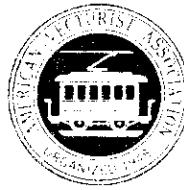


THE FARE BOX

A Monthly News-Letter for



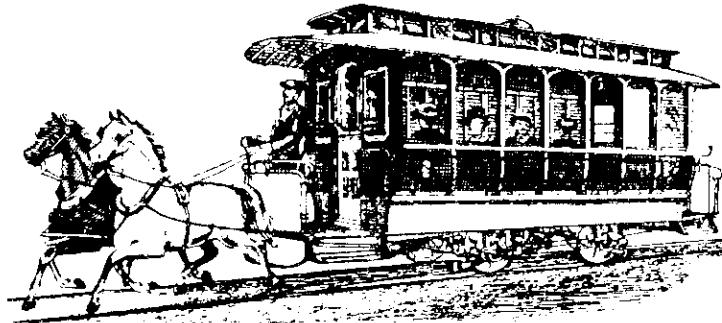
Transportation Token Collectors

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Volume 25, Number 1

JANUARY, 1971

Our 283rd Issue

JOSEPH A. MAZZA

It is with sadness that we must report the death of Joseph A. Mazza, AVA 588, of Huntington, Long Island, New York. He died last October 26. Joseph had been a member for many years and his many friends will miss him.

A. V. A. CONVENTION MOVED TO SEATTLE

We had been planning to hold the 1971 Annual Convention of the American Vecturist Association in the Editor's native city of Tacoma, Washington. Unfortunately the hotels in that town showed no interest whatever, and some didn't even do us the courtesy of replying to our letters. This is in sharp contrast with such cities as Miami, Santa Barbara, San Diego, Palm Springs, and several others, which not only evinced interest in our small conclave, but offered to put us up free of charge if we would only come down to inspect their facilities. So if Tacoma doesn't want us, we don't want Tacoma. The convention will be held at Seattle, in the beautiful brand new Seattle Hilton Hotel, right downtown at the corner of 6th & University. They are providing us, free of charge, a fine meeting room for Friday, Saturday, and Sunday (the "Windward Room"), and the banquet will be held Saturday evening in the "Leeward Room." The convention will be held Friday through Sunday, August 6-8, and in addition to a large and faithful contingent of A. V. A. members, we expect to welcome a good number of Seattle exonumists as well. Seattle's climate in August is delightfully cool and dry. So plan now to attend. Reservation cards will be mailed soon.

We enclose with this issue the Index to Volume 24 of THE FARE BOX. The beginning of a new volume, and a new year, reminds us again that your 1971 membership dues of \$4.00 are payable. Deadline is March 1. If you haven't paid by then you will receive no more copies of THE FARE BOX. Incidentally, late dues payers always cause us great headaches, as we have to take their address plates out, then put them back again, and often they miss an issue, and sometimes get lost, and grumble about it and complain to us. So please send in your \$4 before March 1 to the Treasurer, Toby Frisbee - 211 King St. - Denver, CO 80219.

Press time 6:00 p.m., February 13.



= APPLICATIONS FOR MEMBERSHIP =

- 1223 JOHN J. HARRINGTON, JR. - 36 OAKVIEW AVENUE - MAPLEWOOD, NEW JERSEY 07040
Age 41; Seton Hall Faculty. Collects U.S., Canada (Coffee)
- 1224 P.R. PEARSON - BOX 5024 - PATRICK AFB, FLORIDA 32925
Age 27; Military Officer. Collects U.S., Canada, Foreign. (Coffee)
- 1225 ROBERT BARTH - 2648 WEST FOSTER AVENUE - CHICAGO, ILLINOIS 60625
Age 39; Parking Lot Manager. Collects U.S., Canada, Foreign, Pkg. (C. Wilcox)
- 1226 MSGT JOE STUDEBAKER - H & HS-28, MACG-28, 2nd MAW, MCAS - CHERRY POINT,
Age 43; Military. Collects all types. (Rider) /NC 28533
- 1227 JOHN C. BIEDENBACH - 2371 WESTFIELD DRIVE - TRENTON, MICHIGAN 48183
Age 26; Teacher. Collects U.S., Canada, Pkg. (Coffee)
- 1228 ART G. BAKER - 188 DEER PARK CIRCLE - LONDON 74, ONTARIO
Age 32; Businessman. Collects all types. (L. Stewart)
- 1229 J.W. BAUM - 3113 NORTH ARKANSAS AVENUE - WICHITA, KANSAS 67204
Age 41; Businessman. Collects U.S. (Mazeau)
- 1230 SIDNEY G. SMITH - 400-39 AVENUE N.W. - ST. PETERSBURG, FLORIDA 33703
Age 89; Retired. Collects U.S., Canada. (Coffee)
- 1231 PHILIP W. MORRELL - 220 DOWNING ROAD - SOMERDALE, NEW JERSEY 08083
Legal age. (Zell)
- 1232 NICK PLENCHER - 326 NORTH FORTH STREET - WARREN, MINNESOTA 56762
Age 46; Businessman. Collects U.S., Canada. (Sailor)
- 1233 ROLLAND E. SCHNEIDER - 444 SOUTH ILLINOIS STREET - CASPER, WYOMING 82601
Age 55; Management Analyst. Collects U.S., Canada, Foreign. (Coffee)
- 1234 DONALD G. HARLOW - 5612 WEST 10th - KENNEWICK, WASHINGTON 99336
Age 31; Chemical Engineer. Collects U.S. (Coffee)
- 1235 C.E. PARKER - 1207 BURROWS AVENUE - WINNIPEG 14, MANITOBA
Age 46; Government Employe. Collects U.S., Canada. (D. Stewart)
- 1236 GLENN G. WRIGHT - GENERAL DELIVERY - IOLA, WISCONSIN 54945
Age 29; Advertising Assistant. Collects U.S. (Frisbee)
- 1237 RANDY CHAMBERS - BOX 326 - SENECA, SOUTH CAROLINA 29678
Age 30. Collects U.S. (Rider)
- 1238 JAMES R. SHAWVER - 281 JOB STREET - VIRGINIA, ILLINOIS 62691
Age 36. Collects U.S., Canada. (Bates)
- 1239 MARK L. SYMONS - 526-A WEST BARRY AVENUE - CHICAGO, ILLINOIS 60657
Age 38; Stock Broker. Collects U.S. (Reznick)
- 1240 THOMAS M. McDONALD - 3421 WEST 79th AVENUE - WESTMINSTER, COLORADO 80030
Age 38; Civil Engineer. Collects U.S. (S. Joseph)
- 1241 BARBARA LONG - 361 SOUTH KENMORE ROAD - INDIANAPOLIS, INDIANA 46219
Age 39; Housewife. Collects U.S. (Jack Smith)

REINSTATEMENTS TO MEMBERSHIP

- 328 James A. Brown - 97 Wilson Avenue - Newark, New Jersey 07105
929 Richard E. Curtiss, Jr. - 168 Firetown Road - Simsbury, Connecticut 06070
683 Robert N. Rice - 740 Princeton Street - Lansing, Michigan 48915

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

- Jerry Bates - Box 777 - St. Charles, Missouri 63301
* Harold W. Kilpatrick - 1219 West 11th Street - Grand Island, Nebraska 68801
* Charles W. Patterson - P.O. Box 147 - Fort Polk, Louisiana 71459
* Leonard H. Paul - 20 Ridgeway Avenue - Norwood, Pennsylvania 19074
C.J. Wilcox - 240 O'Farrell Street - San Francisco, California 94102

RESIGNATIONS FROM MEMBERSHIP

- 1065 Bart J. Merola
1038 Herbert E. Reiner
673 Rev. Edward J. Shemelia

= OMNIBUS TOKENS =
By John Coffee

Very few people, aside from vecturists, have any idea what an omnibus was. Yet it was the first public transportation in cities, and its success made it possible for later developments in local transit, such as street railways, to come about. Had omnibus lines not succeeded financially, no one would have built street railways, and if no one had built street railways, cities would never have been able to grow as they have. The whole face of western civilization would have been vastly different--for without a large labor force concentrated in one place, there could have been fewer factories. It is not difficult, then, to see how important the omnibus was in the development of civilization as we have it in the 20th Century.

Prior to the omnibus, there was of course the public carriage--like the modern taxicab--which one could hire to take you to a specific place. The omnibus was unique in that it followed a prescribed route: one got on and got off along this route and paid a much smaller fare for the ride than he would have paid to hire a carriage. Thus transport became available to the poor who otherwise had no way to move about except their own legs.

The first tentative step in the direction of regularly routed horse-drawn vehicles was made in Paris, France, in 1819. It was not successful. Of course inter-city coach service had been going on for years, but service on city streets still was not accepted. However, a man named George Shillibeer began operating an omnibus service in London in July, 1829, from Paddington Green to the Bank of England. The fare was one shilling (about 25¢). The service proved instantly successful, and soon was operating 12 vehicles.

The word used to describe these vehicles, "omnibus," comes from the Latin word meaning "for all." Actually it is the dative plural of the word "omnis" = "every." It was first used by a French coach proprietor named Baudry, who operated coach service between Nantes and Richebourg. According to the book *Fares Please!* by John A. Miller, Baudry noticed a sign over a doorway reading "Omnes Omnibus." It was a store sign for a man named Omnes and it meant "Omnes' For All." So Baudry renamed his coach an "omnibus." It is from the word "omnibus," of course, that we get the word "bus" used today to describe the exhaust-belchers that provide public transportation.

The first omnibus line in the United States was started in 1827 by Abraham Brower. He called his vehicle an "Accommodation," and it ran up and down Broadway for a 25¢ fare. Two years later Ephraim Dodge began operating omnibus service between Boston and South Boston on a 12½¢ fare. The first omnibus line in Philadelphia opened on December 18, 1831. James Boxall was the proprietor. These vehicles ran down Chestnut Street every hour, and charged a fare of 10¢, with 12 tickets for \$1.00. Baltimore did not have omnibus service until 1844, when James Mitchell and some other gentlemen entered the lists.

We have a number of tokens listed in Atwood's Catalogue which were used for fare on omnibus lines. The oldest are probably Mass 115 A and B. The Roxbury Coaches were actually a line of intercity stage coaches, because at that time Roxbury was a separate city. The line published an advertisement in the 1852 edition of the Boston Directory, and from this we learn that the line was founded in 1827, sold in 1831 to another proprietor, and sold again in 1851. By 1852 they were operating five different lines in Boston and Roxbury, charging a fare of 10¢ or 16 tickets for \$1.00. The ad notes that "The coaches on these lines are comfortable and well-built; the fare collectors and drivers are uniformly courteous and obliging; the proprietors are gentlemen who ought to be handsomely rewarded for their efforts to accommodate the increasing travel between the growing cities of Roxbury and Boston." The emphasis on courteous drivers was no doubt an answer to the frequent complaints in newspapers about how discourteous said drivers were. For instance an early New York newspaper commented about omnibus drivers: "The character of omnibus drivers has become brutal and dangerous in the highest degree. They race up and down Broadway...with the utmost fury. Broadway...is almost daily the scene of some outrage in which the lives of citizens riding in light vehicles are put in imminent hazard..."

The Roxbury Coaches token, Mass 115 A, is presumed to have been a fare token on the line operating between John Eliot Square in Roxbury, and downtown Boston. This

may or may not be the case. The token could be just an advertising piece, although it seems more likely that it would have been put to a practical use in that year of great panic, 1837. About Mass 115 B, the Maverick Coach token, I know nothing.

Information about these old lines is quite difficult to obtain. No one seems to have cared much about recording anything about them. Thus we know nothing about William Baker & Company of Cincinnati, or about the firm that issued the extremely rare Kates token (Ohio 165 A). I wish someone who lives near Cincinnati would investigate for us, because surely old city directories would give some information.

About the New York City tokens we have more information. I have an old book called *New York Past and Present and the American Advertiser*, published in 1851. This book gives a complete listing of the omnibus lines operating in New York City at that time. We learn that there were 550 city omnibuses in New York, operated by various proprietors. Here we find the "Broadway & Fourth Avenue Line" operated by "Hatfield & Wilkins." Inasmuch as the token, NY 630 E, distinctly says "Haskins & Wilkins," we suspect a typographical error in the old book. The Fourth Avenue Line operated 35 omnibuses, from the corner of 32nd Street & 4th Avenue, along 4th Avenue. They also operated a line from Broadway & Whitehall Street to the South Ferry.

The largest omnibus line in New York (in 1851) was the Chelsea Line, "Kipp & Brown, proprietors." This line operated 40 omnibuses from the corner of 27th Street & 9th Avenue, along 9th Avenue, Hudson & Canal Streets, Broadway, to the Bowling Green. Kipp & Brown also operated a Greenwich Line of ten omnibuses.

We have an Eighth Avenue Line, but operated by O'Keefe & Duryea, whereas Finch, Sanderson & Co., who are named on NY 630 J as operating the 8th Avenue Lines, are listed in our directory as operating the Knickerbocker Line (41 omnibuses) and the Phenix Line (10 omnibuses).

Familiar also to us is the Telegraph Line, William Tyson Proprietor, which operated 20 omnibuses from Grand Street Ferry, along Grand Street, Broadway, Canal, Greenwich & Cortlandt Streets, to the Jersey City Ferry. It seems odd that Tyson's tokens are so common, while the others--especially the 4th Avenue Line token--are so rare. In any case it appears the tokens are from a few years later than 1851, because they include several lines not listed in 1851. And "Kipp & Brown" of the Chelsea Line become "Kipp, Brown & Company," almost always a later kind of appellation. Actually omnibuses continued to run in New York well after the Civil War. I suspect these New York City omnibus tokens date from the very late 1850's or the 1860's. The inscription on them, "Transfer Ticket," also suggests a special kind of usage which has yet to be explained. Were they used when transferring from the lines of one firm to those of another firm...or from one line to another of the same firm?

No one has ever come up with any information about the two Philadelphia omnibus tokens (Pa 750 F and G), except that a lot of numismatists insist 750 G is really from New York. I doubt it. The vehicle pictured on the two tokens is almost identical; the style of the two tokens is similar. But I wish someone could tell us the story of these two lines. There are a lot of mysteries still unsolved about Philadelphia tokens. For instance, what does "J.H.T." stand for on Pa 750 A and B? And what makes anyone think Pa 750 C was a fare token, or that it was used in Philadelphia?

About the Baltimore omnibus tokens we have more information because that famous old numismatist Frank Duffield did much research on the merchants' tokens of that city.

Andrew Yinger (Md 60 A) operated omnibuses from Baltimore to Ellicotts Mills (now known as Ellicott City) from 1850 to 1855. This token is extremely rare. Incidentally, the omnibuses pictured on omnibus tokens of the various cities all seem to be the same. Thus Pa 750 F and G show the same vehicle. NY 630 E thru L show the same vehicle, although M and N have a different type. And again the three Baltimore tokens that picture the omnibus show the same vehicle.

Benjamin F. Zimmerman appears in Baltimore city directories from 1850 to 1856 as an omnibus proprietor. Later he worked for the Merchants' National Bank, and died October 2, 1903, aged 84. (See Md 60 B & C)

James Mitchell (Md 60 D) introduced the omnibus to Baltimore in 1844, but his "Peoples Line" is not listed in directories until 1851. His line lasted until 1859 when the horsecar was introduced in Baltimore.

Granniss & Taylor, who issued Md 60 E and F, are a problem. They aren't listed in any Baltimore city directories as ever having operated an omnibus line, but they are listed in the 1864 Baltimore City Directory: "Granniss & Taylor, oyster packers, foot of Chester Street." But they are only listed in 1864. As all the omnibus lines were driven out of business in 1859 by the horsecar, it is quite possible that omnibus proprietors would have become oyster packers by 1864. Still, the absence of any mention of them as operating omnibuses is curious. The only evidence they ever ran omnibuses is the token, extremely rare. One also wonders why some of the tokens were counterstamped "Taylor." We know of at least two specimens of the counterstamped token, so it was not just a single whim. There is much mystery here, awaiting some sleuth to uncover it.

The Accommodation Line of omnibuses (Md 60 G) was established in 1854 by Adolphus Johnson, and it ran from the lower end of Broadway, Fell's Point, through Pratt, Gay and Baltimore Streets to Franklin Square and return. However, this route described by Mr. Duffield is so similar to the route of James Mitchell's line established ten years earlier, that I wonder. The *Baltimore Sun* of May 1, 1844, describes Mitchell's route: "From the corner of Franklin and Eutaw Streets to Baltimore Street, thence to Gay down Gay to Pratt and from thence to Market Street, Fells Point." In any event the Baltimore omnibus fare was 6¢ in 1844, although probably higher by the 1850's. Adolphus Johnson died May 20, 1879, at age 54. In studying these omnibus tokens I came across an interesting piece of information. Note the photograph of Md 60 G on page 260 of Atwood. This is Harold Ford's token, which he obtained from John Ford of New York. There is also a photograph of an Accommodation Line token on pages 158 and 159 of *Selected Articles on the Subject of American Tokens* published by the Token & Medal Society. The tokens portrayed are entirely different! In the latter token, the word "Line" on the obverse is inverted in relation to "Accommodation," whereas in the Ford token "Line" extends from 3 o'clock to 6 o'clock (using the example of a clock face to show position). Again, the Ford token has curved scroll work above and below "Omnibus" on the reverse. The other token has 3 straight lines above, and 3 straight lines below, the word "omnibus." How odd that such an extremely rare token should have such varieties! In any case add (Vars.) to the listing for Md 60 G, for now. Perhaps it deserves to be a major variety. I wonder where the other token is now. Possibly in the American Numismatic Society collection.

This about concludes the omnibus tokens of the United States. Pa 765 A seems to be one, but again no one has ever done any investigating of that firm. So we have omnibus tokens only from Boston, Philadelphia, New York, Baltimore, Pittsburgh, and Cincinnati, of what we call the pre-Civil War type. Then there are a few others such as Ohio 175 A and Pa 985 B, which probably date from the 1870's.

But generally speaking in larger cities the omnibus was replaced by the horse car. Only in smaller cities did it persist--although omnibuses did rattle on into the 20th Century along Broadway in New York City. As the small towns of America grew up, omnibus lines were established by them, too, but only as a special service between hotels and depots. Thus we find a token such as Ohio 745 A with "omnibus" on it, but this was actually a hotel hack service--i.e., a typical depotel token.

And depotel tokens are another category by themselves. It's interesting to study the spelling on depotel tokens: how they spell it "buss" so often, with no grammatical justification, or, more properly, "'bus" with the apostrophe to show that they remember the full word, "omnibus."

The omnibus tokens of the United States are actually a very small group. There is a far larger and quite exciting group of omnibus tokens from Great Britain. These British omnibus tokens are beautiful, fascinating, and very rare. One need only to study the photographs in Smith's Catalogue of World Transportation Tokens to realize what a fascinating field British omnibus tokens are. I only wish the pictures were larger than actual size, rather than smaller, because the detail of the fine craftsmanship executed on these tokens deserves to be seen and appreciated.

Another thought came to me as I examined these old pictorial tokens, and that was how tokens have become less and less attractive with the passing years. Compare the beautiful work of the New York City omnibus tokens, or the two Philadelphias, or those delightful little Baltimore ones...compare them with the uninspired mass-produced tokens of today--even the pictorial ones. It seems as if we have to sacrifice so much of value in order to have progress.

= HIGH TEMPERATURES ENCOURAGE LARGE TURNOUT IN LOS ANGELES =
By Robert M. Ritterband

Maybe it was the "very unusual" 90° sunshine in mid-January, or maybe it was just a keen desire to spend a few hours with fellow token collectors. Whatever, this month's meeting on Sunday, January 17, of the California Association of Transportation Token Collectors drew a truly fine turnout of 22 members, plus 6 family guests. The gathering was held once again at the home of Elaine Willahan in Los Angeles.

With so many happy collectors on hand the token swapping went on madly all afternoon. Trade checks, medallions, and Sambo's wooden nickels were only some of the items changing hands in addition to the customary transportation and parking tokens. The large number of active collectors present brought forth a wealth of duplicate material to choose from.

Members attending this event included: Roland Atwood, John Barnes, Andrew Crusen, Ralph Freiberg, Lois Harencale, Les Hawthorne, Bob Kubach, Steve Lipshie, James Manning, Bob Marvin, Edrick Miller, Harry Nichols, Bob Ritterband, Frank Roselinsky, Norman Sherman, Art Smith, Claire Smith, Gordon Smith, Ken Smith, George Ticknor, James Wassel, and Elaine Willahan. This was the first time in several years for Freiberg who lives in San Francisco, and for Miller, who has just finished publishing his new history book about the town of Costa Mesa, California.

In the club's annual election of officers, Robert Ritterband was returned to office again as president. Previously he served two one-year terms in 1963 and 1964, and then in 1967 and 1968. James Wassel was named as new vice-president, while Elaine Willahan and Andrew Crusen were reelected secretary and treasurer, respectively.

In outlining the new year's activities it was suggested that dropping the word "transportation" from our club name would better describe the wide scope of our members' interests. Ritterband offered to conduct a mail caucus among all members, to determine the majority feeling in this matter. Another subject to be studied is the possible purchase by the club of a coin camera, for all members to use alternately in photographing their own choice pieces. Both of these items will be brought up for further discussion at the next meeting in March.

California is fortunate to be the home of many good members in the A.V.A. Every one of them, as well as visitors from other parts of the country, is urged to attend the bi-monthly club meetings, and share in these great opportunities for improving one's collection.

= THE WEST HICKORY BRIDGE TOKENS =
By Alfred Schubert

This last summer while on vacation we spent 4 days in West Hickory, Pa. While there I spent a lot of time trying to find some of the West Hickory Bridge tokens (Pa 970 A). After four days I only came up with three tokens, but from talking with an old timer who formerly worked on the bridge I was able to learn something about the bridge itself.

It seems that no one in the village knows when the bridge was built. It did have a toll but was mainly used by the railroad to cross the Allegheny River. The bridge was open from 7:00 a.m. to 9:00 p.m. It was built by a few local business people, and used principally by the railroad. Between times when there was no train using it, foot passengers, horses and buggies passed through it. Foot passengers paid 2¢ both ways. Horse and buggy, and later the auto, paid 15¢ over and 15¢ return. The token (Pa 970 A) was used for a 25¢ round trip. You paid 25¢ when you went across and received the token for the return trip, thereby saving 5¢.

The toll ended in November, 1940, when the government bought the bridge. Today the only bridge there is still in use with a black-top floor.

= HAVE YOU PAID YOUR 1971 A.V.A. DUES YET? =

= LAMBERTON'S TRANSFER LINE OF WINNEBAGO, MINN. =

The Editor recently secured publicity in the weekly newspaper of Winnebago, MN, in an attempt to learn something of the history of the line which issued Minn 970 A, listed in the November Fare Box. In response to the article I received two delightful letters from a lady now living in another city in Minnesota. The account follows:

I read an article in the "Winnebago Enterprise" in which you sought information about a bus line which operated in Winnebago years ago. The "C.E. Lamberton" whose name was on the bus token was my uncle, Charles Lamberton. He operated a livery stable, bus line, and freight service, in Winnebago at the turn of the century. I was born in 1917, so all I know about it is what I heard from my parents.

I wrote to my cousin to see if she could furnish any more information. She said she knew that her family lived in Winnebago in 1902 because her brother Walter was born there. The family had moved to Winnebago from St. Peter, Minn. Charles Lamberton married Lillian McQuat. Her brother was my father. My father worked for Charles Lamberton, and hauled freight using a spring-seat wagon and a team of horses. He hauled the trunks belonging to the salesmen (drummers) from the depot to the hotel. The trunks contained goods which the salesmen showed to the merchants. When the salesmen completed their business my Dad hauled the trunks back to the depot. There were several trains per day then, and two depots (Omaha and Milwaukee). My Dad met all the trains. He also hauled freight from the depot to the local merchants. He knew all the railroad men and all the business men. One of my earliest recollections is my Dad teaching me to call out the names of the stations between Winnebago and Mankato the way the conductor did.

