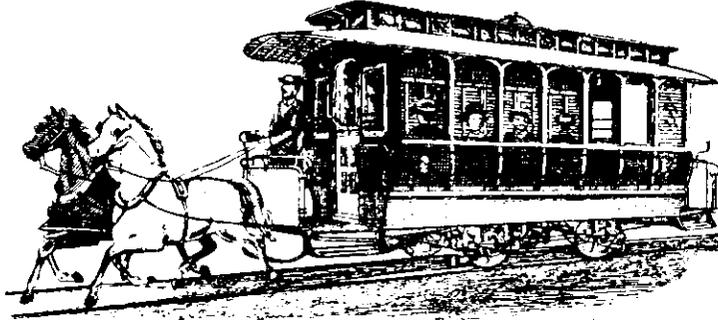
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Parking Tokens

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94306



Volume 23, Number 2

FEBRUARY, 1969

Our 260th Issue

We are mailing you two issues of The Fare Box together this month. A 12-page February issue, and a 10-page March issue, together with the Index to Volume 22, are all in this envelope. We thought it better to send two separate issues, rather than establish a precedent by combining two months in one issue. So the February issue contains general news, and the March issue consists almost entirely of articles about foreign transportation tokens. We split the ads, putting some in this issue and some in the March issue. The last time we mailed two issues out together was in the Spring of 1949, when we sent out the now very rare April and May issues in one envelope. So twice in twenty years time is not really overdoing it!

These two issues are going to press on Monday evening, March 31, 1969, and we'll put them in the mail next Thursday. The April issue will go out in about three weeks time. So you have not missed an issue. Actually you are getting an extra one.

Often we are asked about the deadline for our issues. Of course, we don't have a deadline because we publish when we get the time. But I've always said that the best time to mail in material is as soon as you receive an issue, if you want to be sure to get into the next one. In this respect, I note again that fewer advertisements are coming in, and this grieves me. The more ads we get, the happier I am. The only kind I don't like are those which consist of long lists of catalogue numbers. Aside from those, nothing makes us happier than four pages of ads in one issue. So take advantage of this valuable privilege, and send us your ad. Remember, ads are free in every issue, up to 6 lines per insertion, with the only reservation being that you can't have more than 3 lines of catalogue numbers, and auctions must be limited to tokens catalogued for 25¢ each or higher, and which are obsolete. Incidentally, all auctions listed in the February & March issues will close April 23.

With the arrival of warmer weather, the general interest of token collectors in their hobby usually heightens. This is the time to get out and search for unlisted rarities, which are still in abundance out there, awaiting some explorer to unearth them. The Fare Box also awaits some more articles on transportation tokens. Lately our overseas members have provided the bulk of scholarly offerings for The Fare Box, and some really excellent articles are included with our March issue. How about some articles about the local product now from our native collectors? We really need your help to keep our issues worth reading!



= A MESSAGE FROM THE PRESIDENT =

While it has been several months since my last message to you here in THE FARE BOX, the interval has been spent in working on several matters of importance to the Association. On one front, action has been taken relative to suspected fraudulently represented tokens. On another front I have been trying to find a way to shake loose from a token manufacturer an accumulation of older transportation tokens struck by the firm; my idea is that these tokens could be made available through the AVA with the proceeds to benefit the organization. Finally, plans are nearly completed with respect to the accumulation of transportation token dies previously purchased on behalf of the AVA. I hope the months ahead will see a rewarding conclusion in each of these areas.

As provided in the Constitution & By-Laws of the AVA, it is the duty of the president to call for nominations of officers in the February issue of THE FARE BOX. Offices open to election are those of President, Vice-President, Secretary, Treasurer, and Curator. Incumbent officers are Feisel, Hinde, Mazeau, Frisbee, and Pollack, respectively. Nominations may be made by any member in good standing, and all members over 21 years of age who have been members for at least three years standing are eligible for office. Nominations must be submitted in writing to the Secretary, Donald N. Mazeau - P.O. Box 31 - Clinton, CT 06413. Mazeau will notify each nominee and request his written acceptance of nomination. All nominations will be published in THE FARE BOX together with the action of the nominees. Nominations will close at midnight, April 30, 1969.

Having served for three terms as your president, I now look forward to seeing a new man in the office. Each person brings to the office new ideas and new energy, and I know we can look forward to an interesting future in transportation token collecting. My own efforts on behalf of the organization will not be diminished by the fact that I will soon be a Past President, rather than President. Please give your careful attention to the selection of nominees for the various AVA offices.

- DUANE H. FEISEL, President

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= A PARKING METER TOKEN THAT IS NOT A PARKING TOKEN =  
By J.M. Coffee

Recently AVA member Harvey Rosen dropped by my office and showed me a hitherto unknown token from my own backyard of Brookline. Brookline, Mass., is an independent town of some 45,000 people, almost completely surrounded by the City of Boston. It is a wealthy little town with fine recreation facilities for its people, and is distinguished as the birthplace of John F. Kennedy.

The token in question is brass, 23mm, with a 4-slot ball in center; inscribed BROOKLINE PARK DEPARTMENT B.P.D. on obverse, and TENNIS TOKEN B.P.D. on reverse. As far as I know this is the only Brookline token of any kind that is known to exist. Harvey telephoned the Park Dept., now called the "Park & Recreation Dept.," and was told that this was a parking meter token used 1948-50. So we assumed he had a rare obsolete parking token!

However, it seems that the Park Dept., in 1948, seeking to save money, dispensed with the attendant at town tennis courts on Saturdays & Sundays, and instead installed a regular parking meter on one of the posts supporting the net. Players deposited 25¢ in the meter for one hour's use of the tennis court. Town residents, however, could purchase tokens at Town Hall at 12 for \$1, and the tokens were put into the parking meter. After a couple of years, the system was abandoned, however, because kids were jamming the meters and vandalizing them. About 1951 the tokens were given out as "rain checks" for skating rinks when the ice was imperfect...but it seems certain town employees were giving them out indiscriminately to friends. So the Director of the Park Department ordered the entire quantity be thrown into the Town Reservoir. I was not able to obtain even one of them at Town Hall, although the Director of the Department made every effort to find one for me. So it appears that this parking meter token will be a rarity, albeit it is not a parking token.

= TRANSPORTATION COMPANIES OF VIRGINIA AND THEIR TOKENS =

By David E. Schenkman

Before writing about the transportation companies of Virginia I should forewarn the reader that he will not find in this article a complete history of all the transportation companies that operated in Virginia; nor will he find all the Virginia transportation tokens listed and described. During the past couple of years I have spent a considerable amount of time traveling through Virginia searching not only for rare tokens but also for bits and pieces of information about the companies that used them. I have also written a multitude of letters to obtain additional data. It is from these threads of fact (and often fiction) that I have assembled the information used for this article.

To maintain alphabetical order we must begin with Alexandria, a town about which I know very little. The Alexandria, Barcroft & Washington Rapid Transit Company began operations in 1924, and in that year issued two scarce aluminum tokens (20 A,B) which were used until 1930. In 1934 the company dropped the word "Rapid" from its name. Today the company is still in business and periodically issues new tokens.

The M & M Coach line from Appalachia, while one of the more recent tokens, is also one of the rarest. Until a few years ago when a specimen turned up in a coin dealer's junk box in California, the existence of this token was unknown to collectors. Appalachia is a small town situated in the heart of the coal mine region of western Virginia. The M&M Coach Line, which was only in business for a few years during the early 1940's, consisted of two buses, one of which was driven by the owner. The line ran the ten-mile stretch of winding mountain road between Appalachia and Keokee, and was used mainly by coal miners going to and from work.

From the Arlington area comes a most interesting and scarce token, issued by the Comfort Bus Line. According to information obtained from several of the older residents of the area the line started operations about 1921 in the Cherrydale section of Arlington, and ran until 1926. One man noted the location of the garage as being on the present site of the Washington Golf & Country Club. Another remembered that there were three jitney-like buses, similar to Model-T Fords with long bodies and fragile sides. He also stated that there was a line which ran "from Thrifton Station on the train line going above Lee Highway at Kirdwood Drive." I have turned up no information about Mr. R.S. Johnson whose name appears on the token (65 B), but we must assume that he was either owner or operator of the line.

The Berkley Street Railway Company began operating as a horsecar line on May 15, 1890, and was electrified in July of 1897. The office of the company was located on Avenue C in South Norfolk. In April, 1906, the company merged with the Norfolk & Portsmouth Traction Co. The vulcanite tokens (110 A) issued by the Berkley Street Railway Co. are a very dark brown color, quite different from the other brown vulcanites used by Virginia companies, the others being a reddish brown color. Incidentally this was not the first line to operate in Berkley: horsecars started running into Berkley from Norfolk in 1888.

In my opinion one of the most fascinating (and certainly one of the rarest) Virginia transportation tokens is the 8 Cents bridge toll token (350 A) from Fredericksburg. The token was put into use in 1922 on the bridge at the north end of town, when a toll was approved by the City Council to collect money for repairs needed on the bridge. This toll was removed in 1923, and use of the token was discontinued. It is quite possible that another denomination of this token exists.

In 1880 a movement was started in Lynchburg to organize a streetcar service. A charter was secured and on October 19, 1880, just in time for the fall fair, six horse-drawn cars were started from the turntable on Twelfth Street, near Grace, to the Fair Grounds. In May, 1891, the horsecars were replaced by electric streetcars, and shortly thereafter the Lynchburg & Rivermont Street Railway Co. constructed the Rivermont line, beginning at Main and Fifth streets, continuing across Rivermont Bridge and out to Rivermont Park, a much patronized suburban recreation place. In 1901 this company merged with various others into the Lynchburg Traction & Light Co. In 1923 the Lynchburg Rapid Transit Company was organized to run a bus line on Cabell Street and a part of Rivermont Avenue. Four years later this company was consolidated with the Lynchburg Traction & Light Co.

The earliest Virginia transportation tokens (535 A,B,C) come from Mechanicsville, a little town located a few miles north of Richmond. The Mechanicsville Turnpike Co., one of the older companies of its kind, was formed between 1816 and 1817. The road ran between 18th & Venable Street, in the east end of Richmond, to Mechanicsville, where it connected with roads to Hanover Courthouse and to arteries reaching Tappanahannock. The turnpike used tolls until 1922, when it became part of the state highway system. During the 1860's the name of the company was changed to the "New Mechanicsville Turnpike Company," and it was during this period that the N. Mechanicsville Turnpike Co. tokens were used. There are three denominations of tokens known, but it is likely that more will eventually show up. The tokens were used for a return toll, when a round trip was purchased. 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 Tpkce."

Although the Norfolk City Railroad was organized in 1866, the first rails were not laid until April, 1870. Finally after four years of waiting the first horsecars went into operation on August 12, 1870. The fare for a ride was set at 7¢. At first the line was successful, but financial problems soon arose and by the middle of 1871 the company had to go into bankruptcy. The company was reorganized in January, 1872, and the fare was reduced to 5¢. From this information it can be seen why the two early Norfolk vulcanite tokens, 580 A,B, were dated 1870 and 1872 respectively. During 1873 the company was again plagued with difficulties, and by the end of the year it was again out of business. In 1875 operations resumed, and from that time on the cars remained running. In 1887 another company, the Suburban & City Railway, went into business and provided collectors with another rare vulcanite token (580 D). Incidentally the Norfolk City Railroad changed its name to the Norfolk City Railway Co. in 1875, and it was sometime after this date that the brown vulcanite token (580 C) was issued. In 1894 the first electric cars began operating in Norfolk, and within six months all the horses were retired. In 1906 the Norfolk & Portsmouth Traction Company took over all transit operations in Norfolk.

Petersburg's first public transportation started when the Petersburg Street Railway Company was authorized to operate "a street railway system with a single track, the cars to be drawn by horses or mules, and the fare not to exceed five cents per person." In September, 1883, the first cars began operating. In 1888 another line was completed to the Central Lunatic Asylum. The line was named "The Petersburg & Asylum Railway." Old timers nicknamed this line the "Dummy Line" since the power was furnished by a dummy type engine. I have in my collection several cardboard tickets used by this line, but to the best of my knowledge tokens were never used. In the early 1890's both lines were electrified and in 1896 both were sold to the Virginia Traction Co. After two years of operation the electric cars proved to faulty that the company converted back to horse-drawn cars until new electric equipment could be purchased. In 1899 the horsecars were discontinued for good. In the early 1900's the Virginia Traction Company merged into the Virginia Railway and Power Co., which eventually became the Virginia Electric & Power Co.

In 1923 the first trackless trolleys made their appearance in Petersburg. The cars, electrically operated with dual trolley poles, had solid rubber tires and they vibrated so badly the citizens complained about plaster cracking in their houses. Various improvements were made, but the trolleys proved unsuccessful and were discontinued in December, 1926. They were immediately replaced by gasoline buses.

Mr. H.B. Maitland started operating small jitneys in the Kenilworth area of Petersburg in 1932. The jitneys were later replaced by buses and the company was known as Maitland Brothers Bus Line. This company, which still operates a line to Matoaca, issued eight different tokens, several of which are quite scarce.

During the same period of time in which Mr. Maitland was starting out in business, Mr. Frank M. Parrish started his own company, known as the High Street Bus Line. This line operated from downtown Petersburg to High Street, West High Street, and Hinton Street. In 1932 Mr. Parrish's company started running the Ferndale Park Line, which ran from the downtown area to Ferndale Park via Washington Street. In 1937 Maitland Brothers purchased the Ferndale Park line from Mr. Parrish. In 1940 Mr. Parrish started a line from Petersburg to Camp Lee via Route 460 East.

In 1945 the Virginia Electric & Power Company sold its bus operation to the Petersburg Transit Company. Two years later, in 1947, Petersburg Transit Company pur-

chased the High Street Bus Line and during the same year acquired the Kenilworth line from Maitland Brothers.

The Petersburg, Hopewell & City Point Railway operated street cars between Petersburg and Hopewell until the company went into receivership in 1930. Later that year a new company was formed under the name of Petersburg, Hopewell & City Point Transportation Co. In 1939 their streetcars, the last remaining in the Petersburg area, were removed and Petersburg had 100% bus operation. During that year the name of the company was changed to its present name, the Tri-City Coaches, Inc. The company never issued tokens under this name.

Mr. Jessie Laffoon operated the Ettrick Bus Line until his death in 1939. The line was then purchased by Mr. Stewart P. Driskill, who named it the Driskill Bus Line. In 1944 the Petersburg-Hopewell Bus Lines purchased the company. This company also bought out the Matoaca Bus Line.

The Portsmouth Street Railway Co. was granted a franchise to operate horse-drawn cars on October 19, 1887. The system was electrified in 1897. In 1906 the Norfolk & Portsmouth Traction Co. took over the transit, light and power facilities. The yellow celluloid token (660 A) pictures a streetcar, so must have been issued after 1897. The black vulcanite token (660 H) was probably used during the horsecar days of the company's operation.

On August 15, 1892, the Radford Street Railway Co. was chartered by Mr. M.A. Riffe. The Radford City Street Railway brought court action against Mr. Riffe on September 7, 1892, in an attempt to stop him from constructing his line. Riffe won the battle, fortunately for vecturists, and started construction on three streets: Arlington, Wadsworth, and First. Shortly thereafter his line began operations.

When Roanoke secured a charter in 1891 to operate mule-drawn streetcars the company almost lost their charter because of the fact that this charter provided that the cars be in operation by a certain date. The track was completed on time but the cars were not, so in order to comply with the terms of the charter a dummy steam engine made one trip over the track. Some difficulty was encountered in making the little steam engine stay on the track but it cleared up the technical point that threatened the company's contract. Soon thereafter the regular line was running between Roanoke and Salem. The passenger paid a fare of 20¢ if he rode from Salem to Roanoke, if he paid in advance. But if a passenger paid as he rode the cost was 25¢. A round trip fare cost 35¢. In 1892 the Roanoke Street Railway Co. started operating electric cars. It should be noted that a few months after the line between Roanoke and Salem started running, a similar line started operating between Roanoke and Vinton. This line was also owned by the Roanoke Street Railway. As the early token (730 A) was only good for a fare between Roanoke and Salem, it seems strange that a similar token for the Vinton line has not turned up.

I have no information on the Wasena Bus token (730 B) except that the bus was in operation during the 1920's.

The Suffolk Street Railway Co. was never a financial success, and only survived for a few years. Constructed in 1891, the cars were horse-drawn and traversed only a few main streets of town. The car barn was located on South Main Street, and there were two turntables, one at the present Norfolk & Western Railway location and the other at Main and Washington Streets. When the streetcars reached the end of the line the horses were changed and harnessed to the other end of the car. In 1896 the company went out of business for lack of patronage. I have always considered the unusually large brown vulcanite token issued by the Suffolk Street Railway one of the most desirable of all Virginia tokens, and while living in Virginia made several trips to Suffolk in search of one, but was never successful. Recently I received a letter from one of the older residents of the area. In part it reads "Sorry I don't know anyone with one of the tokens. They were nearer coral color than brown. I used to have them by the pocketful when a boy, because they were given to me by one of the owners, after the company went out of business." How many collectors have received similar letters in their search for rare tokens?

This completes what little knowledge I have compiled about the companies that used fare tokens in Virginia. The blank spaces will have to be filled in by a more ambitious researcher. I have not mentioned every transportation company that used tokens, but I have attempted to include information about the companies that issued the more interesting tokens.

= DELAWARE VALLEY VECTURISTS MEETING =

The March 9 meeting of the Delaware Valley Vecturist Association was primarily a business meeting devoted to arrangements for the coming convention. A.V.A. members Cuttle, Dence, DiMichael, Hansen, Hiorth, Jordan, Paul, Pernicano, Raburn, Zaika, and Zell, were on hand as well as Mr. Harry Harris of the Philadelphia Token & Medal Society. The status of the various facets of the convention was reviewed. Responsibility for arranging or investigating specific topics was assigned as follows:

Advance Registration, DiMichael; Auction, Biery; Meeting Facilities, Jordan; Banquet, Zell; Publicity, Hinde; Tour, Zell; Tour Token, Jordan; Badges, Biery; Printed Program, Cuttle; Banquet Program, Zaika and Jordan.

Mr. Harris proposed that we consider joint meetings of DVVA with his club. This proposal appeared to rouse little interest and discussion was postponed until after the A.V.A. Convention.

The next meeting will be in Room 534, Sheraton Hotel, 1725 J.F. Kennedy Blvd., Philadelphia, at 1:30 p.m., Sunday, April 13. All vecturists are welcome.

\*\*\*\*\*

= TO ALL THOSE WHO HAVE ISSUED PERSONAL TOKENS =  
By Foster B. Pollack, AVA Curator

This brief note is meant for all members who have issued, or who might issue in the future, personal tokens. As Curator I hereby call upon you to send to me at 645 West End Avenue - 3B, New York, NY, one of each personal token that you have issued, to be permanently impounded in AVA Personal Token Collection. These tokens will be set in an exhibit frame by me to be exhibited at all future AVA Conventions along with the AVA Convention and Anniversary tokens which have already been framed. (By the way, we still need Vt 150 C,D,E, to complete the latter collection. If you have any of these please let me know and I will arrange to purchase them.) These collections will be most appreciated by all present and future members of AVA, so please send them in.

\*\*\*\*\*

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

*This month you will be receiving something a bit different in the line of tokens: stock tokens, which are already proving to be popular among AVA members. I believe we shall see even more of them in the future. Sent you will be Group 101 A, B,C,D,E,F. Regular members of NIS will receive five of the six tokens listed, and Associate members will receive four of the six. The aluminum token will be scarce and cannot be sent out. The company tells me they cannot answer letters for individual tokens, so you need not waste your time and postage writing them.*

*Most of the tokens sent to you will be uncirculated, but as a lot of such new tokens are, some of these will be spotted or stained.*

*Our new pricing policy goes into effect with this issue, as follows: 1 token 10¢; 2 tokens 15¢, 3 tokens 20¢, 4 tokens 25¢, 5 tokens 35¢, 6 tokens 40¢, 7 tokens 45¢, 8 tokens 55¢, 9 tokens 60¢, 10 tokens 70¢. This increase is only nominal, and actually does not even cover the increased price of materials.*

*All members of NIS will also receive Mich 560 P, listed last month, thanks to Mr. Rider for the lead. Anyone who is not a member of N.I.S. may purchase this token from me for 40¢ + SAE, as I have some extras.*

\*\*\*\*\*

*The first power-driven streetcar in the world was the Clay Street Hill cable car in San Francisco, which began operations in 1873. The first electric streetcar? Take your choice: 100 cities claim the honor. The first gasoline bus? Who cares? Actually it would be interesting to know where the first exhaust-belcher operated.*

= CAPSULE HISTORY OF TRANSIT IN MILWAUKEE, WISCONSIN =  
By Gerald Johnson

The entire detailed transit history of Milwaukee would fill a book, and it will sometime within the next two years (Central Electric Railfans Association publica- tion). But for the token-oriented Fare Box readers, here is a look at the 114-year- old systems that have fostered 14 different interesting tokens to add to our collec- tions.

Agitation for a street railway in Milwaukee began as early as 1855 and by 1858 had become a constant source of irritation to the city fathers. Consequently in 18- 59 a franchise for a horse railway was granted to the "River and Lake Shore Railway Company," organized by George Walker, a prominent business man (who then becomes the father of Milwaukee transit). The entire line was little more than one mile long, running south to north on Water Street. Fare was 5¢ and no tokens are known.

In 1865 the Milwaukee City Railway (Wis 510 B) was formed by four Milwaukee in- dustrialists and this organization soon after absorbed the little River and Lake Shore Railway. Both of these early street railways used horsecars on the unpaved streets, and trackage consisted of single-lane gauge arranged with "sidings" so cars could pass at specified meeting points. In later years, around 1872, some planking of the between-track walkways was attempted but the horses and mules that pulled the cumbersome cars found little traction on this board walk (especially when wet), and paving with cobblestone soon followed.

The 1870's and 1880's brought about a transit boom that saw at least five other independent companies formed, several of which are familiar to token collectors. These were The Cream City Railroad Company (510 E), The West Side Railway Company (510 C D), The Milwaukee Cable Railway Company, The Whitefish Bay Railway Company, and The Milwaukee and Wauwatosa Rapid Transit Company. All these lines used horse cars except the cable line and all used variations of the little 12- or 16-passenger "wagons" with the driver conductor riding on an open vestibule out front.

The age of electricity arrived for the Milwaukee transit system in 1890 with the Milwaukee Street Railway Co., and this electrical revolution took a heavy toll of the little independent street railways operating in the city. Within the year, and run- ning through 1896, a series of mergers and consolidations brought order out of the chaos and evolved "The Milwaukee Electric Railway & Light Company" (TMER&LCo.) This company operated for the next 40 years, first with electrified streetcars (the gold- en age of transit history), and then after 1920 with a combination of electrified motor buses and fast interurban trains.

Unlike many other sprawling urban areas, Milwaukee has always supported public transportation, at least to the extent that civic subsidization has never been neces- sary. The peak year for public transit usage was the war year of 1944 when 280 mil- lion persons rode the city rails. Currently about 86 million passengers are handled by the 660 vehicles of the transport company which uses cash fares and weekly passes in lieu of tokens.

Surpsingly none of the Milwaukee tokens can be called common. Several tokens are considered census pieces, and until recent years even the 16mm and 23mm American bus lines tokens were quite difficult to collect. Strangely, considering the small number of tokens involved, assembling a complete set of Milwaukee tokens has stymied even the most dedicated vecturists. Not more than two or three complete city sets exist.

MILWAUKEE CENSUS

510 A - MWM Plank Road..... 9 known	510 H - Wauwatosa.....10+ known
510 B - Milwaukee City Ry... 9 known	510 I - TMER&L.....20+ "
510 C - Westside horsecar... 4 known	510 J - TMER&L.....20+ "
510 D - " (dentillations)...20+ "	510 K - Milw. Bonded.....10+ "
510 E - Cream City RR.....30+ "	510 L - American.....30+ "
510 F - C.C.R.R. employee...10+ "	510 M - American.....10+ "
510 G - Milw. St. Ry.....30+ "	510 N - tour token.....100+ "

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

STOCK TOKENS USED FOR AMUSEMENT RIDES IN SEVERAL CITIES AT THE SAME TIME

Group 100 For Rides Manufactured by the Bert Lane Company

[Tokens listed as Group 23, Page 314 of the 1963 Atwood, will be relisted as Group 100.]

Group 101 For Rides Manufactured by United Tool & Engineering Company

TWO TOKENS GOOD FOR ONE FREE RIDE ON SANDY

A	B	23	Sd	(Rider on Bucking Horse) [* 1957- ]	\$0.15
				GOOD FOR ONE FREE RIDE ON SANDY	
B	Bz	20	Sd	(blank) [* 1960- ]	.15
C	o A	20	Sd	" [* 1961-1962]	.15
				GOOD FOR ONE FREE RIDE	
D	Bz	20	Sd	(blank) [* 1961- ]	.15
E	Bz	20	Sd	I G A Foodliner [* 1962- ]	.15
F	Bz	20	Sd	Piggly Wiggly [* 1962- ]	.15
G	Bz	20	Sd	Larry's Shoes [so far used only in Jacksonville, Fla.]	.15

[101 B is ex-Unidentified #118; 101 D is ex-Unidentified #114. These tokens are 20mm in size; the 19mm size in the Unidentified List was an error.]

= NOTES BY RALPH FREIBERG =

The above tokens are used on children's hobby horse rides, such as are found in front of various stores, especially super markets. Actually, of course, the ride doesn't go anywhere. It simply shakes the kid up. But it is a kind of "ride," and the tokens are good for this kind of ride, so we have segregated them in a special grouping and listed them as above, by manufacturers of the hobby horse rides.

We had known about some of these tokens and were trying to learn more about them when Mrs. Swanson of Omaha sent us an address, and by writing there we got some results, including some of the tokens for the New Issues Service.

It will be noted that some of the tokens mention "Sandy," which was the name of the hobby horse. Later the company made other animals and so left off "Sandy." The aluminum tokens were used only briefly, and proved unsatisfactory so were withdrawn. Never give an aluminum token to a kid, because the kids manage to bite them, chew them, bent them, hole them, etc., with the result that the token slots were always being jammed by child-damaged aluminum tokens. These tokens may be used in as many as 100 different cities at the same time, so we are putting them together under a special listing.

When I listed the Ready Fare token for Oakland, Calif., I should have listed it as Calif 575 R instead of "Q" as we did. The Q had already been assigned to a Peerless Stages token. So change the listing to 575 R on the Ready Fare token. Another error: the token Calif 999 A on page 22 of the Catalogue has the date 1941 on it. Actually the token has 1942 on it, so correct your listing.

\*\*\*\*\*

= BRAZIL BUS DRIVERS USE LIVE BEETLES TO STEAL TOKENS =

Joe Kotler sent us the following item from *The Jerusalem Post* of February 18, 1969. It is datelined Belo Horizonte, Brazil, and headlined "Crime Didn't Pay For Seven Beetles."

*"Seven horned beetles held by police as accomplices in a series of robberies have died of starvation. The beetles were trained by bus drivers to steal plastic tokens out of fare boxes, according to an alleged confession by one of the 17 drivers held.*

*"One director of the bus line said it was estimated that 300,000 New Cruzeiros had been stolen from the company by the beetles."*

= FEBRUARY SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =

By Kenneth E. Smith

Recently there have been inquiries about lists of foreign metal railroad restaurant and diving car checks. Below is such a list generated some time ago by Mr. F.J. Bingen and myself of known tokens and/or listed tokens of Germany. There are probably many other, unlisted, items in the hands of collectors.

GERMANY

Bamberg 4080

BAHNHOF RESTAURATION BAMBERG 4

A o Z 19 Sd (same as obverse)

Berlin 4100

MITROPA 50

A o B 24 Sd (same as obverse)

B o A 24 Sd "

C o S Oc Sd "

H. GIGLING BAHNHOF FRIEDRICHSTRASSE

(a round 10 pfg. zinc token)

Breslau 4160

EISENB. WERKST. AMT I BRESLAU

A o Z 16 Sd Kleingeldersatzmarke 1 (1 on obverse)

B o Z 18 Sd " 5 (5 " " )

C o Z 21 Sd " 10 (10 on " )

D o Z 24 Sd " 50 (50 " " )

E o Z 25 Sd " 100 (100 on " )

EIS. WERKST. AMT BRESLAU

(round zinc tokens with values 1, 2, 5, 10, and 50 pfg.)

Brockau 4168

STATIONSKASSE, BROCKAU

(round zinc tokens with values 5 and 10 pfg.)

Danzig 4255 (these tokens used when Danzig was part of Germany)

HAUPTBAHNHOF, DANZIG

(brass oval 15 pfg. token; zinc oval 15 pfg. token; zinc round 10,25 pfg. tokens)

Düsseldorf 4295

HAUPTBAHNHOF, DÜSSELDORF (with LG monogram)

(round zinc token of 25 pfg.)

Frankfurt-on-Main 4330

HAUPTBAHNHOF FRANKFURT A/M

A o Z 21 Sd 10

Gleiwitz 4347

EISENBAHN-HAUPTWERKSTATTEN, GLEIWITZ

(zinc octagon tokens in values 1, 2, and 5 pfg.)

(zinc octagon coated tokens in values 10 and 50 pfg.)

(steel octagonal tokens in values 1 and 2 pfg.)

(LIST TO BE CONCLUDED IN NEXT ISSUE)

Please report all unlisted foreign transportation tokens to the undersigned, and in making reports kindly be sure to give precise wording with all punctuation. Also send a photograph or good rubbing to insure accuracy.

KENNETH E. SMITH

328 AVENUE F

REDONDO BEACH, CA 90277

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

MICHIGAN

Tipton 3925 (Reported by Marie Johnson)  
ARBORETUM GATE TOKEN ONLY (GATE)  
A o Bz 25 Sd Parcoa Token (gate)(Rev. E)(Summer 1967) \$0.25

NEBRASKA

Holdredge 3480 (new A reported by Roger Bolz; B relisted from former "A")  
HOLDREDGE CAR PARK / 415 / GARFIELD / STREET / HOLDREDGE, NEB.  
A B 23 Sd Parking / Token (1961- ) .25  
HOLDREDGE / CAR PARK / 415 / GARFIELD / STREET / HOLDREDGE, NEBRASKA  
B B 23 Sd Parking / Token .25

- (O: Top of GARFIELD aligns ...)
- a. (between HO -- between KA)
- b. (H -- A)
- c. (O -- K)

Omaha 3700 (Relisting of token previously listed as Nebr 3540 A)  
KING'S FOODLAND PARKING TOKEN  
H o B 23 Sd (same as obverse) .25  
(R&R: propellor has ...)  
a. (round center, elongated ends)  
b. (oval center, stubby ends)

OREGON

Silverton 3830 (Reported by James Millard)  
SILVERTON DRUG STORE COURTESY PARKING  
A B 22 Sd (same as obverse)(1968- ) .50  
(R&R: ... at bottom)  
a. (star)  
b. (diamond)

PENNSYLVANIA

Philadelphia 3750 (Reported by Joseph V. Pernicano)  
PHILCO-FORD CORP.  
K B 23 Sd (blank)  
(O: ... at bottom)  
a. (diamond)  
b. (star)

(Some tokens were painted red or gray for control purposes.)

TEXAS

San Antonio 3810 (Reported by Louis F. Crawford)  
SKINNER CLINIC SAN ANTONIO, TEX. (GATE)  
D Bz 25 Sd Parcoa Token (gate)(Rev. E) .25

ADDITIONS AND CORRECTIONS

- LA 3740 B: add note (On obverse, the letter R in TRUST was apparently recut over an O, and thus appears TQUST)
- MO 3430 B: add variety description (1/69)
  - (R: S of METERS has ... top and bottom)
  - a. (flat)
  - b. (rounded)

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

The new Michigan token was used at Hidden Lake Gardens which is operated by Michigan State University. The tokens were distributed at one gate for entry into another section of the Arboretum. The period of use was brief, but the tokens may be placed in use again. It was not possible to obtain tokens for PTNIS, but you might be successful by sending 25¢ + SAE. The zip code for Tipton is 49287.

Since the new A token listing for Holdredge, Nebr., represents what appears to be the earliest token from the series used there, and since there are the variety listings for the new B token (previously listed as A), it was decided to revise the Holdredge listing now instead of in the new catalogue. The varieties of the B token are listed in what seems to be chronological order of use. Roger Bolz made several trips to Holdredge to dig out the tokens, and seems to have instructed the owner of the lot in the desires of collectors. Anyhow, \$1 cash + SAE accompanying a request for the set of four tokens has produced results for some collections. PTNIS was not able to obtain a supply of the tokens.

Back in January, 1968, when the King's Foodland token was listed from Lincoln, Nebr., an accompanying note stated that the token was never placed in use, but that there were a number in the hands of collectors. It turns out the tokens were never used in Lincoln, where I had received absolutely correct information. However, Roger Bolz investigated and found that the tokens had been used at two of the King's Foodland grocery stores in Omaha; thus the relisting to Omaha.

The Silverton, Ore., Drug Store apparently has a gate-controlled parking lot, for use of customers. While the tokens could not be obtained for PTNIS, some collectors have been successful in obtaining the tokens by sending \$1 + SAE, and asking for the two different tokens.

At the Philco-Ford location in Philadelphia, a grouping of plants is located in a heavily populated area. Gate-controlled lots restrict parking to employees (who has the plastic identification cards that will operate the gate) and to authorized guests, salesmen, etc. (who are given a token to operate the gate). At one time, some of the tokens were painted red or gray for control purposes, but now there is no distinction made. Through the efforts of Joe Pernicano in convincing an official at Philco-Ford of the genuine interest of collectors in their token, we were able to obtain a supply of the b variety for PTNIS. Of the large batch of tokens received, only a few were of the a variety (and the a variety was not known until then), and a few more were painted. So the a variety is scarce, and even more so painted; the painted b variety will also be uncommon.

The new San Antonio token has resulted from the manufacture of a new batch of tokens for Skinner Clinic. While some collectors have told me they were able to obtain the token by writing, I sent \$1 some time ago and have not yet had a reply.

A batch of parking token new issues will be distributed in March, and will include: Mo 3430 Ba Bb; Pa 3750 Kb; WA 3780 P; MSPT 3059 A B.

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= AUCTION TO BE HELD IN CONNECTION WITH PHILADELPHIA CONVENTION =

As has been the practise at some previous conventions, the A.V.A. Annual Convention at Philadelphia this year will hold a combination mail and floor auction of tokens. These auctions always interesting, and add excitement to the convention. Often the tokens bring very good prices in spirited floor bidding.

Lots are invited for the auction, and should be sent directly to the Auction Chairman: F. Paul Biery - 505 Park Avenue - New Cumberland, Pennsylvania 17070. The scarcer tokens are, of course, especially welcome. Please do not send tokens which list under 25¢ in any catalogue, or which are still being used.

Deadline for receipt of tokens for the auction will be June 5, 1969. The list of auction lots will be published in the June issue of THE FARE BOX, which will be mailed no later than June 25.

Larry Freeman has consented to be auctioneer. Members at earlier conventions will remember what a great job he can do in getting the best possible price for lots.

FOR EXCHANGE: Ark 435 D-J; Cal 795 A; Mich 560 M O P, 735 C D E, for any from following states: Ala., Ida., Me., Ore., Vt., Wyo., on 1 for 1 basis.  
 Roice V. Rider - 1523 Bailey Street - Lansing, MI 48910

BEST OFFER, CASH OR TRADE: Ariz 1000 A D G, 640 E; Alas 50 C; NJ 997 G; NC 630 A; TRADE MSPT 3055 B for 3055 G. Oakland convention tour token for sale at \$2.00.  
 John G. Nicolosi - 3002 Galindo Street - Oakland, CA 94601

TRADING COAL SCRIP TOKENS, saloon, trade, merchants, milk, and radio station tokens, also some dog license for parking tokens I need.  
 Millard Waszcak, Sr. - 352 Maple Street - Scranton, PA 18505

FOR SALE: January 1967 thru December 1968 issues of THE FARE BOX. First check for \$7.50 takes them, postpaid. Still swapping coins for tokens - vice versa - response great - or will sell. SAE gets list. Want to buy collections. Please contact me for high prices paid.  
 Lowell Kronmiller - 327 Ransom Street - Ripon, WI 54971

FOR SALE: Ill 475 A, \$1.50. FOR TRADE: Conn 40 B, 210 A, 290 G H L M N P, 305 D M N O P Q R, 520 A B C D E, 560 C D G H; Fla 130 D, 180 B D, 380 L S U, 530 C E F, 625 B, 880 D E, 910 H, 930 A B, 960 A H.  
 Robert Kelley - 6315 Parkview Circle - Mason, OH 45040

Will trade MM Mercury dimes for your Colorado transit tokens--one for one (no 120 or 340). Have other coins, cents thru silver dollars for Colorado tokens I need--will buy your duplicates at catalogue.  
 Syd Joseph - 870 S. Hudson St. - Denver, CO 80222

HORSECARS - Tenn 375 A and B. Will trade for best offer in TT's that I need or for Calif. or Nevada trade tokens or saloon tokens.  
 Norman E. Sherman - 4295 Marina Drive - Santa Barbara, CA 93105

FOR TRADE: PT Calif 3025 B for TT's from Western States. Only one trade available. SAE will bring a copy of my want-list.  
 Edrick J. Miller - 3257 Idaho Lane - Costa Mesa, CA 92626

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 U.S. & CANADIAN TRANSPORTATION TOKENS, latest (1963) edition, 480 pages incl. 27 plates. Price \$5.50 postpaid to AVA members (\$7.50 to others).  
 FEISEL'S CATALOGUE OF PARKING TOKENS OF THE WORLD, latest (1966) edition, 160 pages illustrated. Price \$3.50 postpaid to AVA members (\$4.50 to others).  
 American Vecturist Assn. - P.O. Box 1204 - Boston, MA 02104

= APPLICATIONS FOR MEMBERSHIP =

- 1074 MILDRED BULPITT - 3006 WEST MARLETTE - PHOENIX, ARIZONA 85017  
Age 42; College Administrator. (Cutler)
- 1075 W.P. ROYCE - BOX 343 - SITKA, ALASKA 99835  
Age 51; Maintenance Supervisor. Collects U.S. (Nickell)
- 1076 E.L. TOMBERLIN - 68 OAKES BLVD. - SAN LEANDRO, CALIFORNIA 94577  
Age 48. Collects U.S., Canada, Foreign. (Coffee)
- 1077 JAMES R. KING - 135 PARK AVENUE - SALIDA, COLORADO 81201  
Age 30; Greenhouse Employee. Collects U.S., Canada, Parking. (Joseph)
- 1078 JACK E. DRISCAL - 426 FIFTH STREET - SANTA ROSA, CALIFORNIA 95401  
Age 44; Blacksmith. Collects U.S. (Sauvé)

REINSTATEMENTS TO MEMBERSHIP

- 498 Lester G. Davis - 4695 Lake Forrest Dr., N.E. - Atlanta, Georgia 30305
- 184 William C.L. Hofmann - 1684 Dixwell Avenue - Hamden, Connecticut 06514

CHANGE OF ADDRESS (\* indicates contribution to address plate fund)

- Morris Bram - Box 143, Fresh Meadows Sta. - Flushing, NY 11365 \*
- James F. Eshleman - P.O. Box 1330 - Warner Robins, GA 31093 \*
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- Mrs. Maudie S. Varner - P.O. Box 1026 - Holloman AFB, NM 88330 \*
- Don Wilson - c/o Box 865 - Montreal 379, Quebec \*

# THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

NEW ISSUES EDITOR

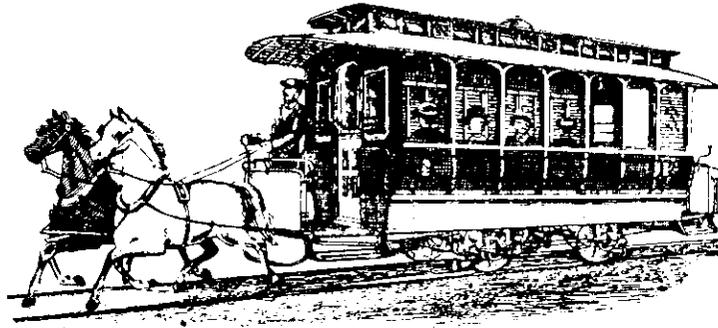
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Volume 23, Number 3

MARCH, 1969

Our 261st Issue

This issue is mailed along with the February issue in order to bring our mastheads more up to date with respect to the actual month of mailing. This is a ten-page issue plus the index to Volume 22, the 1968 issues of THE FARE BOX. The Editor is grateful for the patience shown by members in not complaining about the tardiness, in a technical sense, of our issues. My New England conscience could never rest easily, though, when I published a "February" issue in April. Now I can feel better about, publishing an April issue while it is still April--I hope.

This issue is devoted almost entirely to articles about foreign transportation tokens. As has usually been the case with our overseas members, the offerings represent painstaking scholarship and research, and would be a credit to any historical journal.

The field of foreign transportation tokens is still in an infant stage compared with that of United States and Canadian tokens. The latter have been the object of study for half a century now, and although much still remains to be learned, the field gets the attention it deserves. Foreign tokens, on the other hand, are only now coming into their own. The publication of Kenneth Smith's Catalogue has given a much-needed impetus to the study of these tokens. The more I use Smith's Catalogue, the more I appreciate the huge amount of work it represents. Of course it contains mistakes and is only partially complete. But it provides a monumental beginning, and future editions will reflect the growing knowledge of these tokens which Smith's Catalogue has in no small part inspired.

Foreign tokens are a fascinating study. Many of us in the U. S. A. and Canada prefer our own tokens because of a natural affinity and affection for our own countries, but the huge field of foreign transportation tokens offers new adventures and opportunities. Latin American tokens, for instance, are an exciting group which are only just now coming into popularity, and there are probably hundreds of varieties of them still uncatalogued, waiting to be discovered. American collectors will find that writing letters to Latin American countries in search of their old tokens will be quite rewarding. Only a few AVA members have done this, but most of them have secured rare tokens far more easily from Latin America than from our own states and provinces up here! So think some more about the foreign tokens, and add new dimensions to your collecting.



= THE TWO JOHN GREENWOODS OF MANCHESTER =  
By F.A. Shelmerdine

John Greenwood, senior, has a prior claim to the distinction, normally credited to George Shillibeer, of starting the first omnibus city service in Great Britain. On January 1, 1824, he commenced a regular service between Market Street, Manchester, and Pendleton.

He was born at Wadsworth Moor near Heptonstall, Yorkshire, and served his time to a cornmill. However, he injured his hand in a gun accident and became a toll gate keeper at Pendleton. From his vantage point at the tollgate he concluded that there was need for a regular service to and from Market Street for the merchants living in the suburbs. Although this service was inaugurated with one hackney coach, it was a success and he soon changed to larger vehicles. These were square box-like single-deck omnibuses, called "Bees," accommodating 8 or 9 passengers inside and with an outside seat at the front for 3 or 4 passengers alongside the driver. In addition to handling the two horses the driver had to blow his horn at intervals and, at stops, alight to open the door and collect the fares as the passengers alighted. The fares were sixpence inside and fourpence outside.

Greenwood was a stout man who wore corduroy kneebreeches, coloured stockings, and white shirts. He was usually to be seen sitting without coat or hat, smoking his pipe outside the office at the entrance to his yard and stables, behind the Horse Shoe Inn. Inside the office his two young sons, Henry and John, received from the drivers the fares which they had collected.

John senior was constantly in conflict with his drivers, accusing them in a loud voice and with an expressive vocabulary of paying in only part of what they had collected. He was often heard to complain that, if they would only let him have one wheel, he could pay his way, but they wanted all four.

Henry Greenwood died young and John junior took a job as a clerk in Truman's Cotton Warehouse, Ducie Place, in 1833. In the years that followed the business continued to prosper, expand, and absorb competitors until, in 1846, it had become so large that John junior, now 28 years old, returned to assist his father. In 1851 his father died and John Greenwood Jr. continued the business.

In 1852 a competitor by the name of McEwen introduced a new type of double-deck omnibus drawn by three horses. It carried a total of 42 passengers: 17 inside and 25 outside, the top deck seats being arranged down the centre, back to back. This greater capacity enabled the fares to be reduced to threepence inside and twopence outside. Initially John was unable to afford to change to the new 'bus but the capital was eventually provided by Alderman Ivie Mackie who bought into the company.

On the Salford route between Albert Bridge and Cross Lane, Greenwood introduced a novel tram-bus service in 1861. This was based on John Haworth's patent Perambulating Principle and used a smooth tyred omnibus running on 3-inch wide flangeless rails level with the road surface. Between these outer rails there was a centre rail  $2\frac{1}{2}$  inches wide with a  $9/16$ " groove for a guide wheel or "perambulator." The guide wheel kept the running wheels on the outer rails and could be retracted to enable the vehicle to proceed as a normal 'bus where no tracks were laid. The system was discontinued in 1866.

In 1865 the City Omnibus Company, now under the proprietorship of Alderman Mackie, absorbed John Greenwood's company to form the Manchester Carriage Company and to provide a unified system of horse 'bus services. Alderman Mackie was the chairman with John Greenwood the Vice Chairman and Manager Director. This company continued until 1880 when, with the absorption of tramway interests, it became known as the Manchester Carriage and Tramways Company.

The 2d and 3d tokens, England 500 E,F, were issued by John Greenwood Jr. somewhere between 1852 and 1865.

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= ADVERTISEMENTS IN THE FARE BOX ARE FREE TO A.V.A. MEMBERS =

## TOKEN MANUFACTURERS

### 1. Woolen & Company Limited, Sheffield

On many visits to the company it was learned that celluloid tramway tokens were made before 1922, as the present oldest employee started with the firm in that year. The company has moved premises four times in the past fifty years, and on one occasion was bombed out during an air raid on Sheffield by enemy aircraft (1939-45 War). All the old records were lost along with early dies and samples. At present the order book only covers the last ten years of production, and even this is not accurate to record the quantities of each value of token made.

As it was the policy of the Corporation Tramway Departments and Companies to hold their own token dies, and put out tenders for the supply of tokens. The company did not make its own dies but took advantage of the services of a local die sinker, who made any that were required.

The original presses were all hand-operated, using pre-punched blanks cut from cellulose acetate strip, or vulcanized fibre strip when certain material was in short supply. The punched blanks were finally heated before being hand-fed into the press.

All the tokens of Burton Upon Trent, Gateshead, Grimsby, Leeds, Middlesbrough, Morcambe, Newcastle, Nottingham, Rotherham, St. Helens, Sheffield, South Shields, Stockton, Sunderland, and Wallasey, have been produced on this company's presses, plus a various selection of values for other towns and cities whose tramway departments have had many suppliers over the years.

Quite a number of interesting die shapes were produced by the company. The first to appear were the 28mm hexagonal tokens of Hull Tramways (Eng 405 K L M) and the 23mm (405 AJ AK AQ BE BF BO BP BQ CA CL CT CU CZ). This shape was chosen later by Sheffield for the 2½d and 3d tokens (685 CJ thru CM). The 12-sided dodecagonal tokens were first produced in the late 1950's and took the shape of the British 3d. coin. On the reverse side of the Sheffield 6d. white token (685 HA) the background reads Threepence 1941 from the original die impression. The only other dodecagonal tokens produced were 685 DK DL DM and 315 AB AC (Gateshead).

Oval shaped tokens have been unique to Nottingham Corporation whose large set of values had exhausted the range of colours available in celluloid sheet. The oval size 29x19mm has been chosen for six values to the present date, five of which are still in circulation...560 AK AW BP thru BS. The one square token produced was 25mm with clipped corners for 2d. grey employee (560 AJ).

In 1961 owing to the growth in production requirements, the company took delivery of a new type of automatic injection moulding press, and so a new era of die variations was born. As none of the old dies from the hand-fed presses were suitable for this new process, new sets of dies had to be cut for each corporation transport authority on receipt of new orders.

In addition to the many patterns which the company produced over the years, two sets of interesting errors were made and entered circulation. The first set was Leeds, 445 HA, which was the Leeds City Tramways 1d. white token re-struck over the Sheffield Transport Department ½d. white. It appears that the company ran too many Sheffield tokens on one order, and then used up the surplus stock when Leeds placed the next order for 1d. white tokens. Type A has LEEDS obverse over SHEFFIELD obverse and 1d. over ½d. Type B has LEEDS obverse over ½d. and 1d. over SHEFFIELD obverse.

The second error came when a quantity of Plymouth Corporation 1d. school tokens (590 BA) were struck in pink instead of green. They were returned later by Plymouth for re-striking as 1½d. pink. Type A has PLYMOUTH obverse over 1d. SCHOOL and 1½d. SCHOOL over PLYMOUTH obverse. Type B has PLYMOUTH obverse over PLYMOUTH reverse, and 1½d. SCHOOL over 1d. SCHOOL.

### 2. Crystalate (Mouldings) Limited, Tonbridge

This long established company is known to have produced celluloid tokens as early as 1915, using in those days the token dies of the corporation tramway departments. In later years, however, many others were cut by the company's own die sinkers.

These were steel dies with polished surfaces, and to produce an even better quality token some had chromium-plated surfaces.

A study has shown that the tokens of Lancaster Corporation (Eng 440 AA thru AG) were produced during the 1920's in the company presses, plus the tokens of Birmingham (80 AB, AC, AI var., AM var.), Chesterfield (170 AA AB AC BC var.), Oldham (570 AA var., AD var.), and Aberdare (Wales 30 AE AF).

Hand-operated presses of the standard design were in operation up until 1938, using pre-punched blanks of cellulose acetate sheet. Tests were then made in that year on an early type of hand-operated injection moulding machine. Cellulose Acetate was again used, but this time in a powdered form suitable for pre-heating and injecting into cold dies cut specially for the process.

The tokens produced by this method over the past 30 years have been: Bradford (Eng 115 BA var., BD var. BF), Bury (150 CA thru CF), Birmingham (80 CA thru CF, ZA ZB ZC), Huddersfield (400 BF var., BG var., BI), Manchester (500 BA var., BB var., BF var., BG var.), Oldham (570 AB AC var., AD var.), Rochdale (625 BA BB ZA ZB), Salford (655 BA thru BE), Stockport (725 BB), and Wakefield (800 AA var., AB, CA thru CG). It was on these presses, due to an inaccuracy in the moulding machine, that certain tokens took a slightly oval shape.

Dyring 1956 two sets of patterns were produced. The first set being for Rochdale Corporation (625 ZA ZB) and omitting the title ROCHDALE TRANSPORT from the reverse side of the token. Only 20 of each value were produced, but did not enter circulation. The other set was for Bury Corporation (not catalogued) and had an obverse die error, with the title reading BURY TRANSPORT CORPORATION around the borough arms. A small number of proofs ½d. blue and 1d. red were struck, but it is doubted if any of the tokens entered circulation. New dies were cut before the bulk supply of the order were run off the presses.

The last patterns produced by this company were for Birmingham City Transport (80 ZA ZB ZC) in 1960. They were three token values for the proposed 2d. red, 3d. pink, and 4d. blue. However, before the official order was given to the company it was decided to retain the 1d. red token in circulation, and change the colours of the new issues to 2d. orange, 3d. blue, and 4d. pink.

### 3. F.E. Wilson (Plastics) Limited. Sutton Coalfield

On my visit to this company it was found that this small firm had not been as long established in the field of transportation token manufacture as many other companies.

The order records gave details of celluloid tramway tokens being produced for Birmingham City Tramways in 1942. The original machine is still in use at present. It is semi-automatic in operation but basically the same design as the standard hand-fed presses. The material at first used for the pre-punched blanks was .070" thick cellulose acetate sheet, and supplied by Xylonite Ltd. In later years there has been a change over to .070" thick cellulose nitrate acetate. At present this is being supplied in a standard range of colours by Bakalite Xylonite Ltd. (BXL). The quality of the tokens produced on the company's press has always been of a high standard, and transport departments purchasing tokens have rarely changed to other suppliers.

All the token issues of Accrington (Eng 5), Blackburn, Darwen, and West Bromich, plus various values for Preston (Eng 605 BA BB BC), Southampton (705 BA thru CD), and Wolverhampton (875 AA thru AK) have all been produced on this company's presses.

### 4. H.B. Sale Limited. Birmingham

Very little can be said of this company as a manufacturer of celluloid transportation tokens. The main business of the firm has for 50 years been the manufacture of metal tokens (Eng 105 A), nameplates, passes, and medallions.

It appears that Barrow-in-Furness Corporation Transport approached the company for a quotation for the supply of plastic tokens early in the 1950's. This was acceptable and the first set of token values to be produced was for the Barrow-in-Furness Education Committee (Eng 50 BA thru BF). Later a second set of six values was produced for general issue (50 AK thru BP).

All the tokens were produced by an injection moulding machine, from a material with a very limited colour range.

5. A. Wheatley Limited. Stockport

Although this company must be the smallest ever to have produced plastic transportation tokens, the large injection moulding machine they used was a fast producer of tokens, and the die plates could hold no fewer than 16 sets of token dies! The machine also had ejector pins which pushed out the hot tokens after impression, marking the reverse side of all that have been produced by the company.

Manchester Corporation Transport first put a tender to the company in 1956, and has since that date received regular supplies of all values. 1d. red, 1½d. black, 2d. green, and 3d. red. (Eng 500 BF var., BI BJ BK).

In more recent years, Leigh Corporation Transport have ordered four values, 3d. yellow, 4d. green, 5d. blue, and 6d. pink (452 AD AE AF AG).

6. Reliance Nameplates Limited. Twickenham

This company was the third largest tramway token producer during the 1920 period. The method of production was standard hand-fed presses using pre-punched blanks of cellulose acetate strip.

In 1948 a disastrous fire completely destroyed the offices, records, factory, and all obsolete dies, and left the company to begin again in new premises. Since that date no tests have ever been made on any type of injection moulding machines. The original type of press was used up until 1963 when the company finally abandoned the process for transport tokens. This left its last two customers, Southport Corporation Transport, and Belfast Corporation Transport, to find other sources of supply.

The most unusual tokens produced by this company were the hollow centre types made for Hastings & District Tramways (Eng 370 BA BB BC BD), Lytham St. Annes Borough Tramways (490 AA thru AF), and Borough of Southend-on-Sea Tramways (710 AA thru AE). They all had cardboard centre pieces onto which an obverse and reverse side was held in position by a steel or celluloid disc. The method of production of these tokens is not fully known as all references were lost in the fire of 1948.

In 1932 the company undertook a unique order from Stockport Corporation Tramways, who had for many years been having some difficulty with its token issues. On the jointly operated tramway routes with Manchester Corporation confusion arose when the standard ½d. blue and 1d. red tokens of Manchester (500 AC AD AG AH AI vars.) clashed with the standard ½d. red and 1d. blue tokens of Stockport (725 AC thru AH).

To eliminate any further troubles Stockport Corporation decided to have the entire stock restruck to conform with the standard colours of the Manchester Corporation issues. The result was the six variations of Stockport restrikes (725 AI thru AN), all of which returned to circulation for a further 30 years of life.

This company's presses produced all the token issues for Lytham, Southend-on-Sea, plus a variety of values for Darlington (230 AA var. AB var. AC AF var.), Hull (405 CP thru CZ), Southport (715 AH thru BK), Stockport (725 AA thru AP), Belfast (Northern Ireland 160 AA thru AH), and Edinburgh (Scotland 360 AH AI AJ).

*(to be continued)*

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= STREETCARS IN ATLANTA, GEORGIA =

The Atlanta Street RR was organized in 1866, and on September 8, 1871, the first horsecar made its trip in Atlanta over what is now known as the West End Line. Soon lines operated by other firms proliferated. Horses were used originally as motive power, but it was found that mules were more satisfactory. Seven mules were assigned to each car. They worked in teams of two, the odd animal making it possible to give each mule one day of rest per week.

The first electric streetcar made its maiden run on August 23, 1889. It was operated by the Atlanta & Edgewood Street RR Co. By 1902 the entire system of transit operations in Atlanta was merged into the Georgia Railway & Power Company.

By 1951, Atlanta Transit Company claimed to have the largest fleet of trackless trolleys in the country, with 453 vehicles in service. There were also 132 exhaust-belching buses in service.

= THE O.G. & CO. TOKENS OF ADELAIDE, AUSTRALIA =  
By Leslie R. Hawthorne

There has always been some doubt in my mind as to the validity of the O.G. & Co. tokens of Adelaide, South Australia (20 A to H), as to their use for transportation. Smith's Catalogue does not say how or when they were used, and the explanation is very vague. The values and counterstamped numbers--as well as the quantity of varieties listed--are not consistent with the practises of the early horse tram transportation companies in Australia. With this in mind, I wrote to Mr. Tindall, with whom I have been in correspondence, asking him if he could give me any information regarding these tokens. Mr. Tindall very kindly furnished the information contained in the following letter which I received from him:

*"Current opinion in Adelaide concerning the O.G. & Co. tokens is at variance with published literature and is contrary to statements contained in the work to which you refer, Ken Smith's World Transportation Token Catalogue. In the early part of this century an Australian author named Chitty published a work known as Supplement to his Outline Catalogue of Australasian Tokens and that work contained the statement that the O.G. tokens were produced by Osmond Gilles & Co. in Adelaide and were used by that firm on the early horse trams which operated privately prior to government transportation becoming available. The statement has been continued in all subsequent works relating to transportation tokens, but seems to us to be quite incorrect.*

*"Last year a book was published in Adelaide by Mr. J. Kinsborough which was a history of the Adelaide Horse Tram services and this contains no mention of O.G. & Co. as a transport operator. It seems clear that Osmond Gilles & Co. did not run horse trams in Adelaide and this is further confirmed by the fact that Osmond Gilles himself died in 1866, but horse trams were not introduced until 1875! Accordingly, we believe that the O.G. tokens are not transportation tokens at all, but are English tokens produced by the firm of Osborne Garrett & Co. in London. That firm was a wholesale supplier of barbers' supplies for use in barber shops. The tokens appear to have been produced as a means of enabling the proprietors of the barber shops to keep a check on what work was being done by individual barbers in the shops. There are a total of 18 different values in the O.G. series [Smith's Catalogue lists only eight varieties], and what would happen is that the smaller values represented the cost of an individual hair cut and these were exchanged by the barber concerned for larger values as the week progressed and as more work was done. The number which appears on the tokens was the number of the chair in the barber shop which used that token. This method made it easy for the proprietor to keep track of what work was being done in his shop and similar systems using paper tickets are still in operation in many large hairdressing salons throughout Australia. We believe that that is the true history of the O.G. tokens, and that they are not transportation tokens at all."*

I have the book mentioned by Mr. Tindall (*The Horse Tramways of Adelaide and its Suburbs 1875-1907*), and as he states no mention is made of Osmond Gilles. There are 15 tram lines listed, and five of them were owned by one company. The tram lines went under a combination of the names of the principal streets on which they operated, and of the suburbs or outlying districts to which they ran or where they terminated. Tickets were used by all the companies and on some of them they were interchangeable, and accepted by mutual agreement. Fares ranged from 3d. to 4d. for the shorter runs, and from 6d. to 9d. for the longer runs and return trips. These tickets could be purchased at a discount when sold by the dozen, and also on two of the lines monthly tickets could be purchased at 5 shillings 6 pence, and ten shillings, respectively.

These tram lines were purchased by the government in 1907, and gradually converted over to electricity until all but one were using electric trams in 1914... the exception ran as a horse tram until 1917 when it, too, converted to electricity.

I hope this information proves of some interest to A.V.A. members who collect foreign transportation tokens, and particularly to those who have some of the O.G. tokens in their collections. The book referred to is one of the best yet that I have seen on horse trams. It has many photos of the streets showing the various types of horse trams, and it also has scale drawings depicting the single-deck and double-deck trams showing the side view as well as the end-on view.

= GATE TOKENS OF PRAGUE, CZECHOSLOVAKIA (PRAGER SPERRZEICHEN) =  
By F.J. Bingen

Years ago I sent Mr. Kenneth Smith the descriptions of the gate tokens of Prague, which were known to me at that time. They now figure on page 236 of Mr. Smith's Catalogue. Since then several other tokens have become known to me. Besides that I found listings of these tokens in Eduard Fiala's catalogue of Mr. Donebauer's collection of Bohemian coins, etc., and in Neumann's book on copper coins, and I obtained the cooperation of the Keeper of the Archives of Prague, the Director of the Municipal Museum, and the Director of the Numismatic Department of the National Museum in Prague.

From their communications we learn that Prague issued tokens for the normal use as in other cities at that time: when one would enter the city, when the gates were closed, one had to pay a certain amount of money or a token. Besides that, Prague issued tokens for an entirely different purpose. The magistrate of Prague already in 1503 issued a decree that all the corn had to be sold and bought on the cornmarket in this city. Farmers who entered the town with a cart with corn had to ask for a token on the market where they sold their goods. Otherwise they could not leave the city. Likewise everyone who purchased corn in the cornmarket could not leave the city without a token secured at the market where he had bought his corn.

Before I list the now known gate tokens of this beautiful city I may remind our readers that Prague was the capital of the Kingdom of Bohemia. For some explanation of some of the letters on these tokens it may be useful to give the names and the regnal years of some Bohemian kings:

Ferdinand I (1526-64). Maximillian II (1565-77). Rudolph II (1577-1611). Mathias II (1612-19).

The center of the city was called the Alt-Stadt. Right to the east of it was built the Neu-Stadt, both on the right bank of the river Moldau. On the left side of this river was the so-called Klein-Seite and the Hradschin, the part of the city in which were situated the government buildings. As can be expected there were several gates, for instance the "Blindes Thor" in the east of the city in the direction of Vienna, the Sand Thor on the road to Dresden in the north of the city.

As my original listing is now fully out of date it seemed the best to give an entirely new listing of these very interesting tokens. In this listing I have also listed the books in which the descriptions can be found, as follows: F = Fiala; N = Neumann. Further, the token is marked with MM when it is in the collection of the Municipal Museum, and with NM when in the National Museum.

PRAGUE 600

		F (CROWNED) [for King Ferdinand]	
Tao K	20 Sd	B I [for Blindes Thor]	NM; F4777
		R (CROWNED) [for King Rudolph]	
TBo K	21 Sd	120 B	NM; N I 273
		15 R (CROWNED) 84	
TCo K	27 Sd	B L	F4778; N I 273
TDo K	27 Sd	H L [H probably for Hradschin Thor or Hasenburger Thor; this is not certain]	F4779; N I 274
		(GATE WITH THREE TOWERS) (ARMS OF THE ALTSTADT)	
TEo K	24 Sd	.Signvm.Indvltae.Servitv: :tis.1585	NM; F4780; N I 476
TFo K	24 Sd	B between 15 - 85	NM; F4782; N I 477
TGo K	25 Sd	H " "	NM; F4781; N I 478
THo K	25 Sd	S " " [Sand Thor]	F4783; N I 479
		(GATE WITH TWO TOWERS AND WARRIOR) (ARMS OF THE NEU STADT)	
TIo K	23 Sd	.Signvm.Conces/sae Liber/tatis .1585.	NM; F4784; N I 475
		(GATE WITH FIVE TOWERS) (ARMS OF KLEIN SEITE)	
TJo K	30 Sd	.Zna/meni.Sne/mowniho..Snesseni..Leta..1585	F4785
		16 R (CROWNED) 03 .H.P.	
TKo K	22 Sd	W (cornbasket) W	N I 360
		R between I - K 1603 (IN COAT OF ARMS)	
TLo B	Ob Sd	(blank) (with clipped corners) (14x17mm)	F4786

		CZECH BRANNIHO (ARMS) .1615.		
TMo K	22 Sd	W (cornbasket)	W	F4787; N I 409
		16 M (CROWNED)	15 .G.H. [for King Mathias]	
TNo K	22 Sd	W (cornbasket)	W	F4788; N I 407
T0o K	22 Sd	W	W (16 - 17 on obverse)	N I 408
TPo K	22 Sd	W	W (16 - 19 on obverse)	F4789
		(STAR) PRAGER SPERR ZEICHEN 1733		
TQo B	30 Sd	(star)	XVII (star)	MM; N I 483
TRo B	25 Sd	"	VII	MM; F4792; N I 482
TSo B	23 Sd		III	NM; F4794; N I 480
TTo B	17 Sd	(star)	I (star)	NM; F4794; N I 480
		S.P. [Senatus Pragensis]		
TUo B	17 Sd		1729	F4791
TVo B	17 Sd		1734	F4795; N I 484
		5 (CASTLE WITH THREE TOWERS)		
TWo K	48 Sd	(blank)		MM

Bibliography:

- Eduard Fiala: *Beschreibung der Sammlung Böhmischer Münzen und Medaillen des Max Donebauer*, Prague 1888.
- Josef Neumann: *Beschreibung der bekanntesten Kupfermünzen*, Volume I; Prague 1858.

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= OMNIBUS OPERATION IN MANCHESTER, ENGLAND, IN THE MID 19th CENTURY =  
By F.A. Shelmerdine

By the middle of the 19th Century horse-drawn omnibuses were firmly established in Manchester. The omnibus companies varied from the large concerns such as John Greenwood's with many vehicles running half hourly services on the Brook's Bar and Pendleton routes to the small operators such as Mr. Penketh who drove his own small solitary 'bus to Cheetham Hill. Penketh sold his 'bus to John Ramsbottom and continued to drive for him. Afterwards Ramsbottom sold all his Cheetham Hill omnibuses to Greenwood, Clough and Turner but, later, this partnership was dissolved, Greenwood retaining the Pendleton concern and Turner the Cheetham Hill one.

All the operators prospered when the Art Treasures Exhibition opened at old Trafford on May 5, 1857, and there was a big demand for public transport to and from the Exhibition site a couple miles out of town. John Greenwood alone ran a regular 4-minute service on this route throughout the period of the Exhibition from May to October. News items and letters in the *Manchester Guardian* complained about overcharging, overloading and racing between the buses of the various companies.

At this time Mr. James Standring was a coal and coke merchant in Manchester as agent for the Ince Hall Coal and Cannel Company of Wigan. He entered the omnibus business by poaching passengers on the Exhibition route and, subsequently, on other routes. On November 14, 1857, he commenced running on Greenwood's and Turner's routes from Pendleton to Brooks's Bar and Cheetham Hill to Brooks's Bar via Market Street. The result was a series of races with a Standring 'bus between two of Greenwood's or one of Greenwood's and one of Turner's on the open straights of Corporation Street and Cheetham Hill Road. Large crowds gathered at the corner of Corporation Street and Cross Street and outside the Exchange to witness the spectacle, the urchins cheering on their favourites. Extra police were drafted on to Market Street and Cross Street to try to control the situation and indignant reports in the *Manchester Guardian* suggested prosecution for reckless driving.

Despite this Standring prospered and was able to give up his coal and coke interests and also an agency which he held with Henry R. Bowers, a sanitary tube and water pipe manufacturer of Ruabon and concentrate on his omnibus service. He continued in business for some 12/13 years and died in 1873.

His tokens, England 500 A and B, were issued somewhere between 1857 and 1869.

= MARCH SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =

By Kenneth E. Smith

This issue concludes the listing of German railroad restaurant and dining car checks as compiled by Mr. F.J. Bingen and myself.

GERMANY

Ingolstadt 4435

HAUPTBAHNHOF, INGOLSTADT

(steel round token of value 100 pfg.)

Köln 4464

HAUPTBAHN HOF KÖLN 5

A o Z 19 Sd 5 (coated)

Mühlacker 4658

BAHNHOF RESTAURATION, MÜHLACKER

(round zinc token with engine for 2 pfg. value)

Ratibor 4775

EISENBAHN HAPUT- WERKSTATT RATIBOR

(steel tokens--holed--reading on reverse "Ersatzkleingeld Pfennig" with values 1,2,5,10,50)

A new collector to our ranks, Mr. G. Zerbes of West Germany, reports the following tokens and corrections:

AUSTRIA

Vienna 840 (Wien)(these are elevator, or lift, tokens in use about this town)

AUFZUG I. DOROTHEERG 5. (with driangle notched on edge)

QAo B 20 Sd (blank)(ex catalogue 992A on page 254) .25

AUFZUG A. & B.G. (with triangle notched on edge)

QBo B 20 Sd (blank)(ex catalogue 992 B) .25

QCo B 20 Sd Aufzug II., Taborstrasse 11A .25

GERMANY

Hannover 392

STRASSENBAHN HANNOVER EINE STADTFAHRT

B o A 19 Sd (blank) 1.00

Mr. Zerbes reports that Chemnitz 210 D has obverse die varieties.

SWEDEN

Lund 490

LINJEEUSS LB STADSTRAFIK

H B 21 Sd (city shield) .20

CHILE

Lota 500

ESTABLECIMIENTO DE LOTA 10c

F o B 20 Sd Diez Centavos 10c 3.00

Unlisted Germany????

(WINGED WHEEL)(like those used by some streetcar companies)

Bz 19 Sd (large 10)

KENNETH E. SMITH

- 328 AVENUE F

- REDONDO BEACH, CALIFORNIA 90277

MAIL AUCTION: Quebec 150 B, 360 C,E,F, 620 R Z, 745 H I N; Ontario 200 A, 675 H, 825 A; Nova Scotia 100 A, 450 A.

John K. Curtis - Box 263 - Willowdale, Ontario

RARE CENSUS DEPOTEL TOKENS: Wis 530 C; Iowa 380 B (holed) and 380 C. Will trade any one for any one of the following Virginia tokens - 20 B, 620 L, 700 A. Will trade all 3 depotels for Va 580 A, 535 A or B.

David E. Schenkman - P.O. Box 131 - Brockton, MA 02403

FOR AUCTION: BC 450 A E; NS 100 B-M (set only), 450 A, 850 C; Ont 675 F-H, 825 A; Que 345 J-Q (set only), 360 B C E F, 620 R T Z Xa Xb ACa ACb ACc AD AE, 998 O. Other tokens available.

Barry Uman - 4155 A Mackenzie Street - Montreal 249, P.Q.

WANTED TO BUY: Mont 140 C; Mass 115 AF. Will pay \$1.25 each and will pay 75¢ each for any one of these: Utah 650 B C; Colo 760 E H.

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

TRADE: dog licenses, 108 for TT 15¢, 20¢, 25¢ that I don't have, 1903 to 1965 all diff. varieties & shapes. Also railroad passes 1894 to 1909 for best offer in TTs. Have about 8 to 10. Or cash offer.

Paul W. Stewart - 3356 Leyden - Denver, CO 80207

I NEED THOUSANDS of tokens for my collection. Please send your sell or dupe list for my offer. Thanks.

Fred Patterson - 3323 E. Oregon Ave. - Phoenix, AZ 85018

WILL TRADE FOR BEST OFFER IN KANSAS, COLORADO, NEBRASKA, OKLAHOMA, or MERCHANT TRADE tokens of these or "Western" states I can use: Alas 450 A; Ark 405 A, 435 B; Ind 510 B; Ia 150 B, 380 H; Kans 30 A, 40 B, 450 C, 550 A, 690 B, 880 A; Md 60 I ; Mich 1000 B; Mo 200 A; 640 A; Neb 940 B; Ohio 35 C; Okla 190 C; Timetable G; Pa 725 C and 585 A listed as Lykens Valley--was found in Las Vegas, NM. Las Vegas Street Railway?

J.L. Hargett - P.O. Box 757 - Okmulgee, OK 74447

Send a stamped addressed envelope for my list of duplicate transp. tokens for sale. Mostly 15¢, a few 25¢.

Claude G. Thompson - 3329 Nicollet Ave. - Minneapolis, MN 55408

Metal Token From a long gone brewery. STAR-PEERLESS BREWING CO. BELLEVILLE, ILL. GOOD WITH FIVE CENTS FOR BOTTLE OF STERN BRAU BEER. 50¢ each.

Ken Bassett - 502 Carson Road - Ferguson, MO 63135

COLLECTIONS OF BRITISH TRANSPORT TOKENS, covering all types of U.K. manufacturers. 50 diff. for \$5; 100 diff. for \$10. POSTPAID surface mail. Send cash or I.M.O.

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

HAVE ONE CALIF 575 C for trade for any of the following parking tokens: Cal 3025 B; Colo 3260 Aa; Ill 3150 Kab, BH, BI, 3640 E; La 3080 Ab, 3740 Cb, 3810 A(A)(C); Md 3520 Bc; Mass 3450 Aa, 3970 A(A); Mich 3315 A(C), 3370 Hb; Mo 3210 Ba, 3910 B; NC 3160 Hb; MSPT 3051 Cb Db, 3052 Acd Bb, 3054 Aab.

Hal Ford - 6641 Saroni Drive - Oakland, CA 94611

FOR SALE: 5 lots of 50 TT's all different, \$7.50 each lot. 3 lots of 100 TT's all different, \$15.00 each lot. These lots don't contain Phila., Pitts., or Phila-Camden bridge tokens. = Ed Dence - 8627 Crispin Drive - Philadelphia, PA 19136

WANTED: large quantities of the same token. If you have 100 to 1,000 of any token, I will make you a favorable trade on a 1-4-1 basis, as I have done with dozens of collectors. Please write with full details. No quantity too large for me to handle.

Max M. Schwartz - 75 Locust Avenue - Cedarhurst, NY 11516

MAIL BID: Ill 120 B, 795 A, 150 Y; Calif 395 A, 450 K; NY 560 A, 630 AO; Ohio 165 W; Wis 170 D; Wash 880 A; Va 600 A; Mass 505 A; Mich 680 E, 375 A; Pa 70 A, 870 A; Conn 210 A; ND 960 A; Nova Scotia 100 B.

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

WILL CONSIDER OFFERS IN TRADE of parking tokens or cash, or combination of both, for the very rare "Downtown Garage" Mo 3910 L. Not over 10 pieces known. Wanted: all types of Israel & Russian tokens.

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

NEVA will send you one of their personal mini-convention tokens (449 A) in exchange for your personal token. Send your token to

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

# THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

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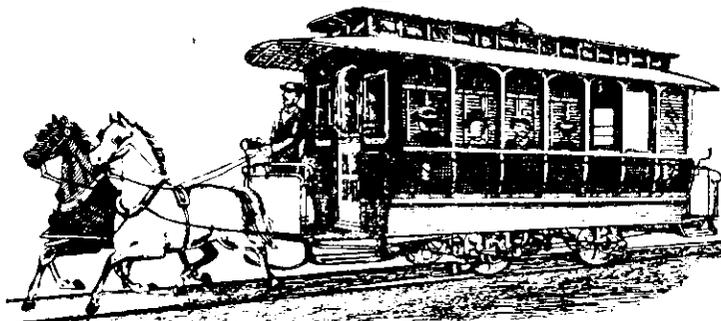
Parking Tokens

DWAYNE H. REISEL

P. O. Box 11661

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Volume 23, Number 4

APRIL, 1969

Our 262nd Issue

The April issue goes to press at 10:30 p. m., Thursday, May 8. It is one of our better issues, and I am quite pleased with it. Several of our members came through with excellent articles. I hope this keeps up! The May issue ought to go out in three weeks, followed by a June issue by the middle of June.

I would like to direct the attention of readers to the set of 8 beautiful plastic airline Miscellaneous tokens which are offered in this issue for only 60¢ per set of 8. See the article inside this issue, and note that we have quite a few sets on hand, and you may purchase as many as you wish while they last at that price.

Our "New Finds" Department isn't very active these days. If you have uncovered a rare transportation token, please tell us about it. I did receive one report of such a find. David Schenkman was visiting an antique shop right here in Massachusetts, and he discovered right there in the shop a beautiful Calif 525 A! Until his discovery, the specimen in the Coffee collection was the only one known. He paid something like a dime for the token, he said.

We would like to encourage the various local transportation token clubs to report news of their meetings to THE FARE BOX. We are always happy to publish reports of these meetings, and announcements of future meetings. In your reports we would like to have news of general interest, of course.

When you send news items for us to print, it will be of great assistance if you will always put the news item on a separate sheet, all by itself. Don't stick it in the middle of a letter, or on a sheet along with an ad. When you do that, things are bound to get fouled up around here--even more than they are already.

Congress has been asked to raise First Class postage rates to 7¢ an ounce. They always complain about the "deficit" of the Post Office. But First Class Mail actually shows a profit. The deficit is caused by the 2nd, 3rd, and 4th class mail. But it's always easier to soak the little people who use First Class. And Congressmen, having free mail privileges, never fail to raise the rate when asked to do so. If this goes through, we won't be able to avoid a dues hike. We are barely making ends meet now, and the new rate would cost us 25¢ more per year for each member. And we have to use First Class; 3rd class mail now has to be bundled and arranged by zip codes, a process which your Editor does not have the time to do. So write your congressman and senator... unless of course you want the 7¢ rate.



= THE YAZOO RIVER IRON BRIDGE =

By Don Punshon

In the September 1968 issue of THE FARE BOX Ralph Freiberg mentioned a token owned by Ore Vacketta marked YAZOO RIVER IRON BRIDGE 2½ on obverse, and E.R. HOLMES, MAYOR P.A. SMAYZEE CHM'IN FC on reverse. The token is aluminum 24mm solid.

The Yazoo River Iron Bridge was the first iron bridge built in Yazoo County, Mississippi. The bridge was built across the Yazoo River at Yazoo City. The bridge started out as a toll bridge, and later became a free bridge. This bridge was used for both local and through traffic until it was replaced by a new larger bridge in 1937.

Around the period 1900-1910, E.R. Holmes was Mayor of Yazoo City, and D.A. Swayze was alderman of the First Ward, Chamberlain (or Collector of Revenue) for the city, and Fire Commissioner.

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ILLINOIS 3150 A

By Don Punshon

The Chicago parking token III 3150 A is a 31mm solid aluminum token marked "ADAMS & DES PLAINES SERVICE STATION" on obverse, and "GOOD FOR 1 PARKING" on reverse.

A check of Chicago city directories shows the following information for the property at 629 West Adams Street: 1940, property was vacant. 1941 thru 1950, Adams & Des Plaines Service Station. 1951 thru 1955, Green's Super Service Station. 1956 to present, Adams - Des Plaines Super Service Station.

The token is marked "Adams & Des Plaines Service Station," which existed from 1941 thru 1950. The years 1941 thru 1945 were the war years and it is very unlikely that large aluminum tokens would have been made in this period. The selling of a business usually takes considerable thought and time, and it is unlikely that new innovations such as the issuing of tokens for parking would be put into effect during this period. This would put the odds against the last year of existence of the business, 1950. Therefore the period 1946 to 1949 would appear to be the most probable period of issue for the token III 3150 A.

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= A MESSAGE FROM THE PRESIDENT =

Depending on the publication schedule of our Editor, this issue may reach you before the April 30 deadline for nominations for AVA officers. As the time of the 1969 AVA Convention draws closer, it is time that consideration be given to the site for the 1970 convention. In the more popular convention locations it is well to begin preparations more than a year in advance. If anyone wishes to extend an invitation as a host for the 1970 AVA Convention, please notify me in writing no later than June 15. At that time the Executive Committee will be asked to vote on the 1970 site.

Invitations so far have been received from Dallas, Texas, and Chicago, Illinois. Please let me know by the June 15 deadline of any other invitations.

Recent belated publicity of our 1968 Convention in COIN WORLD has resulted in the sale of an additional number of the attractive tour token. Every AVA member should have this token in his collection. Specimens are still available from me at \$2.00 each postpaid.

- Duane H. Feisel

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Persons desiring to submit tokens for the Philadelphia A.V.A. Convention Auction are asked to send them to Paul Biery - 505 Park Ave. - New Cumberland, Pa 17070. The deadline is June 5. Items should be catalogued at 25¢ or more. There will be a combination floor and mail auction.

= SOME CONTROVERSIAL THOUGHTS ON TOKEN LISTINGS =

By Don Punshon

Ky 510 Y is a 21½mm solid brass token marked "Citizen's Street R.W." on the obverse, with "5 Cent Fare A.W. Johnson, Sup't" on the reverse. The Citizen's Street Railway operated in Louisville, Ky., from 1866 to 1872.

Poor's Manuals for 1887 and 1888-89 list a Citizen's Street Railway with an A.W. Johnson as president. This one was in Indianapolis, Ind.

The above gives us three possibilities. One: there were two A.W. Johnsons working for two Citizen's Street Railway companies. This would be quite a coincidence. Two: one A.W. Johnson working for two Citizen's Street Railway companies. This is much more probable but there is still the point of a gap of 14 to 18 years between jobs. This leaves the third possibility that the token is listed wrong and we have an A.W. Johnson who started out as Superintendent of the Citizen's Street Railway in Indianapolis, Ind., and worked up to President.

A Pair of tokens that have questionable listings are NJ 945 A, North Hudson County Railway Co., and NJ 675 A B C, Pavonia Horse R.R. Co. Poor's lists the North Hudson County Railway Co. as consisting of 12-¾ miles of horse railway, 1-¼ miles of elevated road, and 5 miles of cable railway, in Hoboken, N.J. The first recorded deed in New Netherlands in 1630 was to a man named Michaelpauw, and the area was named for him. This was corrupted into "Pavonia" and was the area that later became Jersey City. Poor's lists the Pavonia Horse Railroad as 3-½ miles long in Jersey City. In 1891 it was bought by the North Hudson County RR Co. as an extension of their lines. So I think that NJ 945 A should be listed from Hoboken and that NJ 675 A B C should be listed from Jersey City, N.J.

The token listed as Ind 580 A, Madison Street R.R. Co., and the line of the same name, along with the arguments for a change of listing to Madison, Wisc., were well covered in the December 1967 Fare Box by Mr. Gerald Johnson.

The Texarkana Street Railway, whose token was listed in the June 1966 Fare Box as Tex 910 A, did operate on both sides of the state line, but in several issues of Poor's Manual it is listed as being registered and quartered in Texarkana, Arkansas, and is carried under the heading of Arkansas and not Texas. So shouldn't it be listed from there, and not Texas?

Ill 150 K is a brass 34mm token marked "Souvenir Dahomey Village" on obverse, and "Good For One Ride" (with picture of a man on a camel) on the reverse. Atwood's lists it as a Chicago token from the Columbian Exposition in 1893. I can find no record of tokens such as this being used at the Chicago World's Fair of 1893. There was a Dahomey Village Exhibit at the Fair and people could ride live camels there. My mother recalls vividly both riding a camel there, and being scared half to death by "wild" natives putting on a show. The token is marked "Moise S.F." also, although this is not noted in Atwood. It would seem strange that with some of the world's largest token manufacturers in Chicago that they would have them made in San Francisco! When the Fair closed in 1893, a large number of the foreign exhibits, including the Dahomey Village, went to San Francisco to take part in the Midwinter Exposition of 1894. A San Francisco token manufacturer making tokens for a customer in San Francisco now makes sense. Shouldn't this token be listed from California?

A last thought for this article. Should the Civil War cents be listed as transportation tokens because they have the name of a transportation company on them? Some examples of what I mean are Ind 995 A; Ky 640 A-F; Ohio 165 A-H. All of these are standard Civil War store cards with a stock Indianhead and date, made the size of a cent of copper or brass. This group of tokens circulated freely in the North as a cent in value, which would not be the price of crossing a river on a bridge or ferry, and if they were intended as fare tokens would not have been made indistinguishable from cents, as they are. I believe they all are strictly store cards and emergency money, same as those issued by any other merchants.

[Editor's Note: I asked Ralph Freiberg about the A.W. Johnson token (Ky 510 Y) and he replied thus: "A.W. Johnson was the father of Tom Johnson, famous Mayor of Cleveland and inventor of the Johnson Fare Box. Tom got in with the Louisville firm and his father A.W. became Superintendent of the line. Later Tom also bought the Indianapolis firm and made his father president of that company. So I think the Louisville listing is correct, as A.W. Johnson is listed as Superintendent."]

= BATS MEETING ON MONTEREY PENINSULA IN MAY =  
By Duane H. Feisel

Members of the Bay Area Token Society will be traveling a bit far afield for their meeting on Sunday, May 18, as they travel to the home of John Trembley in Marina, Calif. Monterey Peninsula ranks as one of the most scenic areas in the world, and the weather in May is usually exceptional. Several of the BATS members and their families are planning to come to the area a day early for a bit of sightseeing. The famed 17-Mile Drive, for which there are several tokens listed in Atwood, is one of the outstanding scenic attractions of the area. Ranked right along beside this is the ruggedly beautiful Pt. Lobos State Park. Those collectors coming from the south can enjoy the spectacular beauty of the ocean drive from Morro Bay northward. All collectors are welcome to BATS meetings, and this offers an opportunity to those in the southern part of the state to lessen the travel distance.

The meeting will begin at Noon and something will be doing until 5 pm. The meetings are informal with much token activity--buying, selling, swapping, talking, bragging, etc. Most of those attending BATS meetings also collect tokens other than transportation and parking so come prepared. Please drop a note to John if you plan to attend. The Trembley home is located in Marina, which is in the immediate vicinity of Ford Ord Military Reservation. Off Route 1 drive east on Reindollar Ave. At the intersection of Route 1 and Reindollar Ave., a Shell station is located on the SE corner and a Phillips 66 station on the NE corner. To help with directions if you should miss Reindollar, the two streets north of it are Carmel Ave. and Reservation Road, respectively. From Route 1, drive east on Reindollar 0.9 miles to Independence Street; turn right, the Trembleys are the 4th house on the right--3025. If you need help, the telephone number is 384-8603. [Mail address: John Trembley - Box 37 - Marina, CA 93933.]

John is currently recovering from a tangle with a fork lift truck at his job. He was out of action for a while, but should be in good shape for the May 18 meeting.

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

*This is "Foreign Token Month" for you who collect foreign. We have tokens from England this month thanks to Ken Smith. To be sent are Eng 315 AA AB AC AD, 540 AT AV. We don't have enough to go around so they'll be sent according to seniority, as follows: ALL will receive Eng 315 AA AB AD. NIS #1-20 will also get 315 AC + 540 AT AV; 21-25 will get 540 AC AT; 26-30 will get 315 AC. More foreign pending, along with some U.S.*

*This month Mr. C.O. Evanson of Elmhurst, Ill., moves from the Waiting List to Associate Member. Welcome aboard!*

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= BURLINGTON, WASH., "DEPOTELS" NOW KNOWN TO BE FRAUDS =

Brass tokens inscribed "WASHINGTON HOTEL BURLINGTON, WASH. ONE FARE" on obv., and "GOOD FOR ONE FARE TO G.N.R.R. DEPOT" 35mm, began to show up in quantity last summer at prices up to \$15 each. Also a 28mm brass token inscribed "WASHINGTON HOTEL BAR BURLINGTON, WASH." on obv., and 25c IN TRADE on reverse, usually went with the "depotel." We have suspected these things to be frauds, and so we've pursued the matter, and now we know when they were ordered, where they were ordered, who struck them, and how many were struck.

The order was placed in May, 1968, and 1,000 of each was delivered to the party who ordered them, in the same month. Thus thanks to A.V.A. vigilance, another pair of phonies are exposed. We aren't going to let the matter rest there, either.

Members who purchased these tokens are invited to write Duane Feisel and tell him how much they paid for these things and from whom they got them. Members who unwittingly sold them should offer to make immediate refunds.

= THE MYSTERIOUS "d" STAMP ON THE TOKENS OF NANTES (FRANCE) =  
By F.J. Bingen

In the Smith Foreign Catalogue there are listed for the first time tokens of Nantes stamped with the letter "d". Atwood did not list these coins. He only gives the overstrike "40" on an aluminum 50 centimes token (Smith 600 AK) but without the letter "d". Smith's Catalogue also lists these tokens, however, with the "d" on them: 600 C E AB AD AI and AK, and a similar counterstamp is listed for a La Rochelle token of 10 centimes, 480 F. The latter is not so strange as it may seem. La Rochelle is not so far from Nantes and its tokens were of the same size, so it could have occurred that a token of La Rochelle was used in Nantes.

The stamp in question has always intrigued me, but there no longer seems to be any doubt. Mr. Smith gives in a note on Page 130 an explanation: "During an inflation and shortage of small change Nantes instead of buying new tokens reused its obsolete tokens by stamping a d on the c on both reverse and obverse and this signifies the token value was doubled and good for twice its face value."

Now, does this explanation really remove all doubt? It can't be denied that after World War I there was an inflation and a shortage of small change in France, as in all European countries which had just won or lost a war. For that very reason many of the known French transportation tokens were issued. The coin shortage did last for some years. We can see this from the emergency money, issued between 1918 and 1923 (one need only consult Mr. Lamb's catalogue, which lists only half of the emergency coins issued in France during these years). The mint in Paris was aware of this shortage, too. From the mint reports we learn that from 1917 to 1924, 350 million pieces were struck of both the 5 and 10 centimes, 125 million of the 25 centimes, more than 300 million 50 centimes, nearly 400 million 1 franc, and about 140 million 2 franc pieces--for that time a considerable number of coins. It may be known that the Latin Union to which France--together with Belgium, Greece, Italy, and Switzerland--belonged, was abolished on January 1, 1927. But already before then the Union could no longer function because all the cooperating nations except Switzerland had been obliged to replace their silver coins by nickel ones.

It can now be stated that about 1924 the shortage of coins had ended in France. So if we must believe the note in Smith's Catalogue, a new inflation and a new shortage of small change should have occurred afterwards. I regret that I am unaware in which year this would have been. To my knowledge this happened again only in 1939 and 1940, but we can hardly expect the tokens would have been held in stock until then.

Besides that, the stamp in question is very strange and crude, and there are other indications that may warn us that Mr. Smith's note may not give the solution to this problem. Why should a 5 centimes token be doubled to a value of 10 centimes, a 10 centimes to 20 centimes, and a 15 centimes to 30 centimes, when these denominations already existed? The only reasonable stamping would have been that of the 20 and 30 centimes tokens to values of 40 and 60 centimes, and that of the 50 centimes token, which had previously (or at the same time) been devalued to 40 centimes!??

Further, it may seem very strange that so few "d" tokens have come to light until now. In cases like the stated one the stamped tokens are always far more common than the unstamped items, the latter being quite rare. Tokens with a "d" stamp of Nantes, however, I have never seen in a European collection, and as far as I know only a few exist in the U.S. It would be interesting to know who owns these few.

Reconsidering the facts, I regret that I must believe that the stamp in question was privately made. It may only be hoped the compiler of the Foreign Catalogue may have enough sound evidence to convince me that I am wrong.

In this respect I have a request to our readers who collect foreign tokens. Would you be so kind as to inform me if you possess the following tokens: (1) Le Havre tokens without the punch H; (2) Lyons tokens without the stamp OTL (monogram); (3) Marseilles unpierced tokens with TRAMWAYS DE MARSEILLE (see my article in this issue); (4) Nantes tokens (a) without the stamp T N, or (b) with TN as cipher in triangle; (5) La Rochelle tokens with stamp TLR. Rubbings of the reported tokens would very much be appreciated. Thanks! (Address: Tollensstraat 11 - Capelle a/d IJssel, Netherlands.)

= TOKENS "TRAMWAY DE MARSEILLE" =  
By F.J. Bingen

As early as 1962 I drew the attention of Mr. Smith, the Compiler of the Foreign Catalogue, to the fact that the listing of the 25 centimes tokens of Marseilles should be altered. However, as the mistaken listing persists in the Catalogue I thought it would be appropriate for me to inform our readers of my findings in the matter.

The company than operated the tramways in Marseilles was called TRAMWAYS MARSEILLE. The tokens of 15 centimes, made by the still mysterious (to us collectors) firm CH.J., bear the right name of the company as well as do the first edition of the larger 25 centimes tokens. Both these tokens appear center-holed. Of the 25 centimes tokens a second edition became necessary, and there the manufacturer made a mistake and put on the tokens the name of the company as TRAMWAYS DE MARSEILLE. When this was discovered the tokens were pierced at the top, in order to make the word "de" invisible. Tokens of the first edition, or order, were not pierced. Piercing of these items, therefore, can only occur accidentally, or was done unofficially. The same applies to tokens of the second edition, which should be center-holed.

The right listing of the said tokens should therefore be:

TRAMWAYS MARSEILLE. JETON NON REMBOURSABLE EN ESPECES.  
VALABLE POUR UN PARCOURS A 25 CMES (INCUSE LETTERS)

D o A 35 Sd (blank)

E o A 35 Ch (blank)

TRAMWAYS DE MARSEILLE. JETON NON REMBOURSABLE EN ESPECES.  
VALABLE POUR UN PARCOURS A 25 CMES (INCUSE LETTERS)

F o A 35 Pc (blank)

I would appreciate it if collectors would advise me of the existence of unpierced tokens of the second edition (like F). Further, I am not sure that these tokens were made by the same manufacturer CH.J. and I therefore would be obliged if readers, who own one of these tokens where the manufacturer's initials between the 2 and the 5 of the denomination are plainly readable, would be so kind as to inform me. (Address: Tollensstraat 11 - Capelle a/d IJssel, Netherlands.)

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= NOMINATIONS FOR A.V.A. OFFICERS =

According to Article VII, Section 4, of the A.V.A. Constitution, nominations must close April 30. Therefore this is the final list of nominations:

- For President: Ralph Hinde (accepted); Duane H. Feisel (declined)
- Vice-President: Mary Allen (accepted); Robert M. Ritterband (open); Charles Axthelm (open).
- Secretary: Donald N. Mazeau (accepted)
- Treasurer: R.K. Frisbee (accepted)
- Curator: Foster Pollack (accepted); Daniel DiMichael (open)

If there is a contest for any office, ballots with the usual pair of envelopes will be mailed out with the June issue of THE FARE BOX. Meanwhile, because of no contest for those offices, our new President will automatically be Ralph Hinde. And Don Mazeau remains as Secretary, and R.K. Frisbee as Treasurer.

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*Both the A.V.A. and N.E.V.A. are trying to make collections of members' personal tokens. Curators, respectively, are Foster Pollack and John Wilcox, and they will be grateful for contributions.*

*We plan to run another supplement to the Personal Token listing before the end of the summer. If the Editor doesn't have yours, please send one along, to get it listed!*

= NEW WORLD DISCOVERY CRUISE - S.S. BRASIL =  
By J.D. Ferguson

The Moore-McCormack Line operated this year a new cruise which left New York on January 24 and which circumvented South America before returning to New York on March 19. The American Express Company were responsible for the shore excursions. Mrs. Ferguson and I decided to take this trip since South America had always intrigued us, and since we only knew, through personal visitation, the northern section of that continent.

The ports of call were: San Juan, Puerto Rico; Oranjestad, Aruba; La Guaria, Venezuela; Cartagena, Colombia; Balboa, Panama; Callao, Peru; Valparaiso and Puerto Montt, Chile; Montevideo, Uruguay; Buenos Aires, Argentina; Santos, Rio de Janeiro, Salvador (Bahia), Recife, and Belem, Brazil; Bridgetown, Barbados; Kingstown, St. Vincent; Charlotte Amalie, Virgin Islands.

Substantial time was allowed while in port so that we could visit by excursion or by private car important centers such as Caracas, old and new Panama, Lima, Santiago, the lake district of Chile, including Puerto Varas, San Paulo, and Petropolis.

While our trip was for relaxation and particularly for our education, token collecting was consistently in our mind. In fact, well before the trip was completed many of our fellow passengers were advising me where they had run across coins in windows or antique shops. While perhaps none of them became token collectors as a result of the trip, several of them decided to begin the formation of a coin collection.

I made it a point in each community to check the many ferries and buses, and the odd streetcar which was still in use, to see if they were using tokens. It was naturally not possible to check all bus companies in many of the cities since in some the transportation is furnished by a tremendous number of companies, some being one-bus operations. Buenos Aires has more than eighty such companies, and a small island like St. Vincent has at least twenty companies or private operators, most of whom have only one bus.

This part of the "hunt" was greatly disappointing as while I travelled many extra miles by taxi and on foot, and with and without an interpreter, to visit dozens of ferries and to check with bus drivers and streetcar conductors, the only transportation tokens I found to be in use at the present were the two subway tokens in Buenos Aires--160 G and H, and zone tokens with a number of the bus companies in Rio de Janeiro and Salvador, in Brazil.

The collecting of the zone tokens on the buses of Brazil proved to be extremely difficult. My own Spanish and Portuguese are extremely limited, mainly to some numismatic reading, and I found the spoken word much more difficult. Consequently I early learned to rely on our personal waitress on the ship, a delightful woman born in Brazil, and on tour guides and personal interpreters. Even with their help I only secured directly from bus drivers two tokens, one in Rio and one in Salvador. The big break on these zone checks came to be in Salvador when a personal interpreter I had employed got such a token from a driver of the E.T. Trans Penninsula Limited. We followed this up by going to the head office of the company where we were initially rebuffed. However, in order to break the "log jam" I told the interpreter to offer \$1.00 for each variety they had. With great hesitation the employee then provided seven different zone checks which were in use at one time or another by their company. Even for the same amount he would not provide more.

While this direct approach was proving extremely costly in time and money, I was much more greatly rewarded in the contacts I made with shops, both large and small, which handled coins. In Panama City I picked up in this was some modern Swedish tokens. In Callao and Lima, Peru, I was successful in picking up the odd token in several stores. I located one piece in Valparaiso and several in Santiago. The same is true of Montevideo and in two wonderful shops in Buenos Aires.

I had my greatest success in Rio de Janeiro as a result of the wonderful cooperation of Kurt Prober, an old friend of forty years of correspondence, who took an entire morning to go through his entire stock and to pick out for me, with my help, all the transportation tokens he had. Such shops in other cities yielded no transportation tokens but a few telephone tokens which I am also collecting.

Through this myriad of sources I brought back sixteen different zone checks of

Rio de Janeiro to add to the two pieces I previously had in this series. Mr. Prober confirmed that it was difficult to get the zone checks from the bus companies.

Perhaps my most delightful find was an unlisted vulcanite token from Arauco, in Chile. Another choice find was Brazil 600 XC as it is listed in the catalogue, and also another example with the letter "A" following the "3".

I also learned that the Brazil 700 A as listed without a hole in the center preceded the variety with the hole in the center. The hole was placed in the center following the devaluation of their coinage. I believe that practically all of us only had the token with the hole in the center, but we did not realize that the hole was not part of the design. I secured two without the hole and have naturally advised Mr. Kenneth Smith, our able foreign catalogue editor, of this variety and he now has the second piece in his collection.

While I found transportation tokens not being specifically collected in South America, I was told by a number of professional dealers that they are included in the token collections of many of their numismatists. The prices asked for the pieces even in very small shops were high, usually from three to five times the prices in our foreign catalogue. I can appreciate the reason for this when I see how few of them are available, and when I realize they are now generally not being used.

Another unlisted token I secured was from La Union, Chile: a celluloid token identical with the A variety except that it is in brown.

On the Island of St. Thomas, as I returned home, I located a series of ferry tokens from Puerto Rico that have not as yet been catalogued but which are being reported to Mr. Coffee, with what little information I secured in regard to them.

I did secure an apparent bridge token, getting one example of it in Buenos Aires and two in Rio, which is similar to the piece at present catalogued by Mr. Smith as Portugal 992 A on page 257. While the obverse is the same, the reverse has the value as  $\frac{1}{2}$  centavo and the date is 1913. This piece was presumably issued in either Chile, Argentina, or Peru.

All in all it was a tremendously interesting experience, although a costly way of "collecting."

For the records I mention the number of varieties of each of the tokens that I managed to secure, purchasing all that were available: Argentina 160 E (1), 160 F (8); Brazil 120 A (1), 560 A (5), 700 A (7), 700 B (2), 700 C (4), 700 E (4), 700 E (3), 600 XC (1), 600 XW (1); Chile 420 G (1), 480 A (2), 920 A (1), 920 B (1); Paraguay 80 A (1); Peru 480 B (1), 480 C (2), 480 D (2); Uruguay 460 A (4), 460 B (1).

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= PHILADELPHIA A.V.A. CONVENTION TO HAVE ELABORATE PROGRAM =

The Annual Convention of the American Vecturist Association for 1969 will be held August 8,9,10, at the Sheraton Hotel - 1725 J.F. Kennedy Blvd. - Philadelphia. Hosted by the Delaware Valley Vecturist Association, the conclave is expected to draw the largest attendance in the history of A.V.A. conventions. Inasmuch as the American Numismatic Association annual convention follows immediately after the A.V.A. Convention, in the same hotel, it is expected that many collectors will want to take in both gatherings.

Including the usual talk sessions, banquet, brief business meeting, the convention will also have the annual A.V.A. Sightseeing Tour. This year's tour will be on the Red Arrow interurban trolley line from the 69th Street Terminal in Philadelphia to Norristown, and return. The trip is estimated to take some two hours, and there will be special photo stops made for camera bugs. A special, and very unusual, tour token will be struck to provide payment of fare on the trip, and the token will be included in the registration package for all who attend the convention.

Space will be available for displays and exhibits, and those planning to exhibit should write Dr. Dave Jordan at P.O. Box 92 - Flourtown, PA 19031.

Advance Registration for the convention (until June 30) will be \$11.50 per person, which includes banquet, tour, use of rooms for meetings, etc. After June 30 it will cost \$13.00. Advance registrations are now being accepted, and should be sent to former A.V.A. President Daniel DiMichael - P.O. Box 485 - Coatesville, PA 19320.

= THE PATTERN TOKENS OF SEATTLE, WASHINGTON =  
By George Gould

David W. Henderson, whose name appears on so many Seattle tokens, started out as a motorman for the old Seattle Electric Company, in 1902. By 1919 he had risen to the position of Superintendent of Transportation, for the Seattle Municipal Railway. The only token in use at that time was Wash 780 A.

In March, 1920, Mr. Henderson was appointed to the position of Superintendent of Street Railways, armed with the task of straightening out the bad management, indebtedness, and falling revenues that were burying the street railway system further into the red. He was appointed amid a political shake-up that reached clear into the Mayor's office, the progress of which was covered quite extensively by the *Seattle Times*, all through the latter part of March, 1920. One of his major problems was the control of the numerous jitney operations, mostly by individuals who would drive along in front of the streetcars, picking up people until they were hanging from the running boards, and then depositing them on streets adjacent to the trolley lines.

On July 24, 1920, streetcar fares were raised from 5¢ to 10¢ with tokens sold at 4 for 25¢. This led to a need for new tokens, with the result that patterns were submitted by the manufacturer. The token manufacturer, not knowing from one day to the next what Mr. Henderson would be superintendent of, submitted Wash 998 C, with the fine picture of Chief Seattle on the token. This was rejected, possibly because it resembled a smaller version of the then-current Buffalo Nickel. Also submitted were 998 D,E,F, and 780 B and C--thus letting the superintendent see a token in several different metals. The copper and bronze tokens, as we know, were selected to be placed in use, and large orders were placed.

On January 9, 1921, Mr. Henderson, slowly succeeding in eliminating the jitneys by pushing legislation to put them out of business by licence costs, announced another fare change. Tokens went from 4 for 25¢ to 3 for 25¢. And having experienced a high rate of wear with the copper and bronze tokens, 780 B and C, they chose tokens of a harder metal, 780 D, along with a school token in the harder metal, 780 E. However, 780 B and C continued to be used because of their popularity, and they continue to be accepted to this day!

In 1922, the jitney problem no longer existent, Mr. Henderson was appointed Superintendent of Public Utilities. The token manufacturer, seeing Mr. Henderson now in an apparently permanent position, submitted 998 G and M, with his new title on the tokens...no doubt hoping for a new order. But obviously Mr. Henderson declined, as these tokens were never placed in use, and he went on serving his community, with the token-using streetcar patrons aware only that he was a superintendent of something-or-other.

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= TWENTY YEARS AGO IN THE FARE BOX =

The April, 1949, issue of THE FARE BOX (Volume 3, Number 4), had only 4 pages. I remember that I was in New Haven at the time, and Mr. Peebles was supposed to get out the April issue, but kept procrastinating. When I returned to Washington, D.C., the two of us published two issues together, the April and May, and mailed them out together in one envelope.

The April issue reports on a meeting held in Minneapolis where "six adults and three children were present." A fine lunch, we are told, was served by Mrs. Barnett.

Edgar Levy reported how he found the extremely rare Fredericksburg, Va 350 A (still unique, and owned by your Editor now). "It was while trading sales tax tokens with a collector in Kansas City. He wrote that he had an old token lying around somewhere which had been sent to him by his brother, then in the Marines. He sent it to me and I thought nothing of it in particular except that it was unlisted."

Your Editor reported finding NM 40 A in a Washington, D.C., coin shop for 12½¢, and Edgar Levy had a one-page article on Otto Mears, whose little narrow-gauge railroad issued several silver and gold passes. And it was reported that 10,000,000 new tokens were delivered to the Chicago Transit Authority, weighing 39,600 pounds, and costing \$93,200 to have struck.

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

NEW YORK

Miscellaneous 1000 (Reported by Duane Feisel and John Coffee)  
 MOHAWK AIRLINES GOLD CHIP SERVICE (PILOT, MECHANIC, STEWARDESS)  
 A Bz 45 Sd We're On Your Side! Mohawk Metal Arts - Roch., N.Y. 1.00  
 [Good for refund of \$1 on fare, or free drink. Headquarters of Mohawk Airlines  
 is in Utica, N.Y.]

OREGON

Portland 700 (Reported by Roy Carpenter)  
 ALPENROSE FRONTIER DAYS DAIRYVILLE PONY RIDE  
 J o Wr 38 Sd Wooden Nickel Untied States of America (buffalo) .15  
 ALPENROSE FRONTIER DAYS DAIRYVILLE WAGON RIDE  
 K o Wz 38 Sd Wooden Nickel (Indian head) .15

TEXAS

Miscellaneous 1000 (Reported by John Coffee and J.L. Hargett)  
 GOOD FOR A FAST BUCK AT BRANIFF TICKET OFFICES REDEEMABLE 'TIL  
 12-31-68  
 B o Pr 38 Sd Time Is Money (clock) [reeded edge] .15  
 C o Pp 38 Sd " " " " " " .15  
 D o Po 38 Sd " " " " " " .15  
 E o Py 38 Sd " " " " " " .15  
 F o Pl 38 Sd " " " " " " .15  
 G o Pg 38 Sd " " " " " " .15  
 H o Pb 38 Sd " " " " " " .15  
 I o Pa 38 Sd " " " " " " .15

[Good for refund of \$1 on fare until December 31, 1968, when the tokens  
became obsolete and no longer redeemable. Headquarters of Braniff Air-  
lines is in Dallas, Texas.]

AMUSEMENT STOCK TOKENS

Group 102 (Reported by Elaine Swanson)  
 FREE RIDE TOKEN  
 A B 20 Sd (blank)  
 [This token is given a separate group listing because we do not presently  
 know what company is using it.]

UNIDENTIFIED (Reported by Ford Knight)

RED'S TAXI CO. PHONE 981  
 141 A 21 Sd Good For 5¢ in Trade

= NOTES BY RALPH FREIBERG =

This month we list some peripheral tokens, which some of you may not collect.  
We'll try to obtain some of them for the New issues service, but if you don't collect  
them and receive them from Nick, just send them back. In this respect, when you do  
return such tokens, it is unnecessary to add any note of sarcasm.

We are listing a couple of wooden nickels which we know were used for rides.  
Alpenrose Dairy of 6149 S.W. Shattuck Road, Portland, Ore., issued these tokens a  
couple of years back for use on various activities on their property. One was for a  
pony ride and another for a wagon ride. Still other wooden nickels were for refresh-  
ments but we don't, of course, list those. Wooden nickels were the only coins con-  
sidered legal tender within the limits of "Dairyville." After a while the wooden nick-  
les were discontinued in favor of paper tickets because too many people were taking  
them home as souvenirs. They don't have many left, but you might get a pair of them  
by writing, if you're lucky.

The Mohawk Airlines token, listed as New York Miscellaneous, and the Braniff Airlines tokens, listed as Texas Miscellaneous, are a new kind of token coming more into vogue on airlines. These tokens are given out to passengers who have complaints about the service, or to passengers when a plane arrives more than 15 minutes late, and they can be turned in at a ticket office for a dollar. The Mohawk token may also be used to buy a drink. The Mohawk token is still in use, and still redeemable for a dollar. It is a beautiful large bronze piece, with the heads of a pilot, a mechanic, and a stewardess, on the obverse. The tokens were struck by Metal Arts Company. Collectors can probably obtain them by sending a dollar to Mohawk Airlines in Utica, but we don't have the street address handy.

We list these tokens because they are issued by transportation companies and are good for refund of part of the fare. They certainly are related to our hobby. The Braniff tokens are an interesting set: there are 8 different colors, and they are struck in relief, like old vulcanite tokens. They make a beautiful set. Because they became obsolete last December 31, John Coffee wrote the company down in Dallas and asked if a quantity might be purchased for A.V.A. members. The company was amenable to the idea, with the result that Mr. Coffee now has enough sets of the Braniff tokens to supply A.V.A. members, for a very nominal cost. See article elsewhere in this issue for details on how to order a set for your collection.

The Maverick was reported by a non-member who lives in Montana, and would appear to be an older token because of the phone number and the size (21mm) which is no longer used to strike tokens.

In the February Fare Box we listed other amusement tokens, but I was hoping to get more information on a token used by a different company. Unfortunately the information hasn't come, but the token ought to be listed somewhere so here it is. When we know for sure what firm is using the token, we can include that information with the listing. We do know that these tokens are being used in a store in Omaha, Nebraska, and possibly in other cities as well.

I passed through Corvallis, Oregon, recently and decided to ride the new bus line, which started in October, 1968. The fare is 35¢, or 10 tokens for \$3.00. And so I felt, "Here is a new token!" So I bought ten of them. I used one for the ride, so I know that they are used, but they turned out to be plain brass discs, 19mm in diameter (size of a penny), blank on both sides. No identification mark of any kind on the obverse or reverse! I hesitate to list this thing as Ore 160 O, and the New Issues Service doesn't want to handle these things, because first thing and Nick would get letters asking if he was making them in his basement. Corvallis Transit is owned by Corvallis Taxi, and they are under a year's trial to see if the line will pay.

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= BRANIFF "FAST BUCK" AIRLINES TOKENS AVAILABLE TO A.V.A. MEMBERS =

Your Editor has secured a quantity of the tokens listed this month as Tex 1000 B thru I, from Braniff Airlines. These make a beautiful set of tokens. They are not like the usual plastic tokens, in that these Braniff tokens have raised letters, like vulcanite and celluloid tokens of old. They have reeded edges, and make a very nice display.

They were purchased for the A.V.A., and all profits from the sale of the tokens will go toward expenses of publishing THE FARE BOX. They are available to A.V.A. members only, at a price of sixty cents per set, postpaid, until June 10, 1969. After that the price will be \$1.10 per set, postpaid. So order them now and save money. Incidentally, a self-addressed envelope (not stamped) is absolutely necessary. I do not have time to address envelopes; so send an envelope addressed to you, preferably a strong one, I'll use our postage meter to stamp the envelope, thereby making sure they don't go through the cancelling machine.

Order as many sets as you wish at 60¢ per set. We have plenty of them, and the money goes to The Fare Box. This is one way you can help the A.V.A. And yourself. At 7½¢ per token you are getting 'em at half catalogue, and they will never again be sold this cheap. But please include a self-addressed envelope for each set you order, as more than one set of 8 tokens in an envelope make an awkward package.