The bus was a long, narrow wooden vehicle. There was a seat in front (outside, like on a stage coach) for the driver. Inside there was a long seat along each side for the passengers. They rode sideways facing each other. This was different from the stage coach on which the seats faced front and back. The bus was pulled by two horses. It carried salesmen and other travelers from the depot to the hotel and back. I do not have one of the bus tokens and neither does my cousin. I do have a picture of the bus and my Dad's dray wagon in front of the hotel. The large frame part of the hotel with the wide veranda burned when I was a child. Only the newer concrete annex remains and operates as a hotel. [Editor's note: this picture was sent to me and will, in due time, be published in The Fare Box.]

According to my cousin her family (the Lambertons) only lived in Winnebago a few years and then moved away. My Dad continued to haul freight until his death in 1924. A Man named Ed Schermerhorn took over the freight hauling, and decided to modernize and use a small truck instead of the team and wagon. My mother sold the matched team of plump bays to a farmer. I remember begging her to keep them (they were pets and part of the family), but she had no use for them and could not afford to feed them. I thought it was a shame for them to be hitched to heavy farm equipment, and worried if the farmer would treat them kindly as my Dad had. He always carried sugar cubes or apples in his pockets, and they would nuzzle at his clothes searching for the goodies.

A man named Dave Brohy operated the bus when I was a child in grade school. It served as a sort of taxi service, besides making regular trips from the depot to the hotel and back. I remember on stormy days my mother would call and the bus would be waiting in front of the school to take me home. Later when most people owned cars, the bus had no business, and Mr. Brohy switched to a cabinet and repair shop. The bus operated by Mr. Brohy, right into the late 1920's, was the same old horse-drawn one, and it was very much out-of-date, although many other horse-drawn vehicles continued in operation well into the 1920's in Winnebago, such as the mail wagon drawn by a single horse, which hauled mail between the postoffice and the depot. The driver would whip his skinny old horse to make him run, as if great speed was of the utmost importance. The driver took his job very seriously. The rural mail carrier also used a horse-drawn sled in winter, although in summer he used a Model-T...and the street commissioner operated the town grader and mower which was pulled by two horses.

There were 5 children of Charles Lamberton, of whom only two are alive today, aged 81 and 79, respectively.

= THE J.E. SCHAUER HACK LINE OF TROY, OHIO =

Recently the Editor secured publicity in the Troy Daily News, seeking information about Ohio 870 A, listed in the November 1970 Fare Box. I received, as a result, the following interesting letter from Mr. Thomas B. Wheeler, President of the Troy Historical Society. I did not receive any of the tokens, however.

This is to ask your pardon for not replying sooner to your letter to the Editor of the Troy Daily News. I delayed answering hoping to get more information and find a J.E. Schauer token.

John E. Schauer ran a hack from 1837 until some time in 1896. He often got in fights with other hack drivers over his rights to a passenger from the Cincinnati, Hamilton & Dayton Railway depot, to one of Troy's four or five hotels or boarding houses. The hackmen charged 25¢ round-trip from the depots--there was also a Big Four depot in Troy--to a hotel.

In 1895 Schauer paid \$40.00 to the City for a monopoly of the hack line business from the depots. But he did not fulfill the terms of his contract and the monopoly went to another hackman in 1896.

By the period 1898-1900, John E. Schauer was operating a combination saloon and sporting goods store. He was a German and Catholic, I think.

= DENVER CLUB HOLDS FIRST MEETING OF THE YEAR =

By George Sanders

Eleven members turned out! They were Charles Carter, Charles Max, George Sanders, Rudy Weiss, Jim Zervas, Toby Frisbee, Gene Skoglund, Bob Spencer, Paul Stewart, Syd Joseph, and Sid White. There was the usual gossip in tokens, and buying, selling, and swapping, as well as looking over what the other fellow's interests were. Many types of tokens were in evidence, including trade checks. Paul Stewart handed out copies of the new trade token collectors' magazine edited by George Gould of Everett, Wash. Cookies and coffee were served, and it was a very enjoyable evening.

= NEW FINDS =

We don't get much information about new finds these days, but we know the census tokens are being found now and then. For instance Bernard Weisburgh found one of the rare original Baker Street Ferry tokens (Mont 320 A) not too long ago, and we see ads occasionally in the TAMS JOURNAL and elsewhere offering rarities. For instance the latest issue of that worthy periodical includes an ad offering the rare Tex 320 A for only \$65.00 cash, and an unlisted depotel not priced but marked "price on request." It's getting so, these days, that depotel tokens are considered in the same category as pioneer gold, with prices so high they must be hush-hush.

Kermit Streeter reports his good fortune. He found the second known specimen of III 150 N, one of those very rare South Side Rapid Transit aluminums. He says he got it at a flea market. Lots of good stuff turning up at flea markets these days.

H.D. Conner of Fort Worth also did well recently. He obtained the rare Waxahachie, Tex 955 A tokens from a Fort Worth bank official. He put an ad in the Waxahachie newspaper last summer and it ran for 8 days...but no response and he had given up hope...when in comes this letter from a Fort Worth bank official. The gentleman who sold him the token was in the produce business in Waxahachie back when the mule car was operating. As Mr. Conner described himself after getting the token, "I was in the clouds all day!"

= FARE-CHARGING ELEVATORS IN AUSTRALIA AND NEW ZEALAND =
By Leslie R. Hawthorne

There are two elevators Down Under, on which one has to pay a fare to ride. The first, the Durie Hill Elevator, is in the City of Wanganui on the North Island of New Zealand. This elevator is believed to be unique in the world. It is located in the Durie Hills, which lie just across the Wanganui River from the city. It is reached from the center of the city by the town bridge. The entrance to this elevator is just a few yards from the end of the bridge which, incidentally, was being rebuilt while I was there. Being shut down to vehicular traffic, only a narrow portion of the bridge was being used, for pedestrians.

Durie Hills are about 250 feet in elevation, and were named after one of the early settlers who built a home on the hills. As the town of Wanganui grew, more of the wealthy residents and business men built on the hills. At that time the residents found it rather hard going, getting to their homes, as there was only a foot-path, or trail, that wound its way back and forth up the side of the hill. Accordingly in 1905 a cable car was built and put into operation to ease burdens of the leg-weary, but it did not prove successful. Due to the clay-soil nature of the hills, the footings and foundation of the cable car would not hold, and eventually it was shut down, after a few years.

In 1916 the idea of an elevator was suggested, then acted upon. A tunnel 672 feet long was driven through into the side of the hill, and at the end of it a shaft was put through up to the top, at a height of 220 feet. Both tunnel and shaft were then lined with concrete, an elevator installed, and an elevator house built on the top. There is also at present, in addition to the path, a set of stairs that climb the hill in sections.

This elevator, at the beginning, was privately owned and operated. But for several years now the elevator has been operated by the city. A road has been built to the top of the hills and the elevator is used less. There are rumors that it may be shut down.

Paper tickets are used on this elevator. The fares are marked on a notice, as follows: adults, up 6¢, down 6¢. Children up 3¢, down 3¢. Bicycles, up 2¢. Customer with bicycle, both down free. There are also two concession tickets used, which are marked in 22 divisions. These are punched out for each ride, and cost adults 50¢, and children 25¢.

I made a special trip from Wellington, hoping to find out if tokens were being used or had been in the past, but was disappointed when I was told that tokens had never been used. However, the trip was not altogether without its compensation, as the Wanganui museum has one of the finest displays of Maori artifacts, canoes, and carved dwellings, to be seen anywhere.

The second elevator Down Under is in the Tower Building, Australia Square, Sydney, N.S.W., Australia. There are nineteen elevators in the building, but only one of them--the express elevator--charges a fare and uses three tokens.

The Tower Building is 601 feet high, and has 50 floors, 47 of which are above street level. On the 47th floor is situated the "Summit" Restaurant, the world's largest revolving restaurant. The building is circular, and about 140 feet in diameter. There is a ticket office on the ground floor where tokens are bought, to be used in two turnstiles at one side of the office. These turnstiles, one which takes the adult size token, and the other which takes the child size and pensioners' tokens, allow one to pass through into the area from which "The Express" elevator operates. There is another set of turnstiles on the other side of the ticket office, but at present only one set is in use. The express elevator goes non-stop to the 47th floor in some 9 seconds. Fares are \$1 for adults, and 20¢ each for children and pensioners. A description of the tokens is as follows:

AUSTRALIA SQUARE (TOWER)

- | | |
|----------|--|
| WM 29 Sd | 1968 (in circle of A's around circumference of token)(adult token) |
| WM 22 Sd | (like above)(pensioner token) |
| B 22 Sd | (like above)(child token) |

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

CALIFORNIA

Inglewood 3395 (Reported by Ralph Freiberg)
D.F.H. (Daniel Freeman Hospital)
A B 25 Sd Courtesy Parking \$0.25

LOUISIANA

Metairie 3600 (Reported by D.D. Drell)
METAIRIE HOSPITAL
A B 25 Sd (same as obverse) (ca 1968-) .25

MISSISSIPPI

Jackson 3460 (Reported by Lou Crawford)
UNIVERSITY MEDICAL CENTER JACKSON, MISSISSIPPI
B o WM 23 Sd (blank) (obsolete ca 1966) .25

NORTH CAROLINA

Charlotte 3160 (Reported by Gordon Wold)
PRESBYTERIAN HOSPITAL PARKING
K WM 25 Sd (blank) .25

PENNSYLVANIA

Pittsburgh 3765 (Reported by Ray Byrne)
AGH (Allegheny General Hospital)
K WM 25 Sd Tokens Are For Your Convenience and Protection (1970-) .25

MANUFACTURERS' STOCK PARKING TOKENS

Group 3055 (Reported by Roy Carpenter)
CARD-KEY SYSTEM
H B 25 Sd Courtesy Parking .25

CANADA-NEWFOUNDLAND

St. John's 3725 (Reported by John K. Curtis)
BOWRING BROTHERS LTD. EST 1811 (DESIGN)
A WM 23 Sd Parking Token .25

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

The hospital token from Inglewood will be difficult to obtain as the hospital does not want to give out any tokens to collectors. My letter of inquiry to the hospital has gone unanswered, and the money sent was not returned.

According to the letter received from the Metairie Hospital, "hospital policy prohibits our giving any information concerning the use of our parking tokens." At least the money I sent was returned. Both Dee Drell and Lou Crawford have visited the hospital and were able to obtain the token. Apparently the tokens are provided to doctors, clergy and special visitors to the hospital to provide free exit from a gate-controlled lot which otherwise requires a quarter for exit.

Lou Crawford visited the University Medical Center in Jackson, Miss., and after diligent effort was able to locate a few of the parking tokens that had been used some years ago. My letter was answered, accompanied by one of the Cincinnati Time Recorder tokens, PTMS Group 3004 B, along with the comment that this is the token that has been used for about the last 5 years. So the new listing is going to be a rough item unless someone locates the old supply which may still be around somewhere. The token I did receive indicates that the tokens currently listed as PTMS Group 3004 A and B should be moved to the Stock Token category, and this will be done in the new edition of the parking token catalogue.

The Presbyterian Hospital refuses to supply any information about their tokens,

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or any examples of the token. My money was returned, however.

Rounding out our listing of hospital tokens is a new one from Pittsburgh. This token has been issued in a limited quantity for special use in a gate-controlled lot. The hospital returned my money with the comment that they could not supply any tokens.

The Card-Key company was merged into another organization, so the new stock tokens from there are issued without the INC. that appeared on the previous issues from this parking gate equipment manufacturer. I have not been able to obtain a supply of these tokens, but this should not be too difficult to obtain since I understand that it is being used in a number of different locations.

Completing the listings for this month is an issue from our northern neighbors. This pretty little token is in short supply, and it has not been possible to obtain any for PTNIS. However, there is a possibility that I may be able to obtain some in the future. The tokens are used by the senior staff and executives of the company, but I do not know if in a gate-controlled lot, attendant lot, or what.

So the new listings this time provide rather slim pickings for the collector as far as getting tokens. There is some good news however. A supply of the Ont 3675 A and B tokens has been obtained for distribution among PTNIS members; these will be sent out in a future shipment, probably in February. When these 2 tokens were first reported it looked like they would be quite scarce, but patient persistence has been rewarded as a supply of the tokens was held for collectors rather than be destroyed.

Finally, the Santa Rosa, Calif., parking token CA 3845 B, reported March 1970, can be obtained by sending 25¢ +SAE to Paul W. Sauve - P.O. Box 795 - Sonoma, CA 95476. The efforts of Mr. Sauve in obtaining these tokens for collectors is appreciated. Those of you who collect transit tokens but not parking tokens should include this item in your collection since it does carry the word BUS on the token and can be applied to payment of bus fare.

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

We had hoped to begin 1971 with a bang, but unfortunately our pending tokens didn't come in. We do have 3 for you: 2 U.S. and 1 Ireland.

First Cal 970 B, ex-Unid. #110 listed November 1970. Our special thanks to Mrs. Willahan for promptly obtaining a supply of these for us.

Second you will receive Mass 145 A. These are used for transportation on Harvard University buses between Cambridge and Boston. One reason they instituted their own service is that the regular public transportation in Greater Boston is so terrible. This bus reduces the time between Harvard Square and Harvard Medical School by 45 min.

Those of you who collect foreign will receive another nice large white metal token from Ireland (160 CD)(11-sided!), our thanks as usual to Kenny Smith.

This month we welcome Mr. William Sacks of Baltimore from waiting list to Associate membership.

I should like at this time to take a moment to express my gratitude to all of you who have been helpful to us in the New Issues Service by doing small favors and by obtaining tokens for the service--some even making small envelopes so I can send them right out. For this latter kindness my special thanks to Mort Dawson. It makes a big difference!

= WARREN, MINN., COLLECTORS GET TOGETHER =

Four token collectors from Warren, MN, enjoyed a very informative meeting with the assistance and hospitality of Mr. Harry Sailor. These were Nick Plencner, Alvin Hendrickson, Wayne Moe, and Harry Sailor. We feel enthusiastic about having four collectors from our small community, and we plan regular meetings in the future. Transportation tokens was the main topic of our meeting, although a number of subjects were discussed. Our meeting continued for three hours.

- Wayne L. Moe

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

CALIFORNIA

Inglewood 395 (Reported by J. Pernicano)
(OBVERSE SAME AS 395 F)

I o B 16 Bar Good For One Fare I.C.L. \$1.00
[Inglewood City Lines was taken over by SCRTD on July 31, 1967,
and in September, 1967, all tokens on hand were destroyed.)

Watts 970 (Correct location reported by Bob Kubach & E. Willahan)
BLUE & WHITE BUS LINES B & W

B B 16 Bl Good For One Fare B & W (3 slots) (* 1969) .20
[Blue & White took over Atkinson Transportation Company in 1968.]

Miscellaneous 1000 (Reported by H. Kile)
THE GOAL J.B. LARKIN PROP.

B o B Oc Sd 10¢ in Trade or Buss Ride to Univ.

MASSACHUSETTS

Cambridge 145 (Reported by Foster M. Palmer)
COLLEGE & MEDICAL AREAS

A Pr 31 Sd (blank) (incuse white letters) (* 10/70) .50

OHIO

Mansfield 505
M.B.L. ONE RIDE
I A 31 Sd (same as obverse) [Mansfield Bus Line] .35

OREGON

Burns 120 (Reported by Frank Kelley)
BURNS TRANSPORTATION CO.
A o A 19 Sd Fare 12½c (* 1929-37) 5.00

UNIDENTIFIED (Reported by John Coffee [115], and David Schenkman [116,117])
KAYCEE
115 Pw Oc Sd Bus Token (black letters) [size unknown]
MERRY-GO-ROUND / E. EMIGH
116 A 25 Sd Good For 1 Ride
E. EMIGH / MERRY / GO / ROUND
117 A 25 Sd Good For 1 Ride

PRESENTATION PIECES [Page 639 in Catalogue]
PA 263 A, struck in sterling silver.
U Sv 20 Sd 36 pieces were struck (5,000,000 brass were struck)

CANADA - ONTARIO

Hamilton 400 (See page 69, July 1970 Fare Box)
H KNAPMAN BEACH
G o A Sq Sd Good For One Ride on Merry-Go-Round (21mm) 5.00

CANADIAN TIMETABLE TOKENS (Reported by Don McKelvey)

FOUR GENERATIONS OF THE ROYAL FAMILY 1897
(BUSTS OF ROYAL FAMILY; CROWN & WREATH)
L o Bz 32 Sd Free Bus Meets All Trains Compliments of Imperial Hotel
Winnipeg Angus McLeod James Morton Props. (reeded edge)

= NOTES BY RALPH FREIBERG =

This month we list a brass token from Inglewood, Calif. Inasmuch as I wish to make further comments on just how to determine such a listing as this, I'll describe the token at the end of my notes.

We also have the Blue & White token, originally reported by Mr. Garrison, which we listed at first under Unidentified because we didn't know where it was from. However, Bob Kubach of the Southern California Token Club recognized the name, and suggested to Mrs. Willahan that she visit the bus company office and find out about it. We list the token from Watts, although Watts is now a part of the City of Los Angeles, in order to maintain consistency with the Landier token. Incidentally, correct the spelling of the name in the note beneath the Watts listing in the Catalogue. It should be Atkinson. In 1968 the Atkinson Transportation Company and the South Los Angeles Transportation Company were taken over by Blue & White Bus Lines. A schedule issued in 1969 calls it "Blue & White Bus Company," but it says "bus lines" on the token. The reason for the token is that, sometime in 1969, they decided to go to an exact fare plan, and issued the token probably in October, 1969. This company is entirely owned by Negroes, and the firm was formed with the assistance of the National Economic Growth & Reconstruction Organization--a name coined to fit the acronym "NEGRO," which assists black people in organizing and operating their own businesses.

The California Miscellaneous token was used in Palo Alto, presumably to Stanford University. Since the token obviously was not limited to use for transportation, we consider it a Miscellaneous listing. The same outfit also issued a token of the same denomination good for a cigar.

The token from Cambridge, Mass., is used on a shuttle bus operated by Harvard University. They will not accept cash on the bus (to prevent robberies). To ride it one must purchase one of these tokens for 50¢. The bus operates from Harvard Square in Cambridge (Harvard Yard) down Massachusetts Avenue through Massachusetts Institute of Technology (M.I.T.) and on to the Harvard Medical School in Boston--a distance of about two miles or so. It took us a long time to secure a supply of these for the New Issues Service, but we finally got them. We suspect the token will not be easy to obtain unless you get it through the N.I.S., as Harvard doesn't like to part with them, and they certainly don't need the money. The tokens must be purchased at the Harvard Medical School.

The Mansfield, Ohio, token sells at 20 for \$5.00, and is good for a 35¢ fare. This token will not be handled by the New Issues Service, because it was advertised in THE FARE BOX before we could get a supply. Whenever someone advertises a token before the N.I.S. can secure a supply, the token will not be handled because some N.I.S. members will write in and buy the token, and then return the one sent them by N.I.S., and this is more trouble than it's worth. Pity, too, because the tokens would have been less expensive thru the N.I.S. than the price at which they were advertised.

The company that issued the Burns, Ore., token was incorporated in December, 1929, and had a line out to the Heinz Lumber Mill, a distance of about two miles, which called for a 12½¢ fare. There was also a line from Burns to Bend, and there is supposed to have been a brass souvenir token which was good for a ride on this line, but if the token exists, we've never seen one.

David Schenkman obtain four pairs of the Unidentified merry-go-round tokens from a Florida coin dealer who says he got them in Pennsylvania, and said they might have been used at Altoona. Some sleuth, we may hope, will find out for us. David says his extra tokens are for sale, so interested parties may write him directly.

Bob Coney sends a used ten-ride punch card, which was placed in use in November, 1970, for a senior citizen fare in Sioux City, Iowa. I always appreciate getting any used punch cards, as they enable me to know what is being used for fare in various cities, and it helps me know how the Exact Fare plans are being used. It seems as though few AVA members ever ride buses, but if you ever hear of an exact fare plan or a reduced senior citizen rate, please find out how it is being used. There could be a special token.

Now with regard to the brass token of Inglewood, Calif. This was reported to me about 8 months ago, but since the company had already gone out of business three years

earlier, it was difficult to determine if this brass token was a pattern from back in 1948...or was issued because they had run out of the white metal brass-plated tokens in recent years. I hate to make a listing by guesswork. So I held up the listing until I could be certain how the token should be listed: a regular issue or a pattern. The trouble is, often someone who reports a token wants it listed immediately. And on occasion we've rushed in and listed tokens, only to have our information turn out to be wrong...and the only result is chaos all around. So I will not list a token until I am certain that it is being listed correctly. In the case of this particular token, here's how we handled it:

First I asked Ed Cutler to go out and see if the company was still at the old address. He went there and reported that there was now only an empty lot where the former building had been. Then I asked various other collectors if they might accidentally have a solid brass, rather than a brass-plated, token. Then I tried to get another collector to go over to the Los Angeles company to see if they might have any brass tokens. But he was unfortunately unable to do so. Then, as a last resort, I wrote the Southern California Rapid Transit District. I was informed that they had turned over all tokens taken in to the former company, who had destroyed them, but that they had later taken in, through their fare boxes, fifty Inglewood tokens in the last three years. I could buy these at 30¢ each if I wished--their regular fare. So this meant an outlay of \$15.00 plus postage to find out. But since I could never find out any other way I paid the price...and after getting the 50 tokens and filing all of them to see if any solid ones were among them, it turned out that there were seven brass among the 50. So apparently this company used some solid brass tokens before they sold out, and we therefore list the token as a regular issue. But suppose there hadn't been any brass tokens in the batch? Then I'd have been out \$15 with nothing but a lot of common tokens to show for it. Twenty years ago I had contacts at various companies and I could go in and examine tokens which came in thru their fare boxes, but recently I have not had this opportunity. So all I can do is write letters to some companies in regard to tokens. If they answer, fine. If not I just have to sit and wait until they do...or try writing someone else for the information. This is also another reason I try to get collectors to write to companies and purchase, say, a dollar's worth of tokens and let me know what they actually get. There could be die varieties, for instance, which we didn't know about.

In going through the plated tokens of Inglewood I found four die varieties, as a matter of fact, and these would of course come in both the WM and the B-plated. As I had my WM tokens for 20 years I had no way of knowing if more recent orders of tokens had produced die varieties.

So sometimes when you ask me to list a token right away, please be patient and I'll do what I can to learn about the token. But a letter telling me to hurry up and list the token will accomplish nothing for any of us.

Sometimes I get peeved when I have to keep repeating something. A couple months back I mentioned a plated token for Cincinnati and said it could be obtained by writing company directly. However, anyone reading this should have noted I said the half fare token, which was a 23mm token. But please use a little common sense when writing companies. We use the metric system in our catalogue, but most people in the United States do not use the metric system. So what we call a 23mm token is called a .900 size token to most bus lines, and our 16mm token is a .650 token to bus lines. If you refer to a "23mm" token they won't know what you're talking about and may send you a token of a different size. Or another way is to say a 23mm token is "about the size of a quarter," and a 16mm token is "about the size of a dime."

= PATH TO ELIMINATE TOKENS =

Port Authority Trans Hudson, which operates the Hudson Tubes between New York City and Newark and Hoboken, N.J., has announced its plan to eliminate the use of tokens (see NY 630 AQ). They are installing exact-change turnstiles, and expect to have them in by the end of 1971. They will be the 3-slot type turnstile which will take any combination of coins adding up to the 30¢ fare. The new plan eliminates change booths in stations. Coin-changing machines will be used instead of people.