I predict these tokens will be selling for \$1.00 apiece before very long. A word to the wise is sufficient. Take advantage of our fortunate purchase.

= APRIL SUPPLEMENT TO THE FOREIGN CATALOGUE =  
By Kenneth E. Smith

ENGLAND (all reported by Donald Capper except where noted otherwise)

Barrow-in-Furness 50		BARROW, IN. FURNESS CORPORATION TRANSPORT		
BR	C 22 Sd	3d. (light pink)		\$0.15
BT	C 22 Sd	5d. (yellow)		.25
BU	C 22 Sd	6d. (dark pink)		.30
Burton-upon-Trent 148		BURTON UPON TRENT CORPORATION TRANSPORT		
AE	C 22 Sd	3d. (lemon)		.15
Darwen 235 (reported by G.W. Gallagher)		DARWEN TRANSPORT C		
AL	C 26 Sd	(same as obverse)(chocolate brown)		.30
(These are special 6d fare tokens for old age pensioners.)				
Gateshead 315		THE NORTHERN GENERAL TRANSPORT CO. LTD. (HORSESHOE WITH ELECTROMAGNET IN CENTER)(all 12-sided tokens)		
ABo	C 23 Sd	3d. (red)		.30
ACo	C 23 Sd	3d. (dark red)(Vars.)		.30
ADo	C 23 Sd	4d. (red)		.30
(These tokens were used by the Durham Education Committee for the Shipcote Girls' School.)				
Grimsby 350		GRIMSBY-CLEETHORPES TRANSPORT LINDSEY DOCK SERVICES		
AO	C 25 Sd	Grimsby Immingham Return (green)		.60
Hull 405		KINGSTON UPON HULL CORPORATION TRANSPORT (CITY ARMS)		
ZAo	C 25 Sd	1½d. (bronze-like green)		pattern
Newcastle 545		NEWCASTLE CORPORATION TRAMWAYS (ARMS)		
AT	C 22 Sd	5d. (pink)(Vars.)		.25
AV	C 22 Sd	7d. (violet)		.30
Stratford-on-Avon 732		EAST WEST JUNCTION RAILWAY FREE PASS (STAMPED NAME AND NUMBER)		
PAo	Sv 27 Sd	(coat of arms of the railway)		6.00
(This railway later became the Stratford on Avon and Midland Junction Ry.)				
Sunderland 740 (Reported by F.J. Bingen)		SUNDERLAND CORPORATION TRAMWAYS (ARMS)		
ALo	C 23 Sd	Official Pass (green)		.30
Wigan 865		(ARMS)		
BK	C 22 Sd	3d. (red)(Vars.)		.15
BL	C 22 Sd	4d. (green)(Vars.)		.20

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.

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

NEW MEXICO

Albuquerque 3040 (Reported by Ralph Freiberg)  
ST. JOSEPH HOSPITAL  
B B 23 Sd Courtesy Token (3/19/69- ) \$0.25  
(0: Propeller points ...)  
a. (. -- T)  
b. (J -- I)

OHIO

Youngstown 3990 (Reported by Mrs. Clara Migley)  
PARK AVENUE PROFESSIONAL BLDG. (GATE)  
A Bz 25 Sd Parcoa Token (gate)(Rev. F) .25

OKLAHOMA

Enid 3330 (Reported by Hank Reidling)  
GOLDEN CIRCLE VALIDATED PARKING ENID OKLAHOMA  
D A 16 St (blank)(gold-colored surface, black printed letters)(1/1/69-) .15

ADDITIONS AND CORRECTIONS

La 3080 E: add variety description (1/68)  
(O&R: ... at bottom)  
a. (star)(star)  
b. (star)(diamond)

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

This is one of the shortest listings of parking tokens for some time--except when I missed making any listings. We have a few others in the wind, so perhaps things will improve.

Even though the new Albuquerque token has been in use only a short time, there are two distinctive varieties. The b variety has somewhat larger letters on the obverse. The tokens are given to visitors for free exit from a gate-controlled lot. It was not possible to obtain tokens for PTNIS members.

While the existence of the Youngstown token has been known for several months, listing has been delayed while efforts were being made to find out more about the token. The tokens are apparently very closely controlled and difficult for collectors to obtain. I have sent money and several letters, but have not had any reply. The token reverse is a new one, and very different from previous Parcoa token reverses in that there is no milled background. The gate is similar to that of Rev. E and there are two diamonds on the reverse at 3 o'clock and 9 o'clock. The style is reminiscent of some of the varieties of the Cleveland tokens. Will this reverse appear on other tokens?

It is a pleasure to see the special Golden Circle Validated Parking token for Enid. This type of token will be used in many cities around the country, and perhaps others will also go to a personalized token rather than the stock token used so widely now. If so, it will mean many new tokens for our collections. The use of these tokens was described previously, but some seem to have missed this information. When a person puts money into the special Golden Circle parking meters made by Duncan, one token is ejected for a nickel, and two tokens for a dime. Each token can then be redeemed for 5¢ on purchases of a given minimum size at participating merchants. I have heard of special promotions in some cities where a few distinctively colored tokens are mixed in with the regular tokens, and those receiving the special tokens could exchange them for merchandise gifts. I have been wondering about the cost of tokens of this type, and according to information received they cost \$5.50 per thousand in large quantities. This is about ½¢ each, compared to 4¢-6¢ each for the usual 23mm brass meter tokens, and about 9¢-10¢ each for the Parcoa type tokens. Incidentally this token couldn't be obtained for PTNIS members, so we have struck out completely on the new tokens listed this month. Better times are coming!

PAPER MONEY SCRIP from Jordan Valley Kibbutz (communal farm), complete set of 3 pieces \$4.00 cash. Sample of one piece \$1 cash. All orders sent airmail. Please remit in U.S. paper notes. = J. Kotler - Ulpan - Ashdot Yaakov Meuhad, ISRAEL

MAIL BID: China 720 G,H (make separate bids for bus facing left and right on these Chinese tokens); Finland 10 AE; Argentina 160 F G; Brazil 560 A, 700 A B C D E, Salvador zone check (not yet listed); Uruguay 460 A.

J. Douglas Ferguson - Rock Island, Québec, Canada

MAIL AUCTION: books: (1) ELECTRIC RAILWAYS 1917, 177 pp, 9x12, govt. report with directory of railways; (2) CENTRAL ELECTRIC LIGHT AND POWER STATIONS AND STREET AND ELECTRIC RAILWAYS 1912, 9x12, 440 pp (258 of st. rys.), govt. report with photos of old electric RR & st. cars, lots of facts, excellent cond.

Ken Hallenbeck - 1141 W. Lexington Ave. - Fort Wayne, IN 46807

NOW OFFERING for only 75¢ postpaid to MVA members and \$1 postpaid to non-members the 3rd series of 3 post-card size B&W pictures as follows: (1) Hotel Land Hack, Sacramento, CA; (2) K.C. Excelsior Springs & St. Joseph interurban car; (3) Elevated RR, Chicago.

Midwest Vecturist Assn., c/o J.R. Bolz - 6118 Hartley St. - Lincoln, NB 68507

HAVE A FEW SETS of 20 (assorted & all different) parking tokens of western Penna. for sale at \$4.00 a set postpaid. Nice for a beginner or to check varieties.

Harry C. Bartley - 224 Lincoln Ave., Bellevue - Pittsburgh, PA 15202

CAR WASH TOKENS WANTED, will buy or trade. I have many CWT duplicates for trade. There must be a CWT from every town of 5,000 or more, and also from smaller towns.

Please help me! = Duane H. Feisel - P.O. Box 11661 - Palo Alto, CA 94306

FOR SALE: transportation stamping dies. Ideal paper weight and conversation piece for the vecturist. = O. Perry - 309 Birmingham Ave. - Pittsburgh, PA 15210

MAIL BID: Cal 575 C wide P, 575 Q, 760 E; Conn 210 A; Ill 150 Y, 495 G; Kan 480 B; Mass 550 B; Mich 375 A; NY 505 A; NC 980 H I; Ohio 440 C; Pa 10 B, 25 A D, 70 A B, 495 G J K, 775 B, 985 D; Wash 780 S, 840 D E; Wis 40 B, 220 E, 420 C, 600 B.

Glen Williams - 504 E. 10th St. - Fond du Lac, WI 54935

FOR TRADE or best offer in cash: Pa 750 AE (see Atwood cat.), also Pa 750 W at 75¢ + SAE. I have ten of 750 W for sale.

Edward Dence - 8627 Crispin Drive - Philadelphia, PA 19136

TWO UNLISTED TOUR TOKENS, issued by Arizona State Numismatic Assn. for two tours: (1) Jan. 24, 1969, Old Tucson & Desert Museum Tour \$4.00; (2) Jan. 25, 1969, Nogales Sonora Tour \$5.00. Both tokens are 26mm cast in tin. Obverse has Citizens Auto Stage Co. (bus) Tucson Ariz. Limited to 100 pairs numbered from #31 on. Price \$4 pp & ins. Orders filled as received, as to numbers issued.

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

WANTED TO BUY: Calif 50 B, 745 B E, 835 H. Will pay \$1.25 each or trade from my list of over 700 spares. MAIL BID: DC 500 E P AE; Va 600 F I J L, 620 J.

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

FOR TRADE: TT's for car wash tokens and PT's. Send your trade list.

Robert Knobloch - 876 Payne Avenue - St. Paul, MN 55011

I have duplicates of several diff. car wash tokens from my area. Write if you collect car wash tokens. Maybe we can help each other. PARKING TOKENS FOR SALE: CA 3350 A, 15¢; CA 3845 Aa Ab, 25¢ each; MSPT 3055 E; Iowa 3300 Ab; MN 3720 Ab; MT 3640 E; PA 3340 A; WI 3510 X, 50¢ each; CA 3450 P AC AK AN, \$1.25 each; CA 3775 B, \$2.50; CA 3015 Ab, 3760 A; IL 3025 B; RI 3880 A, \$1 each. SAE a must.

H.V. Ford - 6641 Saroni Drive - Oakland, CA 94611

WILL TRADE AVA or NEVA mounted rubber stamp (large size) for ANY 6 political items or ANY 6 NYC tokens. Mixing OK. Will trade both stamps for any 10 of above.

Larry Edell - 104-27 117th Street - Richmond Hill, NY 11419

WILL TRADE NY 631 S for NJ 997 A C D E G or a N.J. trade check, I need. Have only one trade. = John H. Wilcox - Letter Carrier Rte #104 - North Brunswick, NJ 08902

FOR SALE: Conn 345 B for \$3.00 each. I have only 3 so first come first served. Tokens are in nice condition.

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

FOR TRADE ONLY: Census Ohio 165 J for parking tokens I need ONLY.

Dr. George J. Fuld - 5929 Western Park Drive - Baltimore, MD 21209

BEST CASH OR TRADE OFFER: Nev 100 A B. For Sale: stock token group 101 D E F and Mich 560 P, \$1 + SAE. Stock token group 101 A, will trade for Calif. or Nevada trade token or Military (no Vietnam). Stock token group 101 B, trade for a trade check with city and/or state on it from west of Mississippi River.

John G. Nicolosi - 3002 Galindo Street - Oakland, CA 94601

TIMETABLE S - WILL TRADE FOR ANY OF THE FOLLOWING TIMETABLES: L N P or R. Trades for Mich. TT's will also be considered. One trade only. Will buy any of above if for sale; advise. Will trade Mich 3885 B C for PT's I need. Have many TTs & PTs in dupe to trade, my list for yours. Also have many odds & ends of tokens & medals to trade for PTs and TTs. What's your interest?

Don McKelvey - 2822 19th Avenue - Port Huron, MI 48060

we have only a few left: Conn 30 C. Send \$4.00 and get 5 tokens. Money all goes to extend track to Short Beach, for Branford Trolley Museum.

W.G. Fyler - P.O. Drawer #7 - Babson Park, FL 33827

EXCHANGE: Calif 715 X, new Expo TT. Even trade for any 25¢ cat. U.S. TT, + SAE.

Paul W. Sauvé - P.O. Box 795 - Sonoma, CA 95476

WANTED FOR CASH: Ala 120 D, 560 G R; Ariz 720 A; Ark 360 C, 435 H I; Cal 625 A C, 540 A B; Fla 910 B C; Haw 540 E; Ill 460 E G, 475 A D.

Byron Johnson - 606 N.W. 80th Street - Seattle, WA 98107

FOR A "SHOE RENTAL TOKEN" also showing "ATLAS PRODUCTS, INC. DES MOINES IOWA" send any PT or TT catalogued at least 25¢, or any flipping coin, "Good For," telephone token, or.... What have you? 3 types available. SAE appreciated.

Roy H. Carpenter - 4599 Student Lane - San Jose, CA 95130

BETTER TT's FOR SALE: Calif 775 C, \$4.50; Ill 320 A B C, set \$10; Ia 30 A, \$1; Iowa 150 B, \$6; Ia 390 B (weak obv.) \$4; Kan 480 C, \$1.25; Ky 510 AC, \$12.50; Md 60 N, \$3.50; Mass 505 A, \$3.50; Minn 540 F, \$6; NY 745 A, \$2; Ohio 440 B, \$3, 440 E, \$2; Pa 750 AT, \$10; Va 620 F, \$9.

David E. Schenkman - P.O. Box 131 - Brockton, MA 02403

TRADE UP TO TEN DIFF. TRADE TOKENS CONTAINING NAME OF CITY & STATE FOR DIFF. TT's

Cat. 25¢ each. Token for token. (paid)

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

MAIL BID: Ky 45 Ab, 250 C, 510 N; Va 620 K I J; Ohio 15 B, 175 Wa Z; Pa 400 D, 515 B, 720 A, 985 D, 70 A, 775 B; NC 980 I; ND 960 A; NY 505 A; Ind 650 B.

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

AUCTION: 200 lots of TT from 25¢ thru \$5. Mostly 50¢ to \$1.50. Send SAE for list.

Douglas Redies - Box 4461 - Cedar Rapids, IA 52407

WOULD LIKE TO PURCHASE OR TRADE FOR WIS 510 N. Need one or more of these tokens.

Have one set of plastic Presidential coins thru Kennedy. 1st offer for a reasonable amount takes them. Interested in acquiring RR tokens for box lunches, drinking cups, pillows, porter service, etc.

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

COLLECTORS: Your own personal tokens custom made, plastic, in red, green, blue, white, or black. Prices from \$5.50 per 100 to \$8 per 100 depending on size. Minimum order 200. Send for samples.

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

FOR TRADE: two Pa 495 H for one PR 560 A. I have the following Trade List available, too: Trade Tokens; Transp. Tokens; US coins; Foreign Coins; P.R. milk tokens.

Pedro Chiclana Rosario -JA #18-220 St. 3rd Ent. Country Club - Rio Piedras, PR 00924

WILL TRADE CAL 275 D, 715 L, Okla 10 A, for Ark 480 C D G H J K L, 885 E F, Okla 860 J L; Tex 60 A, 65 A F, 805 Bb, 760 C D or will pay \$1 for any of these.

Hank Reidling - 11516 Flamingo - Dallas, TX 75218

WILL TRADE TEN DIFF. TT's from my state (Indiana) for ten diff. from your state! I can include one or two 25¢ TT's if you will.

Jack R. Smith - R.R. 1, Box 207 - New Palestine, IN 46163

WANTED TO BUY: Obsolete Bux Timetables, back issues of The Fare Box, and duplicate transportation tokens you have for sale. Please send lists.

E.L. Tomberlin - 68 Oakes Blvd. - San Leandro, CA 94577

OLD BRASS DEPOTEL "TRANSFER LINE" TOKENS FROM Weatherford, Texas: Tex 965 I, for sale for \$15.00 cash. Very few left. Have one Ohio 35 C (depotel) in "fair" condition for only \$10 cash. Have one Alaska 650 A, nice condition, for \$10 cash. First check takes. SAE please. = J.M. Coffee - P.O. Box 1204 - Boston, MA 02104

MAIL BID: Alas 300 C; Ala 840 A; Ariz 1000 B E G; Ark 975 A; Ill 975 A; Ill 975 Eb; Ia 150 A; Ky 10 O, 510 AH; Mich 225 B; Minn 540 A Eb; NY 630 D; Ohio 10 K, 165 AF, 1000 A, 175 W AC; Pa 585 A, 965 C; Va 580 C; WVa 290 H; Wis 790 A, 870 B; Ont 185 A; Timetable G. = Chris Christiansen - Box 651 - Cupertino, CA 95014

I RECEIVED FROM AN AMERICAN G.I. in Germany two identical very nice complete sets of Nurnberg, Germany 740 D thru AW, for auction. These will go at the second highest bid to the two highest bidders. Closes 30 days after postmark of this issue of FB. Kenneth Smith - 328 Avenue F - Redondo Beach, CA 90277

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= ALL AUCTIONS IN THIS ISSUE CLOSE MAY 31 =

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\*\*\*\*\*

= APPLICATIONS FOR MEMBERSHIP =

- 1079 ROBERT WHITEHEAD - 1903 MONTECITO AVE., APT. 18 - MOUNTAIN VIEW, CA 94040  
Age 28; Electronic Technician. Collects U.S. (Feisel)
- 1080 HUMBERTO COSTA - 1301 CONDOMINIO BILBAO - HATO REY, PUERTO RICO 00917  
Age 37. Collects U.S. (Coffee)
- 1081 WILLIAM R. HEALD - 419 GRANITE AVENUE, N.W. - ALBUQUERQUE, NEW MEXICO 87103  
Age 37; Manufacturer's Representative. Collects all. (Mazeau)
- 1082 R.L. MOORE - 314 GRAND AVENUE - NOGALES, ARIZONA 85621  
Age 64; Retired. (Mazeau)
- 1083 LOIS M. HARENCOME - 15308 DITTMAR DRIVE - WHITTIER, CALIFORNIA 90603  
Age 40; Bookkeeper. Collects U.S. (Mazeau)
- 1084 RICKY MORSE - BOX 91, STATION H, DANFORTH AVENUE - TORONTO, ONTARIO  
Collects all. (Weighell)
- 1085 FREDERICK C. HERMANSEN, JR. - 3191 EAST AVENUE - CALEDONIA, NEW YORK 14423  
Age 22, Collects U.S. (Coffee)
- 1086 MICHAEL ROSENTHAL - 112 MONTGOMERY STREET, APT. 3A - HIGHLAND PARK, NJ 08904  
Age 47; Machine Operator. Collects U.S. & Parking. (Schenkman)
- 1087 NATHANIEL R. MACK - P.O. BOX 2214 - KEY WEST, FLORIDA 33040  
Age 27. Collects U.S., foreign. (Coffee)
- 1088 HAL POLLEY - 134 NORFOLK PLACE - SAN ANTONIO, TEXAS 78201  
Age 70. Collects U.S. (Migley)

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

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- David Brandt - 37 Seneca Street - New Britain, Connecticut 06053
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- R.A. Baskette - P.O. Box 122 - Lakeland, Florida 33802 \*

# THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors



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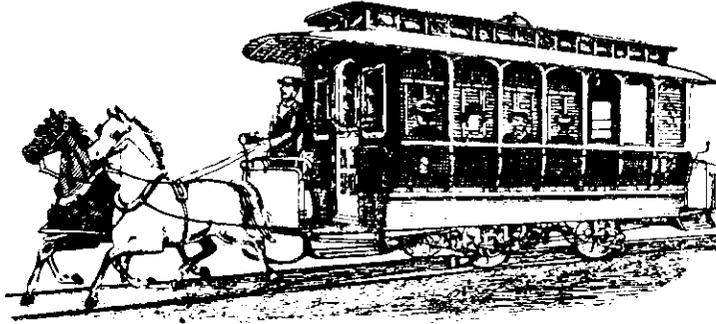
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Parking Tokens

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Palo Alto, California  
94306



Volume 23, Number 5

MAY, 1969

Our 263rd Issue

Until August 25 send all mail for The Fare Box or its Editor to  
JOHN M. COFFEE, JR. - 4104 SIXTH AVE. - TACOMA, WA 98406

Inasmuch as the Editor is leaving Boston on June 17, it is once again necessary to combine two issues in one mailing. I won't arrive in Tacoma until July 15, so our only option is to mail you two issues together again. I believe they are both good issues this time, and am delighted that some of our members have come through with very interesting articles.

There is only one election contest this year for AVA officer positions, and that is for Vice-President. Candidates are Mrs. Mary Allen, Robert M. Ritterband, and Charles Axthelm. All three have accepted nomination, and ballots are included with this mailing. Also enclosed are the usual 2 envelopes: mark your ballot for the person you want to vote for, then place the ballot in the "Official Ballot" envelope. Then place sealed "Official Ballot" envelope in the envelope which is addressed to Dan DiMichael. Dan will be our Election Chairman this year. Put a commemorative stamp (if possible) on the envelope and mail it as soon as possible. Ballots must be received no later than August 7, or they may be handed in in person to Dan at the convention prior to the close of the first business session on August 9. But it's a good idea to take care of this chore now before you forget it. Incidentally all three of the candidates are wonderful people and no matter who wins, the AVA can't lose.

Other officers automatically elected because of no opposition will be Ralph Hinde as President; Don Mazeau as Secretary; Toby Frisbee as our Perpetual Treasurer because we all like him so much no one wants to run against him; and Foster Pollack as our Curator. Duane Feisel will replace Dan DiMichael as voting Past President.

Also enclosed with this mailing are reservation cards for the Philadelphia Sheraton Hotel. If you plan to attend the AVA Convention to be held August 8-10 in Philadelphia, please mail in this card to reserve your room. The Sheraton Hotel, according to Dan DiMichael, is the best hotel in Philadelphia. Some of our previous conventions have been at hostleries little better than fleabags, but this time conventioners will live in style, hence the rates are not really high, considering what you will be getting. So send in your reservation card now.



= THE "d" STAMP ON THE TOKENS OF NANTES (FRANCE) =

By Kenneth E. Smith

In the period 1945 to 1952 the French desired American dollars and all the known transportation token collections and accumulations in France not in museums were brought to the United States, with about 90% of these French transportation tokens going through my hands. In these collections on the envelopes containing the "d" stamped tokens, I found the information for the note in my catalogue.

These "d" stamped tokens were apparently used in 1923 or 1924. Nantes 600 C E AB are very rare (underlined census) and may have been experimental by the company. A number exist of each of 600 AD AI and AK with AI accounting for about 70% of the stamped "d" tokens. Only one type of "d" stamping was used. Inquiries of the company resulted in no answers as their records of this period are very sketchy. At present, as far as I know, the only La Rochelle 480 F with stamped d is in my collection and this stamped d is the same as on the Nantes tokens, and may have been done by the Nantes company. These stamped tokens were scattered by trading into several transportation token collections formed about 1950, and are probably still in these collections. I have a complete set of these d stamped tokens, and am at a loss to understand why these tokens are not found in present French collections, unless it happened that these French collectors pass up "d" stamped tokens as undesirably display items.

Additional comments: Le Havre tokens with H counterstamp are with the exception of 400 B and C underlined census. I have never seen a Lyons without the stamping although on a few tokens it was faint. Nantes tokens apparently all have TN stamp, though faint on some. La Rochelle tokens G thru J appear to be about 75% without TLR stamp and 25% with it. La Rochelle A thru F are underlined census with TLR stamped. The La Rochelle tokens were apparently stamped in 1923 or 1924 and I have had no answer from the company as to why it was done.

I have sent many letters and spent much time trying to get these companies to say officially why they did the above stampings, but it has been fruitless as most of the records of the early 1920's were destroyed years ago. So we have to live with information on the old token envelopes by French dealers and collectors. In cataloguing you often live with what miscellaneous information you can find, and hope it is correct.

\*\*\*\*\*

= NEW FINDS =

Judging by reports, rare tokens are still not turning up for collectors the way they did a few years ago. I don't believe this is because they've all be found. More likely it is simply because we aren't looking for them with the same determination. They are still out there, plenty of them.

This month Rev. John Backora of Steubenville, Ohio, reports very good fortune. He turned up Ohio 590 A, the extremely rare token with the Indian head on it and the cute misspelling of "Hiawatha Park" as "Hiawather Park." As Mr. Backora describes it:

*"Recently my transportation token collection was enhanced by the addition of a beautiful specimen of Ohio 590 A. There was nothing dramatic about the acquisition of this token--I merely walked up to a dealer at a coin show and asked if he had any tokens. He trotted out a sales book which I carefully examined and, to my joy, there was the Ohio 590 A. I wish I could say that I only had to pay a few cents for it. However the token did cost me less than catalogue and I am very glad to have it."*

Harold Hunt reports finding the second known (and only undamaged example of) NC 950 A. He says he obtained it through a collector of old barbed wire, of all things! He gave this man a piece of 75-year-old barbed wire, "of a very scarce type," and asked the man to keep him in mind should he ever find any old tokens. Sure enough, the barbed wire collector called after some time and gave Mr. Hunt two tokens, one of which was the NC 950 A. The man had no knowledge of the token other than that it was in a small coin collection that belonged to his father-in-law who in the early 1900's had made a round-the-world trip.

= THE SMELL OF A RARE TOKEN--SENTA, YUGOSLAVIA =  
By J.M. Kotler

In recent months I was in the Hungarian capital of Budapest, and found some time to search out the rare local tokens. My first contact was a long-time numismatist and friend I had known through correspondence. I was royally greeted and had the good fortune to attend a meeting of the Hungarian Numismatic Society the night after my arrival. This is a large group with permanent, but small, rooms near the National Museum in the heart of the city. Their heritage is long and the walls are crowded with antique photos of prominent collectors of bygone days.

After the meeting I returned to the home of my friend and had the privilege of going over his token collection in detail. In the course of the evening he reacquainted me with several back issues of AZ EREM, the local collectors' magazine, which contained some fine illustrated articles on Hungarian tokens. Among those illustrated and in my friend's collection were many that are unlisted in the Smith Catalogue.

Next day I visited the Hungarian National Museum Numismatic Section, whose director Dr. Gedai had invited me the previous evening. In examining their fine collection, I noticed a thin zinc piece that I had never seen in any public or private collection in North America or Europe. The obverse inscription reads: ZENTA VÁROS / KOSSUTHID / 8 FILL. / GYALOGOS. Like most old Hungarian tokens the reverse is blank with only an incuse impression of the obverse legend. The diameter is 32mm and the piece is solid. The translation is: "Zenta City Kossuth Bridge 8 Filler Pedestrians." Kossuth was the great Hungarian national hero of the last century, and filler is the denomination. The museum personnel located Zenta on my map, but it was not Zenta, Hungary. It was Senta, Yugoslavia, just a few kilometers south of the Hungarian border. This is an area populated by many persons of Magyar descent and was part of the old Austro-Hungarian Empire prior to World War I. For the past half century, however, it has been part of Yugoslavia.

From Budapest I was travelling south anyway, so I became determined to see what I could find concerning this rare old bridge token. After having ridden the second oldest subway in Continental Europe and visited the Communications Museum, I took the 11:50 night train south to Subotica, just inside Yugoslavia. (I must say I was greatly entertained by the numerous "Visit Mongolia" posters in the Budapest railroad depot.) Arriving at Subotica before daybreak, I waited an hour and took the direct train for Senta, about 20 miles away. After several stops in minute farming villages, we arrived in Senta at 7 o'clock. I had shown some of my fellow passengers a drawing of the token and tried to explain I was looking for information and an example for my collection. (This was a bit difficult since I'm not fluent in Serbo-Croatian or Magyar.) Seeing that I was somewhat bewildered at the Senta Depot, a passenger took my arm and we shoved our way onto the city bus that connected the station with the town about a mile away. We got off at the town square and I was shown the Narodni Muzej (People's Museum) which hadn't opened yet. The Assistant Curator came a short time later and filled me with coffee and cake while waiting for the museum director.

When the Director, Mr. Geza Tripolszky, arrived we found ourselves able to converse in French, although I must admit his was far superior to mine. I showed him my drawing of the ZENTA VÁROS KOSSUTHID token, and he was naturally quite surprised to see anyone interested in this little chunk of history. However, yes, he did know something about the bridge. From the archives he came up with a booklet on local bridges, a stack of old photographs and postcards, and amazingly several of the old zinc tokens, all identical.

The first recorded bridge across the Tisa River at Senta was a 1697 pontoon affair. On November 7, 1873, a new wooden bridge was opened. This was the Kossuth Bridge as named on the token. However, the exact dates of usage are unknown. Judging by the similar style it would appear the Senta piece was made in Budapest. On March 18, 1902, the bridge was destroyed by the forces of nature.

Between 1915 and 1923 a new bridge was constructed. In the meantime pedestrians and carts were ferried across the Tisa. On June 9, 1938, the city took over the bridge and made it toll-free. Bridges are particularly vulnerable during wartime, and the citizens of Senta only enjoyed the free bridge for three years. It was blown up to hinder Nazi communications on April 12, 1941. In 1944 a cable ferry was estab-

ished, and on May 19, 1963, the current 305-meter road and rail bridge was inaugurated.

When I left Senta at eleven in the morning, I had a fine illustrated booklet on the bridges, two examples of the scarce token, and an extremely interesting experience. I'll leave it up to the cataloguers whether to list it from Zenta, Hungary, or Senta, Yugoslavia. But in any case it's a fine old token for our records. (Whatever the country of listing, it should be cross-referenced to the other.) It may be a long, long time before I or any vecturist gets to Senta again, but it will also be a long time before I forget it.

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= ENGLAND 992M IDENTIFIED =  
By F.A. Shelmerdine

This unidentified token is a uniface, pierced, brass disc, 26mm, inscribed: McMAHON - CAR SHED - M/c QUEENS ROAD. In the early part of this century, in fact into the 1930's, it was customary to use the abbreviation M/c for Manchester. This custom in addressing mail was strongly discouraged by the General Post Office and has since disappeared. This would suggest that the token originates from Manchester, and this hypothesis is further supported by the fact that the first Manchester Corporation Tramways car sheds, completed in 1901 to receive the first electric tram cars, were situated in Queens Road.

The chairman of the Tramways Committee was Councillor Daniel Boyle, and the tramway system became disparagingly known as "Dan Boyle's Railway." There are many reports of accusations that Councillor Boyle gave preference to his fellow Irishmen in employing tramway staff and the name McMahon (of obvious Irish origin) on the token would therefore appear appropriate for a tramway employee.

The token is probably a workman's tool check to be exchanged at the tool stores for a special tool or jog and to be hung on a hook in the stores until the tool is returned. This use of workman's tool checks was, and still is, prevalent in this area. It is still used at the writer's Engineering Factory in Manchester, although the checks bear the man's number rather than his name.

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= TRANSIT HISTORIAN TO SPEAK AT THE 1969 CONVENTION =

A well-known author on transit subjects, Dr. Harold E. Cox, has consented to address the 1969 A.V.A. Convention. Dr. Cox is a Virginian and obtained his Ph.D. in history at the University of Virginia. He is a member of the faculty of Wilkes College and earlier was at Temple University. Transit history is one of Dr. Cox's principal interests and he has written eight books on trolleys as well as numerous articles in transit and hobby magazines and historical journals in addition to writing about trolleys in general. Dr. Cox collects old transfers and has a near complete collection of Philadelphia issues in his large collection. A portion of his collection will be on display at the convention. His talk will describe the Philadelphia fare collection and transfer system from its beginning to the present.

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= NEW LATER DEADLINE FOR ADVANCE CONVENTION REGISTRATIONS =

Advance registrations for the A.V.A. Convention at Philadelphia, will be accepted until July 25, at the special reduced rate of \$11.50 each. After July 25 the registration cost will be \$13.00. So take advantage of this special price: save yourself \$1.50, and save the Convention Committee a lot of extra trouble. Send your advance registration now to former A.V.A. President Daniel DiMichael - P.O. Box 485 - Coatesville, PA 19320. Registration fee includes the banquet, trolley tour and token, and everything else except Dan's token collection itself.

= TRANSPORT IN LYONS (FRANCE) =  
By F.J. Bingen

The story of transport in the city of Lyons runs nearly parallel to that in the capital, Paris. Lyons is situated on the confluence of the river Saône and Rhône and though perhaps not so extensive as in Paris on the river Seine, there was in Lyons quite some traffic on the rivers mentioned before. The first boats were called "bêches," afterwards replaced by much more comfortable "coches de'eau."

By 1820 there were already some omnibuses in Lyons, but these had only a primitive schedule, if any at all, and one by one they soon disappeared. In 1837 the first omnibus company with regular hours of departure and fixed fares was founded. The vehicles with their 26 places, of this "Compagnie des Omnibus de St. Clair" soon had a considerable success. It was this company, too, that issued the oldest known transportation token of Lyons:

CORRESPONDANCE DES OMNIBUS DE ST. CLAIR BERTHAUD ET CIE.

A o B 26 Sd (horsecar) (Vars.)

Other companies soon followed the example of the Omnibus de St. Clair and within a few years were seen on the streets of Lyons: les Citadins, les Omnibus Crémieu Père et Fils (father and sons), les Omnibus de l'Intérieur, les Omnibus du Midi, les Ecosaises de la Pyramide, la Compagnie de Serin, les Ecosaises de Vaise and les Omnibus de Villeurbanne.

Some of these companies issued tokens, as follows:

ADMINISTRATION GENLE. DES SERVICES D'OMNIBUS CRÉMIEU PÈRE ET FILS

B o K 29 Sd Bon Pour Une Place (arms)  
C o B 29 Sd " " " " "

[Note that the copper token above is listed in the Smith Catalogue under Paris as 660 I. It should be changed to Lyons.]

OMNIBUS DU MIDI DE LYON LA CHAPELLE N'A PAS COURS LE DIMANCHE

D K Ov Sd (blank) [37x32mm]  
SERVICE GAL. DES ECOSSAISES DE VAISE. B.F.  
E K Ov Sd Cachet de Correspondance [27x19mm]

The stiff rivalry between these companies gave rise to many accidents and this impelled the municipality of Lyons in 1849 to fix rules regarding the safety of the omnibuses. Some companies could not fulfil these regulations and went out of business. In 1852 there were only six companies left: the St. Clair, the Intérieur, the Midi, the Serin, the Vaise, and the Villeurbanne. In the same year new municipal regulations were fixed to assure the correspondence of omnibus schedules with those of the trains to St. Etienne and of the boats on the rivers Rhône and Saône. In the beginning of 1853 a third ordinance obliged the companies to charge similar fares and to give their passengers the right to transfer on all the lines of the existing companies. Soon it became clear that only a fusion could assure a good city traffic, and so three financiers of Paris founded, in 1855, the "Compagnie Lyonnaise d'Omnibus, Voitures et Voies Ferrées," the CLO in which were united the companies mentioned above except for the Villeurbanne.

The new company also issued some tokens:

ADMN. GENLE. DES SERVICES D'OMNIBUS COMPIE. LYONNAISE

F B 29 Sd Bon Pour Une Place (arms)  
SERVICE GENERAL D'OMNIBUS C.L.  
G K 26 Sd Cachet de Correspondance  
H B 26 Sd " " "  
CIE. LYONNAISE DES OMNIBUS PONT. No. (stamped numerals)  
I K 28 Sd (blank)

Tokens were also issued for visitors to the theatres in Lyons:

- ADMINISTRATION GENERALE DES OMNIBUS (MUSIC INSTRUMENTS, MASKS, ETC.)
- J B Ov Sd Service du Théâtre. Une Place 50 Cmes [37x28mm]
- SERVICES DES THEATRES (MASK)
- K B 26 Sd Lyon

In the March 1967 issue of THE FARE BOX (page 44) I explained about the Compagnie des Dombes, which operated an incline plane to the Croix-Rousse in Lyons. This inclined plane, called "Ficelle," started in June, 1862, and the following tokens were used:

- COMPAGNIE DES DOMBES (STAMPED 10)
- L B Ov Sd Plan Incline de la Croix-Rousse [32x27mm]
- M B Ov Sd " " " " " " [27x32mm]
- COMPAGNIE DES DOMBES 1e CLASSE
- N B Oc Sd Plan Incline de la Croix-Rousse (stamped 20) [31mm]
- CHEMIN DE FER DE LYON A LA CROIX-ROUSSE No (STAMPED NUMERALS)
- BON POUR UNE CARRIOLE (stamped 1.05)
- O B Ob Sd (blank) (clipped corners) [52x34mm]

The CLO in the meantime was up against severe financial troubles and in 1872 the company was taken over by the Société de Travaux et Transports, whose Director in Chief was the famous Parisian Baron Haussmann. The new company was indeed entirely a Parisian affair and this stung the municipality of Lyons. For that reason in 1879 another company was founded: the "Compagnie des Omnibus et Tramways de Lyon," the OTL, of which many tokens are known. It can be said that with the founding of the OTL a new modern era was ushered in for the transport in Lyons. This does not imply, however, that all difficulties were over. On the contrary. Some years later, in 1886, there even arose a competing company. The charter of the OTL was only valid for the city of Lyons. A new company, the "Company Lyonnaise de Tramways et Chemin de Fer" asked for a concession to run a tramway line to the neighboring village of Bron. This concession was granted and from that time the CLT penetrated from all directions into Lyons, becoming a serious rival of the OTL. The latter company appeared to be the most progressive. The CLT continued to use steam engines, but the OTL switched to electricity. On its lines the first electric streetcar of Lyons made its appearance in 1894. For a short time the OTL cooperated for that reason with the "Compagnie d'Électricité Thomson-Houston," a Paris firm which manufactured electrical equipment. The cooperation ended in 1901. It is of this last company that Mr. Smith lists in his catalogue, on page 131, two copper tokens of 5 and 10 centimes (660 K,L), the name being wrongly given as Houston Thomson Electric Co. These tokens were used as canteen tokens in the said factory in Paris and they never were used as transportation tokens. So in my opinion they ought to be deleted.

After 1894 all the lines of the OTL were rapidly electrified and in 1900 electric streetcars operated over the entire network of this company.

This is the place to mention another competing tramway company. It was the Tramway d'Ecully, founded in 1894 in the neighboring small town of Ecully by the OTL. The token issued by this small company was previously listed in the Atwood Foreign Check List (page 107 - 350 A). In the Smith foreign check list it appeared under Paris as 660 H. For some reason, however, it has been omitted by Mr. Smith from his latest catalogue. The token, however, does exist and in my opinion Mr. Atwood was right to list it under Ecully:

- TRAMWAYS D'ECULLY
- A B Oc Sd Correspondance [19mm]

The CLT was renamed in 1901 the "Nouvelle Lyonnaise des Tramways" (NLT). In 1906, finally, the OTL took over this last big rival. In its early days the OTL had issued some hitherto unlisted tokens:

			OMNIBUS ET TRAMWAYS. DE LYON. D.
P	B	Oc Sd	(blank) [24mm]
			OMNIBUS ET TRAMWAYS. DE LYON. S.
Q	B	26 Sd	(blank)
			TRAMWAYS DE LYON. VILLE DE LYON 2e CLASSE
R	A	35 Sd	(blank)

As is known to our readers, from 1918 to 1924 the tokens listed by Mr. Smith as 520 A thru H were issued in Lyons. It may be mentioned that many varieties of each of these tokens exist.

The traffic on the river Saône, too, has been a rival for the omnibus and tramway companies of Lyons. In 1863 the "Compagnie des Bateaux-Mouches" was founded. On their boats a fixed fare of 15 centimes had to be paid. At the same time the fare on the omnibuses of the CLO was 25 centimes!

The following lasting memories of the Bateaux-Mouches are known:

			BATEAUX A VAPEUR OMNIBUS . LES MOUCHES
BA	B	21 Sd	Traversée de Lyon (flies)
			LES MOUCHES
BB	A	25 Ch	Compagnie des Bateaux Omnibus 15
			BATEAUX OMNIBUS (FLY)
BC	B	20 Sd	Correspondance

To conclude this article we may list a token used on the boats running from Lyons to Châlon on the river Saône by a company called "Les Paquebots du Commerce," founded in 1851. This token can be described as follows:

			PAQUEBOTS A VAPEUR DU COMMERCE DE LYON A CHALON ET RETOUR (STEAMER)
BD	K	Ov Sd	(blank) [19x12mm]

All tokens mentioned in this article are in the Cabinet Numismatique de Lyon. We are greatly indebted to Mr. Tricou, notary public in Lyons, an erudite numismatist. Without his cooperation this article could never have been written. We also have to thank Mr. Jean Arrivetz, the author of *Histoire des Transports à Lyon* for his consent to quote from his book.

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= COFFEE PLANTATION TOKENS OF CEYLON =  
By Leslie R. Hawthorne

On page 257 of the Smith Catalogue, listed under Unidentified Tokens & Passes, there are two tokens under the heading "Union of South Africa." These are 992 A, ONE GRAHAMS LAND BUS, and 992 B, NARNCALLA BUS 3/4. I know of two similar tokens, 1/2 NARNFALLA BUS and ONE GLENALPIN BUS, and have been told that there are quite a number of like tokens around. These are not transportation tokens at all, but were used in the latter part of the 19th Century on coffee estates or plantations in Ceylon. They were tally checks or tokens, and were given to the workers for the amount of cleaned coffee they turned in from time to time, during the course of a day's work. "Bus" is an abbreviation for "bushel," and these tokens come in 1/4 Bus, 1/2 Bus, 3/4 Bus, and 1 Bus, values. The workers were paid 9 pence per bushel for cleaned coffee and at the end of the day these tokens were turned in for their equivalent value in cash.

Coffee is no longer the major crop and export commodity in Ceylon, and tea has taken its place. Ceylon is now known the world over for its fine teas.

I am indebted to Mr. K.C.D. Perera, Ceylon's leading numismatist, for this information. Incidentally, one could make a conundrum out of this: When is a bus not a bus? When it is a bushel.

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

CALIFORNIA

San Diego 745 (Reported by Les Hawthorne)  
SAN DIEGO TRANSIT CORP. SDTC  
V Bz 16 Sd San Diego 200th Anniversary 1769-1969 (Conquistador) \$0.30

FLORIDA

Treasure Island 930 (Reported by Mrs. Van Kleeck)  
TREASURE ISLAND FLORIDA TOLL  
D WM 22 T-sc Treasure Is. Causeway One Way .15

MICHIGAN

Lansing 560 (Reported by Roice Rider)  
CITY OF LANSING  
Q Pa 24 Sd (blank) (Sc) [\* 4/69- ] .35  
[Senior Citizen token for those living outside Lansing City Limits.]

MISSISSIPPI

Yazoo City 980 (Reported by Ore H. Vacketta; Location by Don Punshon)  
YAZOO RIVER IRON BRIDGE 2½  
A o A 24 Sd E R Holmes Mayor P A Smayze Chmin FC [in script on Rev.] 5.00  
[This bridge was built in 1882 and replaced in 1937. The token was probably used from 1900 to 1910, as Holmes and Smayze were in office then.]

NEW YORK

Troy 890 (Reported by Charles Max)  
G WM 23 Bar (same as 890 D, but copper-plated) .15

PENNSYLVANIA

Carlisle 155 (Reported by Hector Turgeon)  
ST. PATRICK CARLISLE PA.  
A Pg Oc Sd 10¢ Good For One Bus Ride (23mm) [\* 9/67- ] .25  
B Pg Oc Sd 15¢ " " " " " " " " .25

CANADA - ONTARIO

St. Catharines 825 (Reported by K.A. Palmer)  
SANDERSON & NEWMAN BUS LINE ST. CATHARINES ONT.  
E o A 25 Sd Good For One Fare 5.00

Delete the token listed recently as Unidentified #141. It had already been listed.

= NOTES BY RALPH FREIBERG =

We don't know the precise date when the San Diego token was issued, but apparently some time in 1969. San Diego went on the Ready Fare system April 27, and perhaps that has something to do with the new token. We did get them for the New Issues Service, as we nearly always do in the case of tokens from big cities.

The 16mm Treasure Island token with "One Way" has been discontinued and they put out new larger size tokens with One Way on them instead of Return Trip.

The new senior citizen token from Lansing is for those living out beyond the city limits. The bus company also has raised fares to 35¢ but the city sells tokens to senior citizens at reduced rates. We don't expect we'll be able to get these for the New Issues Service, so collectors might write to Roice Rider for them.

See the story on page 36 of the April Fare Box about the Yazoo Iron Bridge.

We are listing the Carlisle, Pa., school tokens at 25¢ as the school seems to be charging this amount to collectors, although the fare is less than that. A lot of companies won't sell us tokens at all, and others insist on a higher price than

the fare rate. School tokens often just won't be sold to us. We have the situation in Troy, N.Y., and Rochester, N.Y. You might try writing them and sending 25¢. We have learned why Troy plated their tokens: they wanted to distinguish them from Albany tokens which have been showing up in Troy fare boxes!

I have fortunately been able to secure rubbings of all the St. Catharines depots, as there are several varieties of them. We now have another to add to the bunch. Often we have different major varieties of tokens, dependent on the arrangement of the wording, although the inscription reads the same, and only if we happen to see them both, or have rubbings, can we know if we have a different token.

Eddie Cutler reports that Pueblo, Colo., is using Colo 760 O now, on a special bus operating to an ordnance plant. The firm is the Pueblo Transportation Co., and it is owned by the city.

In last month's FARE BOX there was an interesting comment about a token from Louisville, thanks to research done by Don Punshon. This is the token with A.W. Johnson on it. Some time back Larry Freeman sent me a couple of books on the life of Tom Johnson, one of the most colorful politicians in U.S. history. He was Mayor of Cleveland and author of the 3¢ fare there. His life was much involved with streetcar transportation. In 1869 while still a teenager he went to Louisville and got involved in a streetcar line. He put his father, A.W. Johnson, in as Superintendent of the firm (see Ky 510 Y). A few years later his father became Chief of Police in Louisville, and Tom became superintendent of the streetcar line. Later Tom had a chance to buy the streetcar company at Indianapolis, and he made his father president of that company. While in Louisville, Tom Johnson invented the fare box which bore his name up to this year (Johnson Fare Box). Then Tom moved to Cleveland and became Mayor, being responsible for those 3¢ tokens we have listed. It is ironic that 1869 was when Tom Johnson first got into transportation, and exactly 100 years later, in 1969, they changed the name of the Johnson Fare Box Company to the Keene Corporation. So here we have an instance of how historical research helps us get our listings properly attributed.

\*\*\*\*\*

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

*Tokens for all this month. Things are on the upswing! All members will receive Pa 155 A,B (had to pay a premium to get these); Calif 745 V (nice pictorial token); and Fla 930 D, which is like 930 B but with "One Way" on it. To foreign collectors, we also have two more from England, listed in the April issue, Wigan 865 BK BL. Those with NIS numbers below the low 20's will also get die varieties on these.*

*We cannot get the Lansing, Michigan, and Troy N.Y., tokens listed this month. They just won't send them to us.*

*Last month I received a couple of letters from unhappy members who didn't want the Stock 101 tokens. If you don't like these tokens just drop me a line please. It really is not necessary to criticize us or our tokens. The same, I might add, goes for those who believe our charges are excessive. The New Issues Service is a voluntary organization and if you don't like us, by all means depart in peace and make room for someone on the waiting list. The waiting list has lots of people on it who have no complaints whatever about our tokens or the service charge we find it necessary to charge. Incidentally this month we welcome Lee Hope to Regular Member from Associate, and E.M. Rice from the waiting list to Associate.*

\*\*\*\*\*

*We are pleased to report that Ore H. Vacketta, AVA 785, of Westville, Ill., has just been elected to the Board of Directors of the American Transit Corporation, at the annual meeting of the Chromolloy American Corporation, in St. Louis on May 5.*

= MAY SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =

By Kenneth E. Smith

Mr. J. Douglas Ferguson has just returned from a two-month trip to South America, and has reported the following unlisted Brazil tokens:

Porto Alegre 560

B o WM 21 B1	CIA CARRIS PORTO ALEGRENSE (C on ball)	
	Uma Passagem Bondes (C on ball)(Gm plated)	\$1.00

Rio de Janeiro 600 (Zone Checks worth 50 cents apiece)

YI P 49 Sd	VIACAO REDENTOR. LTDA.	(6 concentric circles)(light blue)
YJ P 31 Sd	TRANSP. VILA IZABEL S.A.	Deposite Na Caixa (green)
YK P 31 Sd	VIACAO IDEAL	Deposite Na Caixa (light mauve)
YL P 31 Sd	TRANSP. SAO SILVESTRE SA. (STAR)	Deposite Na Caixa (pink)
YM P 31 Sd	E FAVOR COLOCAR A FICHANA CAIXA	(blank)(light blue)
YN P 31 Sd	VIACAO TRANSMONTANA S.A. (STAR)	Deposite Na Caixa (black)
YO P 31 Sd	" " "	(yellow)
YP P 31 Sd	JABO TRANSPORTES LTDA (STAR)	Deposite Na Caixa (blue)
YQ P 31 Sd	TRANSPORTE SAO SILVESTRE (STAR)	Deposite Na Caixa (red)

Salvador 700 (Zone Checks worth 50 cents apiece)

XA P 31 Sd	SALVADOR TRANSP. URBANO	Deposite Na Caixa (green)
	DEPOSITE NA CAIXA	
XB P 31 Sd		(blank)(purple)
XC P 31 Sd		" (yellow)
XD P 31 Sd		" (black)
XE P 31 Sd		" (blue)
XF P 31 Sd		" (light green)

(Tokens XB thru XF may also be manufacturers' samples. Mr. Ferguson found these in use at the Transpeninsula Ltd Company along with (1) a black plastic 27mm token with a large 5 on obverse and blank reverse, and (2) a gray plastic 31mm token blank on both sides. According to AVA rules, which I follow in my book, the latter two tokens cannot be listed as other firms not in transportation use the same things and they can't be uniquely identified as transportation.)  
 (Mr. Ferguson also brought back an unlisted Chile token and two Bolivia tokens, which are being checked as to usage.)

URAGUAY

Montevideo 460 (Reported by Les Hawthorne)

D o WM 22 Sd	TRAM-VIA DEL ESTE	Pasage 6 Cents	.50
--------------	-------------------	----------------	-----

(I have known about this item for some time, but this is the first one reported with a rubbing. When the company acquired these they also stamped the remaining 460 A to produce 460 B.)

Please report all unlisted foreign transportation tokens, with exact wording and a photograph or good rubbing to:

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

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

NEW YORK

Niagara Falls 3640 (Reported by DHF)  
NIAGARA PARKING INC. (GATE)  
B o Bz 25 Sd Parcoa Token (gate)(Rev. A) \$0.50

PENNSYLVANIA

Bethlehem 3085 (Reported by Clarence Hiorth)  
DOWNTOWN BETHLEHEM ASSOCIATION FREE RIDE AND SHOP  
B B 23 Sd Free Park and Shop DBA (6/14/67- ) .15  
(R: Upright of B below D is ...)  
a. (joined)  
b. (separated)

TEXAS

Houston 3445 (Reported by John Clymer)  
MEDICAL CENTER PHARMACY HERMANN BUILDING GOOD FOR ONE HOUR  
PARKING ON PRESCRIPTION OR ON \$3.00 PURCHASE  
A We 39 Sd (stock wooden nickel reverse) .15  
a. (Indian)  
b. (buffalo)

UTAH

Salt Lake City 3750 (Reported by George Fuld)  
HOTEL UTAH PARKING  
B B 23 Sd (same as obverse) .25  
(Large letters, propeller has pointed center and ends. For 3750 A, small  
letters, propeller has rounded center and ends.)

UNIDENTIFIED PARKING TOKENS (Reported by Marie Johnson)  
SIESA CAMPING LODGE, INC. SHANGRI-LA  
3044 B 23 Sd (blank)

ENGLAND - MANUFACTURERS' STOCK PARKING TOKENS

Group 3051 (Reported by DHF)  
APT CONTROLS BEST BY ANY TEST (EMBLEM)  
A B 25 Sd Parking .25  
A.P.T. CONTROL SYSTEMS P  
B B 22 Sd (same as obverse) .15  
C B 25 Sd " " " .20

ADDITIONS AND CORRECTIONS

IL 3250 I: add variety description (1/67)  
(O: Right upright of H in HOSPITAL points up to ...)  
a. (left of S)  
b. (center of S)  
LA 3080 E: add variety description to that listed 4/69  
c. (diamond)(diamond)  
MSPT 3055 E: add variety description  
(R: T of COURTESY points down to ...)  
a. (right side of K)  
b. (between KI)

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

An older parking token begins the listing for this month. The age is known  
(use started in 1955 to 1958) from the reverse type, but nothing else is known about

the token. I think it may turn out to be a scarce token. At least until someone turns up a bag of them!

While the token from Bethlehem has been known for quite a few months, listing was delayed while a supply of the tokens was obtained. The Association had my check for almost nine months before they sent me the tokens! The tokens are given out by participating merchants with a \$2 minimum purchase. The tokens are sold to the merchants at \$6 per hundred, and can be used in parking meters instead of a nickel, or can be used toward payment of bus fare on Lehigh Valley Transit Co. buses in Bethlehem. Note that the token carries a notation that it can be used toward bus fare; thus this token also fits into a collection of transportation tokens, even though it will not be listed as a transportation token. A supply of these tokens has been obtained for PTNIS members; of a lot of 100 pieces, 35 were of variety a and 65 variety b. As far as the token supply permits both varieties will be supplied to those collectors in PTNIS who collect varieties.

The inscription on the wooden piece from Houston tells the story. Tokens have been obtained from the source thus justifying listing here.

The differences between the A and new B tokens from Salt Lake City are so striking that a separate listing is justified. The A token was listed in May 1967. These tokens seem to be quite difficult to obtain even though they are in current use. Apparently use is restricted to an employees' parking lot.

While the unidentified listing carries no indication that it is in fact a parking token, the size and style of the token are so much like a parking token that a listing is justified with the hope that someone will be able to identify the piece and provide information on its use.

Of the stock parking tokens from England, the B and C tokens will be supplied to PTNIS members. From the listing this month the following tokens will be distributed: Pa 3085 B (one or both vars.), Eng MSPT 3051 B C. Mailing will be consolidated with other tokens that are on the way, and which will be reported in the June issue.

\*\*\*\*\*

= NORTH EASTERN VECTURIST ASSOCIATION =

The North Eastern Vecturist Association had to miss the regular April issue of their NEVA NEWS due to circumstances beyond control. Three people are involved (Pollack, Vickers, Hinde) and while the first two were tied up working for a living, the third was having an enforced rest under doctor's orders to do absolutely nothing. Anyhow, Ed Vickers did manage to get postcard reminders of the May 10 meeting mailed to most of the local members. Only 14 members showed up, but numbers are unimportant when you get vecturists together.

The 1969 Philadelphia AVA convention was discussed in detail, and a show of hands indicated everyone was planning on being there. NEVA should be well represented at this convention.

The next NEVA meeting will be July 12, at the Sloan House YMCA, West 34th St., New York City, from 9 am to 3 pm as usual. Everybody is welcome. No invitations are necessary. Just come and enjoy yourselves!

- Ralph Hinde

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= BATS MEETING IN MAY =

Although the attendance of the May 18 meeting of the Bay Area Token Society was small, it resulted in a spirited meeting. Car wash tokens seemed to dominate the conversation of the meeting as everyone there has started collecting this new field. Present were Ralph Freiberg, Roy and Maxinne Carpenter, Duane Feisel, a guest of John Trembley, and gracious hosts John and Marie Trembley.

The next BATS meeting is scheduled for July 13 at the home of Duane and Shannon Feisel. This date coincides with the annual visit of Editor John Coffee to the San Francisco area. All interested collectors are invited to attend the meeting.

# THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

NEW ISSUES EDITOR

**RALPH FREIBERG**

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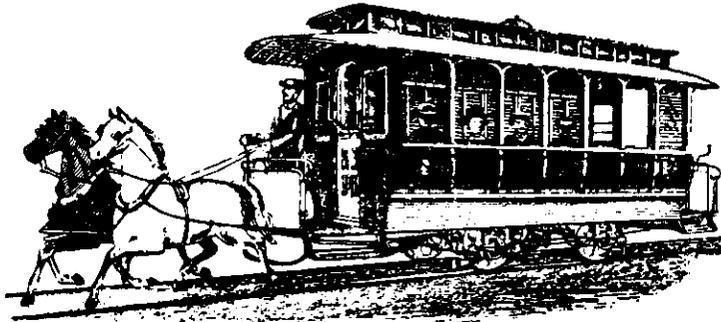
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Parking Tokens

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Volume 23, Number 6

JUNE, 1969

Our 264th Issue

Until August 25 send all mail for The Fare Box or its Editor to  
JOHN M. COFFEE, JR. - 4104 SIXTH AVE. - TACOMA, WA 98406

Your Editor was swamped with orders for the Braniff Airlines "Fast Buck" tokens. Never got so much mail before in my life! I dreaded to go to the box and haul it home by the armload. Unfortunately the 8 different colors were not evenly distributed among the tokens we received, there being only about 90 each of the blue and pink ones, which of course limited the number of complete sets. I still have lots of green and lemon ones left, though, and these are still available at  $7\frac{1}{2}$ ¢ apiece postpaid to anyone who wants them. Price will advance before long so take advantage of this offer because they are still a bargain, and The Fare Box needs the money. So far we have cleared about \$150.00, after expenses, from this project, which helps us considerably. I am doing everything I can think of to help pay for this thing, as expenses are really getting out of hand, even without the expected hike in postal rates to 7¢ per ounce.

Meanwhile I believe I may be able to get some more of the Braniff tokens, and if so I'll make the complete sets available to those who missed out, at the same price. Watch for an announcement in the July issue. The price will be \$1 per set to everyone who did not order previously--still a fine bargain at that price. The July issue, incidentally, will be mailed about July 25 from Tacoma--a small issue, and free ads for that issue must be limited to "For Sale" ads and auctions of tokens catalogued at \$1 each or higher. No "wanted" or "For Trade" ads can be accepted for the July issue. The August issue will be mailed from Boston after I return, probably about the middle of September, and it will be a big one again.

Some of you have been wondering what happened to the 1969 Membership Roster. This will be a printed booklet, listing all AVA members and their addresses for 1969, and as usual it will be prepared for us by Bob and Anna Butler, who have done such fine work in the past. Unfortunately Bob was in hospital for some time, and this is what delayed the roster. He's home now, and the roster should be in the mail very soon now.

The Editor hopes to use summer leisure time to prepare the copy for the new edition of Atwood's Catalogue. Wish me luck. I'm going to need it!



by Harold V. Ford  
6641 Baroni Drive  
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 V P E 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 E 615 A B 630 C 715 A 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 O 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 120 C 122 A 123 A 135 D E 150 D E F G H J K L M N O P  
T A G 190 A B 195 A 220 D 295 A 350 A B 415 A B 425 A  
435 A B 455 G 530 E 600 D F 605 A B 650 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 530 C 600 A 610 (D) H 685 A B  
700 E C D F 780 A 820 A 860 A 900 A 930 A B 980 C  
Iowa 20 A 30 C (75) 90 A 130 A 150 C 130 A 240 A 290 A B  
300 A B C 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 U 660 A B 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 H 600 E T 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  
905 A 910 A 970 A  
Kent 10 A B D T O 85 A B D 100 A B C D 135 A 200 A 270 A C  
370 A F 465 A 510 B F M R V W AA AP AR AS AT 520 B  
640 A B C D E 670 A 680 A L 970 A  
Louis 240 A 470 A 790 B 810 A B C G H  
Mary 60 A 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 T 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 (B) B C D E F G H I J K 60 A B 110 A 230 A D F 300 A B  
400 A 410 B 430 A 490 A 540 C D G AI AJ 630 A B 660 A B  
720 B 730 A 760 C D 765 (B) 980 G 999 A  
Miss 320 A 620 B 720 A B C 900 B F H 980 A  
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 430 E T 435 A 640 B 665 A 700 B 830 B  
860 A B C 880 H 910 P A 920 A B C D 980 A B

write for  
to company

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 F G J K L M N O P R S AL 631 R 890 B 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 A 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 T F G H I J K L M N O F R T U B 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 320 A 330 A B C D 425 A 590 E 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 C 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 AD 770 A B 785 A 840 C D 875 A 965 A B E F G 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 100 A 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 T 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 T 170 A 180 A C D F  
 360 C 410 D 420 A D E T 440 A I J 500 A 510 A B C 520 A B  
 530 B C 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

Fuerto Rico 560 A B C

Added to census since April 1968.....13  
 Dropped from census since April 1968..... 7  
 Passed out of census underlined status.....14

= JUNE SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =

By Kenneth E. Smith

SPAIN

Barcelona 80 (Reported by A.C. Hazevoet)  
 AUTOBUSES R (BUS)(ORNAMENT, 2 5-pointed stars, 2 dots)(circa 1930)

B o A	25 Sd	10 C-.	\$1.00
C o A	0c Sd	15 C-. (25mm)	1.00

Tarrasa 760 (Reported by A.C. Hazevoet)  
 (A "6" WITH A 13mm diameter CIRCLE AND A CIRCLE ALONG THE EDGE  
 OF THE TOKEN, the 2 circles being connected by short straight  
 lines at 1.5mm intervals)

A	B	19 Sd	(blank)	.35
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GERMANY (information from F.J. Bingen)

Hameln 391  
 KRAFTVERKEHRSGESELLSCHAFT HAMELN MBH KVGH (in octagon)

A o Z	22 Sd	(same as obverse)(used 1947,1948)	1.00
-------	-------	-----------------------------------	------

Dresden

Based upon information from the director of the Coin Cabinet at Dresden the  
 Blasewitz-Loschwitz tokens were listed as bridge tokens used between 1905 and  
 1914. Mr. Bingen recently in the 6 volumes of *Beschreibung der Bekanntesten  
 Kupfermünzen* published in 1868 to 1872 found this token listed in brass and  
 zinc, issued by the ferry company *Sachsisch-Bohmische Dampschiffahrt-Gesell-  
 schaft*. I have a brass one and from examination under a scope and type of  
 letters it is estimated to have been used or made about the 1850's and there-  
 fore it fits Mr. Bingen's information, and the Dresden listing 290 RC (bridge)  
 is to be dropped for the following listings:

		S: B: D: BLASEWITZ	
A o B	20 Sd	S: B: D. Loschwitz (owned by K. Smith)	5.00
B o K	20 Sd	" " (owned by A.C. Hazevoet)	5.00
O o Z	20 Sd	" " (unknown in any collection)	Probable

SHIP MONEY

Mr. Bingen recently reading about the German navy came up with the following  
 additional information on the S.M.S. *Konigsberg*. The S.M.S. stands for *Seiner  
 Majestäts Schiff* (His Majesty's Ship) of which the *Konigsberg* was listed before  
 World War I as a cruiser. After World War I it is no longer listed on the  
 list of warships. Maybe some sea battle buff can tell us what happened to the  
*Konigsberg*. Mr. Bingen also found mention of a 10 Pfennig token of the S.M.S.  
*Oldenburg* dated 1917 made of zinc. Who will be the first to find one of these  
 so we can get an accurate description for the Ship Money List?

Teutonia

The unidentified *Teutonia* token listed in August 1967 has been identified by a  
 Germany collector to Mr. Bingen as issued by the Hotel *Teutonia* in Hanover.  
 Both 15 and 25 phennig tokens were also used.

The *Graseck Seilbahn* has been identified by Mr. Bingen as:

Garmisch 338

GRASECK-SEILBAHN 1 FAHRT

A o WM	21 Sd	Belstler - Betriebe Ga-Pa	1.50
--------	-------	---------------------------	------

(This cable railway starts at the Partnach klamm and goes to the Forsthaus  
 --"Forest Garden Restaurant," Graseck.)

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

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

OHIO

Zanesville 995 (Reported by J.L. Hargett)

MAIN STREET & WEST SIDE STREET RAILWAY

C o Vg 22 Sd

One 5 Fare

\$5.00

= NOTES ON THE MAIN STREET & WEST SIDE STREET RAILWAY =

By J.M. Coffee

Inasmuch as we are shipping out two issues at once again, I decided to make a supplement out of this one classic token for our June issue. Mr. Hargett showed us this beautiful old vulcanite token at the Oakland Convention last August, and with his characteristic thoroughness he had already investigated the possibilities. He received confirmation from Donald Punshon that the token was from Zanesville. Don checked his 1889 Poor's Directory, and found a company with the same name as that on the token listed in Zanesville. The listing says that the company operated a line of 2.75 miles on a 3'6" gauge. It owned 24 horses and 5 cars. The company's directors were F.M. Townsend, W.C. Townsend, Rufus C. Burton II, C. Werner, and H.B. Parsons.

Mr. Hargett then made inquiries in Zanesville, and found a gentleman who had written a series of stories for the Zanesville *Sunday Times Signal* back in 1954. Mr. Hargett lent these to me, and I found a small bit of history therein with respect to our token-issuing line.

Until 1874 the only transportation in Zanesville was furnished by two omnibuses operated by one W.W. Miner. Each accommodated 12 passengers seated and was drawn by two horses. Fare was 10¢ or 12 tickets for \$1. Of course these were typical depot hacks, described at the time as "splendid specimens of workmanship, finished inside and out in the most substantial and elegant manner." They began operating February 23, 1874. They were so successful that Mr. Miner purchased other "buses" and by June 4 he had five of them, operating out from the Court House on regular lines.

But, alas, even though when the buses first started running "both sides of the streets were crowded with persons anxious to witness the new enterprise," within one year all was gloom and failure. On February 22, 1875, the local newspaper observed, "One year ago Miner's Bus Line was put into operation. During the year the receipts have been \$3,000 less than expenses, an average of \$8.20 a day. The enterprise has not been as liberally patronized as it should have been." Indeed.

But Mr. Miner was resourceful. He called on the public spirit of Zanesville's citizens. He sent out cards to each family in Zanesville asking for donations of \$1 to \$10 each, adding, "If \$3,000, the amount lost, is not contributed within the next two weeks the busses, horses, and harness will be sold and the line discontinued." The public, however, had their own counsel as to the causes of Miner's reverses. In a letter to the editor of the newspaper, one patron observed: "I claim that Mr. Miner's bad luck and losses rest with the management of his bus line and not with the people. The time table was totally disregarded. Many times the writer has been compelled to foot it and carry his tickets in his pocket without the opportunity to invest them on a bus on time. Another reason is that he charged too much. Let him sell his tickets at 20 for a dollar, make prompt time, not drive off the regular route, and the buses will pay." Others complained that his buses were too heavy. "They must weigh near 3,900 pounds!" Another complained that Miner catered to the rich, ignoring "poor sewing women, journeymen, mechanics and laborers."

Needless to say, Mr. Miner's line failed.

Enter now the City Fathers, alarmed at Zanesville's disgrace in losing her only means of public transportation. It was decided the answer to Zanesville's transportation problem was a modern streetcar line. The result was that, in August, 1875, two firms both claiming the name of "Zanesville Street Railway" filed certificates of incorporation. Zanesville Street Railway Company #1 included none other than Mr. Miner himself. This situation being impossible, the directors of the two rival Zanesville

Street Railways [both existing only on paper so far] met on August 14, 1875, and the charter was given to Zanesville Street Railway Company #2. This firm began construction of track immediately.

However, the inevitable fly turned up in the ointment, in the form of another rival: the McIntire Street Railway, fat with Columbus money, announced incorporation on October 21. The directors of the Zanesville Street Railway now were forced to buy into the McIntire Street Railway, to gain control of it and eliminate the competition. This they did.

The new horsecar line began operations November 23, 1875. Inauspiciously, I might add. The first car, running from the old Zane Hotel at 5th & Main down to the railroad depot, managed to jump the track at the corner of 3rd & Main. The newspaper observed drily: "The driver will doubtless be able to stick to the track after a day or two's experience." But the line was generally greeted with great enthusiasm by the citizens of Zanesville.

With one exception. A letter in the newspaper signed simply "a businessman," was wrathful against the streetcar line: "The running of streetcars on Sunday is almost sure, sooner or later, to develop a train of demoralizing influences very damaging to the younger portion of the community. Where roads run to the outskirts of a city, as ours will, by and by, saloons and beer gardens will spring up, which become attractive places of resort. And many a young man, and some older, will be found there on the Holy Day, who would otherwise be at home or at church." Our "businessman" was also concerned about drivers, horses, and mules, being worked on Sunday. The cars, however, continued to operate on The Lord's Day.

In 1886 a gentleman named F.M. Townsend [see list of directors of firm that issued our newly-listed token], gained control of the Zanesville Street Railway. One year later--that is, in 1887--Mr. Townsend incorporated our company, the Main Street and West Side Street Railway, for a line connecting Gant Park and the Greenwood Cemetery. Gant Park had been used for picnics since the Civil War, and now Townsend equipped it with buildings and dancing pavilions to attract passengers for his new streetcar line. The Main Street & West Side firm employed Civil War veterans as drivers because of their experience with mules and horses. One driver carried the ear of a dead mule in his pocket, we are told, and when the animal balked, as often happened, this driver walked ahead of the car and held out the ear, in the hope that the scent would attract his mule forward.

The above is the only mention of the little firm that issued our green vulcanite token. The company began operations in 1887, but it is uncertain when it went out of business. We do know that the Zanesville Street Railway electrified its lines in 1890, and had to construct heavier track to accommodate the heavier trolley cars. The first electric car operated--irregularly, we are told--on December 27, 1890. In 1896, after financial difficulties, the Zanesville Street Railway sold out to the Zanesville Railway & Electric Light Company, for \$300,000. This firm lasted only six years, however, and on August 1, 1902, the Zanesville Railway, Light & Power Co. took over the street railway property of the Zanesville Ry. & Elec. Light Co.

Buses took over from streetcars in Zanesville on January 1, 1931. A gala party was planned by leading society people in Zanesville to ride The Last Car, which was scheduled to arrive at the Underwood Street carbarn at five minutes past Midnight on Thursday, January 1, 1931. Actually there were going to be several "last cars," as too many dignitaries wanted to be in on the festivities. By 6:00 p.m. on New Year's Eve people were anticipating the Big Event with delight. Unfortunately, it was not to be. The streetcar system in Zanesville would end as it had begun, derailed. At 6:30 p.m., Wednesday, December 31, 1930, the main generator in the power station of the streetcar company, no doubt exhausted by years of thankless labor, blew out. The streetcar company decided it would be foolish to repair it just so some people could enjoy riding their "last cars." And so, instead of trundling into the barn at 12:05 a.m. amid shouting, trolley service ended at Zanesville at 6:30 p.m. the previous night, with all the streetcars stalled on their tracks all over town.

And so it all ended in Zanesville--not with a bang, but a whimper. And this is how streetcar service has ended all over America: not with drums and bugles, but in a great dismal cloud of exhaust-belching pollution.

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

OHIO

Cleveland 3175 (Reported by John Nicolosi)		
CITY OF CLEVELAND PARKING LOT FREE PARKING TOKEN		
R	Bz 25 Sd	E. 55 Broadway Merchants Association Free Parking Token \$0.15

TEXAS

Stephenville 3870 (Reported by John Clymer)		
DOWNTOWN STEPHENVILLE TEXAS MERCHANTS ASSOCIATION		
A	A 21 Sd	Good Only in Stephenville Texas Parking Meters (1969- ) .15

WISCONSIN

Milwaukee 3510 (Reported by Robert Knoblock)		
DOCTORS HOSPITAL MILWAUKEE, WISCONSIN		
AF	B 25 Sd	(same as obverse) .25

CANADA - QUEBEC

Montreal 3620 (Reported by J.D. Ferguson and Barry Uman)		
TOKEN CANADAWIDE PARKING SERVICES (OVAL)		
B	Bz 25 Sd	Jeton Les Services de Stationnement Canadawide (oval) .50
C	B 25 Sd	" " " " " " " " " .50

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

As has happened to me before and more than once, I have gotten quite far behind in my correspondence. Demands on my time by business have kept me from devoting the time needed to stay up to date. I like to think that this will be eased soon, and that I'll be able to clean up all the matters that are pending. Please have patience.

Coming so soon on the heels of the May report, there aren't many tokens to be listed this month. The July report is being prepared at this time as well and it will be short. Then the August issue won't appear until September, and I expect that by then there will be new listings coming out our ears!

The token listed in the catalogue as Ohio 3175 Mc is really different in the reverse inscription listed for M, and thus should receive a separate listing. Note that there is no hyphen between 55 and Broadway as on Ma and Mb. I don't have OH 3175 Lc --will someone who does have it check to see if the same situation prevails with it, and let me know one way or another?

The usual merchants token parking validation plan is in operation in Stephenville Tex. The tokens can be used instead of a nickel in the parking meters. The tokens are difficult to obtain by mail so John Clymer made a trip to Stephenville to obtain a supply for PTNIS members. Thanks, John!

Another Milwaukee hospital joins the ranks of those using tokens in conjunction with a gate-controlled lot. A supply has been obtained for PTNIS subscribers.

Canadawide Parking Services is the successor to Silverdale Parking in Montreal. The bronze token is used now in Montreal, while the brass token is used at Canadawide operations in Calgary, Alberta, and Winnipeg, Manitoba. It could have been listed in either of those locations but since the Canadawide headquarters is in Montreal, and since the bronze token is used there, I think it best to keep the token listings together. The tokens are sold to companies that have clients or representatives who regularly used the parking facilities at a price of 50¢ each. The tokens pay for a half-hour's parking, which has a rate of 50¢. Doug Ferguson went to a lot of bother to obtain a supply of each token for PTNIS distribution. Thanks, Doug!

A mailing of PTNIS tokens will be made during June. This will consist of TX 3870 A; WI 3510 AF; Que 3620 B C, of this month's listings, plus PA 3085 B (one or both vars.) and Eng MSPT 3051 B C.

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WILL TRADE Pa 3120 D or a commemorative token for any of the following Michigan: 75 C, 225 Cb Co Eb, 265 A, 370 N, 525 K, 650 C, 635 A B, 650 A rev. C, 735 B, 770 E, 845 N Q S, 935 Aa Ba Bc. Will also make other trades for TT's.  
 Don McKelvey - 2822 19th Ave. - Port Huron, MI 48060

FOR SALE: Fla 880 H, the large student token, see July 1968 Fare Box, for 50¢ each. Fla 930 C (no comma, see Nov. 1967 Fare Box) for 50¢ each. Fla 930 D, listed this month, for 50¢ each (Fla 930 D will be handled by New Issues Service). I have less than 30 of each token so please write without delay.  
 Morton H. Dawson - 182 Whiting Lane - West Hartford, CT 06119

WANTED: old elongated coins (rolled out coins) sold at world fairs, state & county fairs, auto & stock shows, rodeos, harness, bicycle & auto races, amusement parks, etc. Describe & price.  
 Charles Mueller - 3039 So. Drake Ave. - Chicago, IL 60623

NEBRASKA 700 A for sale for best cash or trade offer. B & O car wash tokens used in Tecumseh, Mich., 50¢ each + SAE. Many school lunch tokens for sale. Also your own personal plastic tokens to advertise your hobby. Send for samples & prices.  
 Marie A. Johnson - Box 176 - Tecumseh, MI 49286

TOKENS WANTED in the following categories: transportation, parking, car wash, military, California merchants, prison, and bank. Will buy or trade for items you need if possible. = Duane H. Feisel - P.O. Box 11661 - Palo Alto, CA 94306

OHIO 35 C tokens in nice condition at \$20.00 each including a bonus of Ohio 440 A or 440 C and E. Ohio 440 A \$3.00; Ohio 440 C, \$1; 440 E, \$2. Ohio 440 D mail bid only. All celluloids in beautiful condition. No trade offers accepted.  
 Clara Migley - 210 South Maple St. - Lancaster, OH 43130

MAIL AUCTION: rare book, 1898 report of the Interstate Commerce Commission, over 700 pages, statistics of RRs, mileage, income, type of RR, etc. an alphabetical list of 1987 RRs, 9x6x2" thick. Excellent condition, loaded with facts, terrific reference.  
 Ken Hallenbeck - 1141 W. Lexington Ave. - Fort Wayne, IN 46807

FOR TRADE: Mich 560 P or Q for any 997 zone token from any state or any NY 629 or 631. Exchange limit 2 of each. My trade list for yours.  
 Roice V. Rider - 1523 Bailey St. - Lansing, MI 48910

FOR SALE: Kans 3450 A, 3490 D; Mo 3400 D; No. Kansas City semi-cent. 50¢ token (Unc.) 25¢ each + SAE.  
 Frank C. Greene - Skyline Inn, Rt. 25 - Kansas City, MO 64151

TRADE: for Colo. TT or saloon trade tokens 320 B Ill. Freeport also trade tokens from Ill., Minn., Kans., Neb., Wis., for Colo. trade tokens.  
 Paul W. Stewart - 3356 Leyden - Denver, CO

I WOULD LIKE TO BUY OHIO 505 G and H, also 520 D.  
 E.G. Stultz - 530 N. Union - Galion, OH 44833

SEND stamped SAE and 25¢ - receive BU commem. coin medal token choice (a) USS Simon Lake AS-33 Commissioning (Bremerton, Wash. Nov. 1964) or Beatles visit to USA 1964. Both for 40¢ or 8 different PT's. Make it 50¢ and will include 1951 VF Canada commem nickel. = G.W. Gallagher - 1420 Decatur Ave. - Bremerton, WA 98310

FOR SALE: Colo 260 A, \$1; Fla 380 D, \$1.25; Md 60 I, \$4; 60 J, \$2; 60 K \$4; Mass 115 K \$1.25; NY 410 A, \$2; Va 620 E, \$11; Wisc 220 B, \$1; 410 B, \$7.50; 410 E, \$6, 500 B, \$10. "Check List of U.S. Transportation Tokens" by B. Morganthau, 1944, brand new copy, \$5. WANTED: Poor's Manuals, streetcar uniform buttons, porcelain license plates, chauffeur badges, etc.  
 David E. Schenkman - P.O. Box 131 - Brockton, MA 02403

FOR SALE: Cal 575 R, 30¢; Pa 360 D E, 65¢ set; Va 580 M N 50¢ set; Mich 560 P 40¢; Ohio 35 D 40¢; Cal 760 J \$2; Ariz 640 E \$1.25; England 315 AA AB AD \$1.16 pp. Please include SAE and if you order over 3 or 4 tokens use 2 6¢ stamps please, or three.  
 John G. Nicolosi - 3002 Galindo Street - Oakland, CA 94601

MAIL BID SALE: Ark 405 A; Ill 795 A, Eb; Ind 510 B; Ia 930 C; Kans 690 B, 880 A; Ky 510 C H I J K O S; NY 630 Qd; Va 600 A.  
 Chriss Christiansen - Box 651 - Cupertino, CA 95014

FOR TRADE: one NY 945 D for one PR 640 A or C or D. One NY 630 AN for one PR 640 E or F. One NY 945 D and one NY 630 AN both for one PR 640 B. Transportation token list available.  
 Pedro Chiclana Rosario - 220 St. JA #18 3rd Ext. - Country Club R.P., - PR 00924

CENSUS TOKEN - Wash 780 U for trade. Have decided to trade my duplicate copy for 100 common tokens on my want-list. If interested send SAE for list. Only one trade available. = Sam Ruggeri - 1018 So. Carley Court - North Bellmore, NY 11710

BEST OFFER in cash, PT, amusement or vending tokens, steamboat timetables, Canadian TT or what have you, for (1) 261 different and/or (2) 254 duplicate U.S. TT's.

Barry Uman - 6300 Lavie Street - Montreal 252, P.Q.

FOR SALE: Alaska 50 C, \$1.50. Alaska 650 A, \$15.00.

Doug Williams - P.O. Box 1955 - Anchorage, AK 99501

WISCONSIN attributed, brass or aluminum trade tokens at \$1 each or trade for 5 transportation tokens. Also same in plastic to trade for 1 transp. token. Ultra common Hawaiian or transit authority is a no-no.

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

PLEASE, WOULD SOME MEMBERS SEND ME THEIR LIST of extra TT's for sale? I was robbed, and have to start all over. Would appreciate the more common ones to start. Thanks!

R.A. Baskette - P.O. Box 122 - Lakeland, FL 33802

WANTED TO BUY: parking tokens I need for my collection. Send your lists + SAE.

Millard Waszcak, Sr. - 352 Maple Street - Scranton, PA 18505

WANTED TO BUY: transp. and parking tokens you have for sale. Please send lists.

E.L. Tomberlin - 88 Oakes Blvd. - San Leandro, CA 94577

SPECIAL: 100 different transportation tokens, cat. value over \$15. First check for \$15 takes. = Larry Edell - 104-27 117th Street - Richmond Hill, NY 11419

MAIL BID: Germany 740 B F G I J K M R S V X Y Z AA AB AG AM AP AW, 160 F, 60 B, 74 Q, Ala 750 G; Conn 290 T, 210 A; Ohio 440 C; NJ 997 B; Wis 170 D; Va 600 A; Tenn 430 B. = Stanley L. Buckley - 23 18th Street - Newport, KY 41071

CAR WASH TOKENS. Please send me rubbings of your CWT's. I will catalogue them and with the help of my fellow BATS members will try to get listings printed. Your cooperation will be appreciated. I have duplicate car wash tokens for trade.

Harold V. Ford - 6641 Saroni Drive - Oakland, CA 94611

FOR TRADE: Ga 20 B, 60 J L O S, 240 E, 450 A B C, 580 E, 780 B C D I; Ida 100 E G H J M K; Ill 10 D, 70 J K, 135 G, 150 R U X AA, 190 F, 250 D, 285 E, 350 G, 370 D, 440 B, 460 I. = Robert Kelley - 6315 Parkview Circle - Mason, OH 45040

HORSECARS TO TRADE. I have several nice ones that I will trade for California or Nevada merchant tokens that I need, or saloon tokens.

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

TOKENS FOR TRADE ONLY: Pa 585 A, 940 A; Ohio 175 E. Send \$2 for the following tokens: Ark 975 A B; Mass 135 A B, 270 A B; NJ 500 B; NY 630 AC; + SAE. Have only 10 lots.

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

ENHANCE YOUR TOKEN DISPLAY by adding a picture of the vehicle on which the token was used. Have post card views of the following trolleys of Pgh. Rys. Co. in color:

(1) Pgh Rys Co. large wooden car #3487 (token Pa 765 X Y Z). (2) Pgh Rys Co. double deck car #6000 (Pa 765 X Y Z). (3) Pgh Rys Co. PCC car #1734 (Pa 765 AB). 10¢ each + SAE or 35¢ for all 3, no SAE needed.

Harry C. Bartley - 224 Lincoln Ave., Bellevue - Pittsburgh, PA 15202.

REAL ESTATE PROMOTION TOKENS of any type, and land company tokens of any type, wanted for my collection of these tokens. Also if you have any census TT's that I need, you will be surprised how much cash they are worth to me--just name your price and if it is OK my check will be in the mail instantly.

John M. Coffee, Jr. - 4104 Sixth Avenue - Tacoma, WA 98406

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

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

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

\* ALL AUCTIONS IN THIS ISSUE CLOSE JULY 3 \*

= APPLICATIONS FOR MEMBERSHIP =

- ✓ 1089 ROBERT E. CONEY - 2627 MYRTLE - SIOUX CITY, IOWA 51103  
Age 53. Collects U.S., Canada, Parking (Coffee)
- ✓ 1090 O.M. SANDERS - BOX K - ALBANY, GEORGIA 31702  
Age 55. Collects U.S., Parking. (Coffee)
- ✓ 1091 RONALD SALINE - 913 SOUTH FAIRMOUNT STREET - SIOUX CITY, IOWA 51106  
Age 21. Collects U.S. (Coffee)
- ✓ 1092 EMMITT C. McCULLOUGH - 260½ EAST MORGAN STREET - MARTINSVILLE, INDIANA 46151  
Age 54. Collects all types. (Rider)
- ✓ 1093 GERARD J. BRAITHWAITE - 367 QUISSETT AVENUE - FALMOUTH, MASSACHUSETTS 02540  
Age 32. Collects U.S., Parking. (Rider, Beam)

REINSTATEMENTS TO MEMBERSHIP (late dues - add to 1969 Roster)

- 586 EDWIN C. LANHAM - 6116 N Street, S.E. - Washington, D.C. 20027
- 1013 ROGER V. McNEICE - 8 Orana Place - Tarooma, Tasmania 7006, Australia

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

- \* Stephen Album - 22 El Camino Real - Vallejo, California 94609
- \* Dr. George J. Fuld - c/o Enzymes, Inc., 1100 Cornell Ave. - Cherry Hill, NJ 08034
- \* Joel Reznick - 1718 Heather Lane - Mount Prospect, IL 60056 [after June 28]
- \* Gerald S. Riedel - 4511 31st Avenue - New Brighton, PA 15066 [corrected city]
- \* Barry Uman - 6300 Lavoie St. - Montreal 252, P.Q. [corrected street name]
- \* Ed Wadhams - P.O. Box 2113 - Darien, Connecticut 06820
- \* Lawrence R. Wolfe - 1233 Ripley Avenue - St. Paul, Minnesota 55109

\*\*\*\*\*

= BATS MEETING SCHEDULED FOR JULY 13 =

Members of the Bay Area Token Society plus any other token collectors who can attend are invited to the home of Duane and Shannon Feisel for a meeting scheduled to be held Sunday, July 13, starting at noon and lasting up to 5 p.m. An honored guest at the meeting will be the Editor of THE FARE BOX, John Coffee. A break from the informal discussions of tokens is provided by the opportunity for swimming for those so inclined. A buffet lunch will also be served.

The Feisel residence is located in Los Altos which is situated north of San Jose and south of Palo Alto. Those needing directions can write Duane Feisel for a map showing the way. If you plan to come, be sure to bring along some tokens. The BATS meetings are very informal, thus permitting the maximum time for action on tokens. Transportation, parking, car wash, and California merchant tokens are all popular among the group.

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= NEW EXPERIMENTAL BUS USING CALIF 240 A =

Bob Ritterband reports that the federal Dept. of Housing & Urban Development is subsidizing a new special bus line, to the tune of \$60 per day. The 18-block run began on May 5, and "reaches much of the inaccessible low-income area" near the East Los Angeles Service Center. It crosses lines of the SCRTD and Eastern Cities Transit. The operation consists of a single bus making a round trip every 20 minutes. The subsidized fare is only 10¢, with tokens selling at 3 for 25¢.

The line was needed to provide transportation to the Center for young children, pregnant women, and old people, who otherwise--having no cars--could not get there.

Bob Ritterband reports that the token being used on the experimental bus is Cal 240 A, sold at 3/25¢ on the bus. Yet the same Cal 240 A is also still good on buses of the Eastern Cities Transit system at a much higher rate of fare. Obviously when patrons of the new bus get the idea, a new token will be required!

R: Roster mailed

# THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

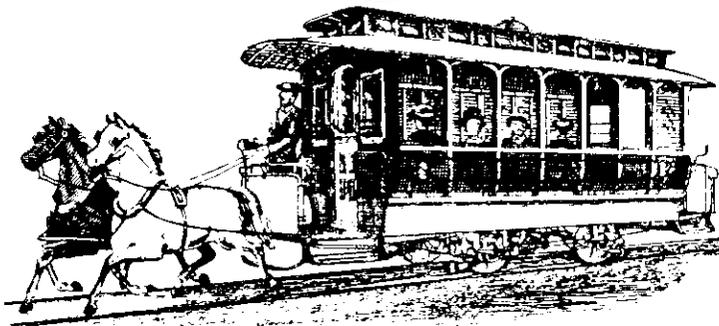


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Parking Tokens

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Volume 23, Number 7

JULY, 1969

Our 265th Issue

Until August 25 send all mail for The Fare Box or its Editor to  
JOHN M. COFFEE, JR. - 4104 SIXTH AVENUE - TACOMA, WA 98406

Our midsummer, July, issue is always a small issue to tide us over until the return to large issues in the Fall. This is the last call for the big Annual Convention of the American Vecturist Association, which will be held August 8-10 at the Philadelphia Sheraton Hotel in Philadelphia, Pennsylvania. It promises to be one of the best ever. The members of the Greater Philadelphia Area are among our favorite people, and they've been hard at work to make a success of this gathering. By all means, if you are able, be there! There will be a mail auction in connection with the Convention, and the list will be found inside this issue. There is very little time, so please examine the list immediately and send in your bids right away.

Because of the necessity of including the mail auction in this issue, we were unable to include any ads this month. I had received only a few, however, and hope to have lots of them for the August issue. The August issue will be mailed around the middle of September, as usual, and will include full details of the Convention, plus a double Foreign Supplement to make up for its absence this month, and an account of the Editor's 28-day 6,000-mile long auto trip through 25 states, in search of rare tokens.

The Editor won't be at Philadelphia for the Convention, unfortunately. I'll be using every spare minute to type the copy for the 3rd Edition of Atwood's Catalogue. At this writing I'm just getting to Florida, so have a long way to go. But it will be done by August 25. Then, after my return to Boston, putting in the pictures, additional data, a Foreword and Introduction, and complicated arrangements with the printer. But we expect to have the new books mailed to you in January!



JULY SUPPLEMENT TO ATWOOD'S CATALOGUE  
By Ralph Freiberg

CALIFORNIA

San Diego 745 (Reported by Robert Carlisle)

✎ W o B 22 St-sc ✎ STAR & CRESCENT FERRY (CRESCENT)  
Good For One Fare (crescent)(\* 6/1/69-7/31/69) \$0.15

Stockton 895 (Reported by Gordon Wold)

✎ G o B 23 Sd ✎ COMPLIMENTS OF BROWN-MAHIN  
One Free Bus Ride Downtown Stockton .15  
(\* 11/28/67-3/24/69)

NEW YORK

Utica 905 (Reported by Kermit Streeter)

✎ H WM 23 Ch ✎ UTICA TRANSIT CORPORATION  
Good For One City Fare (\* 3/17/69) .25  
(same as 905 G, but center removed)

OHIO

Cincinnati 165 (Reported by Stanley Buckley)

✎ AL o A 35 Sd ✎ STRICKER'S GROVE RIDE AT YOUR OWN RISK  
15 (Sc-clover leaf) 7.50  
✎ AM o A 35 Sd 20 7.50  
✎ AN B 16 Bl ✎ CINCINNATI TRANSIT (BUS)  
One Adult Fare (bus)(2 slots) .35

✎ Dayton 230 (Reported by Evelyn Jackson; correct location by A. D. Jordan, Jr.)

✎ AA o A 28 Sd ✎ QUEEN OF MARTYRS 2 ONE WAY FARE  
(blank) .50

UNIDENTIFIED (Reported by Strough (141), H. Ford (142,143), G. Gould (144))

✎ 141 A 21 Sd ✎ BLUE & WHITE CAB PHONE 437  
Good For 5¢ in Trade  
✎ 142 B 25 Sd ✎ SULLIVAN TAXI CO.  
Good For One Trip  
✎ 143 A Oc Sd ✎ M.L. & G. BUS  
O. A. Hencken (19mm)  
✎ 144 A 38 Sd ✎ KNOWLTON & LUCADO GOOD FOR ONE RIDE  
Good For One Ride (merry-go-round)

CANADA - NOVA SCOTIA

Dartmouth 100 (Reported by Sam Ruggeri)

✎ N A 24 Sd CITY OF DARTMOUTH FERRY ADULT FARE  
(same as obverse)(all letters incuse) .20

= NOTES BY RALPH FREIBERG =

Star & Crescent Ferry had not been using tokens for some time, while the fare was a dime. The fare was increased, however, so tokens are back in circulation as of February 15, 1969. More tokens were needed, so a new supply of brass ones was ordered and placed in use June 1. But service will be discontinued July 31, and the tokens will all be obsolete again.

We were lucky on the Stockton token! Gordon Wold reported the token to us (all the way from Minnesota), and it happened that most of the Catalogue Committee were in the San Francisco Area at the time, so four of us (F, F, F, & C) drove over to Stockton to check out the token. We went to the Brown-Mahin Department Store and learned that they stopped giving out the tokens March 24, but still had a supply of them, and we were able to purchase a supply for the New Issues Service. They had 1,000 struck. Wouldn't it have been disappointing if we'd got there and learned that they had just thrown them all into the river? Or if we had decided, instead of making them available to N.I.S., to "hold them for trades"?

In Utica, N.Y., a merchants' cooperative venture resulted in the new token. Tokens are given out with purchases in stores, for a free ride home. And the token used is simply the old 905 G with the center punched out.

We have two more of the old tokens used at Stricker's Grove in Cincinnati. A few months back I received a letter from William Nelson, wherein he reported that Stricker's Grove was formerly an amusement park, but is now used mostly for picnic grounds, and is located near Compton & Daly in Cincinnati.

Presumably Cincinnati Transit required more tokens in connection with a Ready Fare Plan. The previous token had a picture of a trolley coach on it, but as they no longer have that form of transportation, appropriately the new token pictures a regular bus. I don't know when they discontinued trackless trolleys in Cincinnati. Perhaps one of our members can fill us in on this.

The Queen of Martyrs token was formerly listed as Unidentified, but Dave Jordan ran down a few leads, and learned where the school was, in Dayton. The token was used a few years back. The 50¢ price is only nominal, of course, because for the moment the token is on the census list. But, except for classics such as depotels and early streetcar tokens, we list newly discovered bus tokens at a low price in case a quantity of them show up, as has often happened in the past. In the case of this token, that is unlikely, but it is always easier to hike the price later, than to cut it down later.

The fare in San Francisco has finally been raised, and the Catalogue Committee purchased tokens to see if the same 760 F is being used, as indeed it is, good for a 20¢ fare. Cable car fares are 25¢ cash, or a 20¢ token; but fare on buses and streetcars is 20¢ cash or token. They are also using Cal 760 D, along with 760 F.

I regret that I won't be able to attend the AVA Convention, the more so as it appears that it will be one of the best. I understand the convention tour token this year will be unusual and beautiful. This year the New Issues Service will not be handling the tour token, so members who want one of them should watch for an announcement in the next Fare Box on how to order them from members of the Convention Committee. There will be plenty of them to go around, and the Committee will be anxious to sell them to help defray the considerable expenses of this convention.

We only list tour tokens in the Catalogue which are readily available to all members at a reasonable price. The general rule is to list only the AVA tour token. It is unlikely that others will be listed in the future unless they are made available to us at a small mark-up over the actual cost of manufacturing, as we simply cannot use the Catalogue to

serve as a money-raising vehicle for various clubs. Those who want such tokens are free to order them directly, and there will be a section in the back of the catalogue where all these various privately-made tour tokens will be listed. But we don't think we are obligated to list tokens that were issued solely for the purpose of making money from collectors--with the one exception of our own AVA tour token, and no one needs to buy that one, either, if he doesn't want it.

\*\*\*\*\*

= APPLICATIONS FOR MEMBERSHIP =

- 1094 WILLIAM H. CLAPPER - Box 449 - Sioux Falls, South Dakota 57101  
Age 47. Collects U.S. (Mary Allen)
- 1095 J. JACK WEISS - 1900 Kennedy Blvd., Apt. 522 - Philadelphia, PA 19103  
Collects U.S. (Dence)
- 1096 RICHARD MARZIAN - 1318 E. Breckenridge - Louisville, Kentucky 40204  
Age 53. Collects U.S., Canada. (Kenneth Smith)
- 1097 ERNEST H. STEPHENS - 1020 Loughborough Ave. - St. Louis, MO 63111  
Age 58. Collects U.S. (Bates)
- 1098 ARTHUR J. KRAUSS - 657 Dixon St. - Allentown, PA 18103  
Age 53. Collects U.S., Canada. (Coffee)
- 1099 WAYNE L. MOE - 216 North 6th Street - Warren, Minnesota 56762  
Age 31. Collects U.S. (Sailor)
- 1100J JOHN S. CRYSDALE - 253 Remic Avenue - Ottawa 3, Ontario, Canada  
Age 15. Collects U.S., Canada, Foreign. (Coffee)
- 1101 ROBERT A. SPENCER - 4430 Gladiola Street - Golden, Colorado 80401  
Age 45. Collects U.S., Canada, Foreign. (Joseph)

REINSTATEMENTS TO MEMBERSHIP

- 825 JAMES J. MANNING - 3740 Greenbrier Road - Long Beach, Calif. 90808
- 972 MICHAEL O'HARA - 10 Boston Street - Seattle, Washington 98109

ROSTER CORRECTION

- 1069 WALTER M. CHRISTENSEN (note correct spelling of name)

CHANGE OF ADDRESS (\* indicates contribution to Address Plate Fund)

- Rev. Donald I. MacInnes - 412 C Street - Davis, California 95616 \*
- Robert E. Paige - 2028 Edgmont Avenue - Chester, Pennsylvania 19013 \*
- Robert A. Rieder - HHC Inchon Petrol Depot - APO San Francisco 96571 \*
- Ed Tetrault - 316-2 Pickett Place - Fort Riley, Kansas 66442 \*
- John W. Warford - 827 73rd Street - Brooklyn, New York 11228 \*

\*\*\*\*\*

Dan DiMichael, Election Chairman, reports that as of July 12, he had received 254 ballots. He will be leaving for the Convention on Friday morning, August 8. So if you want your ballot to count, please have it in to him by then. Don't put any other correspondence in with the ballots as he isn't even opening the outside envelopes.

*to Mike sent*

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

By Duane H. Feisel

CALIFORNIA

Sacramento 3715 (Reported by Hal Ford)

CAPITOL SQUARE SACRAMENTO CALIFORNIA

A WM 22 Sd Second Floor Parking \$0.25

STATE OF CALIFORNIA DEPT. OF PUBLIC WORKS

DIV. OF HWYS. (EMBLEM)

B WM 25 Sd (blank) .25

WASHINGTON

Patterns 3998 (Reported by John Coffee)

DIAMOND PARKING SERVICE SINCE 1922 HALF DOLLAR

SAVE 10%. BUY TOKENS (DIAMOND)

C B 30 Sd Park and Lock For Free Parking Ask Your Merchant  
(On reverse, AS YOUR MERCHANT is in small letters--bottom of LOCK aligns above A and above T. On 3780 I, the bottom of LOCK aligns with the legend both right and left.)

MANUFACTURERS STOCK PARKING TOKENS

Group 3061 (Reported by Ralph Freiberg)

TRAFECO

A WM 25 Sd (gate control box) .25

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

While Sacramento has had quite a number of parking gates, none involved special tokens--the MSPT Group 3055 tokens see much use. Finally, we now have specially made tokens for two different Sacramento operations. So far it has not been possible to obtain any information or tokens by correspondence. When Editor of THE FARE BOX John Coffee is in California in July, we are planning a trip to Sacramento to check on these tokens, to ride the monorail at the grounds of the California State Exposition, and to look for car wash tokens. In the August issue there will be information on the use of the tokens, plus news on the availability of the tokens for PTNIS members.

The sample box of a Seattle die stamping firm yielded the new pattern listing from Washington. The reverse die is quite different from that used on the business strikes of WA 3780 I.

The TRAFECO token apparently emanates from a California firm although no one has yet been able to tell me specifically which company. The tokens have turned up in Los Angeles where they were used at the same lot where 3450 V was used, at a gate-controlled parking lot at Castle Air Force Base (near Merced), and at the University of California-Davis campus for a gate-controlled lot. A small supply of these tokens has been obtained, but not enough for PTNIS; there is, however, a strong possibility that enough more tokens can be obtained for the PTNIS subscribers.

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James Exhleman reports that his family and he took a motor trip to Tennessee recently, and visited an unusual transit company. Unusual because the manager produced a box of hundreds of out-of-town tokens, and told Mr. Eshleman to help himself--to take as many as he wanted including extras for trading--at no charge whatever. That's Southern Hospitality for you!

= THE WORD "TAXI" IS NOW KNOWN IN ALL LANDS =

By Clara Migley

From Kansas City to Katmandu foreign visitors hear and use a string of familiar words --Yes, Dollar, Thankyou, Tourist, Movies, Coca cola, and Taxi. The metered taxicab has become a ubiquitous if eccentric form of transportation around the urbanized world, the National Geographic Society says. In the Middle East War of 1956, Israeli troops jobbed off to fight the Egyptians in battered New York taxis.

Not long ago visitors to Kathandu, Nepal, felt that they had discovered where British Austins go to die--that they join the taxi fleet in Nepal's templed capital. Now Katmandu has sleek, shiny cabs that would not seem alien on Park Avenue, and they are driven with the same reckless vigor.

The first horseless carriage with fare meter was built by the Daimler Motor Company and put to work on the streets of Stuttgart, Germany, in 1897. An ad in a German paper said: "This modern undertaking is warmly recommended to the gentry, officers, hunting and sport clubs, and the general public."

The public warmly welcomed cabs. In the Paris of the 1920's, taxis became almost as great a tourist attraction as the Eiffel Tower. Appropriately, in the Year of the Tourist (19-67), Paris bravely offered the first drive-it-yourself cabs, equipped with a recorded tourist-guide spiel.

Taxicabs made their U. S. debut one night in 1907. A fleet of glossy-red, high-seated taxi meter cabs, imported from Paris, drove up in front of New York's Plaza Hotel to give guests enticing free rides. The tick-tick-tick of the taximeter was thus heard for the first time in this land.

The word "taxicab" was coined and copyrighted in New York. "Taxi" came from a French company that made taximetres for horse carriages. Cab abbreviates from the word "Cabriolet."

Since the taxi began its horn-tooting journey around the world, both the vehicle and its driver have developed regional personalities. New York cabbies are reputed to be the most talkative in the world. London drivers are known for their grumpy cheerfulness and skill; their dumpy black cabs, for comfort.

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= GEORGE GOULD SELLS COLLECTION TO DUANE FEISEL =

George F. Gould of Everett, Washington, has sold his collection of transportation tokens to AVA President Duane H. Feisel. This collection consisted primarily of tokens from states in the western section of the country. Although the collection did not contain many of the rarest tokens, it was especially complete in the remaining tokens, including varieties, and was typified by better condition tokens.

Mr. Gould plans to maintain an interest in transportation tokens, but his collecting interests will be directed toward merchant trade checks from the State of Washington, and especially those from Snohomish County. Feisel plans to dispose of the tokens that duplicate those in his own collection, through sale at fixed prices, or through trading.

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An odd token, of which I was sent a rubbing, is Bz 23 Sd: T . R . E . U B.S (TROLLEY) on obverse, reverse presumably blank. Any ideas what it is? Another oddball is A 32 Sd: "BUDGET REND-A-CAR VALUE 1.00 IN TRADE MAUI" on obverse; "LIMIT 1 PER BUDGET CAR RENTAL REDEMABLE ON MAUI" on reverse. Presumably a Hawaiian piece? Any help on these would be appreciated by the Editor.

\* THE 1969 A.V.A. CONVENTION AUCTION \*

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 6, 1969. Bid by both lot number and catalogue listing. This will reduce mistakes in bidding. Prices listed below are the minimum reserve bid. Do not bid under these prices and in no case bid under the catalogue price.

Bids should be mailed to: F. PAUL BIERY  
505 Park Ave.  
New Cumberland, Pa. 17070

U.S. TRANSPORTATION TOKENS

1. Pa. 415 A	36. Minn. 50 P	.25	75. Mich. 935 A(b)
2. 725 C	37. 210 A	.25	- 3 -
3. Ill. 460 B	38. 210 B	.25	76. 935 A(b)
4. Wisc. 430 A	39. 210 C	.30	- 2 -
5. 430 B	40. 730 B	1.50	77. 935 A(b)
6. 430 C	41. 730 C	2.00	- 1 -
7. 430 D	42. 730 D	1.00	78. 935 D - 1
8. 430 E	43. 790 A	3.00	79. 935 D - 3
9. 430 F	44. Ind. 90 A	.50	80. 935 D - 4
10. 430 G	45. 90 A	.50	81. 935 D - 5
11. 430 H	46. Pa. 15 J		82. 935 C - 4
12. 430 I	47. 295 B		83. 935 C - 5
13. 430 J	48. 455 A		84. Idaho 380 B
14. 430 K	49. 575 A		85. Germany, Augsburg
15. Colo. 300 A	50. 575 C		60 A
16. Ky. 370 D	51. 585 B(a)		86. Germany, Augsburg
17. Mass. 550 B	52. 985 D		60 B
18. Ill. 135 C	53. 997 A	1.50	87. Germany, Berlin
19. Wisc. 510 E	54. 997 B	1.50	100 D
20. 510 L	55. 997 F	1.50	88. Germany, Caefeld
21. A.V.A. 10th	56. 997 I	1.50	230 B
Year Medal	57. 997 J	1.50	89. Germany, Caefeld,
4.00	58. 997 N	1.50	230 A
22. Minn. 730 B	59. 997 O	1.50	90. Germany, Leipzig
23. 730 C	60. 3120 D	3.50	480 A
24. 540 I	61. 3725 A	3.25	91. Ala. 750 B
1.00	62. Conn. 560 B		92. Minn. 620 B
25. Wisc. 3030C	63. Mich. 935 B(3B)	.70	93. 620 C
26. 3510 Unl.	64. 935 B(4B)	.70	94. 820 B
27. Egypt, Cairo	65. 935 B(5B)	.70	95. N. C. 690 C
120 C	66. 935 B(7B)	.70	96. N. C. 690 D
28. French Telephone	67. 935 B(8B)	.70	97. 880 A
Token	68. 935 B(9B)	.70	98. 880 B
29. N.Y. 630 Q(d)	69. 935 B(10B)	.70	99. N.J. 30 A
(sm. hole & dents)	70. 935 B-2(b)	.70	100. 885 A
30. Ky. 510 G	71. 935 B-1(b)	.70	101. N.Y. 715 A
2.50	72. 935 C -2	1.50	102. Pa. 150 A
31. 510 D	73. 935 C -3	1.50	103. 150 B
2.50	74. 935 A(b)	.50	104. Ind. 90 A
32. Minn. 50 L			
33. 50 N			
34. 50 O(a)			
35. 50 O (b)			

105. Iowa 600 A	.35	144. Turkey, Istanbul	
106. Tenn. 430 A	2.10	400 Ra	
107. 430 B	3.00	145. Canada, Ontario,	
108. Tex. 255 F	.60	Guelph, 325 C	
109. Wash. 720 A(thin)	.55	146. Foreign tunnel	
110. 880 A (thick)	.55	token	5.00
111. Ala. 300 H		147. Nova Scotia,	
112. 450 A		Halifax 450 A	10.00
113. 450 H		148. Calif. 575 Q	
114. 450 L		149. Ill. 150 Ad	
115. 800 A		150. Ill. 150 Ae	
116. Calif. 25 A		151. Kan. 820 H	
117. 105 A		152. Md. 60 J	
118. 575 A(b)		153. 60 Q	
119. Md. 60 J		154. 60 V	
120. 60 J (Inverted U)		155. Mass. 550 D	
121. 60 U		156. Mich. 375 B	
122. 60 V		157. Minn. 540 Ak	
123 Ohio 750 A		158. N.Y. 630 Q	
124. Pa. 15 E		159. N.C. 670 A	
125. Pa. 495 G		160. W. Va. 200 A	
126. 495 H		161. 200 B	
127. 870 A		162. 200 F	
128. Ky. 10 O		163. Wisc. 510 N	
129. 510 Ae		164. Puerto Rico 640 A	
130. Wash. 920 D		165. 640 C	
131. Puerto Rico 640 A		166. Ind. 960 A	4.50
132. 640 B		167. Kan. 820 A	4.00
133. 640 C(a)		168. Mass. 305 B	2.00
134. 640 D(c)		169. Mich. 375 B(a)	1.50
135. Mfgs. Sample 23 A		170. 375 B(b)	1.50
136. 23 B		171. N.Y. 745 A	2.00
137. 27 A		172. Ohio 440 B	3.00
138. 21 A		173. Pa. 400 B	15.00
139. Guam 25 A		174. 750 L	7.00
140. Czechoslovakia,		175. N.Y. 3629 D	3.00
Prague, 600		176. Pa. 3060 A	2.50
141. Brazil 700 B			
142. England 80 Ca			
143. Hungary, Budapest			
100 Ba			

BIDS MUST ARRIVE NO  
LATER THAN  
AUGUST 6, 1969 \*\*\*\*\*

SEND BIDS TO :  
F. PAUL BIERY  
505 Park Ave.  
New Cumberland, Pa.  
17070

# THE FARE BOX

A Monthly News-Letter for



Transportation Token Collectors

NEW ISSUES EDITOR

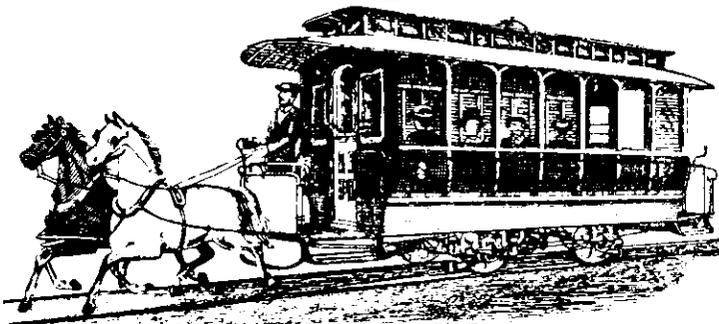
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Parking Tokens

**DUANE H. FEISEL**

P. O. Box 11661  
Palo Alto, California  
94306

Volume 23, Number 8

AUGUST, 1969

Our 266th Issue

Here we are back at the old stand in Boston again, after a long and busy summer. An account of the Editor's summer, and trip by car across the country, is inside this issue. Also inside is a very important announcement about the new 1970 edition of Atwood's Catalogue... as well as a full account of the Philadelphia AVA Convention.

This issue goes to press Saturday, September 27. The "September" issue will go out in three to four weeks. We don't have much material on hand, and it would be a great help to us if some of you members would write us interesting articles for publication. Every spare minute is now being devoted to finishing up work on the new Atwood Catalogue, and this will explain my tardiness in answering mail. We want to get this book to the printer by the end of October. Once that is behind us, we'll be able to devote more time to other things, including having photographs in issues of THE FARE BOX again.

During the summer quite a number of personal tokens were issued by collectors, and I hope to run a Supplement to the list of vecturist personal tokens in the next issue. If you have issued a personal token, please send one to the Editor, so that we can list yours.

The Editor is pleased to announce the winner of the "Fare Box Literary Award" for 1969. This year it was presented to Mr. Donald Capper of Manchester, England, for his splendid articles on British celluloid tokens. Honorable Mention went to David Schenkman for his fine article on Virginia transportation tokens. Mr. Capper joins the distinguished company of previous winners Sam Rabinowitz, Gerald Johnson, F. J. Bingen, and Dr. Arthur D. Jordan, Jr. The award consists of a unique sterling silver example of the year's AVA tour token, mounted in an appropriately inscribed plastic holder. The silver tour token this year is an especially beautiful piece.

A word here is in order with respect to the AVA membership roster. Each year this fine booklet is prepared for us by Bob and Anna Butler of Minneapolis. Those who know Bob and Anna know that they are meticulous and precise, and that anything they produce is going to be a beautiful piece of work. So it was with our 1969 membership roster. They do this



free of charge, and ask only the actual expenses from the AVA. One reason AVA members get so much for their membership dues is that we have so many people like Bob and Anna in our organization, willing to assist the hobby without getting paid for it.