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

BELGIUM

In Europe many parties that operate elevators, lifts, and amusement park rides use manufacturers' samples. Therefore we list in the catalogue these items under the towns where they were mostly used, per collectors' desire. As the Belgian amusement park tokens were mostly used in Brussels, they are listed under Brussels.

Brussels	80	(Reported by F.J. Bingen)(value 25c each) EUROPEAN AUTO SKOOTER (5-pointed star) <u>Vve OSCAR ANDERSEN-VAIREZ PROPRIETAIRE</u>
WJo P	37 Sd	Bon Pour 1 ou 2 Personnes Geldig Voor 1 or 2 Personen (red) AUTO-SKOOTER V. BESANGER GOED VOOR 1 AUTO 1 OF 2 PERSONEN
WKO B	32 Pc	Auto-Skooter V. Besanger Bon Pour 1 auto 1 ou 2 Personnes (pierced with two 6-pointed stars)
WLo A	30 Sd	SPEEDCARS V. BESANGER GOED VOOR EEN AUTO 1 OF 2 PERSONEN Speedcars V. Besanger Bon Pour Une Auto 1 ou 2 Personen
WMo A	0c Sd	AUTO-SKOOTER F. LEVEBVRE GOED VOOR 1 AUTO 1 OF 2 PERSONEN Auto-Skooter F. Levebvre Bon Pour 1 auto 1 ou 2 Personnes (31mm)
WNo A	31 Sd	OMLOOP DER NATIE GOED VOOR EEN AUTO 1 OF 2 PERSONEN Circuit des Nations Bon Pour Une Auto 1 ou 2 Personnes
WOo B	33 Sd	AUTO-SKOOTER G. DE PAMELAERE GOED VOOR 1 AUTO 1 OF 2 PERSONEN Auto-Skooter G. de Pamelaere Bon Pour 1 auto 1 ou 2 Personnes (companion piece to 80 WF)

AUSTRALIA

Brisbane	160	(Reported by Les Hawthorne) BRISBANE BRIDGE ONE PENNY (all incuse within a circle)
RAo Z	0c Sd	(blank)(27mm) (Apparently hand-stamped on thin crudely-cut planchets.)

CHILE

Lota	500	(Reported by Duane Feisel) ESTABLECIMIENTO DE LOTA (SHIP)
I o Bz	28 Sd	Diez Centavos 10

ENGLAND

Buxton	155	(Reported by Donald Capper) BUXTON CORPORATION (ARMS)
AA C	25 Sd	2½p (light blue)
		(Valid for all services for the present 6d. fare)
Huddersfield	400	(Reported by Donald Capper) C.V.U.D.C. PENSIONERS TRAVEL TOKEN
CH C	23 Sd	(same as obverse)(light green)
		(Valid for all services of Huddersfield Corporation Transport and Colne Valley U.D.C. Area for the present 3d. fare.)

HUNGARY

Budapest	100	(Reported by Neil Shafer)(and Duane Feisel (QI)) BUDAPEST LANCHID 1881
QHo K	Sq Ch	(blank)(26mm)(rounded corners)
QIo Bz	27 Ch	BUDAPEST LANCHID (blank)

HONDURAS

Tegucigalpa	820	(Reported by Duane Feisel) HONDURAS RAILROAD
D o B	31 Sd	1.25

DISPOSING OF MY TT COLLECTION. Send want-lists.

Arthur Allen - 1623½ Harrison - Davenport, IA 52803

R.I. 620 A for sale at \$17.00 cash.

Al Hoch - Tower Road - Lincoln, MA 01773

FOR SALE: BUY OR TRADE. Military tokens. Send for free list of mil. tokens for sale and trade. = R. Baskette - P.O. Box 122 - Lakeland, FL 33802

FOR SALE AT 25¢ EACH: Wash 5 C, 40 F, I, L; 80 E F G H I, 300 B, 600 A B D E F G, 780 C E K N O P Q T, 840 F G H O P Q, 880 B(vars.), C D E, 920 A B C.

Floyd O. Barnett - 5425 Portland Ave. - Minneapolis, MN 55417

FOR TRADE ONLY: 3 Calif 3450 G; 9 Cal 3055 D. One for one + SAE. Calif. PT preferred. First come first trade.

Sol Halpern - 1236½ N. Orange Dr. - Hollywood, CA 90038

I RAN ACROSS A VERY LARGE LOT of P.T. My list for yours. Trade Pa 3060 A for any other that I need at catalogue. = Gordon Wold - R#1, Box 140 - Princeton, MN 55371

FOR SALE: old NYC RR timetable tokens. I have 2 of them and would need \$5 each.

They are listed on page 637 of Atwood. Mine are F. +SAE please.

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

FOR SALE OR TRADE (much prefer trades): Ohio 730 B D; Okla 590 C D; Ind 690 A; Colo 260 L...and others. Send list of yours for mine.

George H. Sanders - 1570 So. Quiet Ct. - Denver, CO 80223

FOR SALE OR TRADE: scarce celluloid TT's, Pa 495 G, \$4 each. Pa 495 H, \$12 each, or make offer with tokens, coins.

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

AUCTION: Mass 45 A B, 260 A, 305 B, 505 A B; Calif 575 Ab; Alas 300 E G H, 450 E H, 900 B. Best bid or trade.

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

Anyone interested in buying my parking tokens? 680 pcs. USA, 40 states; 22 pcs. foreign, for \$325. PT duplicates, 208 pcs., 30 states, for \$45. Take both lots for \$350 postpaid. Have also about 2000 items of diversified exonumia for sale. Have quit collecting due to vision losses. No TT's. No lists. Write your wants; I'll try to give you a satisfactory reply. +SAE please.

K.T. Hall - 2315 Atherholt Road - Lynchburg, VA 24501

WANTED: TT's. Need La 670 C D E F. Also, have 2 diff. Virgin Is. trade tokens; 2 diff. telephone tokens, to trade for TTs, PTs.

Dee D. Dreli - 1111 Lake Ave., Apt. 51 - Metairie, LA 70005

BUYING FLORIDA ITEMS other than TTs or PTs. Send rubbings or items. Reply by return mail. Buy singles or lots. Fla. TT needed: Starke 850.

A. Corson - Box 261, Little River Sta. - Miami, FL 33138

ROICE JUST RECEIVED HANDFUL of blue chips. The Mich 560 Q now a 40¢ fare. Trade only for any TT with a present value of 35¢ or more. One for any Idaho or Wyoming TT, or make offer in other TT's. Limit 2 to AVA members.

Roice V. Rider - 1523 Bailey St. - Lansing, MI 48910

FOR SALE: N.Scotia 100 N 25¢; Quebec 345 Q 35¢; Md 60 AQ 60¢; Ia 850 X 50¢; Pa 263 A 25¢; Cal 895 N 25¢; Pa 445 D E(as is) 50¢ set; Ohio 35 D 50¢; NY 630 AS 40¢; Mfg sam group 101 A B D E F 25¢ each; Group 101 C G \$2 each. Full set of above \$5.00; RI 120 A 35¢; Tex 255 Q \$2. Have car wash & parking tokens to trade.

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

LEARN INTERESTING & EDUCATIONAL FACTS of Alaska's struggle to become a state; also accounts of big game hunts. 3 pre-statehood issues of ALASKA SPORTSMAN magazine for \$1.30 pp. Trade tokens from Alaska: alum. Perry Hern Skagway g/f 12½¢ in trade; Teller Commerical Co., Teller Alaska g/f 5¢ in trade, eac. \$3.

Virginia King - R6, Rd 650 W - Columbia City, IN 46725

MAIL BID: Ohio 165 M N; Ariz 1000 B C E; Unid. #70. Trade up to 20 diff. trade tokens with city & state for your same amount diff. with city & state.

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

WANTED TO BUY: MI 60 F; NM 100 C; NY 230 B, 280 C; OH 80 B, 95 A, 990 A; PA 65 O P, 135 B, 280 B, 340 B, 425 C D, 515 C, 950 F; TX 225 A, 265 A, 560 A, 565 A B, 590 C, 640 C, 985 F. Quote your price.

Gerald Riedel - 4511 31 Avenue - New Brighton, PA 15066

FOR SALE: Conn 550 A. \$2.00 +SAE please.

H.J. Turgeon - 143 Harrison Ave. - Warwick, RI 02888

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FOR SALE: Ariz 840 A B, 35¢ each; C 30¢; D E 25¢ each. +SAE please.

Al Zaika - P.O. Box 65 - Bellmawr, NJ 08030

WILL TRADE ATTRACTIVE & COLORFUL bus driver's badges from defunct McKeesport, Pa., Penn Transit Co. and Greensburg, Pa. City Lines, for \$1 catalog each items of TTs or PTs I need. Also trade Greensburg City Lines driver's shoulder patch for any 25¢ TT or PT I need. Free gifts with these trades. FOR SALE: Pa 265 A \$1; 420 A 50¢. +SAE.

Joe Pernicano - 58 Sonia Lane - Broomall, PA 19008

WANTED TO BUY: RI 520 B; Cal 760 J, 105 A; Pa 750 AC AD. If you have any of these for sale write and quote your price please.

Henry H. Krause - 3511 6th Ave. Apt. 4-C - San Diego, CA 92103

WANTED: THE POSTMARK from your city. I collect United States postmarks. Please represent your city and send me an empty envelope or enclose a note to this address:

Neil R. Arthur - 408 Everson Place - Westfield, NJ 07090

CAR WASH TOKENS 35¢ each or 3 for \$1 +SAE. Pa 323 A, 705 B, and Sterigere Street at Elmwood Park Norristown, Pa.

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

Ark 105 A B C, 190 A, 435 C, 480 F B M; La 30 B C D, 620 A C, 670 C E F; NM 100 B, 760 A, 810 A B; Okla 10 A...are all on my trade list. Why not exchange lists with me? Ariz 1000 G for sale at 15¢ +SAE.

H.C. Reidling - 11516 Flamingo - Dallas, TX 75218

JUST A LITTLE WANT-LIST. Any one common-type TT from the following cities (prefer with city name included in legend)(desirable condition only). State type & price.

AL 120 220 240 470 570 680 740 750 800 820; AK 400 450 900; AZ 780; AR 105 190 285 360 405 435 450 720 975; CA 50 125 205 275 395 540 545 640 785 800 805 810 815 845 890 910 925 950 970 985 995; CO 440 460 540 600 620 640 860; CT 240 415 520 525 560.

Robert L. LaBelle - 149 Ontario St. - Phelps, NY 14532

HORSE CAR TOKENS FOR SALE (NO TRADES): Minn 540 Cb \$10; 540 D \$10; 760 C \$15; NY 780 A \$25; 780 B \$15; Wisc 360 B \$30; 510 C \$25; Tenn 375 B \$15; Argentina 160 ZA \$15.

OMNIBUS: Pa 750 G \$15; Scotland 300 A \$15. Send postal money order & I'll send registered airmail. All in good or better condition.

Gordon Yowell - P.O. Box 1231 - Walla Walla, WA 99362

WANTED: any token picturing Queen Victoria; especially the "To Hanover" series.

Will buy or trade. Also want any tokens or medals & related items from Maryland.

Benjamin Egerton - 7 Montrose Ave. - Baltimore, MD 21212

WILL TRADE FOLLOWING SALOON TOKENS FOR TEXAS SALOON TOKENS: Murdock & Brown gf 12½¢ at bar, Globe, Ariz. Chas. Pick & Co. gf 1 drink at Barings Hall, Chicago, IL. Pat Martin, 4th St. Saloon, gf 2½¢, 1894, Monett, Mo. John Schuhs Saloon, N.Y. Gustavus Lindenmueller, N.Y. H.J. Bank Restaurant 25a Broadway, N.Y.

Andrew Morgan - 2412 Polk St. - Wichita Falls, TX 76309

FOR SALE: transportation token just issued by local bus line (Ohio 505 I, listed in this issue). Price 50¢ each +SAE. Also have small stock of old postcards taken in 1950's picturing old buses on Main St. which I'll send to those who request them at 20¢ ea. = John R. Smith - 323 Park Avenue West - Mansfield, OH 44906

WANTED: merchant tokens of Alaska. Have many tokens from many states to trade. Foreign tokens and notgeld to trade also.

Charles Littlefield - 3547 Utah Street - St. Louis, MO 63118

WANTED TO BUY OR TRADE: Fla. and Canadian TTs. I have some 2000 U.S. TTs to trade for any above. = George Daudelin - Warren, VT 05674

AFTON, INDIAN TERRITORY merchants trade tokens (Reed & Storm, Gen. Mdse.) Complete set of 8 pieces includes 1¢ 2¢ 3¢ denoms. all for \$55.00. A single token for \$7.00. A few Okla 640 A left at \$2 each.

Del Ford - Box 15263 - Del City, OK 73115

AUCTION: PA 997 A to Q. 17 tokens in perfect condition.

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

WANT WACO BRIDGE COMPANY TICKETS. Disposing of 3000 books, history, fiction, travel, mechanical. Too many to list. State your wants.

A. von Blon - Box 6422, BU Station - Waco, TX 76706

TRADE: send up to \$1 value in any tokens; receive same value in foreign coins or currency. Still trading one good paperback book for any 3 tokens.

Larry Edell - 104-27 117 Street - Jamaica, NY 11419

WANTED TO BUY: Pa 3015 F, 3245 Aa, 3340 Aa, 3360 A, 3510 Aa Ab, 3750 J, 3765 H, 3780 A(Rev. A E), 3805 A, 3930 A B D, 3998 A. Your best price first letter.

Clarence C. Hiorth - 308 E. Hinckley Ave. - Ridley Park, PA 19078

FOR TRADE: NY 560 A; Ontario 565 B; Colo 260 N. Sell at 15¢ each: NY 640 E G (have 8 each; send SAE). WANT TO BUY: Calif 105 A; Ia 600 A; Haw 240 E.

H. Lee Nott - 139-B Waverly Way - Minot AFB, ND 58701

ALL DIFF. TT's, in 2x2 coin envelopes: 100 for \$10.50. 200 for \$24. 300 for \$42.95.

Ken Hayes - 2589 Darwin Street - Hayward, CA 94545

FOR SALE: Illinois 795 D at \$5. 795 F at \$10. Token used 1874-94. Free description card. = Joe Mileham - 3123 S. 31st St. - Springfield, IL 62703

HAVE COINS TO TRADE for transportation and/or parking tokens. \$6.90 in Canadian silver dates from 1937-64; 90 war nickels; 13 buffaloes; 11 Indians; 7 mercuries; and 1968-69-70 S proof dimes. NEED: NJ 95 A, 200 A, 220 A, 885 C, 975 C. TRADE: Pa 263 A for any token your state.

Donald Noe - 1 Second Street - No. Arlington, NJ 07032

CAR WASH TOKENS FOR SALE: Calif 945 C 35¢; 262 A 50¢; 775 E 75¢; 80 A, 227 A, 628 A, 715 B, 795 A, \$1 each. Calif 127 A, Unid. #10 (possibly Chicago) \$1.50 each. Will trade any of these for car wash or parking tokens I need. Report any new listings of car wash tokens to:

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

350 DIFF. TT's for trade, many scarce tokens. Send for free lists. I need Calif. & Nevada trade tokens. Write:

Chriss Christiansen - Box 651 - Cupertino, CA 95014

BREAKING UP A COLLECTION! Over 2,000 TT's available for trade. I need the following: AK 450 G; HI 240 E, 330 A; ID 100 F, 380 A, 440 C H I; MT 80 C; NM 760 C; ND 60 C; OR 240 A C; SD 780 A B; TX 5 B, 135 B, 145 C, 255 D K L, 320 B C D, 340 P, 445 I J, 590 A B, 640 B, 710 B C D, 760 B, 810 G H; UT 650 B C D; WA 5 A, 10 C, 80 C, 250 A C E F, 340 A B, 755 A, 780 G H I K V, 840 A I.

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 UNITED STATES & CANADIAN TRANSPORTATION TOKENS, 3rd edition 1970. 731 pages well illustrated. Price \$10 postpaid. Special price to AVA members, \$7.50 postpaid. Either buckram-bound or loose-leaf (pages only punched for 3-ring binder). This is the official standard of the hobby.

FEISEL'S CATALOGUE OF PARKING TOKENS OF THE WORLD, 1966. 160 pages well illustrated. Price \$4.50 postpaid. Special price to AVA members, \$3.50 postpaid. Either cloth-bound or loose-leaf. Only a few left...and it looks as if it will be a while before a new edition is published. Order either book from:

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

= ALL AUCTIONS IN THIS ISSUE CLOSE MARCH 10 =

Advertisements in THE FARE BOX are free to A.V.A. members. You may publish your ad in every issue, if you wish--up to 6 lines each time. The only regulations are that auctions must not include current tokens (i.e., tokens which are now in use), and must not include tokens catalogued at less than 25¢ in any catalogue. We also appreciate it if there are no more than two full lines of numbers in any ad, especially in the case of lists of "wanted" tokens. To have your ad published in THE FARE BOX simply mail it on a separate sheet of paper (a postcard if possible) with your name & address, directly to the Editor. It must be different each time, and it must be submitted each month. Don't send more than one ad at a time.

If your ad runs over 6 lines, it will be cut to 6 lines unless you state right on the sheet with the ad (not in an accompanying letter!) that you are willing to pay 85¢ per line for each line over six. In this case, if your ad is over 6 lines when you see it in print, please then mail 85¢ per line for the extra lines to the Editor, and save me the trouble of having to bill you for it. Some of you people still owe us for ads published months ago.

THE FARE BOX

A Monthly News-Letter for



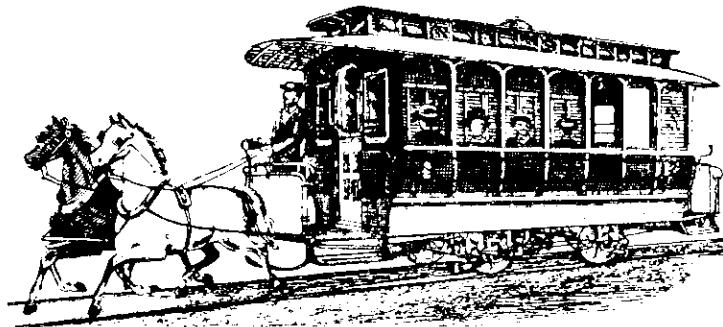
Transportation Token Collectors

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Volume 25, Number 2

FEBRUARY, 1971

Our 284th Issue

March 20, at 7:00 p.m. Inasmuch as the First Class Postage rate will increase to 8¢ per ounce on or about May 8, we will publish two more issues prior to that date. There is a vacation coming up early in April; I plan to publish the March issue then. So please send in ads and articles promptly for our next issue.

Sometimes, in the long nights of labor cutting stencils for THE FARE BOX the Editor gets giddy and puts in various comments in strange places. Please accept these in the humorous context they are intended for.

Our heart goes out to Max Schwartz, AVA #3, the founder of our Association, upon the occasion of the death of his wife Shirley. Mrs. Schwartz was a wonderful lady whom it was my pleasure to know over the years. I believe one of the chief reasons Max is such a nice person is that he was married to Shirley. We share his loss, and we shall miss her kind presence at conventions in the future.

Plans are proceeding apace for the 1971 AVA Convention at Seattle, which will be held August 6, 7, 8, at the beautiful new Seattle Hilton Hotel. Judging from communications I have received, there will be a record turnout this year, and we hope to meet dozens of new collectors at this, the third annual convention held on Puget Sound in Washington State. Meter slogan fans will be interested in our new one, being used with this issue for the first time.

It is gratifying to be able to announce that we have now sold enough Atwood Catalogues, 3rd Edition, to pay all expenses involved in printing, photography, and distribution of that book, with several hundred dollars left over. Thus the book has more than paid for itself in less than a year after its publication. Sales are continuing at a very good level, and it is rewarding to consider how such a small association as ours has been able to produce a book of such numismatic significance. We have raised transportation tokens to the level of being the cream of exonumia.

Incidentally the North East Vecturist Association is working on a supplement to the new Atwood Catalogue, which will list all tokens listed since January, 1970. This will be available to our members shortly. We also plan to publish a Supplement to the Personal Token Listing in the next issue of THE FARE BOX. The Editor is also about to publish a tentative listing of all known real estate tokens, which will take the form of a printed booklet with photographs.



= APPLICATIONS FOR MEMBERSHIP =

- 1242 LOUIS MASGAY - 35 CRISMAN STREET - FORTY FORT, PENNSYLVANIA 18704
Age 40; Personnel Manager. Collects U.S. (A. Kraus)
- 1243 WILLIAM L. FLOOD - 219 N.E. 13th - ABILENE, KANSAS 67410
Age 55; Newspaper Reporter. Collects U.S. (Coffee)
- 1244 ROBERT FLEET - 3013 CLUB LAKE DRIVE - TYLER, TEXAS 75701
Age 31; School Principal. Collects U.S. (A. Morgan)
- 1245 ALFRED RAWS III - 9477 MUIRKIRK ROAD, APT. 101 - LAUREL, MARYLAND 20810
Age 23; Mathematician. Collects U.S., Canada. (Coffee)
- 1246 ROY W. HICKMAN - BOX 193 - SPICKARD, MISSOURI 64679
Age 55; Auditor. Collects U.S. (Bates)
- 1247 JAMES S. WATSON - 816 STATE STREET - MADISON, WISCONSIN 53706
Age 39; Museum Curator. Collects U.S. (Erickson)
- 1248 JOSEPH A. COOPER - GREENVIEW KNOLLS - GREAT MILLS, MARYLAND 20634
Age 34; Collects U.S., Canada, Parking. (Rider)
- 1249 BENNETT D. ARNOLD - BOX 165 - DURHAM, PENNSYLVANIA 18039
Age 41; Quality Control Inspector. Collects U.S., Canada, Parking. (Coffee)

All regular members who receive this issue should have received their 1971 membership cards. Life Members who wish to have a 1971 card may send 25c and stamped envelope.

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

- Max Babinger - c/o Morristown & Erie RR - 1 Railroad Plaza - Whippny, NJ 07981
- * Roy H. Carpenter - P.O. Box 1559 - Los Gatos, California 95030
- * Mrs. Elizabeth Coyne - Box 18563 - Boston, Massachusetts 02118
- * Dr. George J. Fuld - P.O. Box 5745 - Baltimore, Maryland 21208
- Yosef Kotler - Tayvat Doar 533 - Eilat, Israel
- Warren E. Nickell - 432½ South Franklin Street - Juneau, Alaska 99801
- * Robert I. Oliphant - 705 Hinman - Evanston, Illinois 60202
- * John H. Palmer - P.O. Drawer 1363 - Nederland, Texas 77627
- Lucie F. Rhodes - c/o C. Santoriello - 20200 N.E. 14th Ave. - Miami, FL 33162
- Melvyn A. Scott - 333 West First Street, Suite 450 - Dayton, Ohio 45402
- * James Wassel - 12612 Danbrook Drive - Whittier, California 90602

I never saw such a restless bunch of people as A.V.A. members! I wonder if perhaps their interest in transportation tokens proceeds from the fact they are always moving around themselves. In any case, it now costs the A.V.A. a fraction over 25¢ each for new address plates. Accordingly if you have a change of address we appreciate very much any contribution you may care to send us. A quarter is generally the case. As we shall definitely be operating in the red for 1971, thanks to the inordinate 33% increase in first class postage rates, we rely for our continued success upon such generosity as that exhibited by members who move and then send us a small donation for the new plate.