A number of members have written the Editor inquiring about the possibility of our getting more of those Braniff "Fast Buck" tokens. I have followed this up, and have been promised five thousand more tokens, mixed as to colors. They haven't arrived yet, but I have every reason to believe they will get here before long. I don't know how well the colors will be distributed in this batch. In the last batch some colors were in very short supply and others were plentiful. I still have lots of green and lemon ones, and it is hoped that these will fit into the new batch to make lots of complete sets available. Once the Catalogue work is completed, I shall make an announcement about the Braniff tokens, and they will be available to the membership again. Those who missed out on complete sets last time will be given first preference on complete sets this time. And if the supply is large enough, we'll sell you as many complete sets as you wish. Those members who have already sent in orders will have their checks held until I can fill the orders. For the rest of you, please don't send in orders until the announcement is made in THE FARE BOX. But you may be certain that everyone who wants a complete set of these tokens will be able to get one eventually.

One of our newer members is 15-year-old John Crysdale, AVA 1100J - 253 Remic Ave. - Ottawa 3, Ontario. Recently I received a letter from John, and I liked it when he said, "This club has been great, with all the welcoming letters I've received so far." He went on to tell about his interest in ticket collecting, and I reproduce part of his letter:

"I've been collecting bus, streetcar and subway tickets for nearly four years and have close to 1,500 of them. My oldest entitle the bearer to join the Union Excursion of June 27, 1899, which included a ride on the Ottawa River Steamer G. B. Greene (boats of that size no longer run on that portion of the river) and a ride on one of the Hull Electric Company's vehicles. The ducats originate from close to 25 countries including Scotland, France, Russia, South Africa, Australia, New Zealand and Hong Kong. Unusual ones include a Regina, Saskatchewan, with serial number 000001, number one of the strip; a London, England, "good for one dog when accompanied by passenger, please carry dogs on escalators"; a Hamilton, Ont. (c. 1914) "modern stores use electric light"; Peterborough "If it's Campbells it's creamy"; and finally Vancouver area's "pink parson's pass" allowing the clergyman to travel from Abbotsford "with no stopovers," presumably to spare small towns from the reverends' lengthy sermons! I'm not as much of a token as ticket collector but do have a turn of the century one from the Kingston Street Railway I'd like to know more about, made of red brown plastic. One of the joys of ticket collecting is its low cost. I've spent about a dollar on a few tickets bought on buses and of course more for books in which to save them and stamps to send for them."

John would like to hear from any AVA members who can assist his ticket collection, and he says that to swap for them "I can probably dig up a few tokens from across the river in Quebec." Quite a few AVA members collect cardboard tickets, and they make a fascinating display. Your Editor has a frame of horsecar, trolley, bridge, and ferry tickets from the Greater Boston Area dating from about 1860 to 1910, and he's always anxious to get more tickets from this area. The main trouble with ticket collecting is that (1) there is no listing of them because there were just too many of them made. Must be over a million varieties! And (2) although they have no real value, there being no market for them, they generally are expensive to buy. Actually the rarest of cardboard tickets isn't worth more than 50¢, but sometimes dealers, knowing the value of rare tokens, ask very high prices for tickets. There is a society in England of ticket collectors, the Transport Ticket Society, and they publish a large monthly bulletin. Interested AVA members may write directly to its membership secretary, D.G. Geldard - 65 Ferndown Avenue, Crofton Place - Orpington, Kent, BR6 8DE, England. (That "BR6 8DE" is the English zip code.)

Ever since your Editor began collecting transportation tokens in 1943, I have had a dream of a transportation token catalogue which would be more than just a "check list" of known tokens--which would be more like an encyclopedia of transportation tokens. We have been moving in this direction ever since I began publishing catalogues for the American Vecturist Association, beginning with the 1952 Check List. The 1958 Catalogue was an immense improvement, and the 1963 Catalogue was even more of an improvement. The 1963 Catalogue incorporated, really for the first time, considerable information about the firms that issued the tokens.

But even the 1963 effort was barely a scraping of the surface. There was still a prodigious amount of information which we did not have, on the thousands of firms which have issued transportation tokens.

Now, at last, that dream of mine has come close to realization. Ralph Freiberg has been collecting over the years a huge amount of information about tokens and the firms that issued them. He has built up one of the finest libraries on street railways and early bus lines in the United States. And this time we went all out. We have condensed the essence of Ralph's vast storehouse of information, and put it all down--for the first time in history--in one book.

This would never have been possible if Ralph, and the other members of the Catalogue Committee, hadn't devoted several years to this project. The new Catalogue could never have been created if I had not lugged that huge IBM Executive typewriter across the continent and back in the trunk of my car. It couldn't have been created if Ralph Freiberg hadn't flown back to Oklahoma City to meet me, and accompany me on to San Francisco, spending hours every single night in the motel before we retired, discussing every single token in the book.

This summer I had about 35 days available, with nothing else to do, and I spent six to eight hours every one of those 35 days typing the copy for the new Catalogue. The listings alone, with a tremendous amount of annotated data, were completed just before I left for Boston--540 pages. After returning, though with little time available, I've finished typing up the Index, about 90 pages more. There still remains the introductory material, which will take up approximately 30 more pages. And then there are the photographs--at least 1,500 pictures--which must be inserted throughout the book, with additional data. This will be done by the end of October, and the book will be in the hands of the printer the first week in November. We should be able to mail out the new books about 10 to 12 weeks after that.

The result, if I say so myself, will be one of the finest books ever published on any numismatic or transportation subject. It will contain about 700 pages, printed on much higher quality paper than ever used before, bound in genuine buckram, and mailed out in heavy cardboard shipping cartons.

We are, then, pulling out all the stops on this one. The cost of producing the books will consume the entire Catalogue Fund and then some, but then, that's what the fund is for...and it will be replenished several times over as the books are sold.

Members are now requested to place their advance orders for the new edition of Atwood's Catalogue. The book, after publication, will retail for \$10.00, and the cost--after publication--will be \$7.50 to A.V.A. members. *However, the price of the book to those who order before November 1, will be only \$6.00 postpaid. This is only slightly more than the cost of the books. But we want to give our members a break, and we need additional capital. So place your order now--order as many copies as you wish at the \$6.00 pre-publication price, the more the better. The book will also be available in loose-leaf, punched with 3 holes, at the same price--but we shall only make enough loose-leaf copies to fill advance orders. Specify if you want the loose-leaf book; if you don't specify, you will be sent the buckram-bound edition.*

*Of course payment must accompany your advance order. That's the whole point of the large discount--to get additional working capital. So make your check payable to "American Vecturist Association," at \$6.00 per copy, and send your order directly to the Editor. Do not send orders to anyone else. Send orders directly to:*

JOHN M. COFFEE, JR., EDITOR - P.O. BOX 1204 - BOSTON, MASSACHUSETTS 02104

= 1969 CONVENTION HIGHLIGHTS =  
By Arthur D. Jordan, Jr.

The essential ingredients for a convention are a group of active collectors and some room for them to operate in. Both were in ample supply last month at the Sheraton Hotel in Philadelphia. Little groups of collectors or pairs of intense traders arranging heaven only knows what kind of deals were scattered all around the meeting room from around noon Friday until past noon Sunday. As a matter of fact the informal portion of the convention never really stopped but continued at a subdued level through the business meeting, auction, banquet, etc.

A good crowd of fifty-two A.V.A. members were registered for the Convention, consisting of a good mixture of old-time, well-known collectors and relative newcomers, from quite a geographical area. The appearance of so many vecturists from great distances was gratifying but where were the rest of the local ones? There were also sixteen registered non-members, and four *un-registered* A.V.A. members.

The auction was spirited and went smoothly after a little misunderstanding over the handling of the mail bids. Larry Freeman did the professional job we have come to expect and the Biery's did an outstanding job of organizing the lots and recording sales. Prices were high, but perhaps not as high as recent years.

Missing from the convention were the displays which such a group of collectors should have been able to provide. True, there were a number of tokens shown around by the various attendees and there were the inevitable attaché cases from which remarkable things could be retrieved but, except for displays of convention tokens by Ralph Winant and Foster Pollack, the fine displays seen at other conventions were missing.

Philadelphia capon didn't turn out to be as exotic as it seemed it might and, in fact, it was remarkably like the usual chicken that is seen at banquets. The name must have come from the little piece of pressed ham under the chicken and the fancy price from the same source. It was edible, though, and it is true that we are in the midst of a period of inflation and anyhow that's how we got free meeting rooms. The banquet was preceded by the taking of a group photograph which turned out to be excellent; very clear.

Dr. Harold Cox was a fine speaker with an entertaining way of describing the growth of Philadelphia's transit system from a network of independent companies to the present. Dr. Cox is not an expert on tokens but has instead a comprehensive collection of tickets and transfers and illustrated his talk with a selection from his collection. During his excursions through the vaults of the Philadelphia Transit Co. he had acquired a bundle of one hundred tickets from the Ridge Ave. Street Ry. Co. which had remained intact since the early 1890's but are intact no longer since each person at the banquet was given one. Fitting the banquet into Dr. Cox's schedule was a tight squeeze. He had been at National Guard camp until the morning of the banquet and was able to attend and address our meeting on the way home to Wilkes-Barre.

Our tour Sunday morning was on one of Red Arrow's "Liberty Liners," a two-car train formerly used by Chicago's North Shore Line. The tour lasted two hours and consisted of a leisurely trip from Upper Darby to Norristown and back. The train made frequent stops to allow the photographers among us to record the trip and this they did from every angle and distance. We almost lost a few who wandered off too far. On our return we found that we had gone off without Max Schwartz. He had been on time all right but we left a couple of minutes too early. We hear that Kermit Streeter investigated the only bus in sight at the Norristown terminal and found a new Norristown token.

All in all it was great fun and worth doing again sometime. Philadelphia may have the Bicentennial Celebration in 1976. How about having the convention in Philadelphia that year?

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*Bob Ritterband informs us that A.V.A. member Roice Rider of Michigan has recently had extensive heart surgery, and this will explain why he has been unable to answer his vecturist correspondence. He is on the mend, and will get to his mail presently we expect. Meanwhile 'twould be nice if some of you all sent him a card.*

*Minutes of the Meeting*

The meeting was called to order at 9:45 a.m. by President Duane H. Feisel, in the Constitution Room of the Hotel Sheraton in Philadelphia, on August 9, 1969.

Present for the convention were the following members:

H.D. Allen, Allis, Atkins, Axthelm, Biery, Bolz, Bosler, Brady, Byrne, Case, Clifton, Crockett, Dence, DiMichael, Edkins, Feisel, Foote, Ford, Freeman, Ferguson, Gibbons, Ginther, Grady, Heaton, Heppner, Hinde, Hiorth, Ingalls, Irwin, James, Jordan, Joseph, Kelley, Mazeau, O'Hara, Paul, Pernicano, Pollack, Reznick, Ross, Schwartz, Scott, Streeter, Targonsky, Wadhams, Wetzler, Mr. & Mrs. Jack Wilcox, Winant, Wyatt, Zaika, and Zell, all registered. Also present but not registered were Dawson, George Fuld, Super, and Weiss, and a new member, Englehart.

Non-members who registered and were present were: Mrs. Biery, Fred Biery, Thomas Biery, Ginny Case, Mrs. Freeman, Mrs. Ginther, Mrs. Jordan, Mrs. Kelley, Stephen Mazeau, Mrs. Schwartz, Mrs. Scott, Linda Scott, Mrs. Targonsky, Mrs. Wadhams, and Mrs. Zell. A total of 67 people registered and four not registered.

President Feisel welcomed the members to the convention, and announced the names of members appointed to committees as follows:

Audit: Edkins, Chairman; Mel Scott; Syd Joseph.

Election: DiMichael, Chairman; Pollack; Mazeau.

Resolutions: Byrne, Chairman; Schwartz; Joseph.

At 10:00 a.m. the meeting was turned over to Mr. Jordan who outlined the schedule of events for the duration of the convention and made pertinent announcements

At 10:10 a.m. the report of the minutes of the 1968 convention was approved as printed in the August, 1968, issue of THE FARE BOX. Mr. Feisel then called for reports of the officers.

Vice-President Hinde spoke first and outlined his efforts to gain publicity for the Association which resulted in favorable articles in numismatic publications as well as interesting information about the A.V.A. published in various newspapers.

In the absence of the Treasurer, Mr. Frisbee, the Treasurer's Report was read by Mr. Joseph.

Mr. Mazeau then read the Secretary's report, citing details of the office and stating that the association consisted, at that moment, of 526 members, a drop of one member from the 527 members in August, 1968. He urged members to redouble the efforts in attracting new members. Only 70 new members were processed during the year, the lowest number in several years. He thanked the Butlers, Bob and Anna, for their customary excellent job of creating the 1969 Membership Roster. Discussion from the floor ensued, during which general acclaim was voiced for the fine workmanship realized in the Membership Rosters. The hope was expressed that each new member might be sent a copy of the roster. Mr. Mazeau stated that there were not enough of them to carry out this desire for this year, but in future years the Butlers would be requested to print a larger number of rosters, in order to make them available to new members as they joined.

Mr. Feisel then read the financial report for THE FARE BOX, in the absence of the Editor. The members responded to this report with a standing ovation for Mr. Coffee in appreciation of his work. The financial reports for THE FARE BOX are divided into half-year periods. For the first half of 1969, receipts for THE FARE BOX totalled \$1,285.32, of which \$1,021.97 came directly from the AVA Treasury, and \$20 from non-member subscriptions; \$12.60 from sale of back issues; \$4.30 from paid ads; \$6.75 from contributions to the Address Plate Fund; \$6.60 from commissions on sales of AVA rubber stamps; and \$213.10 from the sale of Braniff "Fast Buck" tokens. Expenditures for the same period were \$863.94, of which \$317.28 was for first class postage to mail copies of THE FARE BOX; \$116.66 for paper; and the rest for various and sundry items including previous deficit, meter rental, postoffice box rent, address plates; stencils; mimeograph ink; and \$38.99 expenses involved in the purchase of the Braniff tokens. There was, accordingly, a \$421.38 surplus at the end of the period carried over to the second half of 1969.

Mr. Feisel then read the financial report for the Catalogue Committee, as prepared by Mr. Coffee. This report noted a total of \$4,976.97 in the Catalogue Fund,

an increase of \$275.16 over the previous year's report. Receipts for the period of the report (June 28, 1968, to July 18, 1969) were \$474.50, of which \$10 for the sale of one 1958 book; and \$388 from the sale of 1963 books. \$76.50 was realized from the sale of Parking Token Catalogues. Expenses for the period totalled \$199.34, for sundry items including postage to mail books, mailing bags, film for the camera, chairman's (Freiberg) postage expense; copies of the Mass Transportation Directory, etc. The report noted that of the money in the fund, \$93.55 was held at the discretion of Mr. Kotler to be used in a project connected with foreign tokens. The remainder of the fund is exclusively for publishing ventures of the A.V.A. Catalogue Committee, and for no other purpose.

Mr. Schwartz rose at this point and suggested that financial reports be published in THE FARE BOX.

In the absence of Mr. Kenneth E. Smith, the report for the Foreign Catalogue was read by the Secretary. The Convention acknowledged the report with gratitude for Mr. Smith's splendid work in the field of foreign transportation tokens.

Mr. Feisel then presented his report on the Parking Token Catalogue.

At this point the President called for old and new business, and there was no old business or new business.

In the absence of bids from other cities, it was announced that the 1970 AVA Convention would be held at Dallas, Texas. An invitation for the 1971 Convention was extended by Mr. Coffee, on behalf of Tacoma, Washington. Mr. Heppner then rose and offered the City of Seattle (located north of Tacoma), and said he would confer with Mr. Coffee regarding the possibility of a joint Tacoma-Seattle site.

At 10:55 a.m. Mr. Feisel issued the final call for ballots and announced the balloting closed.

At 10:57 a moment of silence was observed in honor of deceased members.

At 10:58 the morning session was adjourned.

At 1:15 p.m. the Afternoon Session was gavelled to order by Mr. Feisel. Mr. Byrne, Chairman of the Resolutions Committee, reported out the following five resolutions:

1. To amend the constitution to provide for two-year terms for elected officers beginning in 1970. This to be ratified by the membership.
2. To request the Editor of THE FARE BOX to publish all financial reports.
3. To express thanks to the Convention Committee for its splendid labors.
4. To express appreciation to the officers for their efforts.
5. To express the gratitude of the Association to John M. Coffee, Jr., for his efforts on its behalf.

All resolutions were passed. The constitutional amendment will become effective only if ratified by three-fourths of those voting in a general association election. Ballots will be mailed out with an issue of THE FARE BOX during the Fall.

At 1:30 p.m. the Audit Committee reported all financial reports in good order, and the Election Committee reported the results of the election for Vice-President, as follows: Robert Ritterband 146 (elected); Mary Allen 92; Charles Axthelm 24; void 14.

At 1:35 Mr. Feisel turned the convention over to the new President, Ralph Hinde, who addressed the convention in his new capacity.

At 1:55 the convention adjourned.

Respectfully submitted,

DONALD N. MAZEAU, Secretary.

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A.V.A. Member Bill McKenzie has been in hospital for corrective surgery, and is now recuperating at home. He'd love to get mail from members, and a miniature license plate for his collection if you happen to have one. Bill was on the U.S. Olympic Team at Mexico City in 1968 (Volley Ball--our team finished third).

= PRICES REALIZED AT THE A.V.A. CONVENTION AUCTION =  
(see July Fare Box for list of auction lots)

1	\$13.00	31	\$5.00	60	no bid	89	\$0.46	118	\$2.25	147	no bid
2	7.80	32	1.25	61	\$3.75	90	.50	119	.85	148	\$1.00
3	6.25	33	1.40	62	2.75	91	2.75	120	1.35	149	1.00
4	.65	34	2.50	63	2.50	92	3.50	121	2.75	150	1.60
5	1.75	35	1.25	64	2.50	93	3.25	122	3.00	151	.75
6	2.25	36	1.25	65	2.50	94	1.65	123	2.75	152	1.00
7	.90	37	1.00	66	3.10	95	1.15	124	3.25	153	3.10
8	.85	38	1.25	67	3.00	96	1.70	125	4.50	154	2.25
9	3.75	39	1.00	68	2.75	97	1.75	126	12.00	155	2.50
10	4.50	40	6.00	69	2.90	98	2.75	127	.40	156	1.25
11	1.50	41	6.50	70	2.90	99	.60	128	1.10	157	2.00
12	.70	42	4.00	71	2.90	100	no bid	129	27.00	158	6.75
13	1.00	43	7.75	72	4.25	101	.65	130	.25	159	1.85
14	.95	44	1.50	73	3.50	102	3.50	131	1.20	160	1.25
15	15.00	45	1.50	74	2.35	103	5.00	132	1.80	161	1.25
16	2.60	46	.75	75	2.75	104	.50	133	1.00	162	3.75
17	1.55	47	2.25	76	3.75	105	3.25	134	.95	163	1.50
18	19.10	48	2.00	77	2.75	106	6.00	135	.50	164	1.25
19	4.25	49	3.75	78	3.25	107	7.10	136	1.00	165	1.00
20	4.50	50	2.50	79	4.25	108	1.25	137	.45	166	8.25
21	6.00	51	returned	80	4.50	109	1.10	138	no bid	167	8.00
22	8.25	52	1.25	81	3.00	110	2.25	139	7.50	168	2.25
23	8.00	53	2.25	82	4.25	111	1.00	140	.75	169	1.75
24	2.25	54	1.90	83	4.50	112	.55	141	.75	170	1.80
25	.45	55	1.50	84	8.00	113	.35	142	3.00	171	3.35
26	.45	56	2.25	85	.85	114	3.00	143	.65	172	3.50
27	3.75	57	2.00	86	.75	115	3.75	144	.60	173	43.00
28	2.40	58	2.00	87	1.25	116	1.40	145	5.00	174	8.75
29	8.50	59	2.00	88	.46	117	1.40	146	6.25	175	no bid
30	8.50									176	3.25

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= THE 1969 CONVENTION TOUR TOKEN =  
By Arthur D. Jordan

For the design of the 1969 Convention Tour Token the Convention Committee took their inspiration from the presentation pieces struck for PRT and PTC (Pa 750 AC AD AE and AT). The size of the token was set at 32mm, the size of the earlier pieces, with the same three-slotted ball center device. August C. Frank Company of Philadelphia, the die sinker who struck the earlier tokens, struck this year's tour tokens as well, and as nearly as possible every detail of their manufacturer was repeated. Dies were polished, the tokens were struck in the same alloy, gildene, the original slotting die was used, and the tokens were lacquered to prevent tarnishing. Five hundred gildene tokens and one sterling silver token for The Fare Box Literary Award were struck.

This token probably marks the end of the use of the name Red Arrow on fare tokens. The Philadelphia Suburban Transit Company which has used that name has recently agreed to purchase by the Southeastern Pennsylvania Transit Authority (SEPTA), this purchase to occur April 30, 1970.

Details of the availability of the token--which will *not* be distributed by the New Issues Service--and other convention mementoes are shown in an ad in this issue of THE FARE BOX.

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= YOUR 25¢ FOR A NEW ADDRESS PLATE WHEN YOU MOVE HELPS KEEP US SOLVENT =

= THE G.P.O. CEYLON TOKEN =  
By L.R. Hawthorne

In 1942 during World War II, when silver was considered a shortage metal, most silver coinage in Ceylon was withdrawn from circulation. At that time a 10-cent coin was used in the telephone slot to make a phone call. A token the same size as the 10-cent piece was then issued to take its place. This is the Ceylon token 992 A on page 254 of Kenneth Smith's Foreign Catalogue, under Unidentified Passes and Tokens. At the same time a number of the remaining 1941 10-cent coins were counter-stamped with a crown, and used along with the telephone tokens for the same purpose.

As in most British possessions and in the various commonwealths, all communication systems such as radio, TV, telephone and telegraph, come under the jurisdiction of the Post Office Department.

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= PRESIDENT HINDE MAKES TWO APPOINTMENTS =

One of President Ralph Hinde's first official acts was to reappoint John Coffee as Editor of THE FARE BOX. Under our Constitution the bulletin chief is appointed annually rather than being an elected officer. This term will mark Coffee's 22nd consecutive year in the position, in addition to his recurring assignment as publication director of the Atwood's Catalogue.

In Hinde's second selection he named new Vice-President Robert Ritterband to head publicity activities for the A.V.A. Our president believes that in recent years we have not tried fully to get our fair share of news space in various collectors' periodicals. Because of Ritterband's experience in the field, it is felt that a concentrated effort can make the vecturist name more widely known among hobbyists.

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NEW FINDS

We would like to resuscitate this department, which is here for the purpose of reporting new finds of census tokens by collectors. If you acquire a census token, please write and tell us about it. Obviously if you simply pick it up from another member, this would not be a "new find." But if you get it from an "outside" source, please by all means tell us about your good fortune.

We have learned recently that Gerard Braithwaite, of Falmouth, Mass., picked up the second known example of the very rare Mass 260 C.

Gerald Johnson, whose luck can be phenomenal sometimes, picked up Wis 250 A and Tenn 430 D this summer.

Some of the rest of you must have picked up something this summer. Write and tell us about it. We can close with the note that Steve Album, just returned from a summer in Teheran, Iran, found some six hundred of those Iranian bus tokens over there--but 400 of them were all the same token. Even so, quite a haul...which, unfortunately, Steve forgot to bring home with him. They're still over there, with a friend, but he'll get them here sooner or later. Steve dropped by to visit your Editor in Boston last week, and far more interesting than Iranian bus tokens were the hundreds of medieval Islamic gold and silver coins he added to his magnificent collection of these coins. A visit with Steve is like a course in Islamic history.

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*Mr. F.J. Bingen notes a serious omission from his article on Page 56 of the May 1969 FARE BOX. On page 56 the 5th line should read: "This is the place to mention another competing tramway company. It was the Tramway d'Ecully, founded in 1894 in the neighboring small town of Ecully. This tramway company had but a few lines and already in 1899 it was taken over by the OTL." etc.*

= ELEVEN THOUSAND MILES IN SEARCH OF A TOKEN =  
By J.M. Coffee, Jr.

It became evident last year that if the new Atwood's Catalogue was ever going to be produced, I would have to take the Association's IBM typewriter out to Tacoma, and spend a lot of hours closeted with Ralph Freiberg. Accordingly I decided to drive across the continent from Boston to Tacoma, and back. I had made a feeble beginning last year at typing the Catalogue, but the job would require far more time than I had available between sessions of conveying the fascination of English and European history to college students.

So on June 17 I pulled out of Boston in my 1962 Lincoln Continental, determined to see as much of America as possible...in addition to finding a dozen census tokens, I hoped. The former was realized; the latter was not. I spent the first night with Don Mazeau, then headed into eastern Pennsylvania, and spent a delightful several hours with former AVA president Dan DiMichael in Coatesville. After treating me to a magnificent Italian dinner at his aunt's, Dan showed me the several dozen rare Wisconsin tokens he acquired when he purchased the collection of Gerald Johnson. He also presented me with over 100 old postcards of the Boston area, each with a trolley car on it. From Dan's I headed into Virginia, visited Appomattox where the Civil War ended, and spent the night at Lynchburg, where the little bus line is still using Va 500 F. And in Lynchburg I began to hear the word which would hound me all the way across the country: "No!" Wherever I went looking for old tokens it was always the same: No.

I drove endlessly across Virginia to Norton and Big Stone Gap and Appalachia, to the tune of that "No." Down through the Cumberland Gap to Knoxville; across Tennessee to Nashville. "No." North again, to Madisonville, Ky., and at last I found a token--a car wash token. Better than nothing. The next morning--Sunday--through a driving rain storm to Calhoun, Kentucky, where they used a ferry token back in the 1920's. Several phone calls. No tokens, but everyone remembered them. Then a ride on the Rangers Landing Ferry, which actually is about nine miles from Beech Grove. They haven't got any tokens left--people kept them as souvenirs.

Sunday afternoon found me in Evansville and visiting former AVA member Ivan B. Cline. Mr. Cline had an Ind 280 A for sale, but nothing else. Then I headed west, across the Wabash River into Illinois, and went looking for the town of Dogtown. The sky was black and threatening, and the radio sounded tornado warnings, but I left the pavement and drove down a dirt road through cornfields, in search of Dogtown, which I finally found. Dogtown, Ill., is a few houses clustered together in a cornfield near the Wabash River. It is called "Rising Sun" on maps, but everyone who lives around there calls it Dogtown. I chatted 45 minutes with the lady whose late husband operated the ferry, sitting on the porch. Yes, she said, she had a whole box of those old tokens in the house, and she'd be glad to let me have them. Most active collectors have probably felt the same lustful sense of anticipation that I experienced as I waited on that porch while she rummaged through drawers inside. Finally she returned empty handed. "I just know I have those tokens somewhere," she said, "but I can't find 'em now." Disheartened, I left my calling card token with my address on it and she promised to ship them to me when she found them. But that was a long time ago, and I haven't had a word since. At least I confirmed that the "Dogtown Ferry" and the "Carmi & Mt. Vernon Ferry" were one and the same thing, and the Carmi tokens will be listed under Dogtown in the new catalogue.

From Dogtown--after getting lost on dirt roads in the cornfields--I drove on to St. Louis. Monday found me in Hannibal, Missouri. The bus line is no more, and the token supply--if there is one left--is now owned by an undertaker who was never in his office. Coin shops and antique shops had never heard of the old celluloids.

Then a pleasant leisurely drive across northern Missouri, through Trenton and Chillicothe (lots of phone calls produced no tokens), to Maryville, where a depot token (not yet listed) was used. The night was passed in a frightful little hotel above the Trailways depot (\$3.50 for the room), and next morning I spent hours looking for that token. A fascinating visit with a 94-year-old druggist still in the same store he's operated since 1899 proved the existence of the line that used the token. His drugstore was really more interesting than the token, though, with its

ancient vending machines and elaborate showcases. The whole place was a living antique shop of Americana. A visit to City Hall and a pleasant chat with the city's one police officer--busy repairing parking meters as we talked--didn't help any towards getting a token. The local bank does use parking tokens, though: I found one on the sidewalk. Then to the newspaper office, where the publisher gave me an hour-long guided tour of his plant and promised to print any article I would write for him.

From Maryville south to St. Joseph and a visit to the St. Joseph Light & Power Company. My story about "coming all the way from Boston to get a Reddy Kilowatt token" had its affect. They gave me one. Just one...which I sent to Dan DiMichael in gratitude for that bed and board he provided in Coatesville.

Then south through Kansas City to Nevada, Mo., where all I could get was an ice cream cone. In Joplin, where I spent the night, I telephoned my old friend who still operates the line which used Mo 430 C and D, to see if he ever found the black token. We know he also used a black plastic token, in addition to the red and green ones, but no one has ever found one. "No," he still hadn't found one but would send it to me if he did. (He said the same thing in 1964 when I called on him.)

Next morning a beautiful drive through rolling hills in northwestern Arkansas and finally to Fort Smith. The bus line is defunct in Fort Smith, and the city owns the garages. It was about 100° outside and the office in there was so cool I kept thinking of things to say, to have an excuse to extend my stay. Then in comes the shop foreman--who now services school buses for the city--and he asks me, "Do you have the red plastic bus token we used in Fort Smith back during the war?" No, I said, I did not. "Well," he says, "we'll get you one. We've got a mess of 'em back in the shop." Again that sense of lustful anticipation. Boldly I followed him right past the "No Admittance" sign into the shop, expecting to arrive in San Francisco with a pocketful of an unlisted rarity. He looks in a drawer. No tokens. Rummages through a tool box. No tokens. Calls out to a repairman working beneath a bus, "Hey, Joe! What happened to those red tokens we had in the drawer?" Joe didn't know anything about them. So, ultimately, I left Fort Smith with no red tokens in my pocket, but with a promise from the gentleman to send me one "as soon as I find them." Haven't had a word since, though I handed him my personal token as a reminder.

That evening, to assuage my sense of failure and frustration, Mr. and Mrs. J.L. Hargett, in Okmulgee, Oklahoma, provided me with a magnificent steak dinner. J.L.'s study is like a museum of Oklahoma things, and the visit was fascinating.

In Oklahoma City, where they don't use tokens anymore, I met Ralph Freiberg and the two of us headed west; discussed the Catalogue so much we both got sick of talking about it, sometimes. In Las Vegas, New Mexico, we confirmed the suspicion of J.L. Hargett that the token listed from Lykens, Pa., in the Catalogue--Pa 585 A--was really used in Las Vegas, N.M. This was a real shocker. Here we've thought that was a Pennsylvania token all these years! But we found people all over Las Vegas who had seen the things and described them exactly. I obtained one of them from a local coin collector (for only \$2), and we got a good history of the line, which was a horsecar line in the 1880's. So "Pa 585 A" is really a New Mexico territorial piece (since New Mexico was admitted to statehood in 1912). Las Vegas, incidentally, is two separate cities, each with its own mayor, situated side by side. Each one calls itself Las Vegas. Rather an odd situation. We also drove up the toll road on which NM 430 A was used (no longer a toll road), until the road degenerated into a one-lane dirt thing on the edge of a cliff. On the way back we visited an antique shop whose proprietor had only recently sold five of those LVSRW tokens to a local collector.

From there to Durango, Colorado. We spent hours in the library checking the history of the Durango Railway & Realty Company, but couldn't find a token anywhere in town. The ride on the Silverton Train, however, was the high point of the trip. The best train ride in the country--ancient equipment rattling up through the Canyon of the Rio de las Animas Perdidas (River of Lost Souls), hanging 500 feet above the river on the edge of the canyon as the tiny narrow gauge locomotive sent up magnificent plumes of black soot and cinders, which dissipated among the peaks of towering snow-capped mountains high above us.

From Durango to Las Vegas, Nevada--where they still use tokens--we traversed the vast emptiness of the Great American Desert...through Monument Valley in Arizona, and over the immense Glen Canyon Dam at Page. But the heat was getting to us. It was 111° in the shade when we got to Las Vegas--and there isn't much shade there. It

cooled down to 96° by 4:00 A.M. when we left, though. And people actually live in Las Vegas!

I spent about ten days with Harold and Louise Ford in Oakland, and while there four of us--Ford, Feisel, Freiberg, and I--drove up to Sacramento in search of parking and car wash tokens. I shall not go into details about how we connived to obtain those Sacramento parking tokens. The "Cal Expo" in Sacramento (advertised on the new Sacramento bus tokens) was closed but, *mirabile dictu*, we talked the man into giving us a personal, private ride on the Monorail which they have installed up there!

My visit to the Bay Area was capped by a delightful meeting of the Bay Area Token Society at Duane Feisel's place in Palo Alto, where we sat by the edge of his swimming pool and talked tokens and enjoyed the generous collation provided. The only vecturist who took advantage of the pool was John Trembley.

Ralph Freiberg joined me on the trip northward as far as Portland, and I finally limped wearily into Tacoma on July 15...only to learn that a local bus line had used a token for three months early this year. I rushed down to the company office, only to be told by the elderly gentleman who owns the line that he absolutely refused to sell any tokens to anyone. He only had 500 made, and about 465 of them were in the desk, but he wouldn't part with them. I finally talked him out of one. So even in my native city the "No" which had hounded me across the continent still echoed in my ears!

I spent the next several weeks in Tacoma typing the Catalogue, and left on August 28 for Boston, roaring across the country in six days...not stopping to look for a single token. Frankly, I was just tired of hearing that "No."

If there is a lesson from the 11,000 miles I put on my car this summer, it is that rare tokens are a lot rarer than most of us realized. The days when every trip meant a few census tokens for the collection are long gone. They just don't seem to be out there anymore. But don't let that discourage you. Another lesson from this trip--which was my fifty-seventh trans-continental trip (all by auto or train)--is that the United States is a land of infinite variety, of scenic grandeur, and of very wonderful and friendly people. Sometimes people, seeing my Massachusetts license plate, would say that I was a long way from home. But I never really was. For no matter where I was in America, I always felt right at home.

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= A MESSAGE FROM THE PRESIDENT =

Dear Friends:

I feel quite honored in my new position as President of the A.V.A. I will do my best to carry on the good work of my predecessors and hope that I can make the AVA just a little bit better.

In this respect I ask for your help. Let me know what you expect of our organization; give me some constructive criticism; don't keep your ideas to yourself. Let's work together for the benefit of all of us.

One thing that each of us can do at all times is to bring in new members, and help keep them interested in this fascinating hobby of ours. I would like to see this hobby grow, with more members, with increased contact between members; all of this will increase and create more interest. I would appreciate hearing from any and all members who want the same thing. Get into the act with me and we will all reap the benefits of a better organization.

Happy collecting!

- RALPH A. HINDE, President

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Just received is an excellent new book published by the Token & Medal Society (our own Al Hoch produced it): Articles on the Subject of American Tokens Reprinted from THE NUMISMATIST (1904-1938). The 230-page hard-bound book includes dozens of excellent articles on transportation tokens, with pictures, and sells for \$6.50. Order directly from Token & Medal Society - P.O. Box 82 - Lincoln, Massachusetts 01773.

## = AUGUST SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =

By Kenneth E. Smith

BRAZIL

Rio de Janeiro 600 (Reported by W.L. Mason)  
 COLUMBIA AUTO ONIBUS S/A  
 YRo P 32 Sd Deposite Na Caixa (light blue)(zone check) \$0.50

CHINA

Hong Kong 400 (Reported by J. Douglas Ferguson)  
 (CHINESE CHARACTERS READING "SCHOOL BUS TOKEN SAN KWONG  
 KINDERGARTEN KOWLOON" AND DATE 1950 WITH SEATED RAM IN  
 CENTER OF TOKEN)  
 F o B 25 Sd (incuse stamped .1. 455) 2.00  
 JEBSEN & CO. HONG KONG  
 G o K 19 Pc (many circles) 3.00  
 (G was used prior to 1939 as a ferry token for the workers of the Jebsen  
 Company.)  
 (BOAT)  
 H o B 21 Sd (.I.F. incuse)(copper-plated) 2.00  
 (H was a ferry token of the Nan Yang Motor Boat Co. Des Voeux Road)  
 O S G 10 (for Ostasiatische Schiffahrts Gesellschaft)  
 909Ao WM 18 Sd (same as obverse) 1.00  
 (This ship token was used by the German East Asia Shipping Company on  
 boats which operated out of Hong Kong on its Asian routes.)

ENGLAND

Bristol 135 (Reported by K.E. Smith)  
 A.R.P. "BRISTOL"  
 AIo C Ob Sd 2d (dark blue)(30x23mm) .60

FRANCE

Lyons 520 (Reported by F.J. Bingen)  
 COMPAGNIE DES DOMBES (INCUSE 10)  
 J o B Ov Sd Plan Incline de la Croix-Rousse (32x27mm) 2.00

SCOTLAND

Greenock 450 (Reported by N. Brodie of Scotland)  
 Dd. McFARLAND COACH PROPRIETOR 2d.. & FUNERAL UNDERTAKER  
 D o B 25 Sd 25, West Blackfalls Greenock May 1866 2d.. 6.00  
 (One of these horsecar tokens was also found a few weeks later by Mr.  
 Frank Shelmerdine.)

TURKEY

Istanbul 400 (Reported by Joseph Mark Kotler)  
 DENIZCILIK BANKASI S.H. IS. (CROSSED ANCHORS' STAR and CRESCENT)  
 P WM 19 Ch Ogrenci Sehir Hatlari II (June 1, 1968 to ---) .25

YUGOSLAVIA

Senta 800 (formerly Zenta, Hungary, before World War I)(Reported by J.M. Kotler)  
 ZENTA VĀROS KOSSUTHHID 8 FILL. GYALOGOS  
 RAo Z 32 Sd (blank, incuse impression of obverse) 3.50  
 (Bridge token used prior to World War I, when the city was part of Hungary.)

FRENCH TRANSPORTATION COMPANY EMPLOYEE CANTEEN TOKENS

There has recently been considerable interest shown in the tokens issued by transportation companies for use in the employee canteens. This page is devoted to a list of such tokens generated some time ago by F.J. Bingen and myself, from France. Later, shorter lists from other countries will also appear.

CHAMBERY 5230

SOCIETE COOPERATIVE DES AGENTS DE LA CIE P.L.M. CHAMBERY

- A o B 17 Sd 5c.
- B o Bz 19 Sd 25c.
- C o WM 21 Sd 50c.
- D o B 23 Sd 1 F.
- E o Bz 31 Sd 20 F- (Sc)

SOCIETE COOPERATIVE DES AGENTS DE LA COMPIE P.L.M. CHAMBERY 5 Fr-

- F o WM 25 Sd Societe Cooperative des Agents de la Cie P.L.M. 1898 5 Fr.

CHAUMONT 5250

SOCIETE COOPERATIVE DES EMPLOYES DES CHEMINS DE FER DE L'EST  
CHAUMONT (Hte. Marne)

- A o B 21 Sd 5 Centimes (counterstamped D on reverse)
- B o B 25 Sd 10 Centimes "
- C o WM 19 Sd 0,50 Centimes "
- D o WM 23 Sd 1 F. "
- E o WM 27 Sd 2 F. "
- F o WM 30 Sd 5 F. "

HIRSON 5410

SOCIETE DE CONSOMMATION DES EMPLOYES DE CHEMIN DE FER  
DU NORD ET DE L'EST (silver-plated)

- A o Z Oc Sd oK. 500
- B o Z Oc Sd 1K.
- C o Z Oc Sd 1K. 500

LONS-LE-SAUNIER 5510

SOCIETE COOPERATIVE DES AGENTS DE LA CIE P.L.M.  
LONS-LE-SAUNIER (silver-plated)

- A o B 16 Sd 5c.
- B o B 18 Sd 25c- (Sc)
- C o B 18 Sd 50c.
- D o B 23 Sd 1 F.

SOCIETE COOPERATIVE DES AGENTS DE LA COMPIE P.L.M.  
LONS-LE-SAUNIER (silver-plated)(Sc)

- E o B 26 Sd Societe Cooperative des Agents de la Cie P.L.M. 1890  
(5 Fr. on both sides)
- F o B 22 Sd (like E but 20 Fr. on both sides)

*(The above tokens are all worth about 50¢ apiece.)*

Remember when you report new discoveries, in addition to giving the exact wording and spelling and punctuation, please 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, CA 90277

= AUGUST SUPPLEMENT TO THE 1963 ATWOOD CATALOGUE =  
By Ralph Freiberg

KENTUCKY

Louisville 510 (Reported by Harry R. Porter)  
LOUISVILLE ZOO TRAIN

BU B 26 Sd (blank) (\* 8/68-) \$0.35

MISSOURI

Boonville 70 (Reported by Harold Hunt)  
KEITHLEY BUS LINE BOONVILLE, MO.

C o A 24 Sd Good For 1 Ride 5.00

PENNSYLVANIA

Philadelphia 750 (Reported by Arthur D. Jordan, Jr.)  
AMERICAN VECTURIST ASSOCIATION  
PHILADELPHIA, PA. AUGUST 10. 1969 AVA

AUo B 32 B1 Delaware Valley Vecturists Red Arrow Tour  
Round Trip (3 slots) 2.00

RHODE ISLAND

Newport 520 (Reported by Hector Turgeon)  
NEWPORT BRIDGE NEWPORT BRIDGE  
J A 28 Sd Rhode Island Turnpike and Bridge Authority (\* 6/28/69-)  
(This bridge connects Newport and Jamestown. There is a circular  
groove in the token on each side.) 2.00

TENNESSEE

Johnson City 490 (Reported by James Eshleman)  
JOHNSON CITY TRANSIT DIV. OF W.C.U.D.  
CENTENNIAL 1969 GOOD FOR ONE FARE

G WM 32 Sd From Johnson's Tank to Johnson City, Tenn.  
In 100 Yrs. 1869 1969 .35

(This token was issued to commemorate the 100th anniversary of the  
city. 5,000 were struck. W.C.U.D. = Washington County Utility District)

= NOTES BY RALPH FREIBERG =

The Louisville Zoo token was issued last year and we had a difficult time in  
obtaining a supply, but finally succeeded. The token is obsolete at the moment, it  
may be put back into use at any time.

Harold Hunt informs us that Joseph Keithley operated his horse-drawn hack line  
in the early 1900's and sold out in 1908. The line ran from the Frederick Hotel to  
the railroad depots.

See comments elsewhere on the AVA Convention token, which is exactly like those  
beautiful Philadelphia souvenir commemorative tokens.

The Newport Bridge replaces a ferry line. Fare on the bridge is \$2 without a  
token, but if you buy tokens you save 50%, as they sell at ten for \$10. The odd  
groove in the token may have something to do with automatic fare collection equipment.

Down in Johnson City they issued a special token for their 100th anniversary.  
The fare is actually only 25¢ but they charged us extra for a supply of them, and  
even wanted more than that for uncirculated specimens!

The Cincinnati token reported last month was reported by Robert Kelley, and we  
want to be certain he gets credit for listing it to us.

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*Remember to notify THE FARE BOX if you move! Every month we get one or two cop-  
ies returned by people who moved and didn't leave a forwarding address. This is a  
waste of money all around.*

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

ILLINOIS

Chicago 3150 (Reported by Philip Mandel)  
CANCER PREVENTION CENTER (GATE)  
BS Bz 25 Sd Parcoa Token (gate)(Rev. E)(10/67) \$0.25

NEBRASKA

Lincoln 3540 (Reported by Roger Boltz)  
25¢ CREDIT WHEN SOUTH ST. STORES REDEEM TOKEN (GATE)  
A o Bz 25 Sd Parcoa Token (gate)(Rev. A)(9/1/58-8/31/60) .25

NEW JERSEY

Jersey City 3390 (Reported by Dr. George Fuld)  
COLGATE-PALMOLIVE CO. JERSEY CITY, N.J. (GATE)  
B Bz 25 Sd Parcoa Token (gate)(Rev. E)(2/1/67) .25

OHIO

Hamilton 3385 (Reported by Robert Kelley)  
MERCY HOSPITAL  
A B 23 Sd (same as obverse)(10/68) .25

PENNSYLVANIA

State College 3865 (Reported by Al Zaika)  
CAMPUS SHOPPING CENTER STATE COLLEGE, PA.  
A B 25 Sd 30 Minutes Free Parking .15

WEST VIRGINIA

Martinsburg 3400 (Reported by A.W. Siebert)  
CITY OF MARTINSBURG, W.VA.  
A B 23 Sd Good Only In Parking Lot Meters .15  
(R: Top and bottom of S in METERS ...)  
a. (flat)(11/67)  
b. (rounded)(7/69)

PARKING TOKEN MANUFACTURERS' SAMPLES

Group 3004 (Reported by Ed Vickers)  
CINCINNATI PARKING CONTROL (DESIGN)  
C WM 25 Sd NPA 1968 Montreal (National Parking Association) .25  
D WM 25 Sd IMPC 1968 Toronto (International Municipal Parking Congress) .25

Group 3007 (Reported by DHF)

GOLDEN CIRCLE VALIDATED PARKING BY DUNCAN  
KOONTZ 1968 (black printed letters)  
A o A 16 Ch (blank) .15  
B o A 16 Ch " (gold-colored surfaces) .15  
GOLDEN CIRCLE VALIDATED PARKING BY DUNCAN  
KOONTZ 1969 (black printed letters)  
C A 16 Ch (blank)(gold-colored surfaces) .15

SERVICE PARKING TOKENS

Group 3100 (Reported by DHF)  
KOONTZ EQUIPMENT CORP. K  
A B 16 Sd Service Dept. K .15  
B B 16 Sd " " " 1968 .15

CANADA - NEW BRUNSWICK

Moncton 3600 (Reported by T.R. Masuda and J. Douglas Ferguson)

BRUNSWICK AND DOWNTOWNER

B WM 26 Sd Parking Token \$0.25

CANADA - MANUFACTURERS' STOCK PARKING TOKENS

Group 3051 (Reported by Dr. Fuld)

CERCLE D'OR STATIONNEMENT VALIDE (BLACK PRINTED LETTERS)

A A 16 S1 (blank)(gold-colored surfaces) .15

ENGLAND

London 3475 (Reported by (A) Joseph Kotler; (B) DHF)

B R

A B 22 Sd (same as obverse)(British Railways) .15

ABC

B B 21 Sd (same as obverse)(Associated British Cinemas) .15

ADDITIONS AND CORRECTIONS

NY 3640 A: add variety description

(R: ET of METERS are ...)

a. (joined)

b. (separated)

Pa 3448 A: add variety description

(O: Upper slant of K in PARK points up to ...)

a. (O)

b. (between OF)

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

This month we have a nice group including some interesting and different tokens. Some of these issues have required real perseverance to obtain information and/or a supply for PTNIS.

Visitors to the George & Anna Portes Cancer Prevention Center are issued a small ticket upon entering a gate-controlled parking lot. The ticket is exchanged at the cashier's office for an exit token. It was not possible to obtain the token for PTNIS, but you can probably obtain one by sending a \$1 donation to the Center along with a stamped envelope and a request for the token. The address is 33 West Huron Street - Chicago, IL 60610.

In Lincoln, Neb., a group of businessmen leased a gate-controlled parking lot. Upon entering the lot 25¢ was inserted into a machine which issued the token. The token could then be redeemed for 25¢ with purchase from one of the participating merchants. Thanks to the efforts of Roger Bolz a supply of these old tokens has been made available to PTNIS members.

Visitors to the Colgate-Palmolive Company in Jersey City use a special gate-controlled parking lot that required a token for exit. A supply of these tokens was obtained for PTNIS.

The Mercy Hospital tokens are used for exit from a gate-controlled parking lot.

The State College tokens are apparently used at a shopping center area that is probably metered. I suspect that the shopping center is located near Pennsylvania State University, and that student parkers are a problem. These tokens will be distributed to PTNIS subscribers.

The Martinsburg, W.Va., tokens are used in the standard merchants parking validation program, i.e., a token given with a minimum \$2 purchase. A supply of the b variety will be sent out to PTNIS members.

In demonstrating parking equipment at conventions of two different parking groups, Cincinnati Parking Control prepared special tokens.

Koontz Equipment Company of Pittsburgh sells and services a variety of parking equipment in the eastern section of the country. The firm has had special tokens made for demonstrating the new Duncan meters. One of the meters is installed on the

firm's parking lot, and it is possible to obtain the token by inserting a nickel. The A token, silver-colored in contrast to the standard gold color, has been used in special promotions. At one parking group's convention where Koontz demonstrated the Duncan meters, anyone who was issued one of the silver tokens from the meter was given a parking meter lamp. In another promotion the A tokens were mixed in with the standard Golden Circle tokens when one city began using the Duncan meters. The silver colored tokens could be redeemed for a special gift. The C token will be sent out on PTNIS.

A new category of parking tokens results from the special tokens made for meter testing during servicing--these will be called Service Parking Tokens.

In Moncton, N.B., the Brunswick Hotel is the oldest and largest hotel in the city. The Downtowner Motel is under the same management as the Brunswick, and is located nearby. There is a gate-controlled lot which serves patrons of the hotel and motel. Tokens are provided patrons to permit exit from the parking lot.

The Canadian MSPT is the French language version of the Golden Circle token. It is reported as being used in Trois Rivieres, Quebec.

While traveling through England on his way to Israel Joe Kotler came across the British Railways token at the train depot located in Stokes-on-Trent. There is a gate-controlled lot which is entered free, but which requires a token for exit. Apparently the tokens are sold to anyone, not just railway riders. Since there are similar lots at other depots it was decided to list the token from London, the headquarters for British Railways. The token will be sent out to PTNIS members.

The ABC tokens appear to be used in gate-controlled lots provided for certain movie theater patrons. It has been possible to obtain a supply for PTNIS.

Members of the Parking Token New Issues Service will be sent a nice shipment of tokens for September. The following tokens as listed this time will be shipped: NB 3540 A; NJ 3390 B; Pa 3865 A; Wa 3400 Ab; PTMS 3007 C; England 3475 A B. Also, through the efforts of Maynard Harrod, a supply of Okla 3330 D, as listed in the April 1969 issue, has been obtained for distribution among PTNIS members. This is one of the largest shipments in a long while, so account balances may dip low. Please keep up a reasonable credit as it is expected that other large shipments will be made in the next few months. Openings are still available in PTNIS. You can become a member by establishing an account with a deposit of \$5 or \$10. As new parking tokens become available they will be shipped to you and charged against your account. A service charge of 10¢ per token over "face" value is made. As your account becomes low, you are asked to make another deposit. This is a simple and automatic way to add parking tokens to your collection.

Please continue to send me reports of unlisted parking tokens. The next few months should see a few surprises. For example, there may be listed an old time token for carriage parking. Also, the possibility of a parking token for China is being investigated. Within the next month or so all work on the new Atwood's Catalogue will be completed, and at that time work will begin on the new edition of the Parking Token Catalogue.

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

After a silence of two months we are again sending out some nice new issues. These are Tenn 400 G; RI 520 J; Ky 510 BU. All members, both regular and associate, will receive these tokens. In addition, those on the foreign list will receive under separate cover four more nice-looking tokens from England, 840 AB AC AD AE. Thanks to Kenneth Smith for making these available to us. We also want to thank Mr. R. Kelley of Mason, Ohio, for obtaining the supply of Ohio 165 AN and Cal 745 W is mailed out thanks to Bob Carlisle of San Diego.

This month we welcome to Associate Membership Mr. Bob Carlisle and Mr. Frank Vyzralek.

This past month we've sent out 54 different tokens to NIS members, and with your cooperation hope to increase that number for the coming year.

1969 CONVENTION TOUR TOKEN - \$2.00. Convention photo - \$1.50; badge - 10¢. Program free. Stamps appreciated.

Dave Jordan - P.O. Box 92 - Flourtown, PA 19031

WANTED: Paper, wooden, metallic, leather post cards, of Century of Progress 1933-34. Will buy collections or accumulations.

Grant B. Schmalgemeier - 1317 West Eddy St. - Chicago, IL 60657

FOR SALE: Pa 375 A, 50¢; Pa 235 A B, 455 E G H, 950 H I, 5 for \$1.00. or 25¢ each. SAE a must. Send your trade list.

Joe Pernicano - 58 Sonia Lane - Broomall, PA 19008

FOR SALE: Nova Scotia 100 N; NY 905 H; Ohio 165 AN; Cal 745 W, 895 G; England 235 AL 840 AA--all postpaid \$2.15. 4 of the above U.S. \$1.30 pp. 4 of above U.S. & Nova Scotia \$1.60 pp. N. Scotia 37¢. England 840 AA AB AC AD, \$1 pp. Ky 510 BU; RI 520 J; Tenn 400 G, \$2.30 pp. Ariz 640 E, \$1.25, 1000 G, \$2; Minn 600 B, \$1.00. WANTED: ALL CAR WASH TOKENS. = J.G. Nicolosi - 3002 Galindo St. - Oakland, CA 94601

Military Club tokens for sale at face value (1 ea) a-L.A.M.C. CLUB CADUCEUS ECN 1874/LANDSTUHL GERMANY \$1.00 in trade (aluminum 1-1/8" in diameter); b-same obverse but reverse: LANDSTUHL GERMANY 25¢ in trade (gold anodized aluminum); c-NCO FRONTIER CLUB AND ANNEXES ECH 1451/PIRMASENS GERMANY 25¢ in trade (alum. 1/1/8" diameter). All time list of trackless trolley operators & dates of service ppd. at 60¢.

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

BEST OFFER IN CASH OR TRADE TOKENS OF OREGON & 4 BORDERING STATES. ITEM: 44mm button with picture of a yellow Los Angeles Railway trolley #125. With lettering on side of trolley: "SO. PAC. ARCADE DEPOT." Very old type trolley. Wording on button & gold ribbon, "2nd Annual Picnic L.A. Ry. Employees Recreation Ass'n Redondo Beach Spt. 16, 1911." = Jim Millard - 3744 S.E. 168th St. - Portland, OR 97236

ALL DIFFERENT TT's: 100 for \$10.50; 200 for \$24.00; 300 for \$40.00. A great chance to fill in your collection or to buy duplicates to trade. My choice of tokens.

Ken Hayes - 2589 Darwin Street - Hayward, CA 94545

BEST TRADE OR CASH OFFER: For (11) eleven full years of FARE BOX issues, 1958 to and including 1968. All or none. Want transit tokens, boat pins, mirror back cards.

Ross E. Thorpe - 181 W. Chalmers Ave. - Youngstown, OH 44507

FORT MEADE, SD 370 A, catalog \$7.50, to trade for best offer in these Michigan tokens: 65 A D E F G, 170 A B C D, 225 A B, 370 A E, 510 A B, 525 A B, 530 A B C, 560 A, 585 A, 590 A B, 605 C E G, 630 C, 680 B C D H, 845 A B, 945 A.

Raymond E. Olson - 32137 Oakley - Livonia, MI 48154

AS STATED BEFORE, I am breaking up my personal collection of TT's & PT's and related catalogues, books, etc. Have the following states ready for bids. That must be by state lot only. 1963 Catalog from 15¢ to \$3.50. Ala. 57 diff; Alaska 24; Ark 47; Cal. 252; Colo. 76; Conn. 92; Del. 13. plus some dupes of each state. Other states as list is made. Bonafide bidders may get detailed state lot list for 6¢ stamp. Bids close 60 days after ad published. = H.C. Schmal - Box 5238 - Phoenix, AZ 85010

MAIL BID SALE: NY 630 M; Pa 765 L; Tenn 430 D; Wis 250 A; 330 A, 360 A, 410 A B C, 500 B, 510 G H L, 600 B, 790 A E, 870 A, 980 A; Timetable A B F G N.

Gerald Johnson - 1921 Chase Street - Wisconsin Rapids, WI 54494

FOR SALE: Fla 880 H at \$1 each. I sold these for 50¢ in the June Fare Box but as I have only 14 left you should consider one now before they are all gone. Fla 930 D at 50¢ each. I have 20 of these left.

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

WANTED TO BUY: ILL 150 Q. For trade: Ill 417 A.

Philip Mandel - 324 N. Lorel Ave. - Chicago, IL 60644

CAR WASH TOKENS? Want to trade car wash tokens. Exchange lists. Also trade TT's, PT's, trade tokens, foreign coins for carwash tokens. Also for sale 500 diff. TT's, many over minimum cat. All identified in 2x2 envelopes, \$125.00 postpaid.

John L. Trembley - P.O. Box 37 - Marina, CA 93933

WILL TRADE 6 TOKENS ALL DIFFERENT for any department store charge coin. If you have an unusual store charge coin write for a better offer.

Ed L. Dence - 8627 Crispin Drive - Philadelphia, PA 19136

WILL TRADE CAR WASH TOKENS from Minnesota for car wash tokens. Send me a want-list of car wash tokens you have to trade. Will trade TT's for PT's I need. Write for my want-list. My personal token for yours.

Robert Knobloch - 876 Payne Ave. - St. Paul, MN 55101

FOR SALE: TRADE AND ADVERTISING TOKENS OF MANITOBA. An illustrated descriptive listing of all known Manitoba tokens. \$4.75 postpaid from the author:

D.M. Stewart - 503 Crescent Blvd. S.W. - Calgary 6, Alberta

WANTED: a collector who would like to make, say \$2,000 a year in his spare time, selling TT's to other collectors. No investment or experience required, only sincerity. If interested, call me, day or evening, 516-239-7883.

Max M. Schwartz, AVA L-3 - 75 Locust Avenue - Cedarhurst, NY 11516

FOR SALE: Johnson City, Tenn. Centennial bus token 1869-1969, struck in nickel-silver and is half dollar size or 32mm. This new issue will be handled by N.I.S. Price 50¢ each + SAE. = James F. Eshleman - P.O. Box 1330 - Warner Robins, GA 31093

HAVE SEVERAL COLO 540 D for trade. Want transfers, tickets, passes, etc., from Colorado urban and interurban transportation lines, and miniature license plate tags (Idento-tags) made by the DAV and dated before 1955. Also have a few Colorado car wash tokens for trade.

Bill McKienzie - 1805 So. Grove St. - Denver, CO 80219

FOR TRADE: PT's 3025 A and B for TT's that I can use from my want list. Three trades of each available. SAE will bring a copy of my want-list. (Cal 3025 A,B ??)

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

I have a few pieces of a car wash token: "CUSTOM POWER WASHER CO. ASHLAND, OHIO"

Will trade for a parking token new to my collection or an Ohio trade token I need.

John A. Backora - Route 1, Box 397 A - Steubenville, OH 43952

FOR TRADE: Ohio 165 AL and AM, send list of tokens to trade, or will sell them for \$15 each. Also have a car wash token from Cincinnati and parking tokens from Mercy Hospital in Hamilton, Ohio.

Robert Kelley - 6315 Parkview - Mason, OH 45040

SCARCE TRANSPORTATION TOKENS FOR SALE. Send a stamped addressed envelope for a fixed price listing of hundreds of tokens.

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

FOR TRADE: W.A. GRAHAM CO. tokens: one 50¢ in trade Pryor Creek, I.T. One 1.00 in trade Pryor Creek, Okla. One 10¢ in trade Pryor Creek, Okla. All brass. With paper merchandise book (new). WANTED TOKENS OR BEST CASH OFFER.

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

FOR SALE: Mass 970 C, \$12.50. Nice Wisc 870 B, \$20.00.

Al Hoch - Tower Road - Lincoln, MA 01773

BEST TRADE OR CASH OFFER: Ill 150 I and J.

Joel J. Reznick - 1718 Heather Lane - Mount Prospect, IL 60056

WANTED: 39 members who want a set of Ill 250 K L M N. Send a check for \$2.05 and SAE (12¢ postage) to me and I will purchase a roll set from the Veterans Memorial Bridge Authority and send them out. Allow 3-4 weeks from date of this issue of FB.

Jerry Bates - Box 546 F - St. Charles, MO 63301

TRANSP. & TOLL TOKENS WANTED. Please send me your lists of tokens you have for sale. My small plastic, octagon personal token for the asking.

E.L. Tomberlin - 68 Oakes Blvd. - San Leandro, CA 94577

FOR TRADE: 70 TT's cataloguing \$1 and up. Also Ohio 240 A for Iowa tokens of equal value. Lots of cheaper TT's for trade. Send want & trade lists. 100 DIFF. TT's for sale for \$11.00. 1,000 DIFF. TT's for sale for \$105.00.

Doug Redies - 512 3rd St., S.W. - Cedar Rapids, IA 52407

FOR SALE: parking token of Burlington County Memorial Hospital, Mt. Holly, N.J., brass, 7/8" diameter, in 2 lines; "Hospital / Parking" same both sides. In short supply at \$1.00 each postpaid.

Cole S. Cuttle - P.O. Box 213 - Moorestown, NJ 08057

FOR TRADE: FLA 380 C and Minn 790 A. Will accept best offer in Latin American TT's or quantity of city-state trade checks. Also have plenty of trade checks to trade.

Donald Mazeau - P.O. Box 31 - Clinton, CT 06413

FOR SALE to best cash or trade offer: Pa 495 H; Md 60 J Q; Calif 760 I; Neb 700 A; Wis 870 A; SD 260 B. Also have Adrian, Mich., Sof-Spra car wash token at \$1 + SAE. Detroit City Gas Co. phone check \$5.00.

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

CENSUS TENN 600 O for trade for Ind. tokens or tokens that I can use in my collection.

Jack R. Smith - R.R. 1, Box 207 - New Palestine, IN 46163

SMALL AMOUNT of TT's for sale or trade. Send for list.

Lee Schumacher - 10609 Eastern - Kansas City, MO 64134

CATALOGUE OF WORLD TRANSPORTATION TOKENS AND PASSES except North America. First edition 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, CA 90277

ATWOOD'S CATALOGUE OF UNITED STATES & CANADIAN TRANSPORTATION TOKENS, 2nd edition (1963). 480 pages, 27 plates, index, cloth-bound size 6x9. The small remaining supply of this book still for sale at \$5.50 postpaid to AVA members. Get your library copy now--remember how the 1958 catalogue skyrocketed in price!

FEISEL'S CATALOGUE OF PARKING TOKENS OF THE WORLD, 1966 edition, 160 pages illustr. Cloth-bound or loose-leaf edition (specify which), price \$3.50 to AVA members postpaid (\$4.50 to others). Books shipped same day order is received.

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

= ALL AUCTIONS IN THIS ISSUE CLOSE OCTOBER 20 =

Advertisements in THE FARE BOX are free to A.V.A. members--up to 6 lines in every issue if desired. Simply write copy of your ad on a separate sheet of paper, with name & address, and send it to the Editor (use a postcard if possible). Ads must be different each time, and must be submitted each time (don't send several at one time). Auctions may not include tokens listed at less than 25¢ in any catalogue, nor tokens which are still in use regardless of value. If ad exceeds 6 lines, it will be cut to 6 lines, or charged at the rate of 85¢ per line over the first six.

APPLICATIONS FOR MEMBERSHIP

- 1102 H.W. WARD - 9617 PANOLA WAY - HOUSTON, TEXAS 77005  
Age 47; Supervisor. Collects U.S. (Hinde)
- 1103 SID URIE - BOX 2307 - KODIAK, ALASKA 99615  
Age 42; Businessman. Collects U.S., Canada. (V. King)
- 1104 ERNEST C. ALTVATER, JR. - 523 WEST FIRST STREET - AZUSA, CALIFORNIA 91702  
Age 22; Business Consultant. Collects all types. (Coffee)
- 1105 C.H. STUKEY - BOX 209 - ANGOLA, INDIANA 46703  
Age 54; Collects U.S. (V. King)
- 1106 GEORGE A. ENGELHART, JR. - 202 STRATFORD AVENUE - WESTMONT, NEW JERSEY 08108  
Age 48; Inspector. Collects U.S. (Jordan)
- 1107 DARVIN REISWIG - 5518 24th STREET - SACRAMENTO, CALIFORNIA 95822  
Age 38; Collects all types. (Album)
- 1108 HAROLD E. BOULWARE - BOX 10031 - LAMBERT FIELD BR. - ST. LOUIS, MO 63145  
Age 50; Collects U.S. (W.E. Davis)
- 1109 ROSEMARY E. LITTLEFIELD - 3547 UTAH STREET - ST. LOUIS, MISSOURI 63118  
Age 30; Clerk. Collects U.S., Canada, Foreign. (C. Littlefield)
- 1110 GEORGE F. ROSS - 5300 HAMILTON AVE., APT. 1206 - CINCINNATI, OHIO 45224  
Age 23; Collects U.S., Canada. (Mazeau)

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

- \* Harold Don Allen - P.O. Box 887 - Truro, Nova Scotia, Canada
- \* Capt. Robert Clifton - Qtrs 202A - Gunter AFB, Alabama 36114
- \* L.R. Hawthorne - 52 Rostrevor Pde. Box Hill, Nth 3129, Victoria, Australia
- \* Alfred D. Hoch - Tower Road - Lincoln, Massachusetts 01773
- \* C.G. Jefferson - Box 311 - Sultan, Washington 98294
- \* Frank J. Kelley - P.O. Box 2515 - Harbor, Oregon 97415
- \* Lowell Kronmiller - 4110 North Shore Drive, Apt. 101 - Oshkosh, Wisconsin
- \* Leonard H. Paul - 126 Chester Pike, Apt. 2B - Ridley Park, PA 19078
- \* Gerald B. Perkins, Jr. - 5710 Joe Herrera - El Paso, Texas 79924
- \* Lee R. Sanders - R.R. #4, Box 430 - Kankakee, Illinois 60901
- \* David E. Schenkman - P.O. Box 16122 - Suitland, Maryland 20023
- \* Edward M. Vickers - P.O. Box 8905, Dixie Village Sta. - Orlando, Florida 32806

# THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors



NEW ISSUES EDITOR

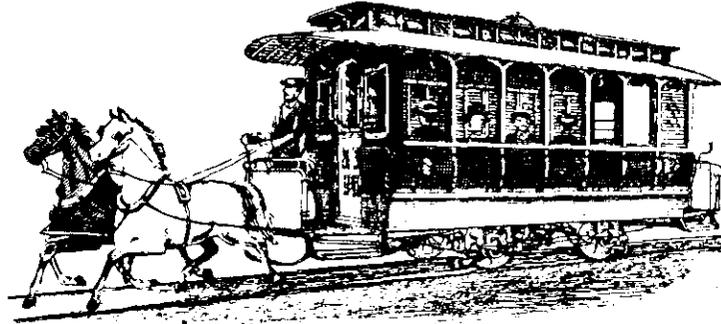
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Parking Tokens

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Volume 23, Number 9

SEPTEMBER, 1969

Our 267th Issue

Mastheads experts will notice a small change this month: Ralph Freiberg has moved upstairs, so his new address is 634 Ashbury Street, not 632.

Work on the new Catalogue is taking longer than we figured. There is an infinity of detail involved in the final preparations. First of all there are many more photographs than we planned on--probably there will be over 100 full pages of photographs plus many more partial pages of pictures. Pasting these things in is time-consuming and intricate, as anyone who has used rubber cement can testify. Then the catalogue number--the new catalogue number--for each pair of pictures has to be typed on special gummed paper, then cut out, and pasted in place under the pictures. This for nearly 2,000 pictures! Then some 30-40 pages of introductory material has to be thought out and typed in; then the tokens issued or discovered since last summer have to be added to the listings, and this involves retyping a whole page for each token, and there are over 15 such new listings. Then the pages have to be numbered--this involves typing a series of numbers on gummed paper, cutting each one out, and pasting it in place. Finally at least a cursory proof-reading of the whole thing, and making needed corrections to the copy. It now seems certain that the new Atwood Catalogue will consist of over 800 pages! This will make a book--with our higher quality paper--that is fully twice as thick as the 1963 edition.

In any case, since we have not sent the copy to the printer, we are going to extend the deadline for orders at the special \$6.00 advance price. We'll take orders at \$6 each until December 15. So if you neglected to order a copy previously, or wish to order an extra at the low price, you have another opportunity. I shall add that, with so large a book, we may have to set even the member's price, after publication, at more than the \$7.50 we had been planning to charge. I still expect to distribute the books early in March to advance orders.

The Editor has received another batch of Braniff "Fast Buck" tokens, and there seems to be a good mix of colors this time. Do not send orders yet, however. I have to get the Catalogue out of here before I start mailing out Braniff tokens. And the price will be \$1.00 a set--unless you missed out last time, in which case you may have one set at the 60¢ price. Still a bargain! They're listed in the new Atwood, at \$1.20 a set.

This issue goes to press November 13 at Midnight. Next issue, a larger one I hope, will go out when the Catalogue is done--with luck in about 3 weeks.



= NEW TOKENS OF THE TOWN OF AALBORG (DENMARK) =  
By F.J. Bingen

In the June, 1961, issue of THE FARE BOX I reported the brass and white metal tokens of the Aalborg Omnibus Selskab, the first being the normal token still in use, and the second one used for pensioners (since obsolete) (Smith 5 I and J).

This summer there was a whole new set of tokens issued for this Danish town.

First of all, a second striking of the brass token was made. The original die having disappeared there was a new die made with an entirely different style of lettering, and at the bottom of the obverse the maker's name MEKA.

One hundred thousand of these new tokens were struck.

In addition to the above, the following tokens were put into use:

AALBORG OMNIBUS SELSKAB (ARMS)

- B 19 Sd (Cimbrer Bull)
- B 19 Sd (Girl with Goose)
- B 19 Sd (Budolfi Church)
- B 19 Sd Hasseris Byvåben (coat of arms)
- B 19 Sd Nørresundby Byvåben (coat of arms)
- B 19 Sd Sundby-Hvorup Byvåben (coat of arms)

Ten thousand were struck of each of the above tokens. They have the same function as the ordinary token: a single journey. For souvenirs they made 100 of each in white metal also, and 100 of each were gold-plated for the same purpose. These souvenir tokens have a loop, so they can be used as charms for ladies' bracelets. The Cimbrer bull and the goose-girl are statues in Aalborg; the Budolfi Church is the cathedral in this town. Hasseris, Nørresundby and Sundby-Hvorup are three neighboring towns of Aalborg which are served by the Aalborg Omnibus Selskab. The word "Byvåben" means "Arms of the town of".

It was Mr. Studstrup, Director of the A.O.S., who furnished me with the information to compile this article.

\*\*\*\*\*

= RESTRIKES OF EARLY NEW ZEALAND TRANSPORTATION TOKENS =  
By L.R. Hawthorne

While visiting in New Zealand recently I called in at a coin shop in Auckland to see what I could pick up in tokens. After some conversation with the shop owner I was shown by him two tokens. One was Auckland 100 B: S. YOUNG FARE 3d. The other was 100 C: CROWTHER RETURN BEARER PARNELL & NEWMARKET LINE OF SAFETYS. He then showed me both the obverse and reverse set of dies of the 100 C token. The 100 C token which he had shown me was unmistakably a restrike from these dies, as the condition was like brand new. The condition of the 100 B also indicated that it, too, was a restrike, though I was not shown the dies for that one. The dealer admitted that he had been in correspondence with Joe Kotler and William Koonce, who had been collaborating with Kenneth Smith on New Zealand tokens.

So I would like to offer a word of warning to A.V.A. members who might be offered these two tokens, especially by Auckland coin dealers. They are very likely modern restrikes. If you have acquired either token in the past two or three years I suggest you look into the matter.

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

Only two tokens coming your way this month: Pa 705 E and Sask 800 A. Thanks to Don Stewart of Calgary for getting us the latter in good shape and duty free! We do have several other tokens pending, however. Incidentally correct last month's report. We sent out 54 diff. tokens the past year, not the past month!

= IDENTIFICATION OF SOME "UNIDENTIFIED" TOKENS =  
By F.J. Bingen

FRANCE

In the old Atwood Foreign Check List we find on page 110 under Poitiers a copper token: DILIGENCES POUR POITIERS TOURS RICHLIEU ETCHINON (obverse); Torsey à Chaterillaud Hotel de l'Esperance. (reverse). This token is not included either in Smith's old foreign check list, or in his Catalogue of World Transportation Tokens, although in my opinion it deserves listing as a Miscellaneous token.

Let me first give the correct listing:

TORSEY A CHATELLERAULT HOTEL DE L'ESPERANCE  
o K 24 Sd Diligences Pour Poitiers, Tours, Richelieu et Chinon

As can now be seen, the listing under Poitiers was not correct. This should be Chatellerault, a town in the French department of Vienne. The token is an advertising token of Hotel de L'Esperance ("The Hope"), a first class hotel in this town, and the place of departure of the diligences for Poitiers, also in Vienne, and Chinon, Richelieu and Tours, towns in the department of Indre-et-Loire. In the 1897 edition of Baedeker's "Le Sud-Ouest de la France," Hotel de l'Esperance still is listed. Today this hotel, which was situated at Boulevard Blossac 38, is called Grand Hotel Moderne.

GERMANY

In Smith's catalogue there is listed as unidentified on page 256 under Germany a zinc token with K.M.E. on obverse and Brückenmarke on reverse. The same token is listed by Mr. Funck in his catalogue "Münzen und Marken der deutschen Strassenbahnen etc." (page 13, nr. 79.1). Recently I discovered this token in a German collection. We may assume that Mr. Funck--who was quite well informed--gave the correct information under Köln (Cologne) that the letters K.M.E. were for Köln-Mindener Eisenbahn (Railway from Cologne to Minden).

In the same collection I found a second bridge token of Cologne, also listed by Mr. Funck (Nr.78.1). The description is:

.BRÜCKENMARKE. EIGENTUM DER CÖLNER HEBESTELLE A  
o B 23 Sd Vor dem Überschreiten an der Controlle Abzugeben A

I also saw in said collection the following bridge token from the small town of Strohausen:

4.GROTE PASSAGE & BRÜCKENGELD STROHAUSEN 1856  
o Z 31 Sd (blank; obverse letters incuse)

A fourth token, previously unknown to me, which I saw in this collection was a ship token used on the Rhine River on ships from Cologne to Mülheim, the description:

(BOAT) MÜLHEIM NACH COELN  
o Z 35 Sd (blank; obverse letters incuse)

The tokens of Strohausen and Mülheim are also described in Neumann's standard work on copper coins.

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TREASURER'S REPORT, July 1, 1969. Cash on hand 7/1/68, \$1,300.03. Income \$2,098.94 (dues & renewals \$1,964.00. Interest \$43.94; postage donations 12.25; lapel pin sales 24.75; 6 1970 renewals 24.00; transfer from life membership acct. 30.00). Expenditures \$1,813.81 (Fare Box 1,721.97; secy expense 65.33; curator exp. 8.35; ANA dues 12.00; box rent 6.00; check charge 16¢). Plus interest on life membership fund of 781.35. On hand \$2,366.51. Life member fund \$2,580. Total on hand \$4,946.51. Loan due for dies & token work (Feisel) \$1,119.60. Total \$6,066.11. = R.K. Frisbee.

= THIRD SUPPLEMENT TO THE LIST OF VECTURIST PERSONAL TOKENS =

This is the third 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. Previous supplements were published on page 81 and page 155 of the 1968 Fare Boxes. To qualify for listing a token must be struck in metal or plastic (wooden items will not be listed) on the order of the vecturist himself, and must carry his name. Artificial rarities, struck in quantities of less than ten, are not listed. If you have issued a personal token which has not been listed, please send one to the Editor to get it listed.

THE TOKENUT ROY H. CARPENTER 4599 STUDENT LANE  
SAN JOSE, CALIF. 95130 AVA TAMS

128 A A 33 Sd I Collect Tax Good For Civil War Car Wash TOKENS  
Hard Times Transportation Telephone Flipping Can You Help?  
G. FULD BALTIMORE A.N.A. A.N.S. F.R.N.S. A.V.A. T.A.M.S.

242 A Pr 32 Sd Collector of Parking Tokens  
ROBERT KNOBLOCH (PARKING GATE AND AUTOMOBILE)

318 A B 28 Sd Collector of Parking Tokens AVA Member 318  
MARIE A. JOHNSON BOX 176 TECUMSEH, MICH. 49286

341 A Pb 38 Sd Dealing in Tokens Since 1957 Buy - Sell Trade  
HARRY SAILOR WARREN, MINN. 56762 COLLECTOR OF MINN. TRADE TOKENS

375 B Pg 38 Sd Collector of Transportation Tokens (trolley car)  
JOSEPH ODA HONOLULU HAWAII

393 A Pb 28 Sd A.V.A. 393  
LESTER G. DAVIS VECTURIST NUMISMATIST

484 A Bz 26 Sd Go First Class (Toonerville Trolley) (reeded edge) H.A.S.  
GEORGE H. WYATT SKYLARK LANE LUNENBURG, MASS. 01462

605 A Pb 38 Sd Collector of Transportation Tokens (trolley car)  
JOHN K. CURTIS P.O. BOX 263 WILLOWDALE, ONT. CANADA

746 A Pg 38 Sd Collector of Transportation Tokens (trolley car)  
COLLECTORS ITEMS SHOP F. BORCHER 1317 GILMAN BERKELEY, CAL.

828 D A 33 Sd 50¢ in Trade  
DOUGLAS REDIES BOX 4461 CEDAR RAPIDS IOWA 52407

839 A Pb 38 Sd Collector of Transportation Tokens A.V.A. #839  
ELONGATED COINS 1969 MICHAEL R. PENDER 148 POPLAR ST.  
GARDEN CITY, N.Y. 11530

953 A K Ov Sd (blank) (39x20mm) (struck over 1969-S cent)  
K.L. HALLENBECK C/S COINS FT. WAYNE, IND.

1039 A A 26 Sd (blank) (incuse inscription in 13mm circle)  
H. JACK MILLER TOKEN A.V.A. 1061 COLLECTOR BRONX, N.Y.

1061 A Pr 28 Sd Collector of Transportation Tokens

1061 B Pg 28 Sd "

1061 C Pb 28 Sd "

1061 D Pw 28 Sd "

E.L. TOMBERLIN 68 OAKES BLVD. SAN LEANDRO CALIF.

1076 A Pe Oc Sd Collector of Transportation Tokens (28mm)  
BOB CONEY 2627 MYRTLE SIOUX CITY IA. 51103

1089 A Pg 38 Sd Collector of Transportation Tokens  
BOB CONEY'S SERVICE STATION 700 ROSS SIOUX CITY, IA. SINCE 1935

1089 B Pb 38 Sd Good For 25¢ in Trade

\*\*\*\*\*

TWENTY YEARS AGO IN THE FARE BOX: In the September, 1949, issue, Ken Smith tells of his discovery of the aluminum Sturgeon Bay Bridge tokens--3 of them--and the subsequent murder of the lady he got them from. A "black list" of transit companies that do not answer mail is included, and the Editor--who had just moved from Washington, D.C., to New Haven, Conn., laments the sale of certain large collections. "Are the few dollars really worth it?" I asked. How times change!

FRENCH TRANSPORTATION COMPANY EMPLOYEE CANTEEN TOKENS

(a continuation of the August listing by F.J. Bingen and myself)

Nantes 5600

EMPLOYES DU CHEMIN DE FER D'ORLEANS.  
BOULANGERIE COOPERATIVE (STAR)

A o B 28 Sd Nantes 1 K. 500  
B o B 31 Sd Nantes 3 K.

Saint-Etienne 5800

LA LOCOMOTIVE

A o B 0c Sd 2 Me- 2Kos- (22mm)  
(LOCOMOTIVE)  
B o Z 22 Sd 1 Me- 1½ Ko- (Sc)(counterstamped with cloverleaf)  
C o B Sq Sd 2 Me- 1 Ko- (21mm)(clipped corners)  
D o B Sq Sd (like C, but with cloverleaf counterstamp)

Tergnier 5870

UNION DES TRAVAILLEURS DU CHEMIN DE FER SOCIETE  
COOPERATIVE TERGNIER

A o B 26 Sd 0 K. 500  
STE CVE DES CHEMINOTS DE TERGNIER Cdt  
B o A 21 Sd 5c.  
C o A 21 Sd 10c. (Sc)  
D o A 25 Sd 25c.

Vesoul 5890

SOCIETE COOPERATIVE DES EMPLOYES DE CHEMIN DE FER (Sc)

A o B 21 Sd Vesoul (Haute-Saône)(0.05 Centimes on both sides)  
B o B 26 Sd " " (0.10 Centimes " )  
C o WM 19 Sd " " (0.50 Centimes " )  
D o WM 24 Sd " " (1 F. on both sides)  
E o WM 28 Ch " " (2 F. " )  
F o WM 31 Sd " " (5 F. " )

FRENCH RAILROAD RESTAURANT TOKENS

Bourg 4160

BUFFET DE LA GARE DE BOURG

A o A Sd 5c.  
B o A Sd 10c.  
C o A Sd 25c.  
D o A Sd 50c.  
E o A Sd 1 F.  
F o A Sd 2 F.  
G o A Sd 3 F.  
H o A Sd 5 F.

Saint-Etienne 4800

BUFFET DE SAINT-ETIENNE CIE P.L.M.

A o A 26 Sd (same as obverse)(5c. on both sides)  
B o B 26 Sd " (10c. " )(Sc)

= SEPTEMBER SUPPLEMENT TO THE 1963 ATWOOD CATALOGUE =  
By Ralph Freiberg

MISSOURI

Maryville 580 (Reported by William H. Clapper)  
PERRY-CARTER TRANSFER CO MARYVILLE, MO  
A o B 24 Sd Good For 1 Ride \$5.00

NEW MEXICO

Las Vegas 430 (Correct location suggested by J.L. Hargett) (ex-Pa 585 A)  
L.V.S.R.W. CO. GOOD FOR ONE FARE  
D o B 21 Sd (streetcar) (Las Vegas Street Rail Way Company) 4.50

NORTH DAKOTA

Mott 620 (Reported by Dr. A.D. Jordan, Jr.)  
WHITE CITY BUS & BAGGAGE LINE MOTT, N.D. N.A. MOSHER PROP.  
A o B Sq Sd Good For One Fare (25mm) 5.00

PENNSYLVANIA

Hershey 458 (Reported by Ed Dence)  
FOR AMUSEMENT ONLY NO CASH VALUE HERSHEY, PA.  
MONORAIL AMUSEMENT COMPANY MAC  
A B 23 Sd (same as obverse) .25

Norristown 705 (Reported by Kermit Streeter)  
SCHUYLKILL VALLEY LINES, INC.  
E B 16 S Good For One Local Fare (WM-plated) (\* 6/1/69) .35

SOUTH DAKOTA

Fort Pierre 380 (Reported by William H. Clapper)  
E.E. LINDSAY 1904 FORT PIERRE, S.D.  
A o B Oc Sd Good For One Fare [ferry token] (22mm) 5.00

WASHINGTON

Tacoma 880 (Reported by John Coffee)  
LAKE DRIVE TRANSIT, INC. TACOMA, WASH.  
N o B 23 Sd Good For One Fare (\* 1/69 to 4/69) .50

CANADA - SASKATCHEWAN

Regina 800 (Reported by Alan T.C. Weighell)  
REGINA TRANSIT SYSTEM (DESIGN) Can Art Dies  
A B 25 Sd Special Fare RTS (\* 9/3/69) .15

= NOTES BY RALPH FREIBERG =

Through the December Fare Box we shall be listing new issues and discoveries which will also be included in the new 1970 Catalogue. Then, beginning with the January issue, we'll list tokens in the supplement which will not be in the new catalogue, thereby giving us a convenient cut-off date between the old and new books.

The Maryville, Mo., token was reported to us last summer, and Mr. Coffee visited the town on his trip west. Beyond confirming that there was such a line around the turn of the century, he could learn nothing about the tokens.

Mr. Coffee described our visit to Las Vegas, N.M., during which we learned that the former Pa 585 A was really from Las Vegas, N.M. This token was used on a horse car line which operated in the 1880's between the Plaza in "old" Las Vegas, and the Santa Fe RR depot in "new" Las Vegas--a distance of about a mile or so. The street car line was built when the depot was built, to provide transportation for train passengers who wanted to go to the old Las Vegas. The old Las Vegas was founded by Spaniards centuries ago and is one of the oldest cities in the United States. The

new Las Vegas was founded by Americans much later. Although the two towns are independent of each other, each calls itself "Las Vegas."

The Mott, N.D., depot was listed in a coin dealer's auction last spring, and when our sleuths saw the listing, the town was inundated with articles for the newspaper, advertisements, phone calls, and letters. In spite of this sudden attention, not another token was turned up, although John Coffee did get a brief letter from an oldtimer there, who described the old line as follows--and we reproduce his language exactly as written:

*Received your letter asking about a bus line in Mott. This bus line operated from the Brown Hotel to the depots on two railway lines. It was a horse line it started fall of 1910 and was out of business in 1918. Then we used Ford car. The bus was inclosed with a baggage rack on top, door in back with steps. 14 grown people could rid in it driver sat on front outside. I am trying to find a token...if I do will send it to you.*

The monorail at Hershey, Pa., is similar to the one at Cal-Expo in Sacramento which members of the Catalogue Committee rode last summer. Mr. Dence rode the one in Hershey and was surprised when he found them using tokens. However, they don't seem interested in parting with them, and John Nicolosi wrote, only to be turned down. If any member can help us to obtain a supply of these (180 of them) please let us know. The monorail is closed down for the winter now.

Collectors at the Philadelphia Convention last August, while waiting at the end of the line on the tour, saw this bus sitting there and decided to buy a few tokens. Only later did they realize they had a new listing, as the tokens had been WM-plated! Later Joe Pernicano told us the tokens had been plated June 1 for a fare hike. Mr. Nicolosi was able to get a supply of these for the New Issues Service.

On the Fort Pierre, S.D., token ["Pierre" is pronounced like "peer"] Mr. Clapper reported it to us last summer. Mr. E.E. Lindsay operated a ferry across the Missouri River. Apparently he issued the token in 1904. He is listed in a business directory of 1906, and is not listed in 1913, so apparently started about 1904 and stopped between 1906 and 1913.

The Tacoma token was mentioned in Mr. Coffee's notes last month. The day he got home he was informed by a neighbor lady who works in the bus station that there were some "gold-colored" tokens that had been used earlier in the year. So he stopped unpacking and drove right down to the company office. The owner of the line is a gentleman of some 80-odd years of age who was immediately suspicious of anyone who would want to buy a quantity of a token that wasn't even in use. "I wouldn't want any of 'em to get out," he said. Only 500 tokens were struck, and they were used from January 1 to April 1, 1969, selling at 5 for \$2.00, good for a 50¢ fare. When the fare went to 50¢ straight, tokens were discontinued. The owner had 465 of them in his desk but refused to sell a single one to collectors--this in spite of the fact his line is losing money and may go out of business. So Mr. Coffee came away with only one for himself. He subsequently obtained four more from the neighbor lady who got them from bus drivers, but that represents the total in collectors' hands at this time. However, it is likely that eventually they will be available--if the fare is raised and tokens go back into use we'll be able to buy a quantity. Or if the line goes out of business we'll probably also be able to buy a quantity. So while this is a rare token for the moment, collectors are advised not to go overboard in buying them, should they become available. The token was used from Tacoma to Lakewood.

The Canadian token is a special token used for off-peak hours. Companies like to have passengers ride when business is light, between 9:30 and 11:30 a.m., and 1:30 and 3:30 p.m. So people riding during those times are given a reduced rate. 100,000 tokens were struck by Lombardo of Sherbrooke, and the tokens have "Can Art Dies" on them for his company "Canadian Artistic Dies."

Don Punshon reports that Chicago will be back on tokens in a month or so. The newspaper clipping mentions an aluminum token, but we believe this to be an error. More likely one of the former CTS tokens will be brought out of the vaults and used. Tokens are handy for use in Ready Fare plans, and this is why Chicago is going back to tokens. New York has also gone to Ready Fare, and all bus lines in the city will now accept the NYCTA tokens on their lines.

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

DELAWARE

Wilmington 3900 (Reported by Joe Pernicano)  
Y.M.C.A. WILMINGTON, DELAWARE (GATE)  
F Bz 25 Sd Parcoa Token (gate)(Rev. D) \$0.25

MICHIGAN

Grand Rapids 3370 (Reported by George Fuld)  
FIRST METHODIST CHURCH GRAND RAPIDS, MICHIGAN  
J B 23 Sd (blank)(1967- ) .25

Hillsdale 3455 (Reported by Raymond Olson)  
PARKING TOKEN FOR C.J. HOWE JR., O.D.  
A B 23 Sd 18-22 S. Howell St. Hillsdale, Mich. .25

Jackson 3525 (Reported by George Fuld)  
F.M.C. JACKSON, MICH.  
A B 23 Sd (blank)(7/68- )(First Methodist Church) .15

NEW JERSEY

Mount Holly 3545 (Reported by George Fuld)  
HOSPITAL PARKING  
A B 23 Sd (same as obverse)(5/67- ) .25

Roselle 3805 (Reported by Joseph Finnegan)  
ROSELLE MUNICIPAL PARKING PARK FREE  
A B 23 Sd East Twelfth Avenue Parking Lot Park Free (8/69- ) .15

OHIO

Lorain 3475 (Reported by George Fuld)  
THE CITY BANK COMPANY  
A WM 25 Sd Courtesy Parking (1963- ) .25

TEXAS

Dallas 3255 (Reported by John Clymer)  
RAWLIN'S AUTOMATIC AUTO PARKS DALLAS, TEXAS (GATE)  
R Bz 25 Sd Parcoa Token (gate)(Rev. D)(WM-plated) .25

WISCONSIN

Milwaukee 3510 (Reported by Fuld (AG) and Nicolosi & Erickson (AH))  
COLUMBIA HOSPITAL MILWAUKEE, WISCONSIN  
AG B 25 Sd (same as obverse) .25

MILWAUKEE BLOOD CENTER, INC. PARKING  
AH B 23 Sd (same as obverse) .25

CANADA - QUEBEC

Chicoutimi 3100 (Reported by J. Douglas Ferguson)  
PLACE RACINE SUR LA CÔTE CITÉ DE CHICOUTIMI (COAT OF ARMS)  
A B 22 Sd Place Racine Sur La Côte Cité de Chicoutimi  
4 Heures de Stationnement (1968- ) .25

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

Just as soon as I can get pretty well caught up on the accumulation of correspondence waiting my attention, work will start in earnest on the second edition of the parking token catalogue. The new Atwood Catalogue is essentially completed, so the way is clear for work on parking tokens. This second edition will see the use of even more photos of tokens, and several listing innovations. Right now I will not

try to set a cut-off date for listings in the new catalogue, but if you have any unlisted tokens please let me know.

No information is at hand on the new listing for the YMCA in Wilmington. Apparently a stock reverse was utilized instead of the special reverse that had been previously used for the YMCA tokens.

Visitors to the First United Methodist Church in Grand Rapids are given a token for exit from a special gate-controlled lot. A similar usage occurs at the First Methodist Church in Jackson.

The token from Hillsdale, Mich., is going to be a rought one to obtain. Dr. Howe has a parking lot located next to his office. Tokens are given to patients and to friends for operation of the front gate. The tokens are sent out to the patients when they make an appointment. My first letter and remittance were returned by Dr. Howe. After waiting several months I tried again, and this time my original envelope was returned marked "Refused by Addressee." It is obvious that Dr. Howe does not wish to be bothered by token collectors.

The Burlington County Memorial Hospital uses the token listed for Mount Holly, N.J. The tokens are given to patients of the doctors who have offices in the hospital's medical building.

The merchants in one section of Roselle, N.J., have a customer validation plan where a token is given with a minimum purchase. Thanks to Joe and Kitty Finnegan, a supply of the tokens has been obtained for PTNIS members.

The lot at the City Bank Company in Lorain, Ohio, has a gate-controlled lot that is free in, token out. Tokens are provided to patrons of the bank.

Use of the new listing for Dallas remains a mystery. Perhaps someone from down there can shake a few of these tokens loose, and at the same time get some details about how the tokens are used.

In Milwaukee the Columbia Hospital apparently has a gate-controlled lot for use of certain visitors. The hospital would not provide information or any tokens. Ditto for the Milwaukee Blood Center.

The Canada token has been known for quite some time, but absolutely no information has been obtained regarding the use of the token.

PTNIS members are not very fortunate this month. The only token obtained for distribution is NJ 3805 A. This token will be held for inclusion in a later shipment.

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= CAR WASH TOKEN LISTING AVAILABLE =

The collecting of car wash tokens is a recent collecting interest which has received considerable attention from a small but devoted group of collectors. Harold Ford has agreed to act as the cataloguer of these tokens, and his card index has been reproduced as a trial listing. The listing consists of 22 Xeroxed pages, with a number of cards grouped on each page. A copy of this listing is available for \$2.50, which includes first class postage, from Duane H. Feisel - P.O. Box 11661 - Palo Alto, California 94306.

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= NEW FINDS =

Either people are keeping it secret, or not much is being turned up in the way of rarities these days. Chriss Christiansen did find the second known example of Va 600 M last summer, and Gerald Johnson reports picking up 3 examples of Wis 95 A, and one Wis 510 B, and one Wis 170 A.

We also have heard via the grapevine that Joel Reznick found several sets of the aluminum Rosehill Cemetery tokens, Ill 150 I and J.

The market for fakes isn't what it used to be. Just learned that sixty-odd examples of the Burlington, Wash., "depotel" token were offered an AVA member for about a dollar each--a far cry from the \$15.00 they were commanding a year ago. Even at a dollar they're too high. Couldn't have cost more than about 15¢ each to make!

FOR SALE: Wis 320 A, 530 A, 620 C; Mich 500 B, at 25¢ each. Wis 330 D E at 50¢ each. Wis 600 B at \$4. Wis 330 B F at 25¢ each.

Glen E. Williams - 504 East 10th - Fond du Lac, WI 54935

EXPIRED CREDIT CARDS wanted for display of local and national varieties. What would you like in exchange? (note change from address listing in August Fare Box)

H. Don Allen - Nova Scotia Teachers College - Truro, Nova Scotia, Canada

WANTED: Cal 450 G H I, several of each; Cal 535 A B C D, 525 A, 625 A. Also Mo 910 A and any Mo 910 token except C & F & K. Also want token dispensers and a fare box. Send me your For Sale Transportation Token List.

H.E. Boulware - P.O. Box 10031, Lambert Field Branch - St. Louis, MO 63145

HAVE SEVERAL SETS of military tokens for sale or trade for ones I need.

R.A. Baskette - P.O. Box 122 - Lakeland, FL 33802

FOR BEST OFFER: FARE BOX issues July 1965 to Jan. 1967, incl. ATWOOD CHECK LIST for 3-ring notebook, 1952...and ATWOOD'S CATALOGUE 1958, bound. Good condition.

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

TRADE 1 uncirculated coin from 10 diff. countries for 10 diff. TT; 25 diff. for 25 diff. TT's; 50 diff. countries for 50 diff. TT's. Also trade Ill 417 B for any other TT cataloging 50¢.

Charles Mueller - 3039 S. Drake Ave. - Chicago, IL 60623

WANNA SWAP? Have 450 TT's; 45 PT's, and 15 CWT's on my trade list. Send your lists, receive mine. = John Trembley - P.O. Box 37 - Marina, CA 93933

FOR TRADE ONLY: Puerto Rico 640 A B C D E F G for best offer in U.S. TT's.

Edrick Miller - 3257 Idaho Lane - Costa Mesa, CA 92626

AUCTION: Cal 575 Aa (7 windows). Has clipped planchet. Min. bid \$5.50.

Virginia King - R6, Rd 650 W - Columbia City, IN 46725

FOR SALE: "TRADE AND ADVERTISING TOKENS OF MANITOBA." This illustrated descriptive listing of the tokens used in the Province of Manitoba is a must for all collectors. \$4.75 postpaid from the author:

D.M. Stewart - 503 Crescent Blvd. S.W. - Calgary 6, Alberta

BEGINNERS LOOK! 7 diff. TT's for \$1.00.

Claude G. Thompson - 3329 Nicollet - Minneapolis, MN 55408

1969 CONVENTION MEMENTOS: tour token \$2.00; convention photo \$1.50; badge 10¢; program free. Stamps appreciated.

Dave Jordan - P.O. Box 92 - Flourtown, PA 19031

TRADE AT CATALOGUE OR SELL AT 25¢ EACH + SAE: Mich 775 D E, 885 C. Many other TT's to trade, lists for trade welcome.

Don McKelvey - 2822 19th Avenue - Port Huron, MI 48060

I NEED YOUR DUPLICATE PARKING TOKENS. Send list. Will trade TT's, PT's, or buy if I can. = Clarence C. Hiorth - 308 E. Hinckley Ave. - Ridley Park, PA 19078

FOR SALE: Indiana flour mill tokens, T.A. & F.W. Holland, Fort Ritner, Ind., 5¢, 10¢, 25¢, 50¢, all aluminum; 50, 100, 200, 500 Lbs flour, all brass. 8-piece set, \$7.50; 5 piece short set, incl. all brass flour tokens, \$5.50. Trade offers in tokens considered. = A. Zaika - P.O. Box 65 - Bellmawr, NJ 08030

"A CATALOG OF TELEPHONE TOKENS OF THE WORLD" \$3.00 postpaid. 100 diff. TT's for \$20 postpaid insured. 200 diff. TT's for \$39 postpaid insured.

Paul Targonsky - 23 Harrison St. - Meriden, CT 06450

ONLY 19 SETS ILL 250 K L M N available. Face \$2.05. Send SAE (12¢ postage) and \$2.25 for set. Ill 130 B (cat. 35¢) for 25¢ + SAE. If you are interested in collecting Christmas seals, join the Christmas Seal Society (founded 1931). Send for brochure and application. Xmas seal starter set: 1930-1968 (mint O.G.) (min. of one seal each year; later years have more) \$1.25. 1909, 1917-1929, \$1.75. Illinois provisional & private sales tax tokens (other states too) price list available for SAE. (Paid)

Jerry Bates - Box 546F - St. Charles, MO 63301

WANTED TO TRADE: Have various types of tokens to trade for Texas TT's. Write for details. All inquiries will be answered.

Walt Fairfield - 7211 Ilex - Houston, TX 77012

CAR WASH TOKENS. I have quite a few duplicate car wash tokens for trade. Most are Calif. but also have Utah, Colo. and several other states available. Thus far I've listed nearly 300 diff. pieces. Keep the listings coming in!

Harold V. Ford - 6641 Saroni Drive - Oakland, CA 94611

FOR SALE: Mass 305 B for \$2 each. This is an early aluminum streetcar token. I have 9 of them. = Morton H. Dawson - 182 Whiting Lane - West Hartford, CT 06119

WILL TRADE PA 555 A for 3 tokens from your dupe list I need or for \$1 + SAE. Offer 50 diff. TT's with free bonus of 6 diff. PT's @ \$8.00 or 100 diff. TT's with free bonus of 12 diff. PT's @ \$17.00. All Ppd & ins. Will include Pa 555 A in above offer. = Joe Pernicano - 58 Sonia Lane - Broomall, PA 19008

MY PERSONAL TOKEN IS READY. Wanted to buy these tokens: Ida 100 F P, 380 A B; SC 110 A, 490 B C. Pay top prices. George H. Wyatt - Skylark Lane - Lunenburg, MA 01462

Send up to 25 diff. trade tokens with city & state, your choice. Receive my choice of same amount in return. Any 3 TT's receive 1 trade token with city & state. Stanley L. Buckley - 23 18th Street - Newport, KY 41071

FOR SALE: Ind 90 A, 75¢; Ky 510 O, \$3; Minn 730 B, \$2.50; 730 C, \$4; 730 D, \$2. Let's trade. My list for yours. Also my personal token, brass #541 for yours. Gordon Wold - Princeton, MN 55371

WANTED: CAR WASH TOKENS. I have many from Calif. and will trade for others from anywhere. My personal token is finally available. You can get one by sending yours, or any token, or just a SAE. Roy H. Carpenter - 4599 Student Lane - San Jose, CA 95130

FOR TRADE: Ill 475 A; Kans 820 G; Md 60 Q; Alas 300 H; ND 320 B; Ohio 175 Z, 440 C; Philippines 500 C; Salvador 700 A; Timetable G; France & Beyrouth telephone tokens. Robert Kelley - 6315 Parkview - Mason, OH 45040

FEW: BRANFORD Association tokens, Conn 30 A, will send 3 tokens if you donate \$2 cash--check made out to Branford Elec. Ry. Assn., + SAE. (for Short Beach extension). W.G. Fyler - P.O. Drawer #7 - Babson Park, FL 33827

ONE OHIO 660 B to trade on an Ohio 660 A. Also one Ohio 660 F to trade on an Ohio 660 E. Ohio TT wanted. Please send Ohio list only. E.G. Stultz - 530 N. Union - Galion, OH 44833

UNITED KINGDOM TT's AVAILABLE from Manchester area cities: 100 diff. \$10.00. 50 diff. \$5.00. Postpaid ship mail. Send cash or international money order. Donald Capper - 14 Acresfield Ave., Audenshaw - Manchester, England

FOR TRADE: For PT's of equal cat. value: Ill 3150 B Gb H N T V X AA AG AM AVa AX BJ BK BLb BO BP; 3165 A; 3305 A; 3385 F; 3555 A, 3640 D. Philip Mandel - 324 N. Lorel Ave. - Chicago, IL 60644

RARE TT FOR TRADE: Cal 525 A; Ill 795 G; Ia 110 C, 380 B C; Me 480 A; Mass 970 C; Mich 530 B; NJ 290 B; NY 780 C, 890 A; Ohio 860 A; Pa 750 L M O; RI 700 A; SD 1000 B; Tenn 600 A; Wis 510 D, 530 C, 700 A. Also early unlisted military token from Ft. Warren, Mass. WANTED: rare Va. TT, Va. merchants' tokens, trade checks, etc. = David E. Schenkman - P.O. Box 16122 - Suitland, MD 20023

TRADE ANYONE? Ind 650 B, 960 B. My dupe list for yours. WANTED: mint & used stamps also postcards RPS's. Ray Ingalls - 750 S. State - Indianapolis, IN 46203

FOR SALE: Pa 705 E 51¢ pp; Sask, Canada 31¢ pp; both tokens 71¢, while they last. Cal 575 L O, 30¢ each; Ind 690 A 15¢. STAMP PLEASE. Also see my ad in last month's Fare Box; most are still available. Enclose SAE in case tokens are all gone please. John G. Nicolosi - 3002 Galindo St. - Oakland, CA 94601

CANADA TT's at \$2.50 each: NS 200 A; Ont 675 I J K; Que 120 C; Que 800 A-N complete set of 15 for \$22. Have 3,500 Canadian TT's for sale. Send your want-list. O. St. Aubin - 520 Côte Vertu - St. Laurent 380, Québec

TRADE FOR 25¢ TT's I need: NJ 250 A. 3 trades. Also 50 to 100 VN military tokens. Will trade for 15¢ TT's I need. Send your dupe lists. Will also purchase for cash. Bob Clifton - Qtrs 202A - Gunter AFB, AL 36114

FOR SALE AT 50¢ each plus SAE: Okla 20 A, 320 B, 70 A B C, 810 A B. Will trade for trade tokens from Ark., Okla., Tex. Hank Reidling - 11516 Flamingo Lane - Dallas, TX 75218

FOR SALE: Ontario 750 A for \$20. Ont 675 G H; Que 620 X Z, 950 A B C, 970 A, at 25¢ each. China 720 G at \$2. J. Douglas Ferguson - Box 38 - Rock Island, Quebec

FOR SALE: Pa 840 G and F at 50¢ each. Both for 85¢ + SAE. Also will trade. R. De Santis - 108 N. Main Avenue - Scranton, PA 18504

ANYONE WANT WIS 620 E; I can get a supply for price in the range of 15¢-20¢. If you want one send 25¢ + SAE; extra refunded after I get them. Need at least 10 people. Want Wis 510 N & GA 60 R--any reasonable price for either. Some common dupes to trade. = Harry R. Porter - 1042 Bardstown Road - Louisville, KY 40204

TRADE FOR TT's FROM Wyo., Mont., and Nev.: Hutchinson, Kans. PT's both vars. Also Mo 3400 B. = Frank C. Greene - Skyline Inn, Rte 25 - Kansas City, MO 64151

WILL TRADE POSTAGE STAMPS (U.S. & foreign), silver dimes & quarters, mercury dimes, war nickels, for all types of tokens. Sam Ruggeri - 1018 S. Carley Ct. - No. Bellmore, NY 11710

BRITISH TT TOKEN COLLECTION FOR SALE (recently acquired). 432 different, all celluloid or plastic transp. tokens, includes shades & die vars., from England, Scotland, Wales & North Ireland, for sale at catalog--\$74.75 postpaid. Includes a Sheffield 685 HA and Leeds 445 HA(b)(census token). Kenneth E. Smith - 328 Avenue F - Redondo Beach, CA 90277

REAL ESTATE PROMOTION TOKENS ("Bring this coin within 96 hours for a free lot" etc.) WANTED FOR COLLECTION. Will swap or buy for cash. Also want DRAYAGE CHECKS. And if you have any census TT's you'd like to turn into cash, you will be surprised at how much I can offer you for them. Rare tokens have been slow in coming in, so I'll go pretty high to get one these days.

John Coffee - P.O. Box 1204 - Boston, MA 02104

= ALL AUCTIONS IN THIS ISSUE CLOSE DECEMBER 5 =

Advertisements are free in THE FARE BOX to A.V.A. members--simply write ad on a postcard or separate sheet of paper, with name & address, and send it to the Editor. Up to 6 lines in each issue. Must be different each month.

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= APPLICATIONS FOR MEMBERSHIP =

- 1111 HAROLD V. DUNN, JR. - BOX 114 - CARSON CITY, NEVADA 89701  
Age 34; collects U.S. (Mazeau)
- 1112 RONALD N. HILL - 6501 MERWIN AVENUE - CINCINNATI, OHIO 45227  
Age 24; collects U.S. (Mazeau)
- 1113 BETTY LOU BELLOWS - APT. 1108, CENTENNIAL TOWER, 35 TOWERING HEIGHTS BLVD. -  
Age 39; Collects Canada, parking. /ST. CATHARINES, ONTARIO  
(Ferguson)

REINSTATEMENTS TO MEMBERSHIP

- 812 Robert A. Clifton - Qtrs 202A - Gunter AFB, Alabama 36114
- ✓485 Bernard Keith - 18440 Fielding Avenue - Detroit, Michigan 48219
- ✓595 Clarence Kramer - RFD 1 - Drums, Pennsylvania 18222
- 720 William D. Smith - 54 Excelsior Avenue - Princes Bay, S.I., NY 10309
- 68J John Whitfield Warner - 1249 87th Avenue North - St. Petersburg, FL 33702

CHANGE OF ADDRESS (\* indicates contribution to address plate fund)

- H.D. Allen - Faculty, Nova Scotia Teachers College, Truro, Nova Scotia \*
- Gerard J. Braithwaite - 68 Oakwood Avenue - Falmouth, Massachusetts 02540 \*
- J. Douglas Ferguson - Box 38 - Rock Island, Quebec \*
- Joseph Mark Kotler - Post Office Box 7559 - Jerusalem, Israel \*
- Nathaniel R. Mack - S7-1 - USS Benner DD-807 - FPO, San Francisco, CA 96601 \*
- H. Jack Miller - Palisades Gardens, Apt. A1 - 4 C Street - Pomona, NY 10970 \*
- C. Wilson Norwood - P.O. Box 258 - Caldwell, New Jersey 07006 \*
- Charles W. Patterson - 168 West Larkspur Street - Munhall, PA 15120
- Fred Patterson - 4421 N. 26th Street #2 - Phoenix, Arizona 85016 \*
- Arthur E. Smith - P.O. Box 2631 - Santa Rosa, CA 95405 \*
- Edward W. Smith - P.O. Box 2631 - Santa Rosa, CA 95405 \*
- Olivier St. Aubin - 520 Côte Vertu - St. Laurent 380, Québec [new zip code] \*

# THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

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San Francisco, California

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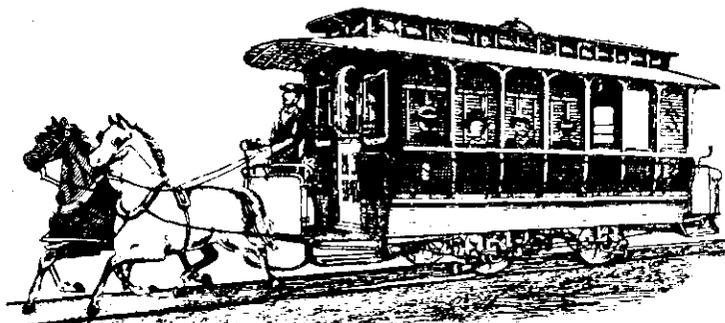
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Volume 23, Number 10

OCTOBER, 1969

Our 268th Issue

At long last, the Third Edition (1970) of Atwood's Catalogue has been mailed off to the printer. It was mailed on Monday, December 29, by Registered First Class mail. The package weighed 17 pounds and cost \$11.00 in postage & registration (I used two five-dollar stamps with a picture of somebody I've never heard of on them). When I arrived in Boston last September, in my innocence, I assumed that two weeks of work was all that remained to do. It was a sad awakening, as the endless details piled on top of each other, especially in the form of literally thousands of photographs. So, working harder than I have ever worked on any project in my entire life, assisted by a college student of long acquaintance, instead of two weeks it took 3½ months. Which is about the way things always happen around here.

First of all, I want to express my gratitude to the membership of the A. V. A. I did not receive a single letter of complaint because THE FARE BOX never seemed to come. Not one member wrote in to ask where his October issue was, and that was a great help, because no one felt so badly about having to suspend publication of THE FARE BOX as I did. But it got to the point where this catalogue would never get published unless I pushed everything aside and concentrated, several hours a day, on completing it. Even my 250 college students helped by not complaining when I postponed grading their midterm exams.

The book is going to be well worth waiting for, I believe. As it turned out, it was short of the anticipated 800 pages. The book will have 732 pages, of which 110 will be pages with nothing but photographs on them. Dozens more pages have part text and part pictures. There are thousands of pictures, not only of tokens but also of horsecars, depot hacks, ferry boats, buses, cable cars, and a few other things. There is more historical data on so wide a field than has ever appeared before between two covers. The date of abandonment of street cars in nearly every token-using city is given, often down to the hour—this so that you can tell which tokens were streetcar tokens and which were only bus tokens. Often you will be surprised to learn that what appeared to be a streetcar token was really only used on buses. Now if our printer does a halfway decent job, we are going to have something to be proud of!

The book will have a red cover with gold stamping, and probably will be about twice as thick as the 1963 catalogue, as the paper will be heavier and much finer in quality. Those who ordered in advance will receive the books in heavy cardboard mailing cartons to protect



the corners. I am assuming that it will take our printer about three months to complete the job, which means delivery of the books early in April. But I could be off a couple of weeks either way. In any case, the loose-leaf books will be mailed out 2-3 weeks before the bound books, as they always get here first.

A few words are in order about the catalogue's contents. I suggest that you leaf thru the book when you get it, as there are some changes. Read the Foreword and Introduction before using the book. We listed tokens chronologically, which means some tokens are assigned new numbers, although far fewer numbers are changed this time than in 1963. Other tokens have been correctly listed under different cities. So if you fail to find the token you are looking for, refer to the index (which, this time, is at the very back of the book where it belongs.) For instance, the token formerly listed from Nelsonville, Ohio, is now correctly listed from Athens, Ohio. It was strictly a bus token. We have a new section for "Fantasies." These are tokens that were made up by private parties for speculative purposes, or for the fun of it. In this section you will find the Angels Flight tokens, formerly listed as California patterns, along with the M. B. Bus Line pattern of Virginia, and such odoriferous items as the so-called airplane tokens and the Burlington, Wash., thing. Another special list is for what we call "Presentation Pieces," tokens deliberately struck in a different metal, usually silver.