= FEBRUARY MEETING IN DENVER =

The Denver Token Club held its February meeting at Syd Joseph's home on the 18th. We had a small number in attendance, probably due to the slightly bad weather. The faithful who braved the weather were Charles Carter, Gene Skoglund, Jim Zervas, Bob Spencer, Jerry Sokar, Syd Joseph, Bill Davis, and new AVA member Jim McDonald. We all enjoyed the talk & swap session. Charlie Carter, Secretary of the American Tax Token Society, told us all about this new token collecting organization. Coffee and cookies ended the evening. We would like to extend an invitation to anyone who is in the area to join us at Syd Joseph's house (870 S. Hudson St.) on the third Thursday of every month.

= THE GROSSE ILE BRIDGE =
By Bernard Keith

The toll bridge connecting the island of Grosse Ile, Michigan, and Riverview, Mich., is the source of the tokens Mich 935 A B C D E. These tokens are erroneously credited to Trenton, Mich. The mainland approach to the bridge is about 100 yards inside of Riverview, and has been on the Riverview tax rolls both as a village and now as a city.

Grosse Ile, purchased from the Potawatomi Indians July 6, 1776, was farmed from about 1795 until recently. It was subdivided after the Civil War. It is a beautiful wooded island in the Detroit River at the mouth of Lake Erie. Most of the houses are modern but there are still many magnificent old houses on the island, evidences of a day of prosperous inhabitants who appreciated peaceful and gracious living not too far from Detroit.

Before 1880 the only access to the island was by boat. During the 1880's the Canadian Southern Railroad built a railroad bridge from what was then Slocums Junction (now part of Trenton) to Grosse Ile. Their right-of-way went across the island to connect with another bridge (the stone pillars of which can still be seen in the river), to Stoney Island and thence to Canada by car ferry as part of the Canada-to-Chicago route. This line was discontinued about 1904.

The Grosse Ile depot and the bridge to the mainland was taken over by the Michigan Central Railroad which ran a commuter train to Detroit in the morning and back again at night. This line and two ferries continued to be the only way over from the mainland until the toll bridge was built at the northern end of the island.

Construction started on May 12, 1912, and the bridge opened for travel on Thanksgiving Day of 1913. It was constructed by Whitehead & Kales of River Rouge, Mich., at a cost of \$125,000 to \$150,000. The framework is steel and the deck is wooden covered with two inches of asphalt. It is 1,002 feet long and the deck is 22 feet wide (the entire structure is about 25 feet wide). From the deck to the top of the structure is a height of 15 feet. At high water the deck is about 12 to 13 feet above the channel. At low water or when the wind is pushing the water back to Lake St. Clair the distance is from 15 to 17 feet. Maximum weight load for the structure is 16,000 pounds per axle. There is a staff for the bridge consisting of six men.

The bridge pivots on a center to accommodate large boats. When open there is a clearance of 135 feet from the center to the span. Boats carrying pellets for Mc-Louth Steel, coal for Detroit Edison and tankers with oil for Socony Vacuum (Mobil) pass through this channel.

The bridge has been hit by boats on several occasions, the last being by the "Dean," a coal carrier now decommissioned. The most serious incident occurred on August 6, 1965, when the Hutchinson collided with the bridge knocking one span and four or five automobiles into the water and actually shifting one of the piers. No one was hurt even though the span which was hit looked like a pretzel. Repairs to the span are reported to have cost a number of times the original cost of the entire bridge.

The original officers of the Grosse Ile Bridge Company were E.W. Voigt, President; F.A. Schulte, Vice-President; Orla Taylor, Secretary; and H.P. Borgman, Treasurer. The company has perpetual rights to the bridge charter. They were spark-plugged by the Voigt family. The stockholders did not expect any returns for at least ten years. However, the enterprise was successful and it is reported that a dividend was paid the first year.

Between 1928 and 1931 the Michigan Centraill Railroad discontinued train service and the Wayne County Road Commission purchased the railroad bridge, revamped it and turned it into a free bridge. Since this bridge is nearer the southern end of the island, the toll bridge is still functioning and for many it is the quickest way to the mainland and up-river communities.

Inflation has not affected the toll on the bridge. The price has fluctuated because of other aspects. It started out at 50¢ each way and 5¢ for each passenger. A book of tickets could be purchased lowering this price. The larger the book the more the discount. The \$30 book received the maximum discount. Since some of the tickets were in the amount of 2½¢, it is presumed that this was the discounted price

for passengers. The present toll is 20¢ one-way for car and driver, 5¢ for the passengers and 30¢ round-trip. Moving vans are charged \$1.50.

The tokens are no longer in use, having been discontinued some time in the 1950's. They used to turn up from time to time on the bridge and the old timers speak of seeing bushels of them. However, they are now difficult to obtain and the Grosse Ile Bridge Company has none. They were given to expedite the return trip and as a consequence were all used up by the customers who either kept them for souvenirs or used the toll bridge one way and the free bridge the other. Cardboard passes now serve the same purpose.

The bridge, in its 58th year, is a well kept structure and barring a catastrophe could last many years. The 50th anniversary was not officially noticed in any way. Maybe when it gets to be the 100th anniversary the management will issue 935 F's.

P A T H
By Donald Noe

The Port Authority Trans-Hudson rapid transit system is one of the oldest such systems in the United States, dating back to 1874, when construction began on the first of its tunnels under the Hudson River. When it opened in 1908 it was hailed as an engineering marvel.

The system was not always known as PATH but from 1908 to 1962 it was operated by the Hudson & Manhattan Railroad (NY 630 AH-AL) until it had gone bankrupt and the line was on the verge of abandonment. Then on September 1, 1962, the Port Authority Trans-Hudson Corporation (PATH), a subsidiary of the Port of New York Authority, was created to acquire, operate and modernize the bankrupt 13.9-mile H & M system.

The Hudson & Manhattan Railroad played an important transportation role and reached the high point of its traffic in 1927 when it carried over 113 million passengers annually. Then the private automobile gradually reduced passenger service and the fortunes of the system waned. As a commercial enterprise the system was insolvent from the early 1930's until it fell into bankruptcy in 1954. By 1965 passenger service dipped to just 26 million passengers annually.

PATH immediately set out to modernize and rehabilitate the antiquated and neglected system. Frayed cable, deficient wiring, rotted railroad ties, decrepit passenger cars and filthy stations were a commonplace. Two hundred million dollars was spent on painting and cleaning the stations and the entire fleet of cars was overhauled. Some of the cars dated back to the beginning of the lines. Since 1965 206 new air-conditioned cars have been put into service, making PATH the only fully air-conditioned rapid transit fleet in the United States.

PATH now serves as a vital transit link between northern New Jersey cities of Newark, Harrison, Jersey City, and Hoboken, and stations in Manhattan. It provides the chief access to the lower Manhattan financial district for passengers using the railroads serving the New Jersey suburbs.

PATH has been replacing its existing outmoded facilities since it was created in 1962. It has been working on two major projects recently: the building of a terminal in the new Transportation Center planned for Journal Square in Jersey City, and a new terminal within the foundations of the new World Trade Center.

Most recently on September 10, 1970, James C. Kellogg III, Chairman of the Port of New York Authority and its rail rapid transit subsidiary, PATH, announced the fare collection modernization plan which will end the use of PATH tokens (NY 630 AQ). For a time-saving improvement the 140,000 daily passengers on the PATH system will use exact change turnstile fare collections which are being installed now. All stations will be provided with the new system as soon as the equipment becomes available, and they hope to have the work completed by mid 1971. Upon hearing about the end of the use of the PATH token I wrote PATH asking what they planned to do with the remaining tokens. I received a reply from Philip G. Craig, Assistant Supervisor of Passenger Services at PATH who informed me that after withdrawal of PATH tokens from general circulation they will be redeemable for an indefinite period at the full face value price of 30¢ each. He also added that if PATH dies dispose of its tokens, they will make an adequate supply available to collectors.

= THE KNOX COUNTY ELECTRIC COMPANY =

By Harold H. Young

Ask a New England trolley fan who is not a token collector about the Knox County Electric Co. and you may draw a vague look, but ask him about the Rockland, Thomaston & Camden Street Railway and he will be ready to talk with you. The answer is that trolley cars operated in the area round Rockland, Maine, for nearly 40 years but only for a year or two under the name of Knox County Electric Co. It was during this brief period that the token Maine 740 A was put in use.

As in so many places, trolley operations in the early days were combined with sale of electricity. The Rockland, Thomaston & Camden Street Railway was engaged in the sale of electricity in its area and also conducted the gas business in Rockland. In recognition of the growing importance of the electric end of the business and also capitalizing on growing investor preference for electric company stocks, the name of the enterprise was changed as of April 1, 1919, to Knox County Electric Co. The very next year, however, Central Maine Power Co. acquired control of the company and, in 1921, all the electric operations were merged into the Central Maine Power. The new owners took over the railway business and that continued under the original name of Rockland, Thomaston & Camden Street Railway. This suggests that the tokens must have been put into use around 1919 or 1920.

The enterprise had its beginnings in 1891. When completed the railway ran from Camden through Rockport and Rockland to Thomaston and Warren. This constituted the main line and another line ran from the Maine Central wharf in Rockland to the Highlands. Total mileage was fractionally over 21 miles.

Rockland was the county seat and trading center for Knox County. It was the terminus of a branch line of the Maine Central Railroad which ran up from Bath and Woolwich. In the summer Rockland took on added importance as it was a port of call for the Boston-to-Bangor steamships and from Rockland smaller steamers fanned out to neighboring islands. The Samoset Hotel at Rockland was one of the best known summer hotels in the day when these enterprises were in their prime.

The most important industry in the Rockland area was the manufacture of lime. The lime rock was excavated from vast quarries and then converted in kilns to the form in which the lime was sold. The trolley line had spurs to both quarries and kilns.

Entrepreneurs of the trolley system laid stress on the fact that it did not parallel or compete with any steam road connecting the towns and that it furnished the only rail connection for Camden for passengers, baggage and express. Apparently the difficult terrain discouraged the builders of the steam road from pushing beyond Rockland. Several round trips were made daily by the trolley line from Rockland to Camden for transportation of freight, baggage and express. The road also had the contract for carrying the mail and at one time operated a railway mail car on the run.

In the heyday of the trolley operation, passenger cars ran between Camden and Thomaston on half-hourly headway with the car continuing from Thomaston to Warren once an hour. An hourly schedule was in effect on the Rockland Highlands line.

The first dismemberment of the line came in October, 1925, when the rails from Thomaston to Warren were abandoned and bus service was substituted. All operations on that segment ended in 1927. Street railway service between Camden and Thomaston and on the Rockland Highlands route continued to April 1, 1931, when all trolley operations ended. At that time the road had in operation some lightweight double-truck cars which were only about ten years old and still useful. These were transferred to the Waterville, Fairfield & Oakland Railway which also was owned by the Central Maine Power Co. Sponsorship of the power company undoubtedly permitted the railway a little longer lease on life than it might have enjoyed as a strictly independent enterprise.

On February 26, San Francisco cable cars had trouble at the Powell Street turntable. It seems a cable strand got caught in the grip of car #523, which was thereby unable to stop. It crashed into car 509, which bumped car 522, which bumped into car 505, which was shoved onto the turntable and rammed car 520 which was filled with passengers about to leave. Five persons were injured, and the Powell-Mason line was closed down for two weeks.

-February 1971-

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

FLORIDA

Bay Harbor 60 (Reported by Joel Reznick)
BROAD CAUSEWAY FLORIDA
A B 20 Sd Broad Causeway Florida f (* 11/30/70) \$0.20

ILLINOIS

Chicago 150 (Reported by Donald Punshon)
ONE FREE RIDE WITH MARX A. FLOURNOY DRIVER CHICAGO YELLOW CAB
AG A 35 Sd Welcome Aboard! This Token is Good For Your Next Ride Free .50

IOWA

West Union 980 (Reported by Marie A. Johnson to John Coffee)
DORLAND'S BUS LINE WEST UNION, IA. FROM HOTEL TO DEPOT
B o A 29 Sd The Brunswick-Balke Collender Compy Check (pool table) (Sc) 7.50

KANSAS

Norton 700 (Reported by Bill Flood to John Coffee)
B.P. FLEMING EAST SIDE LIVERY BUS AND TRANSFER
ROUND TRIP 25¢ NORTON, KANSAS.
B o A 24 Sd Good For One Ride From Hotel to Depot 7.50

VIRGINIA

Norton 600 (Reported by Cole S. Cuttle)
BRISTOL-NORTON BUS LINE 10c
N o B Oc Sd Norton to Glamorgan 25c R.T. (23mm) 7.50

= NOTES BY RALPH FREIBERG =

This month we list another causeway token, this time from Florida. It looks as if the Franklin Mint may have a connection with the makers of these automatic toll collection devices. This particular token is identical on both sides except that it has the little "f" mint mark (for Franklin Mint) on one side. Prior to November 30, 1970, paper tickets were used on this causeway, and on that date they began using tokens and automatic collection equipment. Joel Reznick's father, who lives in the area, told Joel about the token and was requested to obtain some of the tokens for our New Issues Service. He was asked to wait until a new shipment of tokens arrived, however, which accounted for a delay in listing the token. When they arrived, we got them, all uncirculated. I hope I have the location name correct. It isn't listed in my postal directory or the zip code directory, and on my map it's spelled "Harbour" rather than "Harbor." In any case, it is between Miami and North Miami, and you will find the causeway on most maps. Fare without a token is 15¢ cash, and tokens are sold in packets of 20 for \$2. The initial order was 300,000 tokens, but more may have been struck since then. Franklin Mint usually strikes a few sterling silver tokens for their pets, so we shall be watching for information on Presentation Pieces.

Speaking of Florida, I understand a token is being used in Clearwater on an experimental bus operated by the Florida Department of Transportation. This operation consists of little buses operated on a tentative basis to see if such lines would be justified. We know they are using tokens which sell at 3 for 25¢, but I can't figure out whom I should write about them. If any AVA members gets to Clearwater we'd appreciate his looking into the situation. It probably is a new issue.

A few months back Mr. Coffee mentioned to me over the telephone that there was a taxi driver in Chicago who was using special tickets, and was about to begin using tokens in place of the tickets. What happened was that Don Punshon suggested to the taxi driver that he use tokens, and Don supplied the tokens to him. Don then wrote to John Nicolosi asking if he could use a supply for the New Issues Service. Unfortunately Nick never received the letter, which apparently was lost in the mail. The

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result was that Mr. Punshon thought the N.I.S. wasn't interested, and so disposed of the supply of tokens he had been holding for Nicolosi. Things like this could happen again, and I would suggest to anyone that, if he doesn't hear from Nicolosi, to write to me directly and tell me about the token. I speak on the phone (running up a bill of more than \$5 extra a month) to John Nicolosi every single day, and this way we can always compare notes. We have a policy of not listing any token sponsored by an AVA member unless a quantity is made available to our members (thereby eliminating the temptation to manufacture artificial rarities). However, in this case Mr. Punshon contributed seventy of the tokens (Ill 150 AG) to THE FARE BOX. So anyone who wants to purchase one (limit one to a customer) may order it directly from John Coffee for 50¢ +SAE. Actually the tokens are good for an unlimited taxi ride on Flournoy's cab and have a theoretical value of up to several dollars, but we list them at a nominal value. The \$35 which will be realized from the sale of these 70 tokens will be added to The Fare Box postage fund (which will be much in arrears after the first class mail rate is hiked to 8¢ per ounce in May).

There is little to say about the depotels listed. Both are second tokens known from a line that issued another major variety. Mr. Flood did some investigating of the B.P. Fleming token, and learned that the man's name was Bruce P. Fleming, and that he later took his brother into business with him (which means the "A" token was issued after the "B" token which is listed here). Fleming later abandoned his hack line, following World War I, and opened a garage. Mr. Flood also has an interesting token issued by Fleming when he was operating his garage, which is described as follows:

FLEMING'S GARAGE PHONE 34 AGENT FOR HUDSON AND ESSEX
AUTOMOBILES GOODYEAR TIRES AND ACCESSORIES NORTON, KANSAS

A 38 Sd Good For \$1.00\$ On a Tire

In one of Roland Atwood's early token catalogues, over 30 years ago, he listed a vulcanite token from Madison, Wis. After some time, the late Ray B. Cooper said the Madison listing was incorrect, and that the token really was from Chicago. So the listing was changed to Chicago in the next Atwood Check List. Shortly after that I entered the picture. I searched through old periodicals for a listing of a Madison Street Railway, but could never find one in Chicago. I also was unable to find any record to show it was from Wisconsin. But I kept digging, and then learned there had been a token used by a Madison Street Railway in Indiana! We then relisted the token from Madison, Ind. It was ironic that, by listing this token from the wrong town, an unlisted token would turn up from there! Marie Johnson advertised in Madison, Ind., for the token we had listed, and was able to obtain several specimens of a similar, but slightly different token (Ind 580 B). She also found several specimens of a previously unknown depotel from Madison, Ind. (Ind 580 C). But since then I have heard from the Curator of the State Historical Society of Wisconsin, at Madison, and we now know that the original token (listed now as Ind 580 A) is really from Madison, Wisc., where Atwood had it listed in the first place. What happened was that someone left the State Historical Society some old items from Madison, Wis., and among them was our Ind 580 A. He then investigated and learned this: A horsecar line started in 1884 in Madison, Wis., as the Madison Street Railway Co, and in 1887 the line was purchased by a Chicago syndicate who changed the name to Madison City Street Railway. My problem was that all my material had been dated later than 1887. So it now appears our token, Ind 580 A, should be relisted from Madison, Wis., and this will be done unless someone can come forth with good reason why we shouldn't.

I had also asked the same curator to find out anything he could about the Ashland Street Railway Co. He did learn that there was a line with that name incorporated on August 27, 1886, in Ashland, Wis., and this line began service April 29, 1887. I believe the token we have listed as Ky 10 A is really from Ashland, Wisconsin. Only one of these is known at present, probably because people have been looking for it in the right place. Usually once a token is listed correctly, several more of them show up (such as SD 950 A, now known to be from Scottsbluff, Neb., and NM 430 A, formerly believed to be from Lykens, Pa.).

Another mystery is a New York City token. Some seven or eight years ago Tony Gibbons reported a brass 23mm token, inscribed P.O.N.Y.A. on both sides. At the time

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Mr. Gibbons was told something about this token's being used by employees in one of the tunnels in New York. A few months ago Max Schwartz came up with one of these tokens. I also have a report that these tokens were used as a test for Interhouse Tolls on the George Washington Bridge, possibly back in 1955, and then after that the tokens were destroyed. P.O.N.Y.A. should stand for Port Of New York Authority. In any case this token is a mystery but it will not be listed until firm proof is brought forward as to its use.

I also have a brass 21mm token inscribed TOLEDO & WESTERN R.R. CO. on obverse with a blank reverse. I obtained this token when I purchased Chris Cook's collection. As a matter of fact the Toledo & Western operated a city line service in Adrian, Mich. and in 1913 raised the fares from 5¢ to 10¢ with tickets or tokens selling at 3 for 20¢. I believe this 21mm token was used at this 3/20¢ rate. In 1921 the city lines were separated from the Toledo & Western and then Mich 5 A was issued. However, some day someone else may find some of the 21mm brass tokens in Adrian, and then we shall have something to go on. But until then we won't list it.

= FEBRUARY NEW ISSUES SERVICE REPORT =

By John G. Nicolosi

This is a slim month. Only one U.S. token going your way: the Broad Causeway token from Bay Harbour, Florida. Our sincere thanks to Joel Reznick and his father for obtaining these for us. These tokens are all uncirculated, but as often happens some of them are stained a bit.

Collectors of foreign tokens will receive four more tokens from England: two already listed in your foreign catalogue (240 J and O), and two listed last month, 155 AA and 400 CH. As usual our thanks to Ken Smith for these. Mr. Smith informs me that he won't be able to get any more British tokens for us for a while because of the postal strike over there.

The Florida token is listed at 20¢ but we are sending it out at a 5¢ discount because of low cost to us.

I should also note that the England 240 J and O have been in use some time so the specimens you get will not be in brand new condition.

This month we welcome Jim Wilcox, from waiting list to Associate status.

= APRIL MEETING IN PHILADELPHIA =

By Dave Jordan

The second meeting for 1971 of the Delaware Valley Vecturists Association will be at 1:30, Sunday, April 18, at the General Electric Office in Bluegrass Plaza, Philadelphia. This meeting place is available to us courtesy of Joe Pernicano and is near the intersection of Roosevelt Blvd. (U.S. 1) and Welsh Road, about 5 miles south of the Pennsylvania Turnpike. The General Electric office is on the second floor; stairs are next to a Chinese restaurant.

For those unfamiliar with our organization, DVVA is a most informal group whose gatherings are free of organizational business and are devoted solely to trading, buying, selling, and talking about tokens. Anyone close enough to make it to a meeting is automatically a member. Eight or ten is our normal attendance, and we'd like to see more. Try to make this one!

= THE CALL FOR NOMINATIONS =

Nominations for A.V.A. officers are now open. Any AVA member may nominate persons for the positions of President, Vice-President, Secretary, Treasurer, Curator. Nominations should be sent to Donald Mazeau, Secy. - Box 31 - Clinton, CT 06413. Nominations will close April 30.

- Ralph Hinde, President.

= PRICES REALIZED IN DUANE H. FEISEL'S AUCTION IN THE DECEMBER FARE BOX =

Ariz 720 A	\$69.75	Mass 970 B	\$26.00	Ohio 660 B	\$35.00	Tex 445 J	\$7.50
Ark 300 A	78.75	Mich 225 B	14.50	Ohio 660 D	28.00	Va 580 Cb	35.00
Cal 998 B	6.55	Mich 588 A	35.00	Ohio 785 A	25.00	Va 620 A	4.55
Ga 360 B	4.55	Mo 430 E	8.00	Pa 260 A	41.50	Wash 590 B	40.00
Ga 765 A	3.75	Mo 430 F	16.00	Pa 495 A	5.15	Wash 710 A	40.00
III 150 Wa	35.00	Mo 700 A	25.15	Pa 495 F	17.50	Wash 710 B	40.00
III 320 B	5.35	Neb 940 B	21.50	Pa 526 JCa	35.75	Wash 998 I	10.00
III 320 C	4.85	Neb 980 A	40.25	Pa 745 B	27.50	Wis 500 B	9.30
III 580 A	26.50	NJ 290 C	39.00	Pa 745 E	47.50	Wis 510 A	33.00
III 998 A	1.00	NJ 997 J	10.05	Pa 750 O	15.05	Wyo 810 A	29.00
Kans 40 A	22.85	NJ 997 K	10.05	Pa 750 AE	15.05	Unid 68	4.10
Kans 690 A	19.85	NJ 997 L	10.05	Pa 750 AT	11.25	M.S. 23 A	10.00
Ky 10 B	75.00	Ohio 165 F	55.00	Pa 840 A	27.10	Timetable U	12.00
Ky 510 A	17.50	Ohio 165 M	12.50	Pa 840 B	40.00	Ontario 675 B	23.00
Ky 510 C	11.00	Ohio 165 N	12.50	Pa 998 F	8.00	Jamaica 420 A	12.85
Ky 510 G	28.00	Ohio 230 G	17.50	Pa 998 H	25.05	Argentina 160 E	16.85
Ky 510 O	5.15	Ohio 230 J	9.00	Pa 1000 A	19.25	Chile 920 B	4.85
Md 60 O	20.00	Ohio 475 A	10.00	SD 890 A	42.75	Chile 920 D	4.55
Mass 115 A	19.25	Ohio 475 B	10.00	Tenn 430 E	34.00	Cuba 480 D	10.00
Mass 970 A	38.00	Ohio 475 C	10.00	Tex 445 I	5.50	Peru 480 B	21.85
						Peru 480 C	12.85

There were 45 bidders in this auction, of whom 27 were successful on at least one lot. The prices in this auction are spotty. Some tokens, such as the amazingly popular Ariz 720 A, brought extremely high prices. Others sold at bargain prices, such as Kans 690 A. The \$55 price on Ohio 165 F was a surprise, as oval vulcanite tokens generally command very high prices...much higher than \$55. On the whole, it would seem that prices are levelling off and becoming a bit weaker, with the exception of a few tokens which, for regional reasons (Ariz 720 A is the token everyone needs to complete the state), still bring high prices.