Prices are extensively revised, mostly upwards, although a few former census tokens reflect the fact that they have shown up in quantity since 1963. The new maximum value is \$10 for the rarest tokens.

With only two exceptions (one of which I had no description of) every token that I knew about has been listed. This meant retyping some 20 or more pages to squeeze in the new token, but it was worth it to make the book as up-to-date as possible. One page had to be retyped three times, as first I heard of a new token for Sioux Falls, S. D., and put that in. Then I learned of a new denomination of the McGoldrick Ferry token of Springfield, S. D., so out came the page to be done over again—each time I had to peel off photographs and put them on the new page. This last token was reported to me by Bob Coney the day before I mailed in the copy to the printer! Then Ralph Freiberg obtained historical data, from E. L. Tomberlin, about an old token from Bismarck, N. D., which indicated it was used for a ferry ride and not a bus ride as appeared from the token's inscription. So out came the Bismarck page to be retyped and the token relisted as A from Bismarck in keeping with its venerability. This was going on all the time I was pasting in the endless pictures and the endless little catalogue number tabs beneath them.

Now that it is mostly all over (except to check the negatives, proof-read some typeset material, and mail them out), I will say that it is going to be a very, very long time before I ever do this again. It is simply too much work for one person, even assisted, as I was, by a graduate student friend here in Boston, and assisted by several others who helped immeasurably with the photographs, index, etc. So I imagine this book will be the official catalogue for many years to come. Instead of new editions, I anticipate issuing printed supplements every three years or so, on a cumulative basis—which means the present numbers are probably here to stay. No more renumbering for a long time. These printed supplements will be high quality books, with much historical data and lots of photographs not only of the newly listed tokens but also of older tokens not previously photographed, together with pictures of the vehicles that used them. That, however, is something to worry about later on.

I am grateful for the large number of advance orders received for this book. I can accept no further orders for loose-leaf books, as the order has been given to the printer, and only enough loose-leaf copies to fill orders already received, will be prepared. However, there is no reason why we can't still accept advance orders for the bound books, and we'll still accept them at \$6.00 each postpaid, say until March 1. The reason for setting deadlines was to get some idea how many tooks to order. I now know how many to order, and so we can take more orders at the \$6 price, for a while. But after the books get here, the price will be \$10.00 retail, and probably about \$7.50 (certainly not less than that) to A. V. A. members.

= THE FORT WAYNE TRANSIT ZONE TOKEN - IND 290 D =

By Ken Hallenbeck

Back on June 11, 1962, Fort Wayne Transit, Inc., began operation of the "Free Zone" in downtown Fort Wayne, Indiana. This was done partially at the request of the Downtown Fort Wayne Association (merchants) in an attempt to make it easier for shoppers to move between stores and with the hope that some of these free riders might become at least occasional bus users.

The slowly dying downtowns or centers of our cities are a brutal fact of our current society. We tend to think of this in terms of much larger metropolitan areas, but this is also the fate of many much smaller cities and towns. Fort Wayne, with all of its shopping centers in suburbia, is no exception.

The downtown merchants agreed to advertise this new "Free Zone" service in their regular newspaper ads. Two or three merchants gave it a once or twice-over treatment with small notices in their ads, a few radio spots, and then forgot it completely. The "Free Zone" continued until March 16, 1964, when it was replaced by the "Green Zone."

The decision to drop the Free Zone was prompted primarily by two factors.

(1) Lack of promotion on the part of the downtown merchants. (2) Abuse: there were two stops just before entering the central shopping area (which were within the free zone) where the employees of one large insurance company loaded the buses during the lunch period and another stop one block further that loaded buses at noon with students from two high schools. It was discovered that the insurance company employees were either just riding to kill time (they have a cafeteria) or riding to the bank to cash pay checks. The high school students were eating their lunch on the buses and leaving their garbage aboard. More important was the fact that these buses were at times packed to the door and were passing up regular fare passengers due to the inability to load. The decision to do away with the Free Zone was obvious. As I am an employee of that "large insurance company" I can recall vividly riding the bus free to go downtown on my lunch hour. It was a "good deal" and many of us certainly took advantage of the opportunity, though I personally didn't cash my paycheck downtown or ride just for the heck of it.

Here is how the "Free Zone" worked in Fort Wayne:

1. Pay as you enter inbound to downtown and pay as you leave outbound. (All lines traverse the downtown area.)
2. In the Free Zone area anyone could enter or leave without paying a fare. Those passengers getting off had already paid inbound and those boarding in the Free Zone could get off anywhere within the Zone or could ride beyond the Zone and pay as they alighted.
3. A passenger wanting to remain on the bus and ride thru the Free Zone would request a transfer (free until July 14, 1963, and then 5¢ after that) which would be surrendered upon alighting beyond the Free Zone.

It was the feeling in Fort Wayne that if any ride was truly necessary, the patron would be most willing to pay a zone fare to accomplish his mission. Thus, the "Green Zone" came into being on March 16, 1964, with a 10¢ fare.

Originally the Free Zone included seven blocks north and south on Calhoun Street (the main trading street), and either the first or second stop east or west of Calhoun Street on routes traversing it. The Green Zone was extended to include an additional block north and two blocks south of what was formerly the Free Zone. There are natural termini in the form of railroad overpasses at either end. The Penn Central on the south and the Norfolk & Western on the north. It was also necessary to eliminate the east-west operation from the 10¢ Green Zone area, as it would have presented other problems. All major stores and shops are within one block east or west of Calhoun Street. However, this was compensated for by a Green Zone Transfer which was issued free upon request to passengers on any of the east-west lines.

With this free transfer they could travel north or south within the Green Zone at no additional cost beyond their regular fare. Further to explain, a passenger approaching the Green Zone from the north or south could ride through the downtown area to the far end of that zone at no extra charge. This penalized the passenger who by necessity must approach the zone from either the east or west. To permit this pas-

senger the same privilege the Green Zone Transfer was adopted.

Here is how the "Green Zone" worked: fare collection was changed in this zone only. Under the Free Zone plan passengers could board or alight in this zone by either the front or rear door as no fares were collected. Under the 10¢ Green Zone charge passengers could alight by the rear door but passengers boarding must do so at the front door so fares could be collected. Within the Green Zone all passengers boarding paid their fare by any one of the four methods:

1. Pay regular adult 25¢ fare or child 10¢ fare and receive Green Zone Token (Ind 290 D) to be surrendered upon alighting beyond the Green Zone. Fare collection outside the zone was not changed. The Green Zone Token identified the passenger upon alighting as having boarded in the 10¢ Green Zone and as having paid a full fare.
2. Pay a cash fare of 10¢ good for a ride anywhere within the Green Zone. No transfer or Zone Token issued.
3. Show proper transfer from any line (upon boarding) and retain to surrender upon alighting beyond Green Zone.
4. Surrender special Green Zone transfer obtained from any east-west line, good for a ride only within the Green Zone and acceptable only at the stops on Calhoun Street immediately north or south of transfer point.

The Green Zone was in effect until September 4, 1967, after which it was discontinued. There was relatively little use of the Green Zone's 10¢ fare bargain. The fare reverted back to 25¢ payable on boarding anywhere on the line. Tokens of any kind are not now in use.

The Green Zone token (Ind 290 D) is an aluminum "ring." It is 35½mm in diameter with a large 19mm center hole. In making the decision to use the aluminum ring, Fort Wayne Transit, Inc., considered a number of alternatives including square tokens. They basically wanted something which would not be easily lost and that would fit on a passenger's finger. The public reaction to accepting this zone token to hold and then surrender when they alighted met with some unfavorable comment, but only at first, and was of no real significance.

An interesting sidelight to my investigation into the Ind 290 D token turned up the information that tens of thousands of Ind 290 C were destroyed in February, 1969. They were taken by Fort Wayne Transit, Inc., to Joslyn Steel Corp. in Fort Wayne and melted. The reason for doing this was to prevent quantities from getting into other bus systems. Small quantities were saved and distributed to long service employees. None are left. I tried unsuccessfully to get some.

Like many systems, the Fort Wayne Transit, Inc., had financial problems for a number of years and was finally taken over by the Fort Wayne Public Transportation Corp. on July 20, 1968. Fort Wayne Public Transportation Corporation was formed under the Indiana Mass Transportation Act of 1965.

There have been no robberies of buses in Fort Wayne and at present the FWPTC does not intend to issue tokens or chits of any kind in the foreseeable future. They to plan to go to the "Exact Fare" plan soon.

My special thanks go to Mr. Donald H. Walker, President (retired) of the Fort Wayne Transit, Inc., for all of the information in this story.

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= ROICE RIDER IN HOSPITAL =

*A.V.A. Member Roice V. Rider, of Lansing, Michigan, writes that he was in hospital for 103 days! He is home now but, as he puts it, "still not feeling good." Accordingly he requests no mail until after April 1, as he has some 100 letters to answer now and is able to handle only one or two a day. All members to whom he owes tokens will receive them in due time.*

*While unable to respond, I think Mr. Rider wouldn't mind a friendly note from some of his many friends. As a matter of fact, quite a few of our present members have been sponsored for membership by Mr. Rider, who is one of our best "member-getters."*

*We wish him a friendly winter in which to enjoy his recovery.*

= OCTOBER SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =

By Kenneth E. Smith

PORTUGAL

Porto 600	(also called Oporto)(RB reported by J. Douglas Ferguson)	
	PONTE D. LUIS I o PORTO 1899 (BRIDGE)	
RAo Z 21 Sd	5 Reis (ex 992 A - see page 257)	\$3.50
	PONTE D. LUIS I o PORTO (BRIDGE)	
RBo B 21 Sd	½ Centavo 1913 (all in wreath)	2.00
	1921 GAIA 1921 (CROWN WITH DRINKING MAN)	
RCo 17 Sd	C.M.G. 1 Centavo (two 5-pointed stars)	1.50
	(made of white porcelain, 5mm thick, with die varieties)(ex 600 RA)	

Mr. Elwin C. Leslie supplied the following information about 600 RA and RB. Their location and that these two tokens were used on the Bridge of Luis I, across the Douro River: Luis I was a famous king of Portugal. In 1910 Portugal changed its small currency from reis to centavos. 600 RA was previously listed on page 257 of my catalogue and the only one known is in my collection. Mr. J.D. Ferguson found the 3 known examples of 600 RB on his 1969 trip to South America, and I acquired one in trade. 600 RC was reported by Mr. A.C. Hazevoet where he referenced an article by Mr. Nuijttens, of Izeghem, Belgium, in the April 1963 issue of *Tijdschrift Europees Genootschap voor Munten Penningkunde*. Mr. Nuijttens' information is as follows:

In 1921 the Gaia Bridge over the Douro River was opened. In order to cover the heavy costs of the construction of the bridge it was operated as a toll bridge, using 600 RC for a 1 centavo toll. Varieties of 600 RC are known, as several dies were used.

ENGLAND (Reported by Donald Capper)

Saltash 660	SALTASH STEAMBOAT CO- (2d- incuse)	
B o B 28 Sd	(blank)	3.00
Sheffield 685		
	B. & F. H.M. (for High Moor line)	
EJo C 26 Sd	(same as obverse)(white)	.30
	B. & F. (for Renishaw Park line)	
EKo C 26 Sd	R.P. (lemon)	.30
	BOOTH & FISHER O.C. (for Oxcroft line)	
EL C 23 Sd	(same as obverse)(blue)	.20
	BOOTH & FISHER R.P.K. (for Renishaw Park Line)	
EM C 23 Sd	(same as obverse)(yellow)	.20
Warrington 320		
	WARRINGTON CORPORATION TRANSPORT (ARMS)(large letters)	
DE C 25 Sd	4d. (white)	.20
West Bromwich 840		
	WEST BROMWICH CORPORATION TRANSPORT	
.AD C Sq Sd	2 1/2d (dark green) [25mm]	.15
.AE C Sq Sd	3 1/2d (orange) [25mm]	.20

Please send reports of unlisted tokens, with a full and exact description, to:

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

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

By Duane H. Feisel

MICHIGAN

Cheboygan	3170	(Reported by Raymond E. Olson)	
		CHEBOYGAN BANK	CHEBOYGAN, MICHIGAN
A	WM 26 Sd	(blank)	\$0.25

NEW JERSEY

Trenton	3885	(Reported by Joe Pernicano)	
		THRIFTAWAY MARKETS (GATE)	
C	Bz 25 Sd	Automatic Gate (gate)(1969-)	.25
		ST. FRANCIS HOSPITAL TRENTON, N.J.	
D	B 23 Sd	Courtesy Token	.25

PENNSYLVANIA

Reading	3805	(Reported by Joe Pernicano)	
		REDEEMABLE BY 9th STREET MERCHANTS (GATE)	
A o	Bz 25 Sd	Parcoa Token (gate)(Rev. A)	.25

WASHINGTON

Clinton	3185	(Reported by John Coffee)	
		COMMUTER PARKING WHIDBEY LANDING	
A	WM 25 Sd	Park and Lock (9/1/69-)	.50
B	B 25 Sd	"	.50

Port Angeles	3670	(Reported by Manuel Ezidro)	
		MERCHANTS OF PORT ANGELES, WASH.	
A	B 22 Sd	First Hour Free Only in Parking Lot (8/25/69-)	.15

WISCONSIN

Milwaukee	3510	(Reported by A.H. Erickson)	
		GUEST PARKING	
AI	B 25 Sd	(blank)(1/5/68-)	.25

NORWAY

Service Parking Tokens - Group	3100	(Reported by J. Douglas Ferguson)	
		OSLO KOMMUNE	
A	B 17 Ch	Parkometerkontroll	.15
B	B 22 Ch	"	.15
C	B 25 Sd	"	.15

ADDITIONS AND CORRECTIONS

DE 3900 F: add (Rev. A)(reported 9/69)  
 OH 3475 A: add variety description (reported 9/69)  
 (O: letters are ...)  
 a. (3mm high)  
 b. (2½mm high)

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

It is hard to believe that winter is upon us, and that the year is almost over. The splendid weather being enjoyed (except for the duck hunters) out here in California makes one forget that other parts of the country are having the usual winter weather. May I take this opportunity to wish every member of the AVA a happy 1970!

The Bank in Cheboygan returned my remittance for tokens, but sent no information or tokens. Undoubtedly the token is for use in a gate-controlled parking lot for bank patrons.

Thriftaway Markets have had a new batch of tokens made, and the design is diff-

erent from the earlier token. A supply of the new tokens has been obtained for PTNIS members.

The hospital token from Trenton is going to be a rough one to obtain. The tokens are used in conjunction with a special gate-controlled lot. The hospital does not have much of a supply of tokens, and is refusing all requests.

The token from Reading is an older one as evidenced by the reverse die which was used in the period from 1955-1958. No information has been obtained in regard to the use of the tokens.

Robertson's Whidbey Landing Commuter Parking has a metered lot for the convenience of commuters who ride the ferry playing the waters between Clinton and Everett. The reason for the two different metals is not known. Tokens are not available for PTNIS, but by writing to Route 1, Clinton, WA 98201 and enclosing a dollar bill with a stamped addressed envelope there is a good chance you will obtain the tokens.

Participating merchants in Port Angeles purchase tokens from the Downtown Parking Association and then distribute these tokens among their customers. In designated parking lots, the meters are adjusted to accept the token in place of a dime which buys one hour parking time. Additional parking time requires the use of nickels and dimes. There has been a supply of these tokens purchased for distribution among PTNIS subscribers.

The new token listing for Milwaukee is used at the Lutheran Hospital of Milwaukee, Inc., 2200 West Kilbourne Ave., zip 53233. This token could be a stock design, and if it is found in use in other locations it may be listed in the Stock Token category. The tokens are provided to members of the Womens Auxilliary and to visiting clergy for use in a gate-controlled lot. It was not possible to obtain the token for PTNIS, but sending 25¢ with a SAE should produce results.

It is going to be next to impossible to obtain the tokens listed from Norway. This set of tokens is used by city officials to check the operation of parking meters and they are not available to the public.

The two tokens obtain for PTNIS members this month (NJ 3885 C and WA 3670 A) will be combined with NJ 3805 A from last month and future issues in a shipment to be made some time in the future.

The task of preparing the new edition of the parking token catalogue is now underway and should take much of my "spare" time during the next four or five months. If you have any information or listings that should be included, now is the time to send this material along to me. Typing of the pages might be started very soon.

\*\*\*\*\*

= BATS MEETING IN JANUARY =

The Bay Area Token Society has scheduled another of their regular informal meetings for Sunday, January 18, 1970, at the Oakland, California, YMCA located at 21st and Telegraph. The meeting will get underway at Noon, and the room will be available up to 5:00 p.m. Any interested token collectors are invited to attend. The range of interest among those attending spans a broad spectrum. Many tokens of many types are bought, sold, traded, and discussed. A continuing feature of the meeting is the complete absence of any sort of business meeting. The previous meeting was held November 16 at the Oakland YMCA, with 12 collectors present.

\*\*\*\*\*

= OCTOBER NEW ISSUES SERVICE REPORT =

Again a very good month for new issues! All members of N.I.S. will receive 5 tokens: Cal 795 B (our first token with "shuttle" on it); the 3 from Stockton, Cal., all uncirculated (Cal 895 H I J); Ga 780 L, for which we are grateful to Dave Jordan for our supply. The 3 Stockton tokens would have gone unnoticed except for Paul Sauve, and we're grateful to him. Thanks go to John Coffee & Don Mazeau for assistance with the Cal 795 B token.

This month we welcome to Associate membership Glen Williams and Joe Pernicano.

- John G. Nicolosi

= OCTOBER SUPPLEMENT TO ATWOOD'S 1963 CATALOGUE =  
By Ralph Freiberg

CALIFORNIA

San Mateo 795

SAN MATEO-BURLINGAME TRANSIT CO.

B B 23 S-sc Good For One Shuttle Ride (\* 11/3/69) \$0.25

Stockton 895 (Reported by Paul Sauve)

ONE FREE BUS RIDE DOWNTOWN STOCKTON

H o B 23 Sd Compliments of David Levinson .15

I B 23 Sd " Bravo & McKeegan .15

J o B 23 Sd " Katten & Marengo .15

GEORGIA

Savannah 780 (Reported by A.D. Jordan, Jr.)

L WM 16 Pc (like 780 G but pierced with center hole) .20

MISSOURI

Trenton 920 (Reported by Marie Johnson)

JOHN W. BLACK LIVERY & TRANSFER TRENTON, MO.

E o B Ov Sd Good For 1 Ride Between Depot & Perry Hotel (30x40mm) 7.50

J.W. BLACK. 25 BAGGAGE TRANSFERRED

F o A 24 Sd Round Trip Depot to Buren House 25 7.50

NEBRASKA

Fullerton 370 (Reported by Harold V. Ford)

LIVERY & BUS W.F. DeLANCEY FULLERTON, NEBR.

A o A 29 Sd Good For One Ride W.F. DeLancey (Sc) 7.50

Scribner 830 (Location reported by Marie A. Johnson) [ex-Maverick #65]  
AUTO BUS LINE

A o B 28 Sd Round Trip to Plaza Hotel 25¢ (Sc) 5.00

OHIO

Dayton 230 (Reported by Arthur D. Jordan, Jr.)

QUEEN OF MARTYRS 1 ONE WAY FARE

ABo Fw 28 Sd (blank) 1.00

QUEEN OF MARTYRS 3 ONE WAY FARE

ACo Fm 28 Sd (blank) 1.00

Vermilion 900 (Reported by William Nelson)

CLOUDYS FERRY RETURN CHECK

D o A 21 Sd Void After Aug. 31, 1915 7.50

PENNSYLVANIA

Miscellaneous 1000 (Reported by J.V. Pernicano)

PORT AUTHORITY OF ALLEGHENY COUNTY OPERATORS TOKEN RECEIPT

D o B 32 Pc For Tokens and/or Cash Issued. Pursuant to Written Agreement, by the P.A.A.C. to the Operator Whose Badge Number Appears Hereon Redeemable Upon Return of Original Amount Issued. (counterstamped operator's no. on obv.)

SOUTH DAKOTA

Sioux Falls 840 (Reported by William Clapper)

YELLOW CAB CO. DIAL ED 4-4021 THE THINKING FELLOW,  
CALLS A YELLOW

F o A 32 Sd Good For 50¢ in Trade 1.00

SOUTH DAKOTA (continued)

Springfield 890 (Reported by Vinton Woodward)

McGOLDRICK BROS. FERRY SPRINGFIELD, S. DAK.

B o A 22 Sd Good For 10¢ in Trade

\$5.00

UNIDENTIFIED (147 reported by David Schenkman)

CARR'S ALL AMERICAN CAB PHONE 71

145 A 19 Sd Good For 5¢ in Trade

KING'S BUS RETURN TICKET PHONE 99

146 B 30 Sd (blank)

GRAHAM'S BUS LINE

147 A Oc Sd Good For 1 Ride (25mm)

= NOTES BY RALPH FREIBERG =

All listings in this supplement, and those in the November and December issues, will be of tokens which *will* be listed in the new catalogue, albeit sometimes with different numbers. Accordingly we are trying to clear the decks of everything, so that we can begin in the January issue to list those tokens which will not be in the new Catalogue. As of now, we know of only two tokens which didn't make it in the new catalogue, and we still have several to report in the next two issues which did.

The San Mateo token has an interesting story. The "East of Bay Shore Improvement Association" prevailed upon the San Mateo-Burlingame Transit to operate a shuttle bus from the railroad depot and Greyhound bus depot to the east side of the Bay Shore Freeway, where people had to get to work. If the bus company loses money the Improvement Association will make it up. The tokens were bought and paid for by the Improvement Association, and are their property.

When Coffee, Ford, Feisel, and I visited Stockton last July we knew of only one of these "Downtown Stockton" tokens, that of Brown-Mahin. We have since learned that several other stores also issued tokens and we're doing the best we can to get supplies of them for the New Issues Service. We list three more of them this month, and these will be sent to N.I.S. members.

In Savannah, Ga., they were running short of tokens so delved into the vaults and brought out 12,000 of the old solid 780 G tokens. However these tokens had been taken out of circulation some time back because they looked too much like dimes. So the 780 G's were drilled with a hole to solve that problem, and put into use. It is also believed that some 780 J's had the Sq-sc drilled in them for the same reason.

Marie Johnson found the John W. Black token with the city & state on it, which also solved the problem of our J.W. Black maverick. Marie also learned the home of old Maverick #65. Nothing special is known about these depotels, nor about the one from Fullerton, Nebr., although Mr. Coffee communicated with some DeLancey's there, to no avail.

Dave Jordan found two more varieties of the Queen of Martyrs school bus tokens. These tokens are all census as of now and the price is low only because they are recent discoveries and are not antiques.

Another Cloudy Ferry token comes to light. We are now waiting for the 1913 and 1914 tokens, which certainly must exist.

Before the 1963 catalogue went to press we listed Pa 1000 A. Some time back they issued more of these things but with the new name on them. Those actually used have a hole near the top of the token so they can be hung on a hook; and they have the operator's number stamped on them.

The Sioux Falls token was distributed free to new residents by the Welcome Wagon, in the late 1950's. 300 were struck but hardly any were ever used, so the plan was abandoned in the year 1960. The tokens are not available from the company, as nearly all were handed out before 1960.

We were surprised to see the rubbing of the 10¢ Springfield, S.D., token, which is like the A but 1mm larger and inscribed 10¢ instead of 5¢. It was reported to us by a non-member, who is a friend of Bob Coney's.

HAVE MILITARY TOKENS from Wolters AFB, Texas, and Wiesbaden (Ger.) officer club to trade for like items. Also Cal 715 L for 715 P or 925 A.

Hank Riedling - 11516 Flamingo Lane - Dallas, TX 75218

FOR SALE: Fla 380 D, \$1; Kans 820 A, \$4; Nebr 700 A, \$17.50; Ohio 10 L, \$3; 175 Y, \$2.50; Z, \$1; Pa 870 A, \$1; Va 620 E, \$11; 620 F, \$9; Wis 220 B, \$1. WANTED: vulcanite & celluloid TT for my collection. Also vulcanite & cell. advertising & trade tokens; railroad tokens "good for drinking cup" etc.

David E. Schenkman - P.O. Box 16122 - Suitland, MD 20023

TOKENS FOR SALE: Mass 970 C (VG) \$10.00; Ohio 60 A, (EF) \$25; Ohio 165 A (VG) \$6.00; Ohio 165 B (Unc.) \$35; Iowa 150 A (Unc.) \$12; Iowa 150 B (F) \$6; Wis 980 A (EF) \$8.

Al Hoch - Tower Road - Lincoln, MA 01773

FOR SALE: Stockton tokens listed this month at 25¢ each or 3 for 71¢. Also check last month's ad; these are still available, even some from Sept. ad. On ordering single tokens a stamp must be included with remittance. WANTED: all car wash tokens. Have some available for trade; on others will trade parking tokens for car wash, or new issues. = J.G. Nicolosi - 3002 Galindo St. - Oakland, CA 94601

WANTED: all types of tokens, medals, Masonic pennies, wooden nickels, etc., from Arkansas, Oklahoma, or the Civilian Conservation Corps. Have over 1,000 diff. tokens to trade. = Walt Hinkle - 526 N. 36th - Fort Smith, AR 72901

Am collecting & listing Montana trade tokens. Have scarce Utah 750 C D E in sharp cond. to trade for same. Also have FARE BOX copies to 1951; send list or rubbings of your Mont. tradeable or not, even singles, and I'll send you a copy of an 1885 map and the town index (with pop.) of the state or territory of your choice by return mail. Also have state maps for 1891, 1896, 1904.

George F. Gould - P.O. Box 1432 - Everett, WA 98201

PORT OF EILAT, Israel's Red Sea gateway to Pacific and Indian Ocean trade. Set of 3 cardboard scrip used at the port restaurants now available. Send one U.S. dollar bill cash for the complete set by return airmail. ...Personal tokens, metal & plastic, available soon. Have your designs ready.

J.M. Kotler - Poste Restante - Eilat, ISRAEL

SEND STAMP for list of TTs and PTs for sale or will trade for coal mine tokens.

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

1969 CONVENTION ITEMS (A.V.A. PHILADELPHIA): tour token \$2.00. Convention photo \$1.50. Badge 10¢. Program free. Stamps appreciated.

Dave Jordan - P.O. Box 92 - Flourtown, PA 19031

MAIL BID: to highest bid over \$10, medal complete brass 2" diameter, obv: around "CELEBRATION OF OPERATION OF MUNICIPAL FERRIES/OCTOBER 25 1905" in center beautiful ferry on water; below "GEO. B. McCLELLAN, MAYOR" Reverse: seal of City of New York around "DEPARTMENT OF DOCKS AND FERRIES/MAURICE FEATHERSON, COMMISSIONER" ornate brass bar "GUEST" ribbon pale green silk dated 1905.

Cole S. Cuttle, The Company Store - P.O. Box 213 - Moorestown, NJ 08057

ANOKA A & W MINN. PARKING TOKENS have been reported but I don't think NIS will handle, as it hasn't been used for 2 years. I got the last 49 they had left. Will swap for any PT I need. Send trade list. Also have 6 sets of 4 trade tokens 5¢ 10¢ 25¢ 50¢ of Lourinburg NC and 2 sets less the 10¢. Will trade for your 4 or 3 diff. trade tokens from anywhere. Also for trade CWT from Lexington & Sprague NC. Also, let's trade TT; my list for yours. = Gordon Wold - Princeton, MN 55371

JUST OUT OF THE SERVICE and have had no communication with any collectors since 1966. Would like to get back in the fold again. Have over 700 duplicates to swap. I will answer ALL letters, trade offers, etc., received from any collector. Please write!

Gilbert Vogel - 404 Waters Road - Castle Rock, WA 98611

WILL TRADE MY PERSONAL TOKEN FOR YOURS. Will trade token holder of Sioux City Service Co. for Iowa 350 M or will buy. Trade Ia 850 K for 850 N.

Bob Coney - 2627 Myrtle - Sioux City, IA 51103

MICHIGAN PT's to trade: 3255 A B, 3465 A, 3530 C, 3650 A, 3885 A B, 3920 A, 3930 Aa, 3935 A, MSPT 3054 Ab. Need: 3060 A, 3315 A, 3370 (all), 3525 A, 3530 A, 3560 A, 3870 A, 3999 (all). Also want Mich. merchant trade tokens & car wash tokens.

Raymond E. Olson - 32137 Oakley - Livonia, MI 48154

BEST OFFER ACCEPTED FOR NICE PA 750 G. (paid)

Al Hoch - Tower Road - Lincoln, MA 01773

# THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

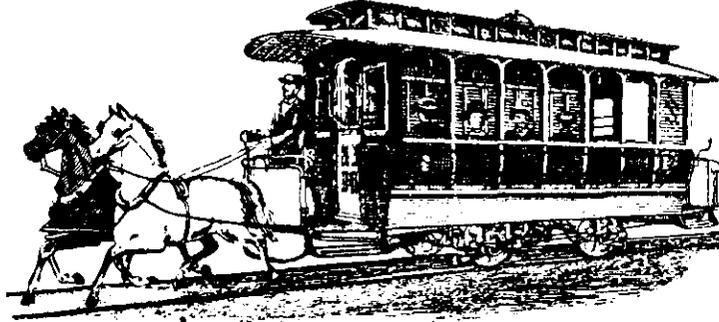


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Volume 23, Number 11

NOVEMBER, 1969

Our 269th Issue

Because publication of THE FARE BOX was, in effect, suspended for a couple of months in order to complete work on the new Atwood Catalogue, it is now necessary to combine two issues into one mailing again. . . if we are ever going to get caught up. Now that the book is finished, issues of THE FARE BOX will arrive on a regular schedule and will contain more and better articles, including lots of photographs. Our first ambition now is a photographic essay on Chicago tokens, to be done in cooperation with Grant Schmalgemeier. The December issue will be published in three weeks, followed in February by a combined January and February mailing. Thenceforth, issues ought to be mailed about the middle of the month listed in the masthead.

One prerequisite for this high ambition however, is more cooperation from our members, in the form of good publishable articles. By that I mean articles about tokens and the companies that used them, especially. We do need articles; the bottom of the barrel is in sight, and what little I have on hand is stuff that I'd just as soon keep postponing to use for a long time. Another way you can help is to take advantage of your free ad. We love your ads; the more the better. One thing we ask: please always put both name & address on the same sheet with the ad. Also remember no auctions of current or common tokens (listed under 25¢ in any catalogue). And if you send us a change of address, always put the new address on the letter itself—don't say "new address is on the envelope," which I find when I'm doing an issue long after the envelope has been discarded.

This is being typed on January 1, 1970, which reminds us that dues time is at hand, although you all have the December 1969 issue yet to come. So would you please take the enclosed pre-addressed envelope, put your \$4.00 A. V. A. dues for 1970 therein, stamp it, and mail it to our Treasurer, R. K. Frisbee - 211 King Street - Denver, CO 80219. VERY IMPORTANT: BE SURE TO WRITE YOUR NAME & ADDRESS IN THE SPACE PROVIDED INSIDE THE ENVELOPE, ALONG WITH YOUR A. V. A. NUMBER. The A. V. A. number is important, as Toby keeps his files by AVA number, and everyone who forgets to write his down means Toby has to dig out his roster. Canadian members will oblige us by using Canadian postal money orders, which are the easiest way of getting U. S. funds down from Canada. Of course Life Members need not send in the envelope. Incidentally, now is a good time to consider a life membership for yourself—only \$80.00 and well worth it.



= THE PALMAREJO RAILROAD TOKEN =  
By Elwin C. Leslie

*With particular thanks to Dr. A.F. Pradeau, Erma C. Stevens,  
Josefina C. de Lopez, Municipal President of Chinipas, and  
to the Cleveland Public Library.*

Deep down in the wilderness area of southwest Chihuahua State, Mexico, even the lapse of fifty years has failed to erase traces of a narrow gauge right-of-way winding its way through scrub timber, deep gorges, arroyos and occasional mine tailings. Starting at EL ZAPOTE, a few miles south of the sleepy little river town of CHÍNIPAS, it wends its way by fill and cut eastward some twelve miles to the long idle gold and silver mine of PALMAREJO. The rails have been removed and much of the serpentine right-of-way has been converted to roadway. A few stray spikes and rotted timbers are all that remain on the site to attest to the existence of this remote little mine railroad.

There is, however, another memento that takes us back through time to the days when the little 20-ton engine puffed along, its shrill whistle echoing through the hills, and its train of miniature ore cars trailing out behind it. That memento is a brass token nearly the size of a quarter dollar, bearing on the obverse the words, OCHÁRAN y Ca. PALMAREJO; and on the reverse, MEDIO PASAJE DE FERRO CARRIL. The purpose of this article is to reveal to fellow collectors information regarding this railroad and to draw logical conclusions from evidence available as to the token's former use.

Mineral deposits were discovered at the site of the Palmarejo mine way back in 1818 by Valentín Ruiz, who immediately took on a partner, Tomas Pelayo, and registered the mine as NUESTRA SEÑORA CARMEN. Tomas Pelayo passed away in 1823 and that same year Rafael Ayón bought into the firm for 8,000 Pesos, but in 1827 sold part of his holdings to Vicente Palacios of Chihuahua and Antonio Lamadrid of Alamos, Sonora. Finding themselves low in funds the partners obtained a loan in 1837 from Miguel Urrea of Alamos. By 1841 Palacios and Lamadrid had died. Ayón, unable to continue working the mine, sold his interest to Miguel Urrea, who also was successful in purchasing the other partners' interests from heirs to their estates. This turned out to be a rather complicated transaction as the original Pelayo papers and registration had been lost. Fortunately both the Royal Registrar, José María Rodríguez, and the priest, Fr. Gerónimo González, were still living and attested to the facts of the registration and ownership so that Miguel Urrea was at last given clear and complete title to the mines.

By 1853, after an investment of 1,000,000 Pesos, the Palmarejo (by then a walled compound to ward off the Apache raids), the Justina and the San Miguel mines (the latter two miles from Chínipas near El Zapote) were operating, together with some 35 small crushing mills. After Miguel Urrea's death in 1875 the mines continued to flourish under the ownership of the widow, Justina Almada de Urrea and her brother and brother-in-law. A bonanza existed from 1878 to 1880. During that time it is claimed that the mines yielded ore to the wealth of one million Pesos.

It is quite remarkable that the mine was successful at all, because the ore was of rather low grade and in addition there was a tremendous transportation problem. The western boundary of Chihuahua State is a wall of precipitous mountains, ranging from 5,000 to 7,000 feet, and it is by muleback over rough mountain trails that all freight and supplies for the mine had to be packed. Every bit of material for the construction of the railroad including the engine and cars had to be packed in piecemeal by the same difficult method and then reassembled. The takeoff point was the town of Alamos in Sonora State, about 100 miles to the southwest. Alamos was a branch terminal of the Cananea, Rio Yaqui and Pacific Railroad (later the Southern Pacific) so there was no great problem in getting supplies that far.

From there, everything had to be carted by wagon northward some 50 miles over what is described as a "fair" road to San Bernardo. At San Bernardo the road ended and the supplies had to be unloaded and transferred to pack burro. The burro trail to the northeast became increasingly difficult as it approached the summit pass (5,450 feet) of the range dividing Sonora and Chihuahua States. Even the crossing of

the summit, however, did not lessen the difficulty of travel too much because the entire District of Arteaga is a topsy-turvy land, wrinkled with arroyos and canyons and spiked with mountainous projections and peaks. From the summit the trail leads generally southeast following as closely as practicable the contours of a protecting arroyo to Chínipas. From Chínipas the supplies were at first carried by pack mules on to Palmarejo but later the railroad took over this task.

This was not the only route from Alamos to Chínipas. Just north of the town of Tanques a trail branched off from the wagon road and went by way of Chínicas in a northeasterly direction through the high mountains to Chínipas. The trail was a poor one and unsuited for packing in supplies, but being a more direct route it was used by mail carriers and light travelers.

There was one other alternative trail that branched eastward a few miles north of Chínipas and traversed wild rough country to the Mesa Mine and on to the old Spanish town of Topago. In 1750 Topago was a thriving Spanish mining center having a population of about 15,000. The neighboring mines are said to have produced over 150,000,000 Pesos in mineral wealth. By 1911 the town had deteriorated to ruins and "a few poor huts." Continuing northward along the Chínipas River many fords were necessary. It is easy to understand why this route was not popular. Within a stretch of 20 miles the trail crossed the river 30 times. Naturally it could only be used in the dry season.

Miguel Urrea and his widow, Justina, during their operations, had built a reduction plant or mill at El Zapote on the Chínipas River several miles south of the town of Chínipas close to the San Miguel and Justina mines. The plant had readily available water from the Chínipas River. Not so fortunate was the old 60-stamp mill at Palmarejo which had to rely on the uncertain flow of several neighboring streams.

A British mining engineer, Edward Applegarth, after examining the mining funds (claims, workings, reserves, reduction plants and all facilities and properties) at El Zapote and Palmarejo, returned to England with a report. As a result, the Palmarejo Mining Co. Ltd. was formed in London and the Urrea properties were purchased by them in 1886 for 800,000 Pesos. Plans were immediately initiated by the new owners for a narrow gauge railroad from Palmarejo to El Zapote for the purpose of transporting ore and supplies.

On June 25, 1898, in London, a new firm, Palmarejo and Mexican Gold Fields Ltd. was incorporated as a reorganization of the Palmarejo Mining Co. Ltd. The reorganization also included the purchase of the property of Goldfields of Mexico Ltd. at a cost of 548,000 Pesos. Property consisted of an old mill at Guerra al Tinero and 127½ square miles of land containing mines and timber in the Huruapa Canyon region southwest of Chínipas. The newly organized co. concentrated on building a stone aqueduct 14 miles long from the Chínipas River to Palmarejo and completing the railroad from El Zapote to Palmarejo. A year or two later the Mexican Mineral Railway Co. Ltd. did complete the railroad. A 20-ton locomotive was used to pull the little funnel-bottom ore cars back and forth between Palmarejo and the mill at El Zapote. The train's entire capacity was 50 tons of ore, but it could make two trips a day. As an indication of size, just one of today's monster ore cars could equal the daily capacity of the entire Palmarejo train. A replacement locomotive that was never put into use today rests in an old shed in El Zapote. Officials of Chínipas are attempting to obtain permission from the owners to transport it to Chínipas where it would be put on public exhibition as a curio in the city park. Rather than assume the unfamiliar task of operating a railroad themselves, the Palmarejo and Mexican Gold Fields Co. leased it to Oscar Ocháran, a resident of Alamos. The little railroad was called PALMAREJO R.R., but it was operated by Ocháran and Co. The Co. had plans for the mine. They poured over 5 million Pesos into development before the first dividend was issued to stockholders. Chínipas attained a population of 8,000 (today it is barely 1,000) and Palmarejo reached its peak at 1,000 (today about 300). El Zapote was a bustling place with the busy reduction plant, train terminal and buildings, administrative headquarters and houses for staff and employees. Today it is in ruins and abandoned except for the watchmen who remain to maintain possession of company equipment.

Unfortunately the improvements and even the little toy railroad soon outlived their usefulness. In 1910 plans were made to tear down the mill at El Zapote and

erect a new 300-stamp mill and build an aerial tramway from Palmarejo to the mill to replace the railroad. By the end of 1911 a hydro-electric plant was completed and the new mill and aerial tramway were en route to the mill to be assembled. It was just at this hopeful period of growth and expansion that disaster struck. The Orozquista revolutionary movement erupted and caused all mining operations to be abruptly suspended. All activity ceased and even the material en route from San Bernardo was abandoned on the trail. The little engine had chugged its last and the operator, Oscar Ocháran, was exiled the following year to the United States. During the period of the Revolution the railroad, the mine and much of the company's property were lost, not because of any military action but because of abandonment and deterioration. As a result, the company entered a claim with the Anglo-Mexican Special Claims Commission for 2,600,000 Pesos and in August, 1931, a decision was made to award the company for loss and damages the sum of 412,000 gold Pesos to be paid in eleven annual installments. The company had continued paying its taxes throughout the troubled times, and finally in 1933 again went into production for a short while. By 1940 some 500,000 tons of ore had been blocked out and there were still plans for building a new mill and tramway. About ten years ago Mexican mining laws were revised making idle mines susceptible to expropriation. Residents of Palmarejo petitioned the President of Mexico requesting that the mines either be worked or that they be allowed to do so as best they could. The owners announced that the mine would be renovated and reopened and after several years construction was started on an access road between Temoris Station of the Chihuahua to Pacific Railroad and Agua Caliente passing through Palmarejo and Chínipas and using portions of the old Palmarejo RR right-of-way as its path. Today there is great activity at both the Palmarejo mine and Agua Caliente where the mines are being prepared and apartments are being constructed for employes.

During the time when the railroad was in operation little brass tokens were issued, bearing on the reverse side the words MEDIO PASAJE DE FERRO CARRIL. There are several interpretations of this wording and possible use. One would be - fare for children at half price; this is hardly a reasonable assumption for the reason that this was in fact a mining railroad whose tracks went only from mine to mill. The second possibility would be - half fare for mine employes. Actually it is not even known that the rolling stock included anything other than ore cars. The third possibility is that the MEDIO PASAJE refers not to half-fare but to half-passage. A full trip would be to the mine and back. A medio pasaje would be one way between the two terminals. Tokens such as these are usually used for human passengers and yet it is difficult to see the need for such tokens on an isolated mining railroad. There remains the possibility that they may have been used to pay the transport of a load of ore or freight one way between mine and mill. The true answer is probably lost with the years.

The OCHÁRAN y Ca. PALMAREJO token is also found with a steerhead counterstamp, and this takes us back to Oscar Ocháran's home town, Alamos, Sonora. Some ten miles west of Alamos lies the Quintera Mine, purchased from José Mariá Almada of Alamos in 1888 by the Quintera Mining Co. Ltd., a London firm. The company had brass tokens struck by L.H. Moise, a die sinker of San Francisco, California. Following the custom of many mines and haciendas in Mexico, such tokens were given to employes in payment for services performed and were redeemable for the purchase of food and merchandise at the company store. The Quintera tokens were issued in denominations of 5,10,25,100 (centavos). From the denominational sequence it is very likely that a 50 (centavos) token also may exist. They were more attractive than most mine tokens because of their diversity of shape and pictorial representation. The company owned various mining properties, but also owned ranches of about 7,400 acres in the State of Sonora and in the Fuerte District of Sinaloa. These ranches unquestionably had company stores for employees. After the Quintera mine was shut down in 1916 the mining tokens may have been counterstamped with the steerhead to denote "ranch" use. This would account for the scarcity of Quintera tokens that do not have the steer head counterstamp. (Only 100 and 5 centavos denominations are known to the author lacking the counterstamp and only one specimen of each of these.) In addition to the Quintera tokens a hoard of Palmarejo tokens may have been procured by the Quintera Company and counterstamped with the steerhead impression and put to use on Quintera ranches.

There are several ties that could have brought the Quintera and the Palmarejo tokens together. There was the geographical connection because of Alamos being the supply depot for Palmarejo. Oscar Ocháran, the lessee of the railroad, lived and undoubtedly had many social and business connections in Alamos. Both the Quintera and Palmarejo companies were English controlled and as such there may have been close personal relationships between head personnel. Whatever the catalyst, it served an accomplished fact that the Palmarejo token by means of the steerhead counterstamp served a common purpose with the Quintera counterstamped tokens and the probabilities are that this use occurred at the Quintera owned ranches of Sonora and Sinaloa.

- Reprinted from *Plus Ultra*, June, 1969

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= MVA HOLDS THIRD ANNIVERSARY MEETING =  
By J. Roger Bolz

The 3rd Anniversary Meeting of the Midwest Vecturist Association was held November 9, 1969, in conjunction with the 10th Annual Omaha Coin Show, November 8-9. This MVA meeting boasted our largest turn-out of members. Attending were: Bolz, Coney, Moyer, Redies, and Mrs. Swanson, plus three guests. One of the guests has since made application for membership in the MVA. The membership of MVA is open to anyone who has an interest in collecting the same material as a member of the American Vecturist Association. Complete back issues of THE FARE EXCHANGE are available to the next 15 persons who become members of the MVA, or to any vecturist organization willing to trade publications. An MVA applicant may send \$3 remittance (\$1 annual dues + \$2 initiation fee) to J. Roger Bolz, Secretary-Treasurer - 6118 Hartley Street - Lincoln Nebraska 68507.

The President of the Nebraska City Coin Club is now Walter H. Neeman, who succeeded Russell Moyer. Both men are AVA members.

Elaine Swanson, who displayed transportation tokens, took first place in the "Miscellaneous" class during the Omaha Coin Club show.

Next meeting of the MVA will be held in the Memorial Building in Nebraska City, on February 15, 1970, at 2 pm.

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= THE 1970 A.V.A. CONVENTION =

President Ralph Hinde informs us that, so far, bids for the 1971 Convention have been received from Tacoma; Seattle; and Chicago. Any other member who would like to have the convention in his city is invited to send in a bid. The Executive Board will be deciding soon, so this is your last opportunity.

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= NOVEMBER NEW ISSUES REPORT =  
By John G. Nicolosi

We have lots more good tokens to send you this month. Three more from Stockton! Lucky we got after these when we did, as quite a lot of them have already been destroyed. This month we'll send you "Fran's Fashions," "Rosenthal's," and "Zukors." Also heading your way will be a new plastic one from Fond du Lac, Wis., for "Fondy Area Bus," and a school token from Lincoln, Neb., "St. Patrick School Bus." Thanks to Paul Sauvé for the Stocktons; to Glen Williams for the Fondy; to Roger Bolz for the Lincoln. ALL members will receive these five tokens.

There definitely will be more tokens for you next month. One of them alone will cost me \$1.00 each! So, please, if your balance is low, send an additional deposit. This month we welcome to Regular Membership Mr. F. Johnson of Seattle. Happy New Year to everyone!



WILL TRADE KANS 820 A; Nebr 700 A; Engineering Society of Detroit parking token; Detroit City Gas Co. phone check, or Adrian, Mich., car wash token for trade tokens from N.M., Nev., Tex., Colo., Nebr., Kans., Mich., Oklahoma. Trade 10 diff. of my trade tokens with city & state for 10 of yours.

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

PHILADELPHIA TRACTION CO. uniform buttons with 4-window cable car, circa 1890's. Have 2 large and 2 small. Best offer in cash or TTs.

Al Zaika - P.O. Box 65 - Bellmawr, NJ 08030

PENNSYLVANIA TTs, PTs, CWTs, WANTED FOR CASH. Send list of offers with firm price.

ALL letters answered. = Art Krauss - 657 Dixon Street - Allentown, PA 18103

PARKING TOKENS: Have over 300 varieties to sell. Send SAE for list. Want to purchase items I need in parking tokens, Canadian TTs, coal mine, lumber, bi-metals or Masonic pennies. = Don Edkins - 120 Stanley Drive - Williamsburg, VA 23185

FOR SALE: Md 60 I J Q U V @ \$3.50, 50¢, 2.25, \$1, 1.75, respectively, or \$7.50 for the group postpaid. Several groups available. WANTED: any Maryland tokens, store cards, mirror cards & medals for sale or in trade.

Benjamin Egerton - 7 Montrose Ave. - Baltimore, MD 21212

WILL EXCHANGE NEW BRUNSWICK 3600 A or B or Quebec 3100 A, for any of the following tokens I need: Calif 3015 Aa B, 3025 A, 3450 A Fb I K M Q, 3910 C; Ind 3390 A, 3340 A, 3610 B C, 3690 A; Mont 3640 A B; NJ 3390 Aa Ab, 3530 Aa or for any other token I need. = J.D. Ferguson - Box 38 - Rock Island, Quebec

TRANSPORTATION RELATED ITEMS to highest bidder: store card, American Street Railway Assn., Detroit Mich. Oct. 8,9,10, 1902. Rx elec. motor, Bullock Electric Mfg. Co. Cincinnati. 31mm goldene, luster on, AU. Lapel stud, gold letters on white, blue enamel. A.A. of S. & E.R.E. of A., Toledo, Ohio Div. No. 697. Gold car in center, 17mm XF. = K.T. Hall - 3933 Chamberlayne Ave, Apt. 2 - Richmond, VA 23227

MAIL BID SALE OF fare tokens by state only, the following: Ark. 47 pcs; Cal 252 pcs; Conn 92 pcs; Fla 106 pcs; Ga 74 pcs; Hawaii 19 pcs; Idaho 33 pcs. New bidders write for detailed list of each state now offered, all coded and in separate 2x2's.

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

THE FOURTH SERIES of postcard size pictures may now be ordered from the Midwest Vecturist Assn. at 75¢ postpaid to MVA members or \$1 postpaid to non-members. This series includes (1) double deck motor bus of Chicago; (2) streetcars at College Ave. & Linden St. in Ft. Collins, Colo.; (3) Main Street, Salt Lake City. (MVA acct.)

J. Roger Bolz - 6118 Hartley Street - Lincoln, NB 68507

FIVE DIFF. NEBRASKA CAR WASH tokens (1 brass, 4 wood) to trade for any Nebr. TT except: 120 C D, 305 A B D, 360 F G, 420 A C D F G, 540 O Pa W X, 580 A, 640 B, 700 E Ha c d e f g I J O, 800 D 980 B. Token for token.

J. Roger Bolz - 6118 Hartley Street - Lincoln, NB 68507

TRADE ALA 120 J K, 560 Y, 570 E. Send dupe list or sell for 30¢ each, all 4 for \$1 + SAE. Vietnam military tokens; Shemya, Alaska; Alpine EM Club, Giessen, Germany; Champion AFS, Alaska; Anchorage, Alaska "Good For \$5.00 on Atlas Tires; Locust Valley Inn, Montgomery, NY. Make offer in TT's or SAE for inspection.

Capt. Bob Clifton - Qtrs 202A - Gunter AFB, AL 36114

MAIL BID: census tokens Ohio 165 T; Ky 135 A. Send up to 25 diff. trade tokens with city & state your choice, receive same amount my choice.

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

WANTED: all personal tokens. Send list of spares; buy or trade. Also need as follows and will pay as follows: SC 110 A, 490 A B, will pay \$2 each. SD 10 E, 780 A B, will pay \$4.25 each. = George H. Wyatt - Skylark Lane - Lunenburg, MA 01462

MAIL BID SALE: Conn 345 B; Fla 380 D; Ky 510 BT; Mass 45 A; Neb 420 H; NY 78 A (see Sept. 1967 FB page 128); Pa 495 H; P.I. 700 G H; Timetable G F (page 316 of Atwood). Morton H. Dawson - 182 Whiting Lane - West Hartford, CT 06119

WILL TRADE Cal 3775 B or Pa 3060 A for any one of these: Ill 3150 A; Ind 3660 A; Md 3060 A; NY 3629 E. Also have car wash tokens from my area for PT's that I need.

Millard Wasczcek, Sr. - 352 Maple Street - Scranton, PA 18505

SEND ANY 10 DIFF. trade checks with or without city & state and I will send ten diff. PT or TT your choice in trade.

Sam Ruggeri - 1018 S. Carley Ct. - N. Bellmore, NY 11710

DID YOU MISS THESE LAST SUMMER WHEN MY SUPPLY RAN OUT? Now on hand again, large face value tokens NY 235 B & 630 AQ at \$1.35 & \$1.05 respectively. With a couple of these big tokens in your pocket you know you're carrying something. SSAE w/order in case we run out again; also specify if you're willing to "back order." We can get more. = Harry R. Porter - 1042 Bardstown Road - Louisville, KY 40204

MAIL BID SALE: Wisconsin 40 B, 70 A, 170 C, 170 D, 220 A B D, 440 E F, 500 C, 510 E, 620 A, 940 A; Misc 1000 A. Dandy old brass carwash token, Sheboygan "Good For One Scotch Mist Five Min. Wash."

Gerald Johnson - 1921 Chase Street - Wisconsin Rapids, WI 54494

WABASH BELT LINE timetable 1898 (St. Louis, Mo., to St. Charles, Mo.): Chicago & Alton RR employes passes 1916-1932 (except 1918, 1921, 1922): these 2 items available for trade for Mo. and/or Ill TT's I need or best cash offer. Send SAE for price list of the largest selection of private & provisional sales tax tokens of Ill., Wash., Mich. N.C., Calif. ever offered. Will pay \$20 for provisional S/T token of Depue, Ill.

Jerry Bates - Box 546F - St. Charles, MO 63301

UNITED KINGDOM TT's from SHEFFIELD and LEEDS are available at 100 for \$10.00, 50 for \$5.00. Postpaid ship mail. Send also your special want-list.

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

PARKING TOKENS - 100 DIFFERENT FOR SALE. Best offer.

John K. Curtis - Box 263 - Willowdale, Ontario

SPECIAL - I have several pieces KY 10 O at 75¢ each + SAE.

Chriss Christiansen - Box 651 - Cupertino, CA 95014

FOR SALE: Cal 575 R, 40¢; 745 V, 35¢; Mich 560 P, 50¢; Fla 930 D, 25¢; NY 905 H, 35¢; Pa 360 D E 80¢ set (one set left); Pa 155 A, 75¢; B 25¢; Ohio 35 D, 50¢; 165 AN 45¢; Pa 705 E 45¢; Va 580 M N 50¢ set; RI 520 J \$2; Ky 510 BU 45¢; Ga 780 L 30¢; Cal 760 J \$2.50; Tenn 400 G 50¢; Cal 895 H I J 25¢ each. N. Scotia 100 N 25¢; Sask 800 A 25¢; Mfg Sam Group 101 A B E 25¢ each; D 25¢; 101 C \$1.25; F \$1.50.

John G. Nicolosi - 3002 Galindo Street - Oakland, CA 94601

I STILL WANT LAND COMPANY and real estate tokens. Anything pertaining to real estate. My catalogue of these items will appear when I catch my breath. Even if you want to keep the token, rubbings would be appreciated. Also any information on how these gimmicks were used and when.

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

CATALOGUE OF WORLD TRANSPORTATION TOKENS & 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 directly from:

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

CLOSE-OUT SALE OF ATWOOD AND FEISEL CATALOGUES. To anyone who has ordered the new catalogue, we'll sell a brand-new mint condition copy of the 1963 (2nd edition) Atwood Catalogue for only \$2.25 postpaid! Just discovered we are overstocked. Also, a brand new copy of the 1966 FEISEL CATALOGUE for \$2.00 postpaid. Offer only to those who have placed their order for the new 1970 ATWOOD THIRD EDITION.