= NEW FINDS =

Larry Freeman heads the list this month, with the find of the second known example of Ohio 175 A. He also found a WVa 890 N. We hesitate to congratulate Larry on his good fortune, however, because last July his house was ransacked and everything of value, including his beautiful coin collection, was stolen. Fortunately his transportation tokens were not taken. Often this is the case--thieves won't bother with tokens, and that's one more reason to collect them in preference to coins. Roy carpenter had a similar experience--his house was ransacked recently but hardly any of his tokens were stolen. He was so disgusted he's decided to move to an apartment.

H.D. Conner recently found the second known example of Tex 340 E, the rare Baptist Seminary St. Ry. token (which was actually used on a bus).

A new member, Bill Flood, also came up with what I believe is the second known example of the rare Pueblo Electric St. Ry. token, Colo 760 A, which has since been acquired by your Editor.

Clarence Symes ran an auction recently in which there were four rare tokens. I have learned the prices realized on these, as follows: Iowa 555 A (Lohrville) \$98.50; Iowa 380 H \$48.00; Iowa 485 A \$76.84; Minn 660 B \$49.75. Seems there's someone out there in Iowa who pays big prices for Iowa stuff. The actual bid on Ia 555 A was \$110.00!

No matter how advanced the hobby gets, rare tokens keep showing up, especially unlisted depotels. For some reason collectors will pay more for a depotel than for any other type of token. Personally I find rare early streetcar tokens much more desirable.

If you have picked up a census token recently, please tell the Editor about it so that we may share vicariously your good fortune.

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

SOUTH CAROLINA

Beaufort	3100	(Reported by Roice V. Rider)	
		TOKEN BEAUFORT PARKING METERS	
A B	22 Sd	Courtesy Downtown Beaufort Merchants (11/1/70-)	\$0.15
		SHOP WITH BEAUFORT MERCHANTS ALWAYS	
B B	22 Sd	Municipal Parking Lot	.15

TEXAS

Brownwood	3140	(Reported by John Nicolosi)	
		FIRST NATIONAL BANK (GATE)	
A Bz	25 Sd	Parcoa Token (gate)(Rev. H)	.25
Lubbock	3565	(Reported by Nicolosi)	
		METHODIST HOSPITAL LUBBOCK, TEXAS (GATE)	
B o Bz	25 Sd	Parcoa Token (gate)(Rev. I)(10/69-10/70)	.25

CANADA - ONTARIO

Cornwall	3200	(Reported by J. Douglas Ferguson)	
		CORNWALL PARKING AUTHORITY	
A o WM	26 Sd	Parking Token (7-69-9/70)	.15
North York	3615	(Reported by John K. Curtis)	
		BOROUGH OF NORTH YORK BROOKE LOT	
A WM	26 Sd	Parking Token	.15

ADDITIONS AND CORRECTIONS

MA 3275 A: add variety description
(O&R: propeller points ...)
a. (above F -- above S)
b. (F--S)(F--above S)
MI 3585 A: reverse G, not E (11/70)
NM 3040 Aa: off-metal strike known in WM

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

The Beaufort tokens are sold to merchants by the city, and the merchants distribute the tokens among customers to provide free meter or lot parking. These tokens will be available to PTNIS subscribers.

It is not known how the bank token from Brownwood is used, but it is probably for a gate-controlled customer parking lot. You may be able to obtain this token by writing the bank and sending 25¢ +SAE.

The Methodist Hospital token is distributed to patients for use in a gate-controlled lot. A supply of this token has been obtained for PTNIS.

The two Canadian tokens for this month are very similar in appearance. The Cornwall token was used for a gate-controlled lot, and the North York usage is probably similar. Both of these tokens will be sent out to PTNIS members. Special thanks go to John Curtis for securing the supply of the North York tokens.

Just as soon as all the various batches of tokens for PTNIS are at hand a shipment will be made. Included with the tokens mentioned this month will be MI 3370 L, PTMS 3008 A, and Ont 3675 A B.

= PLAN NOW TO ATTEND THE AVA CONVENTION IN SEATTLE AUGUST 6-8 =

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

AUSTRALIA

Manly 480 (Reported by R. Owens of Manly)

[These passes all have the initials of the issuing company on obverse, together with the months and year date, as indicated, also on obverse. Rather than repeat the initials on obverse for each token, we list them once; remember the dates are also on obverse in each case.] (Value \$1 each)

P.J. & M.S.S. CO. (DATES)

QHo K	Sd	Jan.-March 1968 (23x23mm) (unplated) (numerals 1 to 20; child pass)	\$5.00
QJo B	Sd	July-Dec. 1968 (22x27mm) (G-plated) (numerals 1 to 400)	1.00
QKo B	Sd	July-Sept. 1968 (29x30mm) (G-plated) (numerals 1 to 120)	1.00
QLo K	Sd	" " (Gm-plated) (numerals 1 to 80)	1.00
QMo B	Sd	Oct.-1968-Dec. (26x26mm) (G-plated) (numerals 1 to 120)	1.00
QNo K	Sd	" " (Gm-plated) (numerals 1 to 80)	1.00
QPo B	Sd	Jan.-June 1969 (19x28mm) (G-plated) (numerals 1 to 400)	1.00
QQo B	Sd	Jan-Mar 1969 (23x28mm) (G-plated) (numerals 1 to 120)	1.00
QRo K	Sd	" " (Gm-plated) (numerals 1 to 80)	1.00
QSo B	Sd	April-June 1969 (26x28mm) (G-plated) (numerals 1 to 120)	1.00
QTo K	Sd	" " (Gm-plated) (numerals 1 to 80)	1.00
QUo B	Sd	July-Dec. 1969 (21x27mm) (G-plated) (numerals 1 to 300)	1.00
QVo B	Sd	July-Sept. 1969 (19x31mm) (G-plated) (numerals 1 to 120)	1.00
QWo K	Sd	" " (Gm--plated) (numerals 1 to 80)	1.00
QXo B	Sd	Oct.-Dec. 1969 (23x24mm) (G-plated) (numerals 1 to 120)	1.00
QYo K	Sd	" " (Gm-plated) (numerals 1 to 80)	1.00
RAo B	Sd	Jan.-June 1970 (22x23mm) (G-plated) (numerals 1 to 400)	1.00
RBo B	Sd	Jan.Mar. 1970 (20x20mm) (G-plated) (numerals 1 to 120)	1.00
RCo K	Sd	" " (Gm-plated) (numerals 1 to 80)	1.00
RDo B	Sd	April-June 1970 (20x25mm) (G-plated) (numerals 1 to 120)	1.00
REo K	Sd	" " (Gm-plated) (numerals 1 to 80)	1.00

Note that in each token above the dates actually appear only on the obverse, along with the initials of the company. The total number of passes issued corresponds to the numerals. Thus when we have (numerals 1 to 120) for instance, this means only 120 passes were made.

= TAX TOKEN CLUB FORMED =

The several vecturists who are also collectors of sales tax tokens and related items will be happy to learn of the formation of the American Tax Token Society. The organization was formed in January, 1971, with the purpose of uniting the many tax token collectors in the U.S. and Canada into an organization that would aid each member in his collecting efforts and promote growth of the field. Of the more than 50 founding members of ATTS, one in four also is a member of AVA. The complete organization of the AVA served as one of the models for the formation of ATTS.

Through regular listings of sales tax tokens in the group's monthly newsletter, members are able to increase their knowledge of the field. Correspondence among ATTS members is encouraged by a yearly membership list, and new members are encouraged to join. Vecturists interested in sales tax tokens, coupons, receipts, or punch cards are invited to join the ATTS. Dues are \$2 and applications are available through ATTS Secretary, Charles L. Carter (AVA 1023) - 721 Glencoe St. - Denver, CO 80220.

BUYING FLORIDA ITEMS other than TTs or PTs. Send rubbings or items. Reply by return mail. Buy singles or lots. Thanks to AVA 95 & 1031 for letters. Buy Fla. coll. or Fla. portion of accumulation. Price by AT 3rd ed. cat. # & by lot price.
A. Corson - Box 261, Little River Sta. - Miami, FL 33138

MEXICO 540 B; Argentina 160 F; Brazil 560 A - will trade for Latin TT's I can use. Also have 1 Unident. #53 (Charlie Chaplin jitney) for auction. Will also consider trade for a Latin token I can use.

Gerald A. Sochor - 13680 East Center Ave. - Aurora, CO 80010

REPRESENT your home town in my collection of U.S. & North American postmarks. Please send an empty envelope, or enclose either a note or other postmarks to be exchanged or traded. I would also appreciate any unwanted postmarks that have accumulated over the years. - Neil R. Arthur - 408 Everson Place - Westfield, NJ 07090

TRADE: U.S. TT's only: my SD 480 A for any 25¢ up TT; my WVa 640 A for any 35¢ up TT; my Kans 30 C for any 60¢ up TT. All 3 for any 6 diff. Idaho, Maine, Vermont, any combination. All 3 for \$3 Atwood catalogue, any combination. Also have Texas petrified wood for sale or trade, need any variety of salex tax tokens; would appreciate any empty match folders, duplicate lists. Thanks.

Bill S. Riley - Route 2, Box 348 - Texarkana, TX 75501

WANT FARES, FOTOS, TIMETABLES, pamphlets, books, giving an account of the Dublin, Hillsboro, and Smithville, Texas, horsecar lines.

A. von Blon - Box 6422 - Waco, TX 76706

AUCTION: ARKANSAS 405 A, 975 A; Okla 610 B, 640 G; Pa 495 I; Kans 820 B thru I (8 pcs as a lot). = Del Ford - Box 15263 - Del City, OK 73105

PA 263 A and Ogdensburg PT for your school, child, or bridge token or 10¢ each. MAIL BID: NJ 997 G and oblong wooden nickel made in 1940 commemorating Selma Bridge opening. My new personal token for yours. Stamp helps.

Donald Noe - 1 2nd St. - No. Arlington, NJ 07032

FOR SALE: Illinois 795 D at \$5; 795 F at \$10. These are horsecar tokens used 1874-94. Free description card.

Joe Mileham - 3123 So. 31st Street - Springfield, IL 62703

I AM COMPILING A TRIAL CATALOG OF SOAP TOKENS. I'd appreciate embossings, rubbings, and complete descriptions of these items. I also have TTs and other exonumia to trade for these. = J.W. Baum - 3113 N. Arkansas Ave. - Wichita, KS 67204

WANTED DUPE, WANT AND FOR SALE LISTS. I'll accept most any item from Ind. city & state on it. Trade my dupe TTs for these. I have a complete want & duplicate list ready any time. I have a few common TTs for sale at 3/20¢ minimum order \$2 ppd. 111 95 D, 890 A E; Ind 260 A D, 290 A, 740 A, 940 A; Kans 970 C E F G H; NY 105 D, 760 A, 630 A; Ohio 355 A, 450 H, 860 E; Pa 65 N, 70 A, 695 A, 705 C, 765 Z; WVa 240 B, 850 A; DC 500 C, mix or match them; please note if you have an alternate and will accept my substitute. AUCTION: Ind 90 A. (paid)

Ray Ingalls - 750 S. State - Indianapolis, IN 46203

AUCTION: PA 15 F (XF); 770 B (AU); 985 B (XF).

G.R. Picton - 183 Hanover St. - Wilkes-Barre, PA 18702

CALIF 445 B (4 die vars.) 30¢ each. This is the current token fare in Long Beach. Calif 395 Fa (fine background obv. & rev. high diamond); Fb (fine background obv. & rev); Fc (fine background obv rough background rev) 50¢ each. Cal 395 Ha (fine background obv & rev high diamond) Hc (fine obv. rough rev.) Hd (rough obv & rev) 75¢ each. Calif 395 Hb (fine obv & rev low diamond) \$1. +SAE.

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

WILL TRADE MY NJ 555 B (valued at \$5.51, see auction results) for your NJ 555 A.

John H. Wilcox - Letter Carrier Rte. #103 - North Brunswick, NJ 08902

I HAVE HUNDREDS of merchant trade tokens & centennial wooden money, round and oblong. Will sell or trade for military or TT's that I need. Send stamp for list.

Al Zaika - P.O. Box 65 - Bellmawr, NJ 08030

NEVADA merchant tokens, mirror cards, medals, Masonic pennies, encased coins, scrip, national currency & related items wanted. Will buy or trade and have many very desirable items available, including TT's and saloons. Will pay top prices for tokens of the YUKON TERRITORY that I can use.

Hal Dunn - P.O. Box 114 - Carson City, NV 89701

FOR SALE: R.I. 700 F, for 30¢ +SAE.

H.J. Turgeon - 143 Harrison Ave. - Warwick, RI 02888

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I HAVE 119 diff. parking tokens, cataloguing around \$28, that I wish to trade or sell. Will accept transp. tokens, merchant trade tokens or military installation tokens I need. I have hundreds of TT's to trade and a few merchant & military tokens to trade. All inquiries will be answered. = E.M. Rice - 212 Westhaven Drive - Austin, TX 78746 FOR SALE OR WILL TRADE for tokens: collection of minor world coins (no Canada) all in 2x2 envelopes, 851 diff. coins from 125 countries, total cat. (Yeoman) value \$278.25. Inventory available for postage.

Sam Ruggeri - P.O. Box 561 - No. Bellmore, NY 11710

FOR EXCHANGE: unc. N. Kansas City 50th Ann. 50¢ trade token, for 3 TT's. FOR SALE: Mo 3400 B 25¢. Kans 3450 A(2 vars.) 35¢. +SAE.

Frank C. Greene - Skyline Inn, 5100 NWA Hiway - Kansas City, MO 64151

I HAVE JUST REWRITTEN MY LIST of tokens for sale or trade. Your SAE will bring you this 3-page price list. FOR SALE: Fla 380 C @ \$3; NY 945 A @ \$5.

Ralph A. Hinde - 225-30 106th Avenue, Queens Village - Jamaica, NY 11429

FOR SALE: 50 diff. TT's for \$7.50. Will include at least 7 that cat. for 25¢. Have many TT's and PT's for trade. Send your trade list.

Joe Pernicano - 58 Sonia Lane - Broomall, PA 19008

ALASKA TT's of all types wanted. Also buying all types of Alaska merchant trade tokens, coupons, chit, National Bank currency of Alaska. FOR SALE: unc. Baranof Bur tokens @ \$5. Only token known to have been used at Sitka, Alas. Limited trades arranged. = W.E. Nickell - 432½ So. Franklin St. - Juneau, AK 99801

WILL EXCHANGE UNLISTED 1967 PARKING TOKENS for enamel-plated lapel pins or similar pins such as fraternity, lodge, club, etc. (no army pins).

Olivier St. Aubin - 520 Cote Vertu - Cite St. Laurent 380, P.Q.

FOR TRADE AS A SET: 12 Danish tokens Aalborg 5 I thru S plus ZB. I & J already listed in Smith Catalogue; 5 K thru R + ZB listed in Sept. Fare Box. S listed in Oct. FB.

Trade at a \$5 value. FOR SALE: RI 520 L @ \$2; 120 A 25¢; Cal 895 M 25¢; Pa 263 A 25¢. +SAE. = John G. Nicolosi - 3002 Galindo St. - Oakland, CA 94601

FOR SALE: a 2½x2¼" polished aluminum plate struck with original dies of OH 175 AA (a & B vars.). All 4 strikings on one side; hand-executed, serially numbered, only 50 struck. \$5.25 postpaid. Also 4 pieces, "Benedict Coal Co." scrip tokens 25,50,\$1,\$5, unc. \$4.25 postpaid. WANTED: red OPA token with M.V. initials.

Larry G. Freeman - 2427 Torrington Ave. - Parma, OH 44134

MY TRADE LISTS for yours. I have PT & TT to trade for same. Also wanted, Minn. trade tokens. = Gordon Wold - R #1 - Princeton, MN 55371

TRADE: One Fare ticket with picture of stagecoach for ride to Toronto issued in 1970 to promote a certain town (whose name the Editor regrets he is unable to decipher; please PRINT your ads)...trade for a token or ticket of your choice. AUCTION: ONT 185 A. WANTED: all Canadian transp. tokens, trade tokens, mirror cards.

Art Baker - 188 Deer Park Circle - London 24, Ontario

TIME TABLE TOKENS FOR SALE - I have 2 "G" (see page 637) at \$5.00 each. Every collection should have a timetable token. Have one "F" for sale at \$6.00.

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

THANKS TO RIDER, SCHWARTZ, & RITTERBAND, ET AL, FOR MAKING THIS A VERY HAPPY 1st YEAR OF TOKEN COLLECTING. Keep going. Need much.

Sol Halpern - 1236½ N. Orange Dr. - Hollywood, CA 90038

FOR SALE: Unidentified tokens (listed Jan. 1971 FB) from E. EMIGH MERRY-GO-ROUND. I have 2 of #116 and 1 of #117 for sale at \$20.50 each. Also have Fla 380 D, \$1; Pa 870 A, \$1; Va 620 F, \$9; Va 620 G, \$7.50; Va 20 K, 50¢. DC 3500 B or E 30¢ each. +SAE. Have some good trade tokens from Tex., Nev. and other states to trade for Va. tokens = David E. Schenkman - P.O. Box 16122 - Suitland, MD 20023

FOR SALE: Ariz 1000 B; Col 260 N, 540 D; Conn 345 A; Fla 860 A; Iowa 300 I, 730 D; Kans 820 H; Mo 230 B; NY 631 S, 715 A; Wash 860 A; WVa 200 A.

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

FOR SALE: postcards depicting trolleys, streetcars & horsecars, in foreign countries. Ten diff. for \$1.50, which figures at 15¢ each. Countries are England, France, etc. These are all old cards in nice condition.

Robert E. Paige - 2028 Edgmont Ave. - Chester, PA 19013

I WANT TO BUY FEBRUARY 1970 & OCTOBER 1970 ISSUES OF THE FARE BOX. WILL PAY A GOOD PRICE. = James Clymer - 605 Hardy - Garland, TX 75040

WANTED TO BUY: any Unld. TT's; Dela 300 A to G; RI 520 K; NY 790 E; Pa 525 H I K L; Ohio 225 B. = Frank W. Guernsey - 12546 N.E. Knott - Portland, OR 97230

TRADE BEAUFORT, S.C., PARKING TOKEN (not listed) for transp. token or PT +SAE. Will try to get both new ones from Beaufort.

MSgt Joe Studebaker Jr. - H&HS-28, MACG-28, 2nd MAW, MCAS - Cherry Point, NC 28533

FOR SALE @ 50¢ +SAE: NY 70 A, 305 A, 505 A, 630 ACa, 715 A. Send want-list of tokens for: AL, AR, GA, ID, IL, IN, IA, MI, MN, NB, OH, TN, WI.

George Wyatt - Skylark Lane - Lunenburg, MA 01462

TRADE ONLY: Wash 10 B (less than 50 known) for any TT I need cat. \$2 or more. Also for TRADE, PT's Calif 3025 A & B.

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

MY DAKOTA TERRITORY CENTENNIAL, GENERAL CUSTER, 50¢ GOLDENE MEDAL. Your 2 diff. TT's +SAE. Limit one trade per person.

William A. Williges - Box 445 - Wheatland, CA 95692

TRANSPORTATION TOKEN BRACELETS; stainless steel with 5 diff. TT's embedded in plastic \$3.00. The same with Mercury or Barber dimes, \$5. Dyess AFB, Tex. (Abilene) NCO club \$2,25¢, 5¢, Oct. Al. 3 pcs. \$3. Sheppard AFG (W-Falls, Tx) NCO open mess \$1 in Mdse. red, al. \$2. Tex 135 D E, \$1 each. Trade Mo 440 A, 910 A, for TX TT's of equal value or TX saloon tokens.

Andrew Morgan - 2412 Polk St. - Wichita Falls, TX 76309

METAL PERSONAL TOKENS MADE, plain lettered, 30% discount to AVA members only. Send for price list. No SAE necessary.

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

ANOTHER LITTLE WANT-LIST. Any one common-type TT from the following cities (prefer with city name included in legend)(desirable condition only). State type & price:
FL 90 105 110 180 290 370 440 460 520 540 610 625 630 690 840 860; GA 20 130 200 240
360 450 540 580 630 690 750 920; HI 210 540; ID 100 180 440 580 640 860; IL 10 20 25
40 70 95 110 190 195 200 205 210 270 315 315 350 440 455 460 470 475 510.

Robert L. LaBelle - 149 Ontario St. - Phelps, NY 14532

ILLINOIS 150 AG (listed this issue) FOR SALE AT 50¢ +SAE. Limit one per AVA member.

If any of the 70 are left over next month, you may buy a second specimen. All proceeds from sale of IL 150 AG go to The Fare Box postage fund. Send either coin or unused commemorative stamps. Do not--repeat, do not--send regular postage stamps.

TEXAS 1000 B C D E F G H I, set of 8 tokens for sale for \$1 postpaid (please send large envelope--no stamp necessary). These are running out.

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 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

ATWOOD'S CATALOGUE OF U.S. & CANADIAN TRANSPORTATION TOKENS, 3rd edition 1970, 731 pages with thousands of illustrations, valuations, full index. The official standard of the hobby. Available either buckram-bound or loose-leaf (pages only, punched for 3-ring binder; binder not included). Price \$10 retail; special price to AVA members, \$7.50 postpaid.

FEISEL'S CATALOGUE OF PARKING TOKENS OF THE WORLD, 1966. 160 pages well illustrated. Available either cloth-bound or loose-leaf (pages only, punched for 3-ring binder). Price \$4.50 retail; special price to AVA members, \$3.50 postpaid.

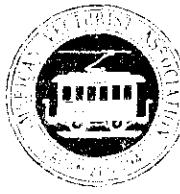
American Vecturist Assn. - P.O. Box 1204 - Boston, MA 02104

= ALL AUCTIONS IN THIS ISSUE CLOSE APRIL 15 =

Advertisements in THE FARE BOX are free to A.V.A. members, up to 6 lines in every issue if desired. Simply print or type your ad on a separate sheet of paper with your name & address (a postcard is ideal), and send it to the Editor. Ad must be different each insertion in any year, and you must send in ads each month; don't send more than one at a time. We do not hold ads over from one month to the next. Auctions must be limited to tokens catalogued at 25¢ or more in any catalogue, and must not include tokens which are now in use regardless of cat. value. Use abbreviations such as +SAE for "plus stamped addressed envelope," and remember that any member has the return privilege for anything he swaps or buys from you, within two weeks.

THE FARE BOX

A Monthly News-Letter for



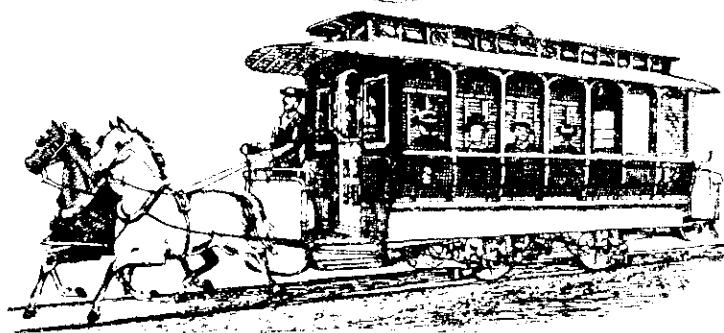
Transportation Token Collectors

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Volume 25, Number 3

MARCH, 1971

Our 285th Issue

April 13, at 10:00 p. m. Together with this issue we are enclosing a reservation card for the Seattle Hilton Hotel, headquarters for the 1971 A. V. A. Convention, which will be held August 6, 7, 8. If you plan to attend, please mail in the card as soon as possible. Note the card has a detachable map of downtown Seattle. This part, of course, should be detached before mailing. Note the rate for a double room is quite reasonable, whereas that for a single is rather steep. Accordingly individual members planning to attend would be well advised to double up. Further reports on plans for the big Seattle Convention will be announced in THE FARE BOX, including a special pre-registration plan.

We are determined to beat the 8¢ postage rate for the April issue of THE FARE BOX, which makes it imperative that we mail that issue during the first week in May. So please have ads and articles here as soon as possible for the April issue. In this respect I regret that the Parking Token Supplement didn't make it in time for this issue, but we hope we'll have a double one in the next issue.

I also regret that, in order to budget my time to best advantage, it will no longer be possible under any circumstances to run ads which contain more than 2 full lines consisting only of catalogue numbers. These are time-consuming to type and I can't do it any longer. I also must restrict auctions, hereafter, to transportation tokens or parking tokens only. No auctions of trade tokens, books, etc., can be placed in free ads until further notice. But you are free to offer them for sale at any specified price...but this is also subject to change. I don't want our ad pages to become just another trade token mart. There are other places for trade tokens to be advertised; THE FARE BOX is primarily for transportation tokens, and members offering material other than transportation tokens in our ads may do so only so long as the Editor's time permits.

One other piece of advice: if anyone asks a question in a letter or on a card, please send along an addressed postcard for an answer! It takes me about 2 hours each day just to take care of Association correspondence now, and every little assistance helps.

Our Secretary, Donald Mazeau, has a dog which is more famous than he is! His dog Buffey was recently pictured coast-to-coast in hundreds of newspapers sniffing a daffodil. No doubt as Buffey gets older, daffodils will be replaced by census tokens.



= PRICES REALIZED IN FIRST UVC AUCTION IN NOVEMBER FARE BOX =

1	\$3.20	30	\$6.20	58	\$28.72	86	\$3.25	114	\$5.75	142	\$5.58
2	5.47	31	6.25	59	3.15	87	6.50	115	3.90	143	7.50
3	6.33	32	3.50	60	9.78	88	12.75	116	5.25	144	5.50
4	3.50	33	5.50	61	2.50	89	9.00	117	4.00	145	10.19
5	3.15	34	7.07	62	2.25	90	7.21	118	3.25	146	8.12
6	4.10	35	4.75	63	11.50	91	3.45	119	3.76	147	8.12
7	4.05	36	27.50	64	6.90	92	3.45	120	15.75	148	4.75
8	3.10	37	8.25	65	17.50	93	3.45	121	15.75	149	3.57
9	7.30	38	10.03	66	6.15	94	12.65	122	7.40	150	2.15
10	4.43	39	14.25	67	2.85	95	12.19	123	4.25	151	2.25
11	6.32	40	8.92	68	error	96	5.75	124	3.85	152	35.75
12	6.32	41	5.15	69	7.07	97	5.77	125	6.50	153	7.50
13	6.32	42	3.10	70	2.50	98	5.47	126	error	154	6.90
14	6.60	43	10.10	71	4.03	99	4.75	127	5.17	155	17.25
15	3.45	44	9.84	72	9.26	100	4.50	128	6.90	156	42.08
16	8.65	45	error	73	3.45	101	4.25	129	3.28	157	8.17
17	2.15	46	3.45	74	5.05	102	5.58	130	3.85	158	17.00
18	2.15	47	8.05	75	5.05	103	5.51	131	3.85	159	3.75
19	error	48	error	76	7.07	104	damaged	132	4.43	160	4.15
20	3.25	49	6.00	77	7.07	105	6.60	133	6.16	161	13.75
21	55.35	50	3.50	78	26.24	106	9.20	134	2.25	162	12.48
22	25.10	51	5.18	79	7.18	107	11.85	135	5.75	163	4.90
23	4.40	52	4.55	80	2.15	108	3.85	136	9.84	164	15.25
24	27.50	53	4.75	81	8.35	109	2.25	137	2.50	165	13.25
25	4.60	54	12.00	82	10.19	110	10.92	138	8.63	166	30.00
26	7.65	55	10.00	83	4.75	111	10.92	139	9.20	167	13.25
27	7.07	56	24.75	84	18.50	112	2.25	140	11.61	168	6.15
28	3.10	57	6.15	85	3.25	113	2.25	141	3.75	169	4.42
29	5.92									170	4.60

A total of 69 bidders participated in the auction with 32 winning at least one piece. Many bids were considerably higher than the prices realized, but the actual prices paid were reduced to a small percentage above the next high bidder. The UVC wishes to thank all AVA'ers who participated in the auction and we hope to see you all at the biggest, boldest, busiest, best convention ever to be held in Chicago in 1972! For the warm-up, we'll see you all in Seattle this August.

= MARCH NEW ISSUES SERVICE REPORT =

By John G. Nicolosi

This is another slim month for new issues, although we do have two U.S. tokens which is double last month's one. You will receive Calif 300 N, and 445 E. Thanks to Bob Ritterband for obtaining the latter for us, and thanks also to others of you who offered to get them for us.

Nothing else much pending in the way of U.S. tokens, although next month we'll have some for collectors of foreign tokens. We do also have one new issue from Alaska pending and hope to have them soon.

Again a reminder to those of you with low and debit accounts, please send me a deposit to keep your account alive. I'll have to clean house very soon, and a word to the wise is sufficient.

A.V.A. member Ken Hallenbeck reports that he is a candidate for election to the Board of Governors of the American Numismatic Association, and he hopes that AVA members who are also ANA members will vote for him.

= BAY STATE STREET RAILWAY COMPANY =
By Harold H. Young

Our subject company, according to one authority, at one time boasted of a larger mileage under one management than any other street railway in the country. I am not prepared to defend this claim but neither have I any reason to question it. Its closest competitor in New England was the Connecticut Company with something in the neighborhood of 600 route miles. The Bay State operated about 950 miles.

The company was put together in 1911 as the consolidation of the Boston & Northern Street Railway Company and the Old Colony Street Railway Co. These two companies since 1901 had been the operating vehicles for properties put together by the Massachusetts Electric Companies. According to a report by the Massachusetts Department of Public Utilities the system was the successor of 63 independent street railway companies, some of which originally were horsecar lines. Another study came up with a figure of 72 predecessor companies.

The way in which these many properties were put together into one gave rise to some of the woes of the Bay State, for woes it did have. In a rate case in 1916 the Massachusetts commission was caustic about what it termed the too hasty combination on an equal basis of all sorts and conditions of companies. They claimed there had been no adequate consideration that some of the older properties had suffered in capitalization and physical condition from operations of certain predatory syndicates while many newer properties had been manifestly speculative in nature and constructed in territory where hope of early return was exceedingly small.

In its heyday, the Bay State operated a far-flung system from Nashua, N.H., on the north to Newport, R.I., on the south. Properties outside of Massachusetts were leased, rather than owned. The Boston Elevated Railway served Boston and adjacent suburbs but otherwise the Bay State dominated eastern Massachusetts. It served virtually every one of the more important industrial centers of that part of the state except New Bedford and did have entrance to that city with lines from Brockton and Taunton. Other larger centers served included Lynn, Lowell, Lawrence, Haverhill and Fall River. However, that is only mentioning a few of the 85 cities and towns served in Massachusetts--91 including New Hampshire and Rhode Island.

While the territory included some of the more thickly populated areas of the state, it had many parts that were very sparsely settled. The inter-city lines were almost entirely along the highways with very little private right-of-way. Within the cities the cars often had to thread their way through narrow, crooked streets but even with long-haul operations included, average speed by one study was only 8.35 miles an hour and only 9.43 miles per hour excluding layovers.

In much of the territory north of Boston the company competed with the Boston & Maine RR, while south of Boston it competed with the New York, New Haven & Hartford. It must be remembered that in those days the steam roads provided frequent service so they skimmed off the best of the inter-city business. Nobody in his right mind would spend 55 to 60 minutes on a trolley from Boston to Lynn, for example, when the train would whisk him there in 20 to 25 minutes. So the intercity operations often consisted of picking up and dropping off people as the cars meandered along.

Of course in the decade prior to the formation of the Bay State, the trolleys still had attraction for pleasure riding. Read this excerpt from a 1906 promotion piece of the Boston & Northern:

"It (the trolley) takes you out into the open air, through the fairest of sylvan scenery, through the busiest of progressive commercial centers, to the invigorating breezes of the shore, past parks and groves, through the very portals that open into the historic regions of the past. You breathe the clearest of air and are refreshed and broadened, and you know more of the great country in which you live. And it is inexpensive."

The company itself owned and operated a number of amusement parks as well as providing service to the lakes, beaches and other points of attraction. For many years the summer months were the heavy traffic months. The popularization of the automobile

gradually changed the character of the riding but for many years the cars were depended on for transportation to work, school, and shopping.

Unfortunately maintenance of the roadbed and equipment left much to be desired and often service was not dependable. Beginning about 1915 the company had competition in many communities from the operation of jitneys, usually private cars which owners used to make a few dollars from operations on heavily traveled lines. Partly because service of the trolleys was not of the best, city fathers were slow to clamp down on the operations of the jitneys.

World War I came along with soaring prices and wages and all sorts of operating problems. I recall the winter of 1917-18 as one of the coldest on record. Coal was short, partly because of the war conditions and partly because of the extra demand. I was in Bay State territory occasionally that winter. Because of the fuel shortage the company trimmed its schedules and also discontinued heating the cars. Platform men recounted that at first the company took the heating fuses out of the car but the crews got hold of their own fuses and put them in as soon as they got away from the barns. Then the company had to cut wires in the heaters to thwart the use of the unauthorized fuses.

On December 13, 1917, the company went into the hands of a receiver appointed by the federal court. In the following March he was given permission by the court to discontinue some of the unprofitable country lines. These were not dropped all at once. At the end of the year about 30 miles had been closed down but nearly 300 were still under scrutiny. Eventually the system was trimmed down rather drastically.

The receiver went after higher fares but hearings were long drawn out. He tried hard to get a 10¢ fare (the base fare had been 6¢) but the commission would not go along. They finally allowed him to charge a 10¢ cash fare but he had to sell 5 tokens for 35¢. The commission made it plain that it was their purpose to make the 7¢ fare readily available and conductors were given tokens to sell on the cars. The new fares were effective in January, 1919. The tokens were Mass 115 G and H. As to the distinction between District 1 and District 2, we must go back and pick up a different thread.

The problems of the company affected so many communities that the Massachusetts legislature had to consider some form of relief. In 1918 an act was passed to form a new company to take over operations. Some new money was to be raised to help in rehabilitation and the state put its credit behind \$4,000,000 of bonds. In return for this, full control was to be invested in a board of 5 trustees who were given jurisdiction over rates and service in most cases. They were instructed to set rates of fare which would cover cost of service and a specified return on capital. It was provided that the territory should be divided into two fare districts, one north of Boston and the other south of Boston with some further subdivision. This explains the issuance of the two tokens.

The trustees took over around May, 1919, and an early move was to discontinue the tokens and institute a 10¢ cash fare. This was done as of July 1, 1919, so the tokens were used only about six months.

The trustees wrought many changes and the successor company, Eastern Massachusetts Street Railway, had a reasonably successful operation for quite a few years. After trimming off a lot of unprofitable mileage, the remaining lines were put in better condition. New rolling stock was purchased for one-man operation and older equipment was adapted so that by 1922 about 95% of all mileage was operated by one-man cars. Freight business was discontinued in 1920 and the cars were remodeled for use as snow-fighting equipment. One of the weaknesses of the sprawling Bay State system was the many car barns, poor power supply arrangements, and other difficulties inherited from the many underlying companies. The trustees of the Eastern Massachusetts changed many of these things around for more efficient operation.

Eventually the Eastern Mass. was able to give its riders reduced fares while retaining the basic 10¢ cash fare. The different districts, of which there were originally 17 and later 12, were separately studied and fares set up to cover service costs. Tickets were sold for \$1 with varying numbers of rides in the different districts. Fall River was a particularly good riding city and regular passengers there could buy punch cards with 20 rides for \$1 long after the 5¢ fare was a memory in most places.

The Eastern Mass. was a well-run operation but there was something about the ubiquitous yellow cars of the old Bay State that elicited a certain sense of affection from people who saw them crisscrossing the landscape in the decade that included World War I.

= CONNECTICUT VALLEY STREET RAILWAY: GREENFIELD & MONTAGUE TRANSPORTATION AREA =
By Harold H. Young

Approximately 45 route miles made up the empire of the Connecticut Valley Street Railway in western Massachusetts in the first quarter of this century. Headquarters and largest car barn were at Greenfield, in which city two local lines were operated. From Greenfield a line ran about five miles to Turners Falls and another line, about 21 miles long, ran to Northampton. Local service in Northampton was provided by the Northampton Street Railway but the Connecticut Valley also ran from Northampton to Amherst, around six miles, through the town of Hadley in which it had a car barn. Another division of the system spread out from Turners Falls like an inverted letter "T." The vertical part of the "T" was a line from Turners Falls to Lake Pleasant from which a line ran two miles to Millers Falls in one direction and two miles to Montague in the other direction.

I have a summer timetable of the road for 1916 which probably was somewhere near the heyday of the system, if a struggling enterprise could ever be said to have had a heyday. Service on the long line between Greenfield and Northampton was on an hourly basis and running time was one and a half hours. On Sundays "when the weather is fair" half-hourly time prevailed for most of the day and also during the summer half-hourly time was in effect between Northampton and Hatfield Switch throughout the week until early evening.

Service between Northampton and Amherst was on a half-hourly basis and the running time was 30 minutes. Incidentally, for many years after the road had folded the old car barn in Hadley, although diverted to other uses, still had a protruding bay window used of old by barn personnel to watch for approaching cars. In the days before college students had automobiles, no small amount of traffic was generated on this line from the male students of Amherst College and Massachusetts Agricultural College (predecessor of University of Massachusetts) at one end and female students of Smith College at Northampton on the other end.

The Greenfield Division was the best producer of business. Both Greenfield and Turners Falls were busy industrial towns with workers shuttling back and forth and for many years Greenfield was an important division point on the Boston & Maine RR. The main line from Boston to the west and the north-south line from New Haven and Springfield to White River Junction, Vermont, crossed there. Cars ran every half hour between Greenfield and Turners Falls and also on the city lines in Greenfield.

The Millers Falls Division was a marginal operation. My 1916 schedule showed 16 trips a day between Turners Falls and Millers Falls but at irregular intervals. Only a half dozen trips daily went to Montague and apparently these tied in with Millers Falls trips so that a passenger might board a car at Montague and have to go clear across the top of the "T" to Millers Falls before returning to Lake Pleasant and heading for Millers Falls.

I have been unable to establish definitely when the token Mass 305 A was in use, but there is some evidence it might have been around 1920 for in July of that year the company was authorized to increase fares from 6¢ to 10¢ and to sell "tickets" for 7½¢. I find that reports do not always differentiate between tickets and tokens. We can pinpoint when the Mass 305 B was used for that was designated as a "Receiver's Zone Ticket," and the receiver was appointed in December, 1921, and he completed liquidation of the road in 1924, so the token must have been used around 1922-23.

First abandonment was the Millers Falls Division which was sold for junk in December, 1922. Abandonment of this mileage had been threatened as far back as 1918. The rest of the system was put up for sale in March, 1924. The Northampton Street Railway bid in and continued to operate the mileage from Northampton to Amherst and Northampton to Hatfield. The line from Greenfield to Hatfield was dismantled. The nine miles in the Greenfield Division including the line to Turners Falls and the two city lines were sold to the Greenfield & Montague Transportation Area.

The Massachusetts legislature in 1920 put on its books a statute permitting one or more cities and towns to establish transportation areas to continue operation of existing street railways. The city of Greenfield and the town of Montague (in which Turners Falls is located) took advantage of this law and set up such an area. Trolley operations were continued for several years and, in fact, the Area bought four new cars

which pleased the passengers. Older cars inherited from the Connecticut Valley were retained for standby and peak use. Observers state that if the move had been made just a few years later the Area might have gone immediately to buses but at the time roads were not kept open satisfactorily for winter operation.

The Area flourished reasonably well and gave good service until the Depression came along. Service was cut back somewhat. A schedule for 1932 shows hourly headway prevailing instead of the previous 30-minute headway in non-rush morning hours and in the evening. Service was also reduced on city lines. Trolley operations were finally given up in July, 1934, and buses took over. The four new cars were sold to a second-hand dealer who resold them to the Cape Breton Tramways in Nova Scotia

Bus operations by the Area have continued right to the present although, as in most other cities, schedules have been reduced. No service at all is given on Sundays and major holidays. However, buses still run between Greenfield and Turners Falls up until 9 p.m. and until 11 p.m. on Fridays. Half-hourly time is still in effect in the heavy riding periods. Local service in Greenfield also continues but only about a dozen trips a day are run.

The token situation is one which should be of real interest to collectors. When the transportation area took over they began selling aluminum tokens at the rate of 12 for 50¢ with a minimum of two tokens being collected for any ride. Today--about 45 years later--the same token, Mass 305 C, is in use and the price is still 12 for 50¢! It is certainly unusual for a token to continue in use for so long a period and at the same price. Of course, fares have changed but the token is geared to cash value and not to cost of a ride. The present fare is 20¢ (or 4 tokens) for the first zone, and 10¢ additional (or 2 tokens) for the second zone.

This aluminum G & M token may evoke memories for the few collectors, like myself, who were active in the early 1930's. A youthful collector in Greenfield undertook to pay for all tokens sent to him by returning an equivalent number of these G & M tokens. His plea was that his tokens were "just as good as any others." So few collectors were then active that any abnormal supply glutted the market. Obviously the young man soon had to change his "modus operandi"!

= THE EXACT-FARE PLAN PAYS... AND PAYS! =

By Robert M. Ritterband

"Are there really benefits to be derived from the 'Exact-Fare' plan?" "Yes, thousands of them," might be the response of the Southern California Rapid Transit District. A recent interview in the Los Angeles Times with officials of the four-county system shows there is far more to be gained from the plan than just a reduction in robberies.

Acts of violence were what first brought the method into use here, and the idea has proven highly effective. In all of 1970 there were just two bus robberies in the system, compared to a previous average before Exact-Fare of 237 per year. Of course employees can work in a more relaxed manner, and RTD says it now has a waiting list on drivers for the first time ever.

Entirely separate from these benefits are the thousands of dollars in "gift" money received from bus riders since the plan was introduced in October 1969. Estimates in overpayments from passengers not carrying the right amount of change range from \$5000 to as much as \$100,000 in these 18 months. The RTD management says they have no way of knowing how much money is received from this windfall, because of varying fare schedules. Based on a presumed normal amount of 2¢ per overpayment, they guess the total could be about \$5000, which would be somewhat offset by the ever-present uncollected fares. On the other hand the drivers estimate that they receive as much as 50¢ per day per bus. Taking 25¢ as an average, this would amount to \$300 each days, giving the vast total of the larger estimate.

Refund coupons for amounts between 5¢ and \$5 are available from drivers, but few people make use of them. With an average of nearly 650,000 daily riders in the RTD system, officials report that refund requests run less than 15 per day. The time and postage doubtless keep passengers from bothering about tiny separate refunds. But just think of that extra one hundred thousand dollars!

= MARCH SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =

By Kenneth E. Smith

In 1964 Sydney Harbour Ferries (SHF) became quasi governmental and our listings of metal passes were stopped. The company apparently still has on hand quantities of passes from 1964 to present. Les Hawthorne on his last trip to Australia was able to get one each of 22 different passes used by SHF from 1965 to 1970. Using these which are listed below at \$1.00 each (because the company still has many of them) we are making the following listings:

SYDNEY, AUSTRALIA 720

MN is like MM but G-plated.

(OCT.-DEC. 1964 SHF PASSES WERE MADE WITH DESCRIPTION UNKNOWN)

MQo B	Sd	(numbers)(G plated)
MRo B	Sd	" (Sv plated)
		S.H.F. JAN-MARCH 1965 (18x22mm)
MSo B	Sd	(numbers & makers name)(G plated)
MTo B	Sd	" (Sv plated)
		S.H.F. APRIL-JUNE 1965 (20x20mm)
MUo B	Sd	(numbers)(G plated)
MVo B	Sd	" (Sv plated)
		S H F JULY SEPT. 1965 (30x30mm)
MWo B	Sd	(numbers)(Sv plated)
MXo B	Sd	" (G plated)
		S.H.F. OCT. DEC 1965 (21x32mm) (NUMBERS)
MYo B	Sd	(blank)(gold plated)
MZo B	Sd	" (silver plated)
		S.H.F. JAN. MARCH 1966 (20x31mm)
NAo B	Sd	(numbers)(Sv plated)
NBo B	Sd	" (G plated)
		(APRIL TO JUNE 1966 SHF PASSES WERE MADE WITH UNKNOWN DESCRIPTIONS)
NCo B	Sd	(numbers)(G plated)
NDo B	Sd	" (Sv plated)
		S.H.F. JULY SEPT. 1966 (18x30mm)
NEo B	Sd	(numbers)(Sv plated)
NFo B	Sd	" (G plated)
		(OCT. TO DEC. 1966 SHF PASSES WERE MADE WITH UNKNOWN DESCRIPTIONS)
NGo B	Sd	(numbers)(G plated)
NHo B	Sd	" (Sv plated)
		S.H.F. JAN. MARCH 1967 (29x29mm)
NIo B	Sd	(Numbers)(Sv plated)
NJo B	Sd	" (G plated)
		S.H.F. APRIL-JUNE 1967 (18x23mm)
NKo B	Sd	(numbers)(G plated)
NLo B	Sd	" (Sv plated)
		S.H.F. JULY-SEPT. 1967 (24x25mm)
NMo B	Sd	(numbers)(Sv plated)
NNo B	Sd	" (G plated)
		S.H.F. OCT. DEC. 1967 (21x34mm)
NOo B	Sd	(numbers)(G plated)
NPo B	Sd	" (Sv plated)
		S.H.F. JAN.-MARCH 1968 (28x28mm)
NQo B	Sd	(numbers)(Sv plated)
NRo B	Sd	" (G plated)
		S H F APRIL-JUNE 1968 (21x23mm)
NSo B	Sd	(numbers)(G plated)
NTo B	Sd	" (Sv plated)
		(JULY TO SEPT. 1968 SHF PASSES WERE MADE WITH UNKNOWN DESCRIPTIONS)
NUo B	Sd	(numbers)(Sv plated)
NVo B	Sd	" (G plated)

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

CALIFORNIA

Fresno 300 (Reported by Duane H. Feisel)
FRESNO TRANSIT
N WM 16 F F.U.S.D. H.S. (* 9/21/70) \$0.25
[Fresno Unified School District Home School]

Long Beach 445 (Reported by Steve Lipshie & Bob Ritterband)
LONG BEACH P.T. CO. Q.M. 2nd EDITION (GLOBE & "QUEEN MARY")
E B 16 Bl Good For One Fare (Globe & "Queen Mary") (* 3/14/71) .30
[445 D and E have 2 slots]

Zone Checks 997 (Reported by Duane H. Feisel)
(OBVERSE SAME AS 997 E)
J o B 39 Sd Fare Paid to Glendale Not Good For Passage (incuse letters) 5.00

IOWA

Wall Lake 920 (Reported by Duane H. Feisel)
FINLEY & FINLEY. LIVERY AND HACK LINE WALL LAKE, IOWA
A o A 22 Sd Good For Round Trip 7.50

KANSAS

McPherson 640 (Reported by J.L. Hargett)
SOLANAS TRANSFER LINE MCPHERSON. KANSAS.
E o B 32 Sd (blank) (obverse letters are incuse) 7.50

MANUFACTURERS' SAMPLES

Group 26 (Reported by John Nicolosi)
(OBVERSE SAME AS 26 A)
B o S 27 Ch 15 15

FANTASIES (Reported by E.L. Tomberlin)

DOWNTOWN CAB COMPANY PHONE 253-2255 OR 253-1000
B 28 Sd Good For 15¢ Towards Fare

MAIN STREET TAXI CAPITAL CITY PHONE 222-1234

A 31 Sd Good For 25¢ Towards Fare Taxi

[These two items were issued as sample tokens to demonstrate the product
of a firm which manufactures trade checks.]