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

= = ALL MAIL BID SALES IN THE OCT. AND NOV. ISSUES CLOSE JANUARY 24 =

APPLICATIONS FOR MEMBERSHIP

1114 ELIZABETH COYNE - 198 GREEN STREET - JAMAICA PLAIN, MASSACHUSETTS 02130  
Age 29; Collects U.S. (Mazeau)

1115 RICHARD SCHUBERT - 5536 WEST 26th STREET - CICERO, ILLINOIS 60650  
Age 37; Collects foreign. (Coffee)

REINSTATEMENT TO MEMBERSHIP

626 Robert D. Patrick - 1876 South Teller - Denver, Colorado 80226

CHANGE OF ADDRESS (\* indicates contribution to Address Plate Fund)

\* Ernest C. Altvater, Jr. - 2325 Pattiglen - La Verne, California 91750

\* E.S. Jacob - 5562 Harwood Road - San Jose, California 95124

\* Max M. Schwartz - 2920 Point East Drive, Apt. N-501 - Miami, Florida 33160

# THE FARE BOX

A Monthly News-Letter for



Transportation Token Collectors

NEW ISSUES EDITOR

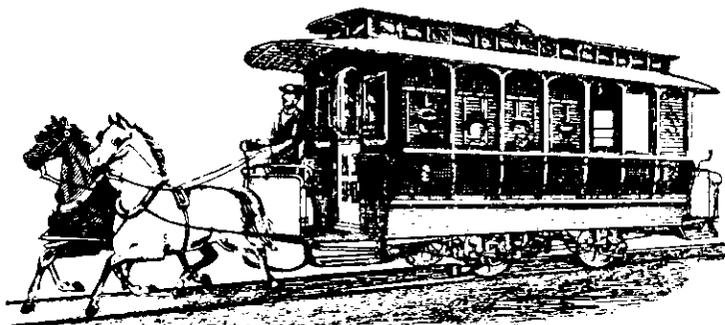
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EDITOR

**J. M. COFFEE, JR.**  
P. O. Box 1204  
Boston, Massachusetts  
02104



Parking Tokens

**DUANE H. WEISEL**  
P. O. Box 11661  
Falo Alto, California  
94306

Volume 23, Number 12

DECEMBER, 1969

Our 270th Issue

JOSEPH J. FINNEGAN AND JOHN CLYMER

It is with sadness that we must report the deaths of two loyal members. Joe Finnegan, AVA 1024, died January 21 after a long illness. As his wife Katherine writes, "Joe's hobby of collecting transportation tokens has meant so very much to him, especially this past year when he was confined to the house. The Fare Box was most eagerly awaited and read and reread." He was a good friend and a loyal member. We shall miss him, but we are happy to learn that Mrs. Finnegan has applied for membership in Joe's place.

John Clymer, AVA 281, was well known to hundreds of collectors. His genial countenance and Texas drawl were one of the nicest parts of attending conventions. One of our most active and helpful members, John was helpful in cataloguing tokens and digging out information about them. He was the kind of friend I cherished. He was fun to be with—and more than this cannot be said of any man. John died February 3, in a Dallas hospital.

This issue, which goes to press February 7, 1970, is the last issue you will receive unless you have paid your 1970 AVA dues of \$4.00 by March 1. Send your dues to our Treasurer, Toby Frisbee - 211 King Street - Denver, CO 80219. This is definitely not the year to leave us. The new catalogue promises to make this an exciting and busy year in our hobby.

There are still over 200 AVA members who have not ordered a copy of the new catalogue! Because of multiple orders by those who have ordered, we are in good financial condition to pay the huge printing cost of this book. But those of you who have not ordered are literally going to be left out of transportation token activity after the new catalogue is out. For one thing, beginning with the first issue of THE FARE BOX after the books are distributed, all ads must use the catalogue numbers of the 1970 book. Ads with the 1963 numbers will not be accepted. For another, as many numbers and prices are different in the new book, you simply won't know what's going on unless you own a copy. The special \$6 price holds until March 1. Why not send your check to the Editor right away? After March 1 the price is \$7.50 to AVA members and \$10 to others.

A combined January issue and February issue (2 separate issues in one mailing) will go out about March 1. We need good articles similar to those inside this issue!



= APPLICATIONS FOR MEMBERSHIP =

- 1116 JULIAN JARVIS - 501 WEST WALNUT STREET - GREENCASTLE, INDIANA 46135  
Age 34; Collects U.S. (Mazeau)
- 1117 CLYDE F. SPOFFORD - 885 WEST SAN FERNANDO STREET - SAN JOSE, CA 95126  
Age 47; Collects U.S., Canada, foreign. (Harold Ford)
- 1118 JOHN A. WAFER - BOX 9084, EAST AKRON STATION - AKRON, OHIO 44305  
Age 34; collects U.S. & foreign. (Kotler)
- 1119 ALBERT P. HOCH - 316 LYNNE DRIVE - SHEFFIELD LAKE, OHIO 44054  
Age 28; collects U.S., foreign, parking. (Freeman)
- 1120 HARVEY W. SCHOEWE - 18819 PURLINGBROOK - LIVONIA, MICHIGAN 48152  
Legal age; collects all types. (Coffee)
- 1121 CHARLES BONA - 1605 MELVILLE AVENUE - FAIRFIELD, CONNECTICUT 06430  
Age 50; collects U.S., foreign, parking. (Rider)
- 1122 BERNARD WEISBURGH - FOREST PARK TOWN HOUSE #23 - SO. BURLINGTON, VT 05401  
Age 33; collects U.S., Canada, foreign. (Coffee)
- 1123 ROBERT L. LABELLE - 149 ONTARIO STREET - PHELPS, NEW YORK 14532  
Age 45; collects U.S. (Coffee)
- 1124 FRANK FARDA - 189 HYATT AVENUE - YONKERS, NEW YORK  
Age 45; collects U.S. (Mazeau)
- 1125 HERBERT L. NOTT - 1630 CLINTON STREET, APT. 4 - AURORA, COLORADO 80010  
Age 26; collects U.S. (Zervas)
- 1126 NORMAN D. CROW - 97 27th STREET - HUNTINGTON, WEST VIRGINIA 25702  
Age 50; collects U.S., Canada, foreign. (Littlefield)
- 1127 EVERETT R. MASTRICH - STARIN DRIVE - STAMFORD, CONNECTICUT 06902  
Age 52; Collects U.S., Canada, foreign. (Mazeau)
- 1128 JAMES L. BELLEVILLE - 2435 ERIC DRIVE EAST, MAPLECREST - WILMINGTON, DE 19808  
Age 35; collects U.S. (Coffee)
- 1129 HANK SPANGENBERGER - BOX 7 - ENGLEWOOD, OHIO 45332  
Age 36; collects U.S. (Mazeau)
- 1130 WALDEN RATLIFF - 2021 WABASH STREET - MICHIGAN CITY, INDIANA 46360  
Age 29; collects U.S., parking. (Wold)

REINSTATEMENTS TO MEMBERSHIP

- 768 ELIOTT L. GOLDBERG - 10 Earnshaw Street - West Roxbury, MA 02132
- 335 MAURICE M. GOULD - Box 2407 - Sepulveda, CA 91343
- 353 C. HOWARD JONES - 3645 Sardis Road - Murrysville, PA 15668
- 437 RUSSELL RULAU - 520 North Ohio - Sidney, OH 45365
- 604 GILBERT E. VOGEL - 404 Waters Road - Castle Rock, WA 98611

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L-68J John Whitfield Warner L-978 Carl J. Wilcox

RESIGNATIONS FROM MEMBERSHIP

1000J William J. Migley 966 Margaret Wilcox

CHANGES OF ADDRESS (\* indicates contribution to address plate fund)

- Capt. Bob Clifton - P.O. Box 253 - Sherman, Texas 75090
- Paul H. Johansen - 2 El Vedado Ln, No. 24 - Santa Barbara, California 93105
- Kenneth M. Myer - 970 High Street, Unit H-1 - Worthington, Ohio 43085 \*
- James R. Wassel - 11437 Sunnybrook Lane - Whittier, California 90604 \*

\*\*\*\*\*

Don Allen recommends "Check Collectors Round Table," an organization for students and collectors of fiscal paper. Full particulars are available, he advises, from Robert Flaig - P.O. Box 27112 - Cincinnati, OH 45227. Why not? We already collect everything from manhole covers to full-sized trolley cars.

= A.G. AMMON'S BUSES =

By A.D. Jordan, Jr.

For a number of years we have had on our Maverick list one bearing the name of A.G. Ammon, a big handsome token which resembles a mule of a fare token with a poker chip. The token is pictured on Plate XXIV on the 2nd Edition of Atwood. I have been able to determine that this token was used on buses operating from Chatsworth, Burlington County, New Jersey, and through correspondence and calls to Mr. Ammon and his family have obtained a general account of the bus line on which the tokens were used. Some details remain to be clarified, though, and a few really intriguing questions, to be answered.

When a maverick is finally traced to its origin we usually find that it originated in a particularly interesting little corner of the country and that it is a relic of an equally interesting period in our history. Maverick #43 is no exception. For this maverick the time was the Great Depression and the place, the New Jersey Pine Barrens. Almost everyone is familiar with the depression, many of us from close contact, but the pine barrens are not widely known and a brief description of this remarkable area is in order if we are to appreciate how unexpected it was to find that a fare token had been used there.

In southern New Jersey the name "Pine Barrens," usually shortened to "the Pines," is given to a large section of Burlington County and adjoining parts of Ocean and Atlantic counties which is virtually unpopulated and which is in essentially the same state that it was when the first settlers arrived. This area has only a few towns, all small, of which Chatsworth with only about 600 people is the largest, and few roads cross it. The extent of the Pines is easily seen on a road map as a near blank. As the name suggests the area is largely forested with scrub pines but there are numbers of oaks, magnolias and mountain laurel as well. The soil is sandy and the terrain is flat. Agriculture in the Pines is limited to cranberry and blueberry growing and a little truck farming and there is no industry. The few people who live in the Pines, the "Pineys," are descendants of 17th and 18th Century English settlers and live a rather isolated existence as close as they are to large metropolitan centers. Because of its proximity this unspoiled area is a favorite of Philadelphians for camping and canoeing though to most the Pines are simply a barrier to be hurdled in the weekend race from the city to the shore.

The remainder of southern New Jersey from the coast almost to the Delaware River was originally an extension of the present-day Pines but now has been largely cleared. This end of the state, outside of the Camden area and the strip of shore resorts, is still not highly populous, and incidentally has seen the use of few fare tokens.

Starting in the 1920's A.G. Ammon operated a trucking line with its headquarters in Chatsworth. The line served the New York-Philadelphia-shore traffic and prospered to such an extent that business reached six truckloads or so per day before the start of the depression. As the rest of the economy slowed down so did Mr. Ammon's trucking business, and by the depth of the depression only an occasional truckload was being carried. Like so many other people at that time Mr. Ammon needed another source of income and the opportunity which was to present itself was a bus line. At about this time he had been operating a school bus somewhere in the area. So when, about 1934, several Civilian Conservation Corps camps were opened in Burlington County, serving these camps was a natural. Many of the C.C.C. boys came from Newark and Jersey City and needed transportation home and back on weekends. Mr. Ammon's buses were operated for that purpose. As many as three buses were in service for this trip, a round-trip of perhaps 150 miles. The fare structure is not known definitely now, and was either \$1 one-way and \$1.50 round-trip, or perhaps \$1.50 one-way, and \$2.50 round-trip. Maverick 43 was good for the return trip and at either fare had considerable face value. The C.C.C. camps closed about 1939 and Mr. Ammon's bus line ceased operation, there being no further demand for transit in Chatsworth and vicinity. The Ammon family tells me that this was not the only bus line of its type in South Jersey during the 1930's. Mr. Ammon also operated buses for W.P.A. workers at Folsom, N.J., to some unknown second point. At least one other bus line served the Burlington County C.C.C. camps, connecting them with Philadelphia or some other large town or city. But the name, or names, of the operators is not known.

During the Second World War, with its heavy demand for trucking, Mr. Ammon was increasingly active in that business and also operated a fleet of dumptrucks for construction work. In 1950 he sold these business and devoted his time to growing blueberry plants, a sideline in former years.

My success in finding the correct location for Unidentified #43, and ultimately four tokens, is due in large part to two fragments of information which John Coffee was kind enough to pass on to me: the facts that the token (his token, and the only one known then) had been found in Philadelphia, and that the dies for the token were among those purchased by A.V.A. from the Philadelphia die sinker A.S. Quint Company. Neither of these facts necessarily indicated that the token originated in the Philadelphia area since, as we know well, tokens travel widely. In this case, though, the clues were good ones and locating Mr. Ammon was not difficult. Mr. Coffee also told me that the A.S. Quint dies included one for a smaller token of similar design for which no token is known. More recently Mr. Feisel has given me the dimensions of the two dies A.V.A. owns and they are 24mm and 29mm, and not 32mm as Unidentified #43 is. So it appears that three dies were made and we lack the one from which tokens are known to have been made. The four tokens in my possession are from a single die. The Ammon family knows of no smaller token being used. Possibly the dies were made for some use which never materialized and no tokens were struck from them, or possibly the tokens, if made, were used on the buses at Folsom, New Jersey.

Additional details on these tokens and the buses on which they were used will probably be very difficult to obtain. My initial letter to Mr. Ammon in September, 1969, drew a prompt, but brief, answer and two welcome tokens from Mr. Ammon himself. A second letter requesting further information went unanswered for a number of weeks and when an answer did come, and two more tokens, it was from Mr. Ammon's son. Albert George Ammon, aged 67, had died on September 29, and my initial letter to him, thirty or so years after Maverick 43 was in use was, by great coincidence, in the final month of his life.

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= NEWS OF THE BATS =

One of the best attended and most active meetings of the Bay Area Token Society was held recently on January 18 at the Oakland YMCA. Membership in BATS is not restricted to AVA members, but anyone interested in tokens is welcomed. Attending the last meeting were Ralph Freiberg, John Nicolosi, Roy and Maxinne Carpenter, Hal Ford, John Trembley, Joyce Groth, Dale Noll, Henry Kile, Steve Album, Clark Cooney, Paul Sauve, Chriss Christiansen, and Duane Feisel.

All meetings are strictly informal, and all token collectors are welcome. There are no dues, no by-laws, no officers, no "business." The time of the meetings is spent enjoying the hobby of token collecting. Next meeting will be Sunday, March 15, at the Oakland YMCA, 21st & Telegraph Avenue, beginning at Noon and lasting as long as desired up to 5 pm.

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= NORTH EASTERN VECTURIST ASSOCIATION =

NEVA has been meeting regularly every two months (2nd Saturday of odd-numbered months). Although attendance has been down from previous meetings, those who have attended have enjoyed the friendly atmosphere which is always present. Business sessions are very brief, but it was announced that a mail & floor auction would take place at the March meeting. We have a number of personal tokens on hand and the call has gone out for additional material. The listing will appear in NEVA NEWS to be issued about two weeks before the meeting; short notice perhaps but unavoidable.

Although we have been meeting at the YMCA the price of the meeting room has more than doubled, and it will therefore be necessary to find a new home. NEVA NEWS will advise members of the location. The welcome mat is always out for everybody.

= MODERN TURNPIKE TOKENS OF MARYLAND AND DELAWARE =

By Duane H. Feisel

Some time ago there appeared in THE FARE BOX a listing of a token for the State Roads Commission of Maryland, N.E. Expressway. It was noted that no tokens were available for collectors. A friend who collects Kennedy material asked if I knew anything about the tokens for the John F. Kennedy Highway in Delaware, a road which links to the Maryland Northeastern Expressway. Letters written to Delaware resulted in some information, but inquiries to Maryland provoked no response. While in the East in 1969, combining business with the AVA and ANA conventions, I decided to find out more about these tokens while driving from Philadelphia to Washington and back.

The Delaware Turnpike, also called the John F. Kennedy Memorial Highway, was dedicated on November 14, 1963, by President John F. Kennedy. The road is a link in Interstate Route 95, and extends southwestward from the Delaware Memorial Bridge to the Maryland section of Interstate Route 95. The total length is about 14 miles. A large manned toll plaza is located near the Maryland line, and four unmanned toll exits are located along the length. A service plaza, serving both directions of traffic, is located about halfway along the length of the turnpike to provide restaurant and service station facilities.

The Kennedy Memorial Highway in Maryland, formerly called the Northeastern Expressway, connects with the Delaware Turnpike and runs southwestward where it connects with the Harbor Tunnel Thruway (toll) at the Baltimore city limits, a total distance of about 45 miles. A manned toll plaza is located near Perryville, and there are five interchanges with unmanned toll plazas. There is a restaurant and service area located at about the midpoint of the turnpike, and it serves traffic in both directions.

After the AVA Philadelphia Convention came to a close, Ed Axthelm accompanied me in my rented car down to Washington. The trip down was not particularly fruitful since it was on a Sunday afternoon and the offices of both toll roads were closed. We did talk to a number of people about the various tokens, and were even able to obtain a few specimens. After completing my business in Washington, I drove back alone to Philadelphia on a Wednesday afternoon.

My stop at the offices of the administrator of the Maryland section of the John F. Kennedy Highway was an experience which I am never likely to forget. While waiting about 45 minutes to see the administrator as he was involved in a telephone discussion, his secretary waited with me in the hallway. During that time I was able to obtain some information from this lady about the various tokens. When I finally was ushered into the administrator's office, I politely stated my business and immediately was asked impolitely to leave the office. Well, I was not put off that easy, and managed to stay for a while even though the conversation was quite one-sided and pretty much of a blast against collectors and anyone else who might try to take advantage of the state and local governments. The administrator is an elderly man, and very strong in his convictions and feelings. About the only thing I learned from him was that he considered it illegal for anyone to have the tokens except those on official duty for the State Roads Commission of Maryland. Upon leaving his office I started through the tunnel that passed under the toll plaza so I could get back to my car parked on the other side. Just after entering the tunnel, another man came in and by walking fast caught up with me. As we walked along I learned the man was one of the road maintenance employees. I mentioned my interest in the tokens used, and he told me that he had several in his truck which was parked right behind my car. I asked to see the tokens, which I did, and attempted to obtain a specimen but was steadfastly refused. We were standing beside the truck talking when all of a sudden the administrator appeared. Apparently he had seen us talking through his office window, and ran across the turnpike over what must be a dozen traffic lanes at the toll plaza. He first inquired if the man had let me have a token with the comment that the employee would be fired if he had. I had not been able to get one of the tokens, so the man was at least safe on that score. Next I was ordered off the road without stopping, and was told that if I opened my mouth I would be arrested. I got in my car and drove off, closely followed by a Maryland State Police car. It was somewhat of a relief to exit from Maryland to the friendly confines of Delaware.

In Delaware I was received most cordially at the offices of the general manager. Unfortunately he was not there, but his secretary was most helpful in providing me with a great deal of information and examples of the tokens for which I could not pay.

On both sections of the highway the tokens are used at the unmanned toll plazas. At the manned toll plazas, paper coupons are used for free passage. The different metals and different colored centers denote the various classes of users as indicated in the accompanying listing of the tokens. It is possible that the Maryland tokens exist with and without the counterstamped numerals. These numerals are for control purposes, and records are kept of what number tokens are issued to which person. I feel that the accounting records for the tokens are not very rigorous.

The tokens for the Delaware Turnpike were manufactured by Meyer & Wenthe of Chicago, and were delivered in December, 1964. One thousand of each token were struck. The die work for the Maryland tokens appears also to be that of Meyer & Wenthe, but no specific information has been obtained for the manufacture of these tokens.

Because of the cooperative (at least to now) nature of the Delaware people, these tokens will probably be only moderately scarce. However it would seem that the Maryland tokens are going to be quite rare in collectors' hands.

The previous listing of the Maryland N.E. Expressway token may be in error. Rather than gold-colored white metal, I think the token is probably brass and that the person listing the token was misled by the appearance of the worn letters in the area of the aluminum plug.

A listing of the tokens and the uses of the various colors follows:

DELAWARE TURNPIKE

- A WM 27 Sd John F. Kennedy Memorial Hwy. (red center for state police)
- B WM 27 Sd " (blue center for turnpike administrative employees)
- C WM 27 Sd " (green center for machine repairmen & miscellaneous use)
- D WM 27 Sd " (black or dark purple center for highway dept. employees)
- E Bz 27 Sd " (red center for Esso service station employees)
- F Bz 27 Sd " (blue center for Texaco service station employees)
- G Bz 27 Sd " (green center for Hot Shoppes Restaurant employees)
- H B 27 Sd " (solid brass; center not colored; for contractors)

*The above tokens are listed in the new Catalogue as Del 300 A thru G. H is not listed in the new catalogue. The colored centers of A thru G are anodized aluminum.*

STATE ROADS COMMISSION / OF MARYLAND / N.E. / EXPRESSWAY

- A WM 28 Sd State Roads Commission / of Maryland / Official / Duty (for employees of Maryland House Restaurant)
- B Bz 28 Sd (like A; for Maryland State Police)
- C B 28 Sd (like A; but with green aluminum center; for service station employees)
- D B 28 Sd (like A; but with red aluminum center; for service station employees)(different service station from C)
- E B 28 Sd (like A; solid brass; for administrative employees)
- F Bz 28 Sd State Roads Commission / of Maryland / Truck (for maintenance trucks)

*Only A and B, of the above tokens, are listed in the new Catalogue. These tokens probably occur both with and without numerals stamped on the reverse.*

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Readers may be interested in a "Numismatic Specialty Groups Show" which will be held on April 19 at the Fenton Community Center - 150 S. Leroy St. - Fenton, Mich. The show caters to collectors of tokens, medals, wooden money, transportation tokens, Civil War tokens, paper money, foreign coins, mirror cards, etc. Looks interesting.

= DECEMBER NEW ISSUES SERVICE =

By John G. Nicolosi

The past few months have been bonanza months for new issues. We continue along the same path this month, and perhaps next month, too. This month I'm shipping you another Stockton, Cal., token. This one from Gall's. As you know by now there are 13 varieties of these things, but some of them will be impossible to obtain in quantity, as they have been destroyed by the stores that issued them. But we've done a pretty fair job of finding several of them for you.

Also this month you will receive two Sanitary Disposal (garbage) tokens from Omaha, Nebr. (Neb 700 AA AB) These have been pending a long time, and finally our friend Roger Bolz was able to get us a supply of them. Really interesting tokens! Incidentally, Hal Ford and Ralph Freiberg made a special trip to Stockton to get us the Gall's tokens.

The aluminum Omaha garbage tokens are all weakly struck. You get an uncirculated token, but they were poorly struck. On these tokens, we haven't been billed for them yet, so you won't be billed either until I know how much to charge.

Collectors of foreign tokens will receive England 590 CF, 820 DE, this month. The latter was listed in the October FB. CF will be listed soon. Thanks to Mr. Ken Smith for the English tokens.

All members of New Issues Service--both associate and regular--will receive all of this month's tokens. This month we welcome Roger Bolz as an associate member.

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= NEW FINDS =

We are not getting many reports of new finds, and we assume this is a kind of lull in anticipation of the new catalogue. In the past, publication of a new catalogue has sparked a tremendous surge of interest in our hobby, and I have every reason to believe that, this time, the burst of new interest will be unprecedented.

David Schenkman did pick up one good one: Pa 130 A. These Broad Ford tokens are extremely rare, but we don't have any idea where they are from. Probably from the area of Broad Ford. David found his token in that area. But the tokens were listed from Broad Ford by Roland Atwood back in the 1930's on rather weak evidence. Roland, on his trips to the East, always visited a Philadelphia coin dealer (since deceased), from whom he obtained many of the rarities in his collection. He obtained the two B.F. & P.C. Bridge tokens from this dealer, but neither of them knew where they were from. So the two of them got out a map of Pennsylvania and looked for a town that would fit the initials. The best they could do was Broad Ford for the B.F. on the tokens. As for the P.C., no one has ever figured that out. Obviously these tokens could be from just about anywhere, but the general area of Pennsylvania or upper New York State seems most likely. This is a mystery for some of our sleuths to solve for us.

Your Editor finally found a good token at a bargain price. A local Boston coin dealer had purchased a small collection, and there was one decent token therein. It was DC 500 M, priced at only 30¢. That doesn't happen often these days. In the same box was a Hawaii 240 C priced at 50¢. People should own our catalogue. A mistake on one token is worth the price of the book!

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*There are many unsolved mysteries in our hobby. The latest is the mystery of who, if anyone, owns Hawaii 998 A. Roland Atwood claims that he once owned it, but it was not in his collection when Harold Ford and I bought it. Now a prominent Honolulu numismatist is trying to learn who has the token. Can any reader help us out? Maybe the thing never really existed.*

*Did you know that the New York Transit Authority ordered 45,000,000 of the new 23mm tokens, at a cost of \$1,318,500? Six truckloads of the tokens--about 23,000,000, had been delivered by January 1. The NYCTA was in for a real surprise when they discovered that scores of cheaper 23mm tokens are in use near New York.*

= DECEMBER SUPPLEMENT TO THE 1963 ATWOOD CATALOGUE =  
By Ralph Freiberg

CALIFORNIA

Stockton	895	(Reported by Paul Sauve)	
		ONE FREE BUS RIDE	DOWNTOWN STOCKTON
N o B	23 Sd	Compliments of Gall's	\$0.15
O o B	23 Sd	" Berg's	.15
P o B	23 Sd	" Peck's	.15
Q o B	23 Sd	" Bert Edises	.15
R o B	23 Sd	" Californian	.15

ILLINOIS

Fairfield	285	(Reported by H.C. Reidling)	
		GOOD FOR RETURN TRIP	FOGLE HOUSE BUS FAIRFIELD, ILL.
		ED.FULTON, DRIVER	
A o Fy	39 Sd	[blank]	5.00

IOWA

Charles City	180	(Reported by J.M. Coffee)	
		C. WINTERINK	CHARLES CITY, IA. GOOD FOR 1 FARE
C o B	Oc Sd	[blank] (26mm) (obv. ltrs. incuse except "Good For 1 Fare")	5.00

KANSAS

Marion	620	(Reported by J.L. Hargett)	
		HACK, BAGGAGE AND AUTO LIVERY	J.E. WASHBURN PROP. MARION, KANS.
H o A	26 Sd	Good For Return Trip	5.00

KENTUCKY

Louisville	510	(Location by Harry Porter)	
		RANCH HOUSE	1 FREE KIDDIELAND RIDE
BVo 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
			.25
Maysville	560	(Reported by Stanley Buckley)	
		MAYSVILLE STREET R R	
G o WM	27 Sd	W.S. Frank [all letters incuse] (Sc)	5.00

NEBRASKA

Omaha	700	(Reported by Mrs. E. Swanson)	
		SANITARY DISPOSAL, INC.	BRIDGE TOKEN
AA B	21 Sd	[blank] (* 4/66)	.35
AB A	32 Sd	" "	.75

NEW JERSEY

Chatsworth	145	(Location discovered by Dr. A.D. Jordan, Jr.) [ex-Unid. #43]	
		A.G. AMMON	GOOD FOR ONE RETURN TRIP
A o B	32 Sd	(12-pointed star)	3.50

NORTH DAKOTA

Bismarck	60	(Reported by Frank E. Vyzralek)	
		BISMARCK MANDAN BUS LINE	
C o A	28 Sd	W.S. Rohrer Prop.	.50
		BISMARCK BUS LINE INC.	GOOD FOR ONE FARE
D o Bz	25 Sd	[blank] (* 6/66-6/69)	.25

PENNSYLVANIA

Milmont Park	630	(Reported by Ed Dence)	
		O L P	
A Pa 32 Sd		[blank] (OLP = Our Lady of Peace [school bus])	\$0.25
		a. (tall heavy letters)	
		b. (short letters)	
		O.L.P.	
B Pa 32 Sd		[blank]	
Zone Checks	997	(Reported by A.A. Gibbons & J. Pernicano)	
		FARE PAID THRU 3 ZONE [incuse letters]	
T o Fe 38 Pc		(blank)	.25
		FARE PAID THRU 5 ZONE "	
U o Fw 38 Pc		(blank)	.25
		FARE PAID THRU 6 ZONE "	
V o Fd 38 Pc		(blank)	.25
		FARE PAID THRU 7 ZONE "	
W o Fm 38 Pc		(blank)	.25
		[These zone checks used by Laurel Line Transportation of Avoca, Pa.]	

= NOTES BY RALPH FREIBERG =

All tokens in this supplement will be included in the new Catalogue. There are still a few more tokens that will be in the new Catalogue which aren't listed here. Next issue we'll have the "Final Supplement" to the 1963 book and clear the decks. In the same [January] issue we'll have the Beginning Supplement to the 1970 Catalogue which will list tokens not in the new book--so your supplements to the new catalogue can begin with the first issue of THE FARE BOX for 1970.

We have more of those tokens from Stockton to report. We made a trip up there in November, but at the time the manager of the Downtown Association was busy all day fixing up Christmas decorations. We remained a couple hours trying to contact him, but to no avail. Too bad, because he could have told us then--in time to get it in the new Catalogue--about a 13th token in this set which we subsequently discovered. So the new Catalogue lists 12 of these things, and the 13th token in the set will be reported next month in our beginning supplement. I don't know if we'll ever get a supply of some of these tokens. I still need 3 of them myself. So our 15¢ price is likely too low on some of them which may even end up census.

The 3 depotels from Iowa, Illinois, and Kansas, need no comment here.

The Louisville token, ex-Maverick #132, was listed in April 1968. Harry Porter then informed us that Ranch House operates 7 restaurants in Louisville and two in Indiana. Full details on the token are lacking, and so far we haven't found any of them at all.

The Maysville token probably dates from around the turn of the century. The 1904 Poor's Directory lists a Maysville Street Railroad & Transfer Company, which may be the firm that issued this token.

Sometimes people call certain tokens "garbage." Well, we now have a couple of "garbage tokens" from Omaha which are very desirable. The garbage company in Omaha is the Metropolitan Sanitation Company, and they haul refuse--a polite name for garbage--over into Iowa for disposal. It is hauled over the Mormon Pioneer Bridge, a toll bridge across the Missouri River. The bridge is at North Omaha. The large token is good for a 75¢ one-way trip for a garbage truck; the smaller token is for a 35¢ toll for pickup trucks and private cars. We have the tokens for the New Issues Service, but haven't received a bill for them yet, so don't know what to charge, but we list them at face value here.

See the excellent story elsewhere in this issue on the Ammon token.

The ND 60 D was found in the sample box of a Minneapolis token manufacturer in 1967, so we didn't know if this was a pattern or what. Later Frank Vyzralek learned the token was definitely used, and E.L. Tomberlin added the information that the line operated from June, 1966, to June, 1969. The New Issues Service is trying to get

a supply of these from the owner of the now-defunct bus line. Chances are pretty good that he will succeed.

The older Bismarck token (60 C) is something else again. Mr. Tomberlin gave us the dope on this one too: Mr. Rohrer operated his bus line prior to the construction of the bridge across the Missouri River between Bismarck and Mandan in 1923. There was a ferryboat across the river before the bridge was built--and this token was for a ride across the river on the ferryboat, rather than for a ride on the bus!

Ed Dence found the plastic OLP token in a sample box, and after some figuring and letter-writing we learned that this was a bus token from Our Lady of Peace School in Milmont Park. After writing the school we also discovered there are two major varieties and a 3rd minor variety! We don't know if we'll get a supply of these for the New Issues Service or not. Schools often don't have enough tokens to let very many of them out.

On the zone checks I don't know how many of these are around, so the price is only a guess. Zone checks are not fare tokens; they are simply identification pieces to indicate how much fare has already been paid. The various numbers for zones do not necessarily indicate one zone check is for more fare than another. For instance, the Zone 7 check could be for a ride just in Zone 7, and consequently be of no more value than the Zone 3 check. Joe Pernicano tells us these zone checks are no longer in use, and that they are now using plastic tickets. As these plastic tickets are not round we don't list them.

In Washington, D.C., they are using--on a small line--a couple of very high face value tokens which we have been trying to get for months. The company is very slow to answer, but we finally got a supply of one of the tokens and a promise of the other. One of them made it into the new catalogue; the other didn't.

New York City, of course, has a new 23mm token exactly like the old 16mm token, and this will be listed next month in the new supplement, as this token came too late for our Catalogue. The New Issues Service will handle this token, as there are plenty of them around. The NYCTA had 45,000,000 struck and waiting when the fare went up to 30¢--after pretending that they "weren't sure" if they'd have to raise the fare or not. They just happened to have 45 million new tokens around. Anyway we have a nice set of 3 tokens now, all same design, small, medium, large.

When you get your copy of the new catalogue, you will note that some few tokens have been switched to a new city. These are all listed in the Index. But if for any reason you need information on where a token is listed, or anything else, just drop me a note and include a self-addressed postcard or stamped envelope. That way I can jot down the information you want and mail it immediately. It is best to have one postcard for each inquiry if you think one inquiry might take longer to answer; that way you get your answer as soon as possible, and the one isn't held up waiting for the other one.

There will also, of course, be errors, omissions, mistakes, etc., in the catalogue. If you see any, please jot them down and send them in to me. Sometimes we keep looking at an error and it gets repeated year after year because no one clicked when he saw it. An example is the misspelling of "Minature" on the Pass-a-Grille, Fla., tokens. No one caught this for decades until John Coffee double checked his tokens and found that the error was on the part of some ancient cataloguer and not the token printer. The token has "Miniature" and Mr. Coffee corrected the catalogue text the day before it was shipped out! So what one person catches another misses.

Incidentally if you send in anything that you want returned, always write directly on the picture, article, envelope, etc., "return to" with your name & address. This is good advice when writing John Coffee or me or anyone else. Things are chaotic enough around here without trying to remember who sent in something months back. If you don't specifically state you want something returned it is likely to be discarded eventually.

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

AUSTRALIA

Sydney 720 (Reported by K.E. Smith)  
FERRY WATSON BAY COMPANY  
XHo A Sq Sd W.B. & S.S.S.F. Co. Ltd. 4d.. (25mm) \$1.00

BRAZIL (all reported by J.D. Ferguson)  
Rio de Janeiro 600

EMP. IRACEMA -- (a zone check)  
YSo P 26 Sd Estudante (light blue) .50

Manufacturers Samples 920 (zone checks)

VALE UMA PASSAGEM  
A o P 31 Sd (blank)(black) .50  
B o P 31 Sd " (yellow) .50  
C o P 31 Sd " (light blue) .50  
D o P 31 Sd " (red) .50  
E o P 31 Sd " (pink) .50  
F o P 31 Sd Deposite Na Caixa (red) .50  
E' FAVOR DEPOSITAR NA CAICA  
G o P 35 Sd Cr\$2,00 (maroon) .50

CHILE

La Union 480 (Reported by J.D. Ferguson)  
TRAMVIA DE LA UNION 10  
C o C 23 Sd (car in 8 stars)(brown) 2.50

Lota 500 (Reported by G. Zerbes)

ESTABLECIMIENTO DE LOTA (SAILING SHIP)  
G o Bz 23 Sd Cinco Centavos 5 3.00

CONGO

Railroad Pass 900 (Reported by J.D. Ferguson)  
ETAT INDEPENDANT DU CONGO CIE DU CHEMINS DE FER  
(STAR OVER ELECTRIC WHEEL WITH WINGS)  
PAo Bz Oc Sd (stamped number in scroll work)(32mm) 6.00

GERMANY

Kiel 460 (Reported by G. Zerbes)  
ELEKTRISCHE STRASSENBAHN KIEL (LARGE F)  
R o C Ov Sd (blank)(blue)(25x19mm) .50

NORWAY

Arendal 60 (Reported by H.C. Bardes)  
FAERGEBAAD SKILSO ARENDAL (SHIP)  
D o WM 20 Sd (same as obverse)(a companion piece to 60 A and B) 2.50

MEXICO

Monterey 540 (Reported by H.L. Strough)  
BUENO PARA MEDIO BOLETO EN EL FERRIO CARRIL URBANO DE MONTEREY  
E o B 20 Sd (blank)(obverse letters incuse) 2.50  
(This is a companion piece to 540 A.)

Remember when you report new discoveries, in addition to giving the exact wording and spelling and punctuation, please send rubbings or photographs. This is essential.

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

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

By Duane H. Feisel

IOWA

Sioux City	3850	(Reported by Bob Coney)	
		FARMERS PARKING GROUND SIOUX CITY	
B o A	23 Sd	Good For 1 Day's Parking 15¢ (ca 1937)	\$1.00
		FARMERS PARKING GROUND DRIVE RIGHT IN SIOUX CITY	
C o A	23 Sd	Good For 1 Days Parking 25¢	1.00

NORTH DAKOTA

Devils Lake	3180	(Reported by Harry Sailor)	
		COURTESY DEVILS LAKE MERCHANTS	
A o B	23 Sd	Good Only For Parking Lot Meters (ca 1963-65)	.15

OREGON

Portland	3700	(Reported by Frank J. Kelley)		
		SECURITY BANK OF OREGON		
B	B	23 Sd	(same as obverse)(1969- )	.25

PENNSYLVANIA

Philadelphia	3750	(Reported by Ed Dence)		
		PENN CENTER IN PHILA., PENNA.		
L	B	23 Sd	(blank)(9/27/68- )	.25

SOUTH DAKOTA

Rapid City	3780	(Reported by Paul Sauve)	
		CITY OF RAPID CITY SOUTH DAKOTA MUNICIPAL PARKING LOT	
A o B	23 Sd	Good For One Parking Period Toll Gate Only	.25

MANUFACTURERS' STOCK PARKING TOKENS

Group 3062	(Reported by DHF)			
		AUTOMATIC CONTROL EQUIPMENT CORP. WARRINGTON, PA.		
A	B	25 Sd	ACE (emblem)	.25

Group 3063	(Reported by DHF)			
		FEDERAL SIGN & SIGNAL CORP. 136th & WESTERN AVE. BLUE ISL. ILL.		
A	B	23 Sd	Courtesy Parking Sample Parking Token	.25
			FEDERAL SIGN & SIGNAL CORP. 136th & WESTERN AVE. BLUE ISLAND, ILL.	
B	B	25 Sd	Courtesy Parking Sample Parking Token	.25

BELGIUM

Liege	3450	(Reported by A.C. Hazevoet)		
		45 BV. DE LA S'VENIERE PARKING 380 LIEGE		
A	B	25 Sd	Bon Pour Parking Seulement (= "good for parking only")	.25

ADDITIONS & CORRECTIONS

- UT 3750 A: add variety description (5/67)
  - (Propeller points ...)
  - a. (below H -- right upright of H)
  - (below H -- below H)
  - b. (O&R: below H -- right upright of H)
- UT 3750 B: add variety description (5/69)
  - (Propeller points ...)
  - a. (between \*H -- \*)(between \*H -- H)
  - b. (H -- H)(between \*H -- H)
- Quebec 3100 A: Correct reverse inscription is "City de Chicoutimi" not "Cite de Chicoutimi" (9/69)

Work continues on the new edition of the parking token catalogue, and my present efforts are involved with photographing tokens. It is hoped that the quality of the illustrations will be improved over the first edition as many tokens are being re-photographed now. It is very likely that in February I shall begin typing the copy-ready pages, so now is the time to submit any unlisted tokens. Also I shall appreciate receiving any comments on pricing in general and pricing of specific tokens.

This month we have a nice listing of new reports, and starting off the list are a couple of older tokens from Sioux City. Bob Coney has gone to a lot of effort in trying to find out exactly when and how these tokens were used. It appears that use of the tokens could have been in the period of 1937 to 1942. Bob has located a listing for Farmers Parking Ground in a 1937 Sioux City directory. He is trying to obtain additional information. My own attempts to find out about the tokens met with a brick wall.

When the Devils Lake token was reported to me, it was thought to be a brand new issue. However, several inquiries to different sources in Devils Lake produced no knowledge of the token, and the thought came that perhaps it was only recently made and not yet put into use. A few days ago a letter arrived from my sister living in North Dakota, and her letter contained several tokens for me including one from Devils Lake which apparently was obtained by her in the period 1963-65. So rather than a new token this must be an older one that the current contacts in Devils Lake do not know about.

The new Portland listing has apparently resulted from the manufacture of a new batch of tokens by Security Bank of Oregon. The bank is very reluctant to part with any tokens, and it was not possible to obtain this one for PTNIS.

At the Penn Center Inn, guests are given a token upon registering, and can then park on the 2nd or 3rd floor of the parking garage connected with the hotel. If a guest removes his car and wishes to re-enter the parking garage he must obtain another token. Entrance to the upper floors of the garage is apparently through a gate-controlled driveway. I was able to get one of the tokens by writing.

The token from Rapid City was used only for a short period of time several years ago. I have not been able to locate anyone who can tell me anything about the use of the token or who has any of the tokens.

Automatic Control Equipment Corp. is a new firm in the area of parking gates. As yet they have not had any installations where specially manufactured tokens are used. A supply of MSPT Group 3062 was obtained for PTNIS subscribers.

Judging from the reverse inscription of the two new tokens in MSPT Group 3063, one would think the correct classification would be PTMS. However, Gordon Wold reported a location which is using the A token as a stock token. It seems as though the B will be used similarly. Federal Sign & Signal Corp. is the successor firm to Western Industries, the company that has provided us with a variety of stock tokens in the past. While I was able to obtain examples of these tokens by writing the company, I could not get a supply for PTNIS.

Despite an inquiry in impeccable French I received no reply from Belgium. Fortunately, Mr. Hazevoet was able to supply me with information about the use of the token. He visited the garage but was unable to secure even one token; however he inspected the token carefully to obtain the inscription. When there is a will there is a way, and I expect someone will be able to obtain the token. It is given to the motorist for exit thru a gate after having paid the correct parking fee which varies with time in the garage. Mr. Hazevoet noted a sign on the garage wall stating that a fine (about \$1 U.S.) would have to be paid if a token were lost by the motorist. Unfortunately Mr. Hazevoet did not have a car, so he could not even "lose" a token. But a possible approach is suggested. The garage wouldn't even sell a token for \$1.

Of this month's listings PTNIS subscribers will receive only MSPT 3063. It is expected that a shipment of tokens will be made on PTNIS after a replacement lot for NJ 3885 C is obtained. I received an empty shipping envelope that originally contained 100 pieces of the New Jersey token. This made about 15 losses for me through the mails in 1969!

WANTED: railroad odd-ball tokens good for drinking cups, meal checks, lamp checks, etc. Also want early coal mine company tokens, and any merchants' tokens from Virginia. Will buy, or have many tokens to trade.

David E. Schenkman - P.O. Box 16122 - Suitland, MD 20023

FOR TRADE: Cal 575 C; Md 60 K AN; Mich 375 B; NY 235 B; NC 770 B; Pa 150 B, 515 B; WVa 200 D F; Wash 340 B; Tenn 375 C, 430 A. Please send your trade list.

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

NEVADA TOKENS, store cards, medals, mirror cards, metal hunting licenses, scrip, and Masonic pennies, wanted. Will buy or trade. Can also use certain Colo., Ariz., Ida., and Alaska items. = Harold V. Dunn, Jr. - P.O. Box 114 - Carson City, NV 89701

SEND STAMPS FOR LIST of TTs, PTs, merchant trade tokens and coal mine tokens.

Frank M. Beam - 209 Laurel Ave., Bellevue - Pittsburgh, PA 15202

WANTED: these personal tokens: 68 A B, 80 A, 116 B C, 431 C N O P, 462 A B C D E F G, 611 A. Will pay 50¢ each or trade ten diff. TT's.

Ed Dence - 8627 Crispin Drive - Philadelphia, PA 19130

1969 A.V.A. CONVENTION ITEMS: TOUR TOKEN, \$2.00. Group Photograph, \$1.50. Badge, 10¢. Stamp appreciated. = Dave Jordan - P.O. Box 92 - Flourtown, PA 19031

HAVE EIGHT NOGALES, SONORA, BUS TOKENS to trade for stamps. Prospects for more tokens very good. = R.L. Moore - 314 Grand Avenue - Nogales, AZ 85621

FOR SALE: St. Augustine, Fla 860 A. Only \$1.00.

Ben Odesser - 6332 N. Richmond St. - Chicago, IL 60645

BEST OFFER IN CASH OR TRADE: Nevada 100 A,B; Alaska 50 C, 190 A. FOR SALE: Mfg Sample Group 101 A B E, 25¢; D 25¢, F 25¢, C \$1.50; G \$2. Calif 895 H I J K L M, 25¢ each. Cal 575 R, 40¢, 745 V, 35¢; Mich 560 P, 50¢. Fla 930 D, 25¢; Ohio 35 D, 50¢, 165 AN 45¢; Ky 510 BU 45¢; Cal 760 J, \$2.50; Nova Scotia 100 N, 25¢.

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

15¢ TT: Alas 50 B; Ariz 80 A; Cal 760 D F; Haw 240 D; Kans 970 C E G H; La 670 D; Minn 190 B; NY 105 D, 230 I, 760 A; Pa 765 Z; DC 500 Q. 20¢ TT: Ohio 830 D; Wash 780 P; 25¢ TT: Minn 540 L O P T AG; Pa 70 A; Germany (?). One Shawneetown Illinois Sesquicentennial Souvenir 1810-1860 at \$2.

Claude G. Thompson - 3329 Nicollet - Minneapolis, MN 55408

HAVE ONE LARGE and 2 small uniform buttons, excellent condition, with following inscription: UNITED RAILWAYS & ELEC. CO. Will trade for TTs or PTs. Also have 3 Israel telephone tokens to trade. Anyone interested in rectangular plastic zone checks from Avoca, Pa. 5 zones in 5 colors? Send your trade list.

Joe Pernicano - 58 Sonia Lane - Broomall, PA 19008

100 tokens, \$1 up, for trade for TT from Ia., Ill., Ind., Ohio, Mich., Wis., Minn., S.D., N.D., Neb., Kans., Mo., Colo. Send want and trade lists. Also want all zone checks except from Pa. & Ia.

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

MAIL BID on an early historic transportation book: ROMANCE OF THE HOBOKEN FERRY, by Harry J. Smith, Jr., personally autographed by the author, published 1931. Contents are of the starting of the ferries, the Manhattan ferries, names & pictures, fares & tariffs, the 14th, 23rd, 34th St. ferries, Hoboken & the D.L. & W. RR Co. circa 1775 to 1931. Chriss Christiansen - Box 651 - Cupertino, CA 95014

ATTENTION ALL MEMBERS: WILL THE MEMBER THAT SENT ME A BOX OF CLEARFIELD, PA 200 D, AND GRIFFIN, GA 450 C TOKENS PLEASE WRITE ME SOON AS POSSIBLE. I still have some Mich 560 P and Q to trade. Make offer from your surplus TT's.

Roice V. Rider - 1523 Bailey St. - Lansing, MI 48910

WANTED: Beginner will trade foreign coins for your duplicate transp. tokens. Will send list. Satisfaction guaranteed.

Robert A. Spencer - 4430 Gladiola Street - Golden, CO 80401

TRANSPORTATION MEDALLION: obv., "Transportation Week March 22-18" etc. (Cal 450 D.) Will trade for best offer in TT's. Lake Charles, La., car wash tokens, 75¢ each.

Al Zaika - P.O. Box 65 - Bellmawr, NJ 08030

I need any and all Maine transp. tokens. Let me know what you have.

Ruth Gray - 1601 East 1 Avenue - Hialeah, FL 33010

HAVE THE FOLLOWING PT-s for sale for 20¢ each: Tex 3255 I L M O Q, 3400 A. Want military tokens from anywhere.

Hank Reidling - 11516 Flamingo Lane - Dallas, TX 75218

THE FOLLOWING TT's are offered in trade for Calif., Nev., Ore., Wash., S.D., Ky., Fl., Okla., Colo., trade tokens, any state "saloon" tokens: Ark 405 A; Fla 380 C; Ill 795 A; Ind 680 A; Kan 690 B, 880 A; Mich 375 B; Md 60 U V; NY 630 Qd; Ohio 165 T; Ky 135 A  
Chriss Christiansen - Box 651 - Cupertino, CA 95014

TOKENS FOR SALE: Mass 970 C (V.G.) \$9.00; Iowa 150 A (Unc.) \$10; Iowa 150 B (Fine) \$5; Wisc 980 A (E.F.) \$7.00. = AL Hoch - Tower Road - Lincoln, MA 01773

I LOT OF 100 TT's from 30 states. Will trade for silver coins of \$22 face, or Indian head cents of same value (Red Book) or accept \$25 cash for the lot. Write for list if you wish. = Rev. Ed Shemelie - R.R. 7, Box 477A - Muncie, IN 47302

TRADING SILVER DIMES & QUARTERS for TT's I need. Send list and asking price in silver  
Bob Kloida - 2821 Parkridge Ave. - Marinette, WI

PERSONAL TOKENS made to your order. Horsecar tokens in nickel-silver, copper, brass, aluminum, and anodized aluminum (6 colors). Plastic trolley tokens in 5 colors. All tokens made and shipped from U.S.A. 500 alum. \$44.15 (plus \$10 die charge); 200 plastic \$14.70 (plus \$5 die charge); postpaid. Money orders only; die charge on first order only. = Joseph M. Kotler = Poste Restante = Eilat, ISRAEL

TT COLLECTION FOR SALE (U.S. & some Canada). 886 tokens of these cat. values: 2 @ \$2; 3 @ \$1; 7 @ 75¢; 18 @ 50¢; 5 @ 35¢; 3 @ 30¢; 56 @ 25¢; 29 @ 20¢; 821 @ 15¢. All labelled. First check for \$145 takes it. Sorry, no lists available.

Ken Hayes - 2589 Darwin Street - Hayward, CA 94545

PAYING 4 TIMES CAT. FOR THESE: Ind 140 A, 160 A B D, 180 B, 200 A, 275 A, 280 G, 290 G, 330 A G, 405 A, 450 B C D, 460 B C D F I M O, 490 B, 510 A B C D E, 520 A, 570 F G, 580 B C, 600 A, 610 B H, 685 A B, 700 B C D E F, 750 A, 820 A, 860 A H, 890 C, 900 A, 930 A B C F, 950 A, 980 A B C, 997 A B C D, 998 A B C D E H I J. Wanted to buy TT's. Send your listings. (paid)

Ray Ingalls - 750 S. State - Indianapolis, IN 46203

BEGINNERS SPECIAL: 10 diff. TTs for \$1. No limit on lots. For every \$5 order 10 more tokens given free.

Robert Misdorn - Box 731, Pamrapo Sta. - Bayonne, NJ 07002

MAIL BID: Germany 740 B F G I J K M P Q R S V X Y Z AA AM AP AW, 60 B, 160 F.

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

TO ALL COLLECTORS OF PERSONAL STORECARDS: I now have a mimeo list of the 12 major types (A thru L - 1962-68) of my personal storecards. Photos are included with the list but must be returned to me in the enclosed stamped envelope as I only have ten sets of photos you may have to wait your turn.

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

HAVE SEVERAL OF THE FOLLOWING for trade: Civil War storecard tokens New York Fuld 630 D E, 890 B; Wis 510 C E and Lee Moore trade token, Clarksville, Michigan. These average \$2 to \$2.50 each. In exchange I would like in equal retail value TT's cataloging 25¢ or over. = AL Dremer - 2601 Simpson St. - Evanston, IL 60201

FOR SALE: Ill 130 B, 75¢; 2 old bank checks dated 1899 from Maine with stamps & signatures, \$1; 40 diff. foreign postcards, \$2; 10 diff. merchants tokens with town & state on them, \$4.50; 33 diff. shell "states of the union game" tokens, \$1.65; 12 diff. Shell "famous facts & faces game" tokens 75¢; 10 diff. 1964 Presidential political pinback buttons, \$3.50. All material is postpaid.

Robert E. Paige - 2028 Edgmont Ave. - Chester, PA 19013

MAIL BID: Ill 420 A; Kans 820 A; Ind 960 A; Guam 25 A; Ind 930 C; NM 430 B; Ga 630 A, B; Ia 150 A B; Ohio 10 K; Minn 540 AH; Pa 15 E, 495 G H.

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

Let's trade tokens; send your trade list. My trade list includes Wis 40 B, 220 A E, 330 C D E F, 420 B C, 440 C, 620 B C D E F, 790 G J 2 vars.; Mo 370 C Da Db E F G H I J K; Mich 500 B, plus many more. Also to those who are not in New Issues Service I will have Wis 220 H for trade. Price's on request.

Glen Williams - 504 E. 10th St. - Fond du Lac, WI 54935

FOR SALE: Ft. Riley Rd. brass 1.00, 25¢ three diff. 5¢ complete set \$2.50. Tokens are obsolete. = R. Baskette - P.O. Box 122 - Lakeland, FL 33802

LIQUIDATION BARGAIN. Must limit collection due to Navy moves. Have packaged assortments of mixed worldwide coins, medals, tokens, insignia, etc. worth much more. They are \$10 each postpaid. Guaranteed satisfaction or money cheerfully refunded. Wonderful for dealer, trader, collector, investor.

Capt. G.W. Gallagher USN - 1420 Decatur Ave. - Bremerton, WA 98310

FOR SALE - 4 die variety set of NY 630 AN plus 2-die variety set of the new NYC token - \$2.00. FOR TRADE: 10 diff. PT or TT for 10 diff. maverick trade tokens.

Sam Ruggeri - 1018 S. Carley Ct. - N. Bellmore, NY 11710

MAIL BID: Calif 745 G; Mass 305 B, 505 A; NY 715 A; W.Va. 200 A; and a rare Miss 900 F. = Morton Dawson - 182 Whiting Lane - West Hartford, CT 06119

CATALOGUE OF WORLD TRANSPORTATION TOKENS AND PASSES except North America. First edition 1967 at \$5 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, CA 90277

REAL ESTATE PROMOTION TOKENS WANTED. I have some good transp. tokens or parking tokens to swap for these. Would also like rubbings of any tokens you have if you do not wish to part with them. Information about them also desired.

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

HAVE SEVERAL NY 785 B. Will trade one for any 20¢ or more TT from Wash. Have a few Wash. tax tokens, will trade one for one from your state. Also trade one Shell Pres. coin for one Shell state coin (aluminum only). Send 5 TT I'll send 5 diff.

Gilbert Vogel - 404 Waters Road - Castle Rock, WA 98611

THE NEW THIRD EDITION OF ATWOOD'S CATALOGUE OF UNITED STATES & CANADIAN TRANSPORTATION TOKENS, 732 pages; thousands of illustrations. Delivery by April 10. Price \$10. \$7.50 to AVA members. Special pre-publication price of \$6.00 still available to members, but expires March 1. This is your last chance at \$6. Additional copies in loose-leaf have been ordered, so you may order a loose-leaf if you wish.

FEISEL'S CATALOGUE OF PARKING TOKENS OF THE WORLD 1966 edition, 160 pages. Price \$2 postpaid to purchasers of Atwood III, while they last.

ATWOOD CATALOGUE 1963 edition, 480 pages, special price to purchasers of Atwood III: \$2.25 postpaid. This offer will cease on March 1.

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

= ALL AUCTIONS IN THIS ISSUE CLOSE FEBRUARY 28 =

Advertisements in THE FARE BOX are free to A.V.A. members. Up to 6 lines in every issue, if desired. Simply write out your ad clearly on a separate sheet of paper, or on a postcard, together with your name & address, and send it to the Editor. Your name & address must be on the sheet with the ad. Lists of catalogue numbers wanted are limited to 2 lines plus name & address. Auctions may not include tokens catalogued at less than 25¢ in any catalogue, or which are still in use regardless of value. Ad must be submitted each month; do not send several at one time.

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= BRANIFF "FAST BUCK" TOKENS NOW AVAILABLE =

Complete sets of 8 different colors of the beautiful raised-letter reeded-edge Braniff "Fast Buck" tokens (Tex 1000 B thru I) are again available to readers. The last batch was sold out, and when the present selection are gone, that will be the end of them. These tokens are listed in the new catalogue as Tex 1000 B to I, with a value of 15¢ each (\$1.20 a set).

These are for sale to members at 75¢ per set of 8, postpaid. Limit ten sets to a member. If you missed out last time, you may have one set for 60¢, but the rest must be 75¢ each set. Please send self-addressed envelopes to mail them in. Don't put stamps on the envelopes; postage will be paid here, with meter. But include a large strong envelope or several envelopes, all pre-addressed, to save us trouble. These are large tokens--larger than silver dollars, so consider large envelopes.

Individual tokens, colors our choice, are only 5¢ each in any quantity you wish. These will be mostly green and lemon colored. Minimum order 50¢

The number of complete sets is limited, of course, but we have a better mixture than last time and I anticipate being able to fill all orders.

Prices are subject to increase after March 15. A word to the wise is sufficient.

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