= NOTES BY RALPH FREIBERG =

This month we have a school token issued last September but unknown to us until one was happily found in a dealer's junk box. A letter to Fresno Transit elicited a suggestion that we should write the Fresno Unified School District, who did agree to sell our New Issues Service a quantity of the new tokens. These tokens are accepted by the Fresno Transit in their fare boxes and then they are turned back to the school district for redemption. The school district in a letter said the H.S. on the token stood for "Home School." Tokens are given to students bussing to schools outside of the Home Area. The new token went into use on September 21, 1970.

Long Beach had a fare increase on Sunday, March 14, 1971, to 30¢, 4 tokens for a dollar. Mr. Lipshie mentioned that he saw a notice of a fare hike to Bob Ritterband, who obtained the tokens for us. We should imagine the B,C,D, are obsolete for now, but possibly after a time they may come back into use.

Duane Feisel came up with another of those big rare zone checks for the Original State Line. See Page 71 in Atwood for information on this company.

Duane also reports another depotel. Depotels keep showing up, and it looks as though depotels may end up being the most prevalent type of token in the book!

Syd Joseph sends word that Jim McDonald has noted a new variety of the Las Vegas, Nevada, token. The 100 C was placed into use about 5 years ago and somewhere in the past few months they needed more tokens and the new batch came with a smaller center hole. We have a photo of the older token with the larger hole on page 349 of Atwood, so by comparing your token with the picture you will know which one you have. The new token probably went into use when the fare went up to 40¢, ten for \$3.35, in the latter part of 1970. However, they are still using some Calif 110 C's as well. It's rumored that if the fare goes to 50¢, with tokens, they might issue a larger token. Generally speaking we don't bother with tokens with different size holes or cut-outs, except for a few very obvious cases such as the La Junta, Colo., tokens. In the case of the Las Vegas tokens we'll just put "(Vars.)" down for now.

Ed Vickers reports that Orlando, Fla., has gone to an Exact Fare plan, and some folks tried to get the company to use tokens again but they wouldn't do it.

Kermit Streeter reports that Philadelphia has raised fares to 35¢. Ordinarily a fare such as this, which requires two coins, would definitely involve the use of tokens because many fare boxes have trouble registering coins of differing sizes. But Philadelphia apparently has good new fare boxes, because they are not using tokens. So the 16mm tokens there are still obsolete, but the 20mm school token is in use.

El Paso, Tex., went to tokens again in January, 1970, with a 15¢, 2 for 25¢, fare. They went to Exact Fare Plan in October, 1970. But they still haven't put the 23mm tokens into use, which they have sacked up in the office. They've had these for years, and eventually they will be used for something. But meanwhile they won't let a single one out to anybody, so please don't pester them as it will only make it more difficult for us to get a supply when they finally do use them. They have an interesting and complicated fare situation in El Paso. On the international streetcar line you pay in Mexican money on the Juarez side, and U.S. coins on the El Paso side. Then you have a similar situation on the Santa Fe Bridge, and there's talk they may put turnstiles on the Mexican side, and perhaps the 23mm tokens may end up being used on the Mexican side of the bridge to avoid the many different sizes of Mexican coins.

We may switch Col 260 G in the next Catalogue to Aurora, Colo. An interesting oddity about this token is that the spelling on the token is "Fitzimmons" whereas the Hospital's name is correctly spelled "Fitzimons." This line started in 1926 and in 1929 was purchased by Denver Tramway. Syd Joseph reported this information to us.

Mr. Weighell also questions why Ontario 575 A was listed under Nipissing. It seems the line never operated in the village of Nipissing which is only a small fishing village. There is a lake nearby called Lake Nipissing, so possibly the company took the name of the lake. Consequently we may switch the listing of this token in the next Catalogue to North Cobalt or Haileybury. A final note on this token, I believe it is a lot scarcer than its price would indicate in the Atwood.

Don Mazeau reports the Connecticut Company token is now obsolete in New Haven, but is in use again in Hartford. But I don't know whether the token now being used in Hartford is the bronze or the white metal one. Would appreciate information on this from somebody up there.

I'll close by mentioning that there is a Bay Area Token Society meeting scheduled for Sunday, May 16, at the Oakland YMCA, 21st & Telegraph, Oakland, Calif. All token collectors welcome, and for further details write John G. Nicolosi. The meeting after that for BATS will be July 11 at Duane Feisel's place, and John Coffee will be on hand again, as he is every year for the July BATS meeting.

= NEW FINDS =

Not too much to report this month. David Schenkman found treasure, however, in Tenn 690 D, the beautiful little Nashville token picturing a trolley, and only the 2nd one known (Harold Ford has the original).

If you watch the ads you will also note that some members have found census tokens which they are putting up for auction. But we don't mention them here unless they are reported to the Editor. So if you've found a census token lately, please write the Editor and, if possible, tell us a little story of how you came across it.

FOR TRADE ONLY: Mich 560 P & Q for any of the following on a 1 for 1 basis: Alas 400 B; Ark 190 A, 285 C, 450 A B C; Fla 290 A B, 105 A, 440 B, 520 C, 530 B, 840 A B, 860 B, 910 G; Mich 5 A, 60 A, 125 A, 360 C D, 220 O, 670 A, 750 A B, 885 A D. Limit 2 each. = Roice V. Rider - 1523 Bailey St. - Lansing, MI 48910

SALE, 50 diff. TT's for \$7.50. I'll pay insurance & postage and include 7 that catalogue 25¢. Also to trade for TT's & PT's, I have Xmas seals for years 1924 & 1929.

Will trade my trade tokens for TT's. Send your trade list.

Joe Pernicano - 58 Sonia Lane - Broomall, PA 19008

AUCTION: Md 60 D I J K Q T U V; Mass 550 G (unpunched). Bid only per token.

Paul Targonsky - 23 Harrison St. - Meriden, CT 06450

MY THIRD WANT-LIST: Any one common type TT from the following cities (prefer type with city name included in legend)(no mutilated): State type & price. IL 530 545 600 605 610 660 670 685 715 740 770 815 840 905; IN 20 90 110 160 300 490 530 570 590 800 930 950 960; IA 110 150 160 300 490 530 570 590 800 930 950 960; KS 40 a50 250 290 480 490 600; KY 80 85 160 250 280 370 530 630 640 710; LA 100 490 620 730 810.

Robert LaBellie - 149 Ontario St. - Phelps, NY 14532

TRADE WANT LISTS. Need NH 640 F and Me 480 B. Will also trade for saloon tokens and Texas merchant trade tokens.

H.D. Conner - 1604 Bluebonnet Drive - Fort Worth, TX 76111

NEED ANY TT FROM: Ala, Ida, Miss, Nev, Wyo, to complete 50 states; offer NY 360 C D, 785 C, Vt 180 B, or telephone tokens in trade. Also I offer 20 diff. foreign coins from 20 countries for any 10 diff. tokens.

Sam Ruggeri - P.O. Box 561 - No. Bellmore, NY 11710

I HAVE 2 RAILROAD MAPS. One is the trackage of the Lehigh Valley RR in Northampton County, Pa., in 1905. The other is a distance diagram of L.V. lines in connection with Lake Erie RR lines in 1906. (Both are "pigeon flecked.") Want Pa. merchant tokens or military tokens.

H.M. Aqua - 487 Bennett St. - Luzerne, PA 18709

WANTED: railroad tokens good for drinking cups, pillows, meal checks, etc. Also want railroad woodburning engine fuel tokens reading " $\frac{1}{4}$ cord" " $\frac{1}{2}$ cord" etc. I am also interested in buying Civil War sutler tokens and Virginia trade tokens.

David E. Schenkman - P.O. Box 16122 - Suitland, MD 20023

WANTED: Proof Sets. I trade my U.S. TT for you U.S. proof sets: NY 25 G for 1960; Pa 495 H for 1960 S.D.; Ohio 750 A for 1961; Mich 375 B for 1962; Ohio 230 M for 1963; Pa 495 G for 1964; Ill 1000 A for 1965; Ohio 440 C for 1966; Ind 650 B for 1967; Pa 725 C for 1968S; Pa 320 A for 1969S; Minn 540 C for 1970S.

Pedro Chiciana Rosario - 220 St. J.A. 18 Country Club - Rio Piedras, PR 00924

FOR SALE AT \$1 EACH: Pa 720 A, 870 A, 930 B, 985 D E, +SAE for each token wanted.

AUCTION: Ohio 175 AA; DC 500 AE for trade.

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

CENSUS TOKENS FOR TRADE ONLY: depotel Kans 830 A for Tex 320 A; depotel Kans 600 B for Calif 450 A or Haw 210 A. Also for trade: Kans 640 D for Ind 280 A or Mich 680 A.

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

TT die vars. for sale: Alas 50 B (E to E rev. 3mm); Cal 745 I (O to period close & far obv.); Cal 825 F (2 rev. vars.); Kans 820 D (new die only rev.); NC 240 I (M & W die); Ohio 815 A (S to T obv 3 & 4mm); Pa 200 A (D to F rev 3 & 4mm); Pa 695 A (D with V inside and without, rev). 50¢ each. Quantities limited - from 1 to 3 available of each. SAE a must. = Harold Ford - 6641 Saroni Drive - Oakland, CA 94611

FOR SALE: ND 320 A, 320 B (lg-G var.), 320 B (sm-G var.), \$1.50 each. 320 C @ 30¢;

ND 320 H @ 20¢; Also Minn 190 B C, 25¢ each +SAE.

Harry Sailor - Route 1, Box 150 - Warren, MN 56762

NEVADA MERCHANT TOKENS, mirror cards, TT's, and related items wanted. Buy or trade.

Have large trading stock from several western states.

Hal Dunn - Box 114 - Carson City, NV 89701

FOR SALE: MASS 115 Y Z AA AB, \$2 each or \$7.50 per set. +SAE.

Elliott L. Goldberg - 10 Earnshaw St. - West Roxbury, MA 02132

FOR SALE: RI 520 L \$2, 120 A 35¢; Pa 445 D E 50¢ set (as is); NY 630 AS 40¢; Ohio 35 D 50¢; 135 AI 50¢; Ia 850 X 50¢; Quebec 345 Q 35¢; N.Scotia 100 N 25¢, all +SAE.

FOR BEST OFFER NJ 997 G; Ill 100 A; BC 450 B; Mexico 640 A B; cash or trade.

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

FOR SALE: Ohio 435 A Bacb C(plain & coated), D. Booklet "No Pushee No Pullee" the story of Mansfield's electric street railways. (Ohio 505) all for just \$3.25 postpd. Singles 40¢ +SAE. See page 4 1968 FB.

Larry G. Freeman - 2427 Torrington Ave. - Parma, OH 44134

ANYONE INTERESTED IN the scarce Aikin's Auto Park parking token, KY 3150 A please write. MAIL BID: Ky 135 A, 480 S, 250 C; Ohio 80 B; Ind 650 B, 450 A. Four diff. trade tokens, city & state, \$1.

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

AUCTION: Pa 765 P. Also TT's, PT's, elongated and Misc. Penna. & Pittsburgh collector items for sale. Large lists. Send 10¢ each list or 25¢ for all.

Frank M. Beam - 209 Laurel Ave., Bellevue - Pittsburgh, PA 15202

WILL TRADE MY OHIP 3999 A (cat. 50¢) for any TT or PT cat. 50¢ and up. Multiple trades welcome. Also my new personal token from Flushing free for the asking.

John A. Backora - P.O. Box 53 - Flushing, OH 43977

WANTED: Enid, Okla., and Baker, Ore., transp. tokens. Also, desire national bank currency from same cities. Please advise condition and price in first letter.

Maynard Harrod - 433 South Lincoln St. - Enid, OK 73701

YOU ARE MISSING SOME NICE TT, PT, and trade tokens from Minn. and other states if you have not gotten my trade list. Send yours & I'll send my lists.

Gordon Wold - Route 1 - Princeton, MN 55371

SEND YOU 3 TIMES ATWOOD III PRICE IN FOREIGN COINS (your choice if in stock) for these common Florida items: 90 A, 110 A B, 290 A B, 370 A B, 380 A B M N T U, 440 B, 520 A B C, 530 B C, 625 A, 630 A, 690 A B C, 710 B C D E, 840 A B C, 860 B C, 880 B A, 900 A, 910 D E F G H, 960 B C E F G.

A. Corson - Box 261, Little River Sta. - Miami, FL 33138

WANTED FOR CASH: any of the following Los Angeles parking tokens: 3450 B I K M Q T Y AC AH. Please write, quoting your price. (Sorry, nothing on hand now to swap.)

Robert Ritterband - 6576 Colgate Ave. - Los Angeles, CA 90048

I WILL PAY 15¢ EACH FOR ILL 150 Z, plus your postage. Send all you have to

Charles Mueller - 3039 S. Drake Ave. - Chicago, IL 60623

AUCTION: U.S. TT's, 490 pieces, 32 diff. obs. From 5 to 64 of each, 38 @ 25¢, balance @ 15¢, total value \$77.30. Best offer.

Olivier St. Aubin - 520 Cote Vertu - Cite St. Laurent 380, Quebec

WANTED: S.C. trade & transp. tokens (no SC 40 A, 210 A, 310 C, 430 D, 730 A, 240 A or C). Also want other S.C. tokens.

Randy Chambers - Box 326 - Seneca, SC 29678

FOR SALE: RI 120 A at 15¢; RI 520 J at \$1.25. +SAE please.

H.J. Turgeon - 143 Harrison Ave. - Warwick, RI 02888

WANT AL 120 H at reasonable cost. Will the AVA member who collects tea tags contact me as I have a bunch more for him but lost his N&A in the interim.

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

AUCTION: Ark 435 A (holed); Ga 750 C; III 370 B; Ia 510 A, 640 Sa; NJ 185 A, Pa 725 Bb; Tex 360 B, 590 B, 890 A B; Unid. 47.

Capt. John H. Palmer - P.O. Box 1363 - Nederland, TX 77627

FOR SALE: Miss 460 K and Lb, 30¢ each +SAE.

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

FOR TRADE ONLY: ten Calif 3450 G, 6 Calif 3055 D. One for one +SAE. Calif. PT needed. First come first trade.

Sol Halpern - 1236½ N. Orange Dr. - Hollywood, CA 90038

MY LBJ, Humphrey and Wallace brass, satirical political tokens. Your 4 diff. TT's +SAE. = Bill Williges - Box 445 - Wheatland, TX 95692

WANTED: Ala 470 B; Cal 125 D, 895 F; Col 60 B, 260 B E; Fla 880 E G; Mont 320 Aa Ba. Trade items include NY 560 A and Ont 565 B. Also wish to trade for Colorado trade tokens. Write first!

Lee Nott - 139-B Waverly Way - Minot AFB, ND 58701

WANTED: I need most of the rare Iowa TT's and Iowa Civil War tokens. Have a few items for trading or will buy outright. Please help me complete this difficult state.

Glenn Wright - Iola, WI 54945

FOR SALE: 320 diff. TT's for \$48 or best offer in coins or old TT's, also 210 TT's some doubles for \$20 or best offer in coins or TT's. Write first.

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

TURKEY PLUCKER TOKENS. Witcher Produce Co. (Brownwood, Tx) Good for 1 Turkey, Good For 5 Turkeys, the pair \$1. Single Good For 1 Turkey 50¢. B.H. Hicks, Rowena SD, Gd. for 5¢ in trade, oct. brs. B.H. Hicks Rowena SD Gd for 10¢ in Mdse. alum, rd. \$2 per pair. Ray McCue Hawarden, Iowa, 25¢ in trade brs \$1 all postpaid.

Andrew Morgan - 2412 Polk St. - Wichita Falls, TX 76309

WANTED: following common tokens: Ala 220 D, 240 B, 560 T U W, 570 B, 750 J, 800 D E; Ark 450 A, 480 A G H J, 885 F G; Cal 125 A, 320 E, 630 F, 715 R, 775 H, 795 B, 800 B.

H.C. Reidling - 11516 Flamindo - Dallas, TX

TT's FOR SALE: +SAE. 20¢ each: Alas 50 B; Ariz 80 A; Cal 745 S, 760 D F, 775 F, 795 A, 825 F; Col 60 A, 140 D, 340 D E; Conn 35 E J, 290 Ka Kb, L N, 305 M N O P; Fla 380 L S, 530 Ca F, 930 A; Ga 70 C D; Haw C D; Ill 95 C, 130 F; 755 E, 890 A D E. 25¢ each: Conn 210 A, 290 P Q; Fla 930 D; Ill 495 G. 75¢ each: Ill 1000 A B.

Claude G. Thompson - 3757 Kipling Ave. So. - Minneapolis, MN 55416

BEST OFFER for St. Charles Bar, Waco, Texas, 12½¢ also Goldstein Migel Golden Jubilee 1886-1936, Waco's Greatest Department Store, Waco, Texas. Will trade for books, pamphlets, maps on railway, Texas, autos or guns.

A. von Blon - Box 6422 - Waco, TX 76706

CATALOGUE OF WORLD TRANSPORTATION TOKENS & PASSES except No. America. 1st edition 1967 at \$5 either bound or unbound; specify which. Autographed if desired. Order: Kenneth E. Smith - 328 Avenue F - Redondo Beach, CA 90277

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Advertisements in THE FARE BOX are free to A.V.A. members. Up to 6 lines in every issue if desired. Simply write ad on separate sheet with name & address and mail to the Editor. Auctions are hereafter limited to transportation or parking tokens valued at 25¢ or more in any catalogue. No auctions of 15¢ or 20¢ tokens, or of current tokens, or of items which are not transp. or parking tokens. Also, no more than 2 lines per ad consisting entirely of cat. numbers! ALL AUCTIONS THIS ISSUE CLOSE MAY 5.

= APPLICATIONS FOR MEMBERSHIP =

1250 ROGER LARSSON - 366 GRAND AVENUE - ROCHESTER, NEW YORK 14609
Age 24; Musician. Collects all types. (Coffee)

1251 LLOYD E. WAGAMAN - ROUTE 1, BOX 195-D - CAMBY, INDIANA 46113
Age 51; Truck Driver. Collects U.S., parking. (Coffee)

1252 HAROLD L. LESSER - 32 ONEIDA AVENUE - SELDEN, NEW YORK 11784
Age 24; Tile Mason. Collects U.S., Canada. (Mazeau)

1253 E. WEHLING - 39-17 SYCAMORE DRIVE - FAIRLAWN, NEW JERSEY 07410
Age 53. Collects U.S. (Rider)

1254 PAULA K. STAYNER - 218 WEST HOBSONWAY - BLYTHE, CALIFORNIA 92225
Age 31; Merchant. Collects U.S., parking. (Coffee)

1255 OTTO HARLOR - 6000 OLENTANGY RIVER ROAD - WORTHINGTON, OHIO 43085
Age legal. Retired. Collects U.S., Canada. (Schubert)

1256 RUSSELL E. CARTER - 128 HASWILL STREET - WARWICK, RHODE ISLAND 02886
Age 52; Postal Clerk. Collects U.S., parking. (Turgeon)

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

* Kenneth R. Bridges - 15919 Archduke Drive - Houston, Texas 77039

* E.L. Tomberlin - P.O. Box 2295 - San Leandro, California 94577

THE FARE BOX

A Monthly News-Letter for

NEW ISSUES EDITOR

RALPH FREIBERG
634 Ashbury Street
San Francisco, California
94117

New Issues Service

JOHN G. NICOLOSI
3002 Galindo Street
Oakland, California
94601

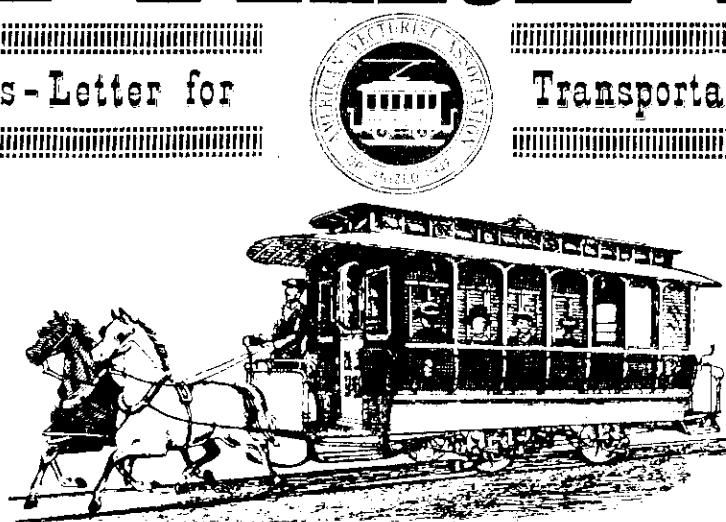
Transportation Token Collectors

EDITOR

J. M. COFFEE, JR.
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Boston, Massachusetts
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Parking Tokens

DUANE H. FEISEL
P. O. Box 11661
Palo Alto, California
94306



Volume 25, Number 4

APRIL, 1971

Our 286th Issue

May 5, at 6:00 p.m. We shall publish the May issue by the end of May, and the June issue about June 25, just before the Editor leaves for the West Coast for the summer. There is a contest for AVA officer positions, and ballots will go out with the June issue.

Remember the Annual Convention of the American Vecturist Association, to be held this year at the Seattle Hilton Hotel on August 6, 7, 8. Be sure to send in your reservation card to be sure of accommodations. We believe this will be one of our nicer gatherings.

The North East Vecturist Association has published a Supplement to the Third Edition of Atwood's Catalogue, which lists all tokens issued or discovered since the Catalogue went to press, through the February 1971 Fare Box. That is, it lists all tokens listed in Fare Box supplements from January 1970 through February 1971. Collectors who have joined recently will want a copy to bring their catalogues up to date. Only 200 were printed and they are available from Ralph Hinde. NEVA members will receive a free copy automatically.

Inside this issue you will find the new Census of Rare Tokens compiled (and typed) by Harold Ford. This is a list of all tokens of which there are no more than ten known to exist, and it is the best guide-line to follow in seeking rare tokens.

You will also find, at long last, another supplement to the Vecturist Personal Token listing, begun by me some years ago. If you have issued a personal token that has never been listed, simply send one to the Editor to be certain of listing. When we publish the first bound book-style Supplement to the Atwood Catalogue, in two or three years, we'll definitely include a complete listing of vecturist personal tokens.

We still have not received a Parking Token Supplement, or any word for that matter, from Duane Feisel. We know he's a busy man, and no doubt the press of other business has not permitted him to compile the parking token supplements. Nevertheless we hope to have a supplement from him for the next issue.



The life history of the Northern Massachusetts St. Ry. Co. was written in the eleven years from 1913 to 1924 although predecessor companies operated as far back as the 1890's and a small segment stayed alive under successor auspices until 1933. For most of its life the company operated about 45 miles of trolley line. The eastern terminus was at Fitchburg. From there the main line ran through Westminster, Gardner and Templeton to Athol and Orange. A branch line in Westminster which ran to Wachusett Park was discontinued after 1915. From East Templeton a branch line ran northward to Baldwinville and Winchendon. Within the town of Gardner there was a loop operation, as to which I wish to digress for a minute.

The westerly side of the loop was located on Main Street between West Gardner Square and Gardner depot and formed a part of the main line over which the company's through service operated. The easterly side of the loop ran from West Gardner Square through Gardner Center and Chestnut Street until it joined the main line again at Gardner depot. Local operations continued over the main line to South Gardner. The business center of the town was at West Gardner; the town hall, high school and most important residential section were at or near Gardner Center and several chair factories were at South Gardner.

Among my "treasures" I have a time table of the Gardner Electric Street Railway, an early predecessor company, for October, 1894. This showed operations on the "Circuit via Chestnut St." and "Circuit via North Main St." Operations began at South Gardner and ran to the depot, from which one car went to the center and West Gardner before returning to South Gardner while the alternate car ran from the depot to West Gardner and returned through Gardner Center. What fascinated me was that while two cars left South Gardner every forty minutes they were at intervals of 27 and 13 minutes, respectively, instead of every 20 minutes. The two cars met every 20 minutes but at 40-minute intervals they crossed at the Center and at alternate 40-minute intervals they crossed at the depot.

Returning to Northern Massachusetts Street Railway operations, I have a schedule for the summer of 1914 showing cars leaving Fitchburg for points on the western part of the system every hour at 30 minutes past the hour. On Saturdays and Sundays during the summer half-hourly service prevailed after 10:30 a.m. The schedule states that connections were made at West Gardner for Templeton, Athol and Orange, confirming my impression that through service between Fitchburg and Orange was not normally available.

This road was a subsidiary of Massachusetts Consolidated Railways which also controlled the Concord, Maynard & Hudson and the Connecticut Valley St. Ry. The latter company had a line out of Greenfield extending as far east as Millers Falls but there was no trolley connection between Millers Falls and Orange. A subsidiary of Massachusetts Consolidated Railways known as the Millers River St. Ry. was formed to build the connecting link. Had this ever been constructed it would have been possible to go from Greenfield to Boston by trolley. From Fitchburg the Worcester Consolidated St. Ry. provided a link to Hudson, whence cars of the Concord, Maynard & Hudson ran to Concord. From there to Arlington Heights the Middlesex & Boston operated and from Arlington Heights into Boston, the Boston Elevated Ry. Co. operated. With increasing use of the automobile and with the dislocations of World War I, it is needless to say the Millers River St. Ry. never was constructed.

The three operating subsidiaries of Massachusetts Consolidated Railways all were weak financially and the three companies went into receivership at the same time in December, 1921. The same person served as receiver for the three roads. This pretty well established the time at which the token Mass 45 A was in use, for it is designated as a "Receiver's Zone Ticket." It must have been used between 1922 and 1924, for in that latter year the receiver completed the liquidation of the road. In October of that year he announced that he had sold seven miles in Athol and Orange to the Athol & Orange Transportation Area. He sold 19 miles in Athol, Philipston, Templeton and Gardner to the Gardner-Templeton St. Ry. which promptly abandoned and dismantled ten miles. The other mileage bought by the Gardner-Templeton enterprise apparently was discontinued around August, 1926. The remaining 20 miles of the North-

ern Mass. in Winchendon, Templeton, Gardner, Westminster and Fitchburg, was dismantled.

This brings us to a brief discussion of the Athol & Orange Transportation Area, formed in 1924 under the authority of a law passed by the Massachusetts legislature in 1920, which purchased the western end of the Northern Mass. system and continued operations between Athol and Orange. Actual financing of the purchase was done by the Town of Athol which sold \$30,000 of bonds in 1924 to be paid off at the rate of \$3,000 annually, with final maturity in 1934. The rolling stock was taken over in various stages of dilapidation and no new cars were bought.

The token Mass 45 B was used by the Transportation Area. I recall stopping at the car barn in Orange on a token-buying pilgrimage in 1932 and buying a supply. That was a long time ago but I think the sale price was something like 10-for-50¢, but I am hazy. The man on duty at the barn described the operation. A car left Orange and went to Athol in about 45 minutes. From the east end of Athol the car returned to a siding at the west end of town, a 15-minute trip. Then it went back to the east end of Athol. On alternate trips the car leaving the east end of Athol crossed at the siding in the west end with a car which had come over from Orange so with two cars on the line, the through Athol-Orange service was on an hourly basis but within Athol service was half-hourly.

The last trolley ran between Athol and Orange on July 1, 1933. This marked the end of all operations by the Transportation Area as it did not go into the bus business. I am informed that attempts by private individuals to operate bus or taxi service in the area were usually unprofitable and often ceased when the equipment wore out.

The Athol & Orange Transportation Area quit operations a year before the Town of Athol paid off the last bonds sold to acquire the property. However, taxpayers of Athol were not the only ones in New England who had to pay for a "dead horse" in the trolley business. The Norton, Taunton & Attleboro in Massachusetts, and the Exeter, Hampton & Amesbury in New Hampshire, both municipally owned in their latter days, gave up the ghost before municipal bonds sold to acquire the properties had been paid off.

= PARKING METER TURNS THIRTY-FIVE =

An invention that has been cursed more than it has been praised, the parking meter, celebrated its 35th birthday last July. H.G. Theusen, a retired Oklahoma State University professor, bravely admits that he was one of the designers of the first parking meter and that Gerald A. Hale, a fellow professor, was the other. The Oklahoma City newspaper editor who spurred them on was Carl Magee, who had played a major role in uncovering the Teapot Dome scandal in the 1920's.

"Magee was on the traffic committee for the Oklahoma City Chamber of Commerce," according to Theusen, "and they were having trouble with people parking in the downtown area." It was almost impossible to enforce the time limits set for parking, so Magee conceived the idea of a parking meter.

The first parking meter ordinance was submitted to the Oklahoma City Council in April, 1935, and the world's first parking meters were installed on Oklahoma streets in July. Although, as the source of a good news story, the meters brought international publicity to Oklahoma City for a day, they were greeted with hostility and resentment by many of the townsmen.

Law suits followed. "There was a legal point there," Theusen explains. "You could collect a fee for policing traffic but you couldn't charge rental space for streets because they were dedicated to the people. That was the first hurdle." But meter advocates finally won the victory after court battles in several cities.

- Modern Maturity

= SEE YOU IN SEATTLE AUGUST 6,7,8 =

= FOURTH SUPPLEMENT TO THE LIST OF VECTURIST PERSONAL TOKENS =
By J.M. Coffee

This is the fourth 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 155 of the 1968 Fare Boxes, and page 104 of the 1969 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 which are not readily distributed will not be listed. To qualify for listing a new personal token, simply send one to the Editor.

- H.H. KRAUSE ANA-AVA-IOWMC "5" ALOHA FROM HAWAII
277 B Pr 38 Sd Collector of Transportation Tokens (trolley car)
RALPH A. HINDE 225-30 106th JAMAICA, N.Y. 11429
287 B Pg 30 Sd I Collect Transportation Tokens (Sc)
MERRY CHRISTMAS MARIE A. JOHNSON BOX 176 TECUMSEH, MICH.
341 B Pg Sq Sd A Happy Token Collecting New Year (29mm)
JOHN A. BACKORA AVA #401 FLUSHING, OHIO 43977
401 B B 32 Sd I Collect TT's - PT's Ohio Merchants' Tokens
H.C. SCHMAL P.O. BOX 5238 PHOENIX ARIZONA 58010
PROFESSIONAL EXONUMIST (NEW MEXICO ROADRUNNER)
402 K T 35 Sd Arizona Exonumist Enterprises Brings Greetings
TAMS Denver Convention from Phoenix Arizona 1963
(outline map of Arizona and Colorado) [block tin]
JOSEPH ALLIS COLLECTOR OF TRANSIT SALOON BEER BREWERY TOKENS
48 E. 29 ST. NEW YORK, N.Y.
431 R Pe 38 Sd American Vecturist Ass'n Convention Aug. 1968
Oakland Calif. (trolley car) (white letters)
DON ALLEN - TO CANADA 1969
441 G Pw 30 Sd Stop By & Park - Truro, N.S. - (L. 441) [Sc]
KERMIT B. STREETER NORTH WALES, PA. 19454
WANTED DEPT. STORE CHARGE COINS HOSPITAL RADIO TOKENS
TRANSPORTATION TOKENS ANA 50492 AVA 552
(blank) [40x32mm]
K.B. STREETER NORTH WALES, PA. 19454 (STREETCAR)
552 B A 32 Sd Collector of Transportation Tokens AVA 552 Subway Horsecar
Bus-Trolley Stage Bridge Taxi-Incline Turnpike Depotel Ferry
552 C B 32 Sd [same as B]
552 D WM 32 Sd [same as B]
[Approximately ten of the above were also struck in sterling silver.]
ORE H. VACKETTA 426 S. STATE ST. WESTVILLE ILLINOIS
1970 - A.V.A. 785
785 C B 35 Sd Collector of Transportation Tokens (horsecar)
H.J. TURGEON 143 HARRISON AVE. WARWICK, R.I. 02888
PHONE-401-781-2275 MEDALS WANTED TOKENS WANTED
991 A B 33 Pc American Vecturist Ass'n. No. 991 Mich. Token & Medal
Society No. 351 Medals Wanted Tokens Wanted
K.L. HALLENBECK C/S CCINS FT. WAYNE, IND.
1039 B A 45 Sd (blank) [incuse inscription on obverse in 13mm circle]
K.L. HALLENBECK
1039 C A 26 Sd (blank) [obverse inscription incuse]
K.L. HALLENBECK C/S COINS FORT WAYNE, IND.
1039 D B 39 Sd 5.00 In Trade
BOB CONEY 2627 MYRTLE SIOUX CITY IA. 51103
1089 C Pw 38 Sd Merry Christmas T.A.M.S. N.E.V.A. A.V.A.
BOB CONEY'S SERVICE STATION 700 ROSS SIOUX CITY, IA. SINCE 1935
1089 D Pr 38 Sd Good For 5¢ in Trade
1089 E Pe 38 Sd Good For 10¢ in Trade
1089 F Pw 38 Sd Good For 50¢ in Trade

1099 A Pg Oc Sd TOKEN COLLECTOR WAYNE MOE WARREN, MINN. 56762
Good For 15¢ in Trade (29mm)
1104 A Pb 38 Sd ERNIE ALTVATER AVA 1104 2325 PATTIGLEN LA VERNE, CAL. 91750
Collector of Transportation Tokens (trolley car)
DON NOE 1 SECOND ST. NO. ARLINGTON N.J. 07032
1189 A Pe Oc Sd I Collect Bridge, School Child & All N.J. Tokens (29mm)

= 85th MEETING OF CALIFORNIA COLLECTORS =

The 85th consecutive meeting of the California Association of Transportation Token Collectors on Sunday afternoon, March 21, was another winner, with 20 collector/members gathered once more in Los Angeles at Elaine Willahan's home. The real opportunity to improve one's token collection, no matter what his specialty, makes these bi-monthly sessions always well attended.

Club members on hand were: Roland Atwood, John Barnes, Bob Carter, Andy Crusen, Bill Gallagher, Les Hawthorne, Bob Kubach, Jim Manning, Bob Marvin, Edrick Miller, Bob Ritterband, Art Smith, Claire Smith, Gordon Smith, Ken Smith, George Ticknor, Jim Wassel, Ray Weamer, Ace Wischstadt, and Elaine Willahan. Also on hand were three family guests.

It was the first meeting for newcomers Weamer and Wischstadt, who were warmly welcomed. The names of six other new members who had applied by phone and mail were read and approved. This is a total of ten additions to the club rolls just since the first of the year!

After an extensive mail and personal vote, the club members have decided to drop the word "transportation" from our name, the better to indicate the wide scope of our collecting interests. Of the 34 ballots entered, 26 favored this change, to be effective on April 1. By an even larger margin the Executive Board was authorized to select and purchase some type of coin camera soon, for alternate use among our members to photograph their prized holdings.

President Ritterband announced that work would begin promptly on the revision of our detailed membership roster, which lists the various collections of each member in tokens and otherwise. Though name lists are printed annually, it has been nearly five years since a full-information roster was published. Ritterband also outlined future Sunday meetings this year as follows: May 19, aboard a private railroad car in the Santa Fe coach yards, Los Angeles; July 18, in the home and garden of Edrick Miller, Costa Mesa; September 19, at the Lomita Railroad Museum, with a picnic in a nearby park; and November 21, at Ritterband's home. Vecturists everywhere are urged to be with us for these events if at all possible.

The meeting closed with the surprise serving of a decorated cake to honor the 75th birthday this month of Roland C. Atwood, AVA #1, plus the 77th for F. Gordon Smith, past AVA president. Hearty greetings were given to both these fine gentlemen.

= NEW FINDS =

Robert Fleet, a new member of the A.V.A., leads off this month with the find of Texas 950 B, the rare Waco Transfer Company depotel. He says "an antique dealer had it and said it came from an elderly lady's trunk."

Not too many rarities are turning up, although your Editor did pick up Iowa 130 A recently, in beautiful condition, along with the two new discoveries reported this month. And Don Mazeau purchased an Iowa 380 C from a dealer at a coin show.

The Editor also might mention how he picked up the Hathaway Hack Line token listed this month. After extensive searching (by letter) in Stafford, a woman there wrote and said she had this token. "I live by myself and eat my dinners up town and last spring I started to go up town and I noticed a dandylion at the side of my walk and reached down and pulled it up and this token was hanging on it." So rare old tokens are showing up everywhere these days--even beneath dandylions!

= NORWAY =
By F.J. Bingen and A.C. Hazevoet

One finds on Norwegian coins issued from 1881 to 1926 the initials I.T. These are the initials of the engraver of the dies, the well-known artist Ivar Throndsen. Throndsen was born March 29, 1853. He worked and studied as medallist in Copenhagen, in Paris and in Berlin and in 1879, at age 26, he was appointed coin engraver to the Royal Mint of Norway in Kongsberg. From then on until his death on January 18, 1932, he produced the considerable amount of some 500 medals, jetons and badges. These are described in the book, written by R. Støren and H. Holst, *Myntgravør Ivar Throndsen's Medaljer, jetonger og merker.*" From this book we learn that Throndsen produced also a few transportation tokens, some of which are unlisted. These tokens now are included in the following article which, for the better part, is derived from an entirely new listing of Norwegian tokens compiled by Mr. Hazevoet of Amsterdam.

We begin with Arendal, a town in the south of Norway on the east coast. The two Kolbjørn ferry tokens were both engraved by Throndsen, 50 A in 1897 (Støren-Holst Nr. 152) and 50 B (with rounded corners) in 1901 (S-H 205).

In 1910 Throndsen engraved the following round and hexagonal brass tokens for a ferry between Arendal and Skilsø. These tokens were manufactured by Pusnes Støperi in Arendal:

FAERGEBAAD SKILSØ - ARENDAL (MOTOR FERRY) [S-H 354]

o B 20 Sd	(same as obverse)
o B Hx Sd	" (21mm)

In the December 1970 Supplement to Smith's Catalogue the above round token is listed, but in white metal, and we wonder if this is correct. There are silver proofs of these two tokens in the University Coin & Medal Cabinet at Oslo.

We now go to the west coast to the well known town of Bergen. From the only aluminum tramway token (100 A) of this town are known at least two distinct varieties in the arms on the reverse. A few miles southwest of Bergen, on the south bank of the Puddefjorden is situated Laksvæg, now a suburb of Bergen, also served by the Bergens Sporvei. The Laksevaag Damp Ferje Selskap (the Laksevaag Steam Ferry Company) used, according to Hazevoet's report, the following brass tokens between 1890 & 1915:

L D F S (script monogram)

o B 21 Sd	5 Øre
o B Oc Sd	" (24mm)
o B Sq Sd	" (28mm) (in 2 lines) (clipped corners)
o B Sq Sd	3 Øre [children's token]

These tokens probably were used on the ferry from Laksvæg to the Nøstebugten in Bergen.

More to the north on the west coast we find the town, formerly known as Christiansund and now called Kristiansund, which should be listed under its present name. 180 B is the first transportation token engraved by Throndsen in 1891 (S-H 72).

Hazevoet lists two varieties of this token:

- a. double-cut star on obverse; bow of boat even with second I
- b. perfect star; bow of boat even with A.

The University coin collection in Oslo contains a silver proof of this token. The zinc token (180 E) was the last token used on this ferry; it was issued in 1944.

We return to the east coast and find in the south of Norway the town of Drammen, approximately 25 miles to the southwest of Oslo, the town with the only known Norwegian horsecar token. Of the steel A/S Trikken token--probably made in the U.S.A.--there are two different items in my collection, one with the reverse upright and the other with the reverse upside-down.

To the southeast of Drammen on the east side of the Oslo fjord and about 50 miles southeast of Oslo is situated the town of Fredrikstad. Mr. Hazevoet lists a steel ferry token:

FREDRIKSTAD FAERGEN

o S Oc Sd FF 4 (15mm)

Fredrikstad is built on both banks of the Glomma River, and the token probably was used to cross this river.

Back to the west coast we go to Haugesund. The first token listed by Smith, 400 A, for adults (V = Voksen = adults) is sold with a rebate. 400 B as well as the token for children (400 C) (B = Børn = child) are sold without rebate by way of change machines in the buses of the company. The tokens were issued in December, 1956.

And now to the east coast again, to the capital Oslo, formerly called Christiania or Kristiania. Mr. Hazevoet allocated to this city the following copper ferry tokens, issued by Framnaes Dampskeibsselskap (Framnaes Steam Ship Company):

DAMPF. FRAMNAES-SKJELLEBAEK-BYGDÖ	5 ØRE
o K 25 Sd (blank)	
DAMPFAERGEN FRAMNAES-SKJELLEBAEK-BYGDÖ	5 ØRE
o K Ov Sd (blank) (34x23mm) (used about 1897)	

These tokens were used on the ferry from the Framnesbryggen at the Skillebaekk in Oslo across the Frognerkillen to Bygdøy.

A third token was used on the steamship that connected Kristiania with the villages of Asker, Röken and Hurum, situated on the peninsula to the south of the town:

ASKER - RÖKEN & HURUM D/S ("D/S" in center)
o B 32 Sd (blank)

This token issued by "Asker, Röken & Hurum Dampskeibsselskap" was made by two manufacturers, both of whom put their names on it and so we find the following varieties:

a. manufacturer's name on obverse: New York Stempel Fabrik Graverings - forretning Christiania

b. manufacturer's name on obverse: David Andersen Kristiania

The street railway and bus tokens of this city will now be given in chronological order.

600 A is indeed the first street railway token that was used. The monogram is not KS but KKS, which stands for Kristiania Kommunale Sporvei (Kristiania Municipal Tramway). The token was issued in 1899. The manufacturer's initials CPL at the bottom of the reverse are not located until now.

The name of the tramway company was soon changed to Kristiania Elektriske Sporvei. This company issued in 1900 the hexagonal white metal token, 600 H, and in 1908 the similar aluminum token, 600 I. The dies for these tokens were engraved by Throndsen (S-H 188), whose initials IT appear under the streetcar on the reverse. There are tokens known where these initials are invisible, probably caused by not cleaning the dies. In the University collection is a silver proof of these tokens. The company again changed its name to Kristiania Sporveiselskap (Kristiania Tramway Company) and it was this company which issued, from 1918 to 1923, the square tokens with KS (600 B/C and F/G), and in 1924 the similar aluminum tokens 600 D/E. These six tokens have rounded corners.

In 1925 Kristiania celebrated its 300th anniversary and on that occasion it got back its old name Oslo. Consequently the tramway company had to alter its name again. It now became Oslo Sporveier. The first token issued with this new name was the brass token, 600 M, struck in 1926.

In 1928-29 was first used the first bus token, the now quite scarce 600 J, and in 1930-32 followed the bronze tokens 600 K/L, with the S stencil-cut. Both tokens occur with narrow and wide S. These tokens, and the brass 600 M, were manufactured in the United States.

During the German occupation was issued the zinc token, 600 O, with a Nazi symbol, the sun cross, and at last in 1947 was issued the white metal token 600 N. The use of tokens in Oslo was discontinued in 1951.

From the capital we go to the South, where we find at the end of the Langesundsfjord the town of Porsgrunn, divided into East- and West- Porsgrunn by the Skienselv.

Across this river was a toll bridge, the Porsgrunn Bro, on which have been used two white metal tokens, issued by Porsgrunn Fergevesen:

- P B (in monogram over 2 crossed oars)
o WM Sq Sd (same as obverse) (16mm) [S-H 105]
P B (in monogram over 2 oars and horseshoe)
o WM Ov Sd (same as obverse)

The first of these two tokens, for the passage of one person, was made in 1894 by Throndsen. The second token was in use in the same year for the passage of a carriage.

We remain on the east coast. Twenty miles from Porsgrunn can be found Sande-fjord, where were used two ferry tokens:

- FRAMNES MEKANISKE VERKSTED F.M.V.
o A Oc Sd (ferry boat) (21x18mm) [for adults]
o O Oc Ch " " [for children]

For the last time over to the west coast of Norway, to the third town of Norway, Trondheim. Hazevoet reports that the token, 750 A, was issued in 1919 and 750 B in 1936. The 750 C was used in 1938.

Going to the south we find halfway between Trondheim and Bergen the small town of Ålesund (formerly spelled Aalesund). From this town Hazevoet lists a copper ferry token:

- HESØY FAERGEN AALESUND
o K Ov Sd (seal of C.C. Sporrong and Co.) (26x20mm)

This token was used on a ferry between Ålesund and Hesøy.

There remains the Unidentified Norwegian 5 Øre token, 992 A, with the monogram G A D S. The DS in this monogram quite probably stands for Dampsksibsselskab or maybe Dampbaadssamlag. In his list Hazevoet allocates this token to Arendal, saying that it most probably was used for a ferry connecting Arendal and Gimso. I mostly regret I cannot adopt this allocation, however, as Gimso is about 65 miles from Arendal, and a 5Øre fare would not do for such a distance. The token therefore remains unidentified for the moment.

Bibliography

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O. Chr. Bjørnstad and Hans Holst: *Norges Mynter after 1814*, Oslo 1927
Major Thor Dahl: *Oversiktskart over Automobilveier i Sør-Norge*, 5th edition, 1933.
Grieben: *Reiseführer Nr. 146 Norwegen*, 16th edition, Berlin 1930.
Is. Scheltema: *Noorwegen, geillustreerde Reisgids*, Leiden 1902.

= ADDITIONAL BACK ISSUES OF THE FARE BOX NOW AVAILABLE =

In 1966 and 1967 back issues of THE FARE BOX were handled by our Secretary, and he informs us that he still has several of each of the following available to members. These 1966 and 1967 issues were some of the largest and most informative we have ever issued. The price is only 35¢ each postpaid. Order directly from the Secretary, Donald N. Mazeau - P.O. Box 31 - Clinton, Connecticut 06413.

1966 available: February, March, April, May, July, September, October.
1967 available: January, February, March.

Only a few January 1967 are left. First come first served.

-April 1971-

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= APRIL SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =

By Kenneth E. Smith

SYDNEY, AUSTRALIA (Reported by Les Hawthorne)

S.H.F OCT. DEC. 1968 (large 2) (25x28mm)

NWo B	Sd	(numbers) (G-plated)	\$1.00
NXo B	Sd	" (Sv-plated)	1.00

[To cut down the cost of manufacturing these passes the company eliminated the year and months from the passes starting in 1969.]

S H F (large 1) (shape like 720 CM) (25x25mm)

NYo B	Sd	(numbers) (Sv-plated)	1.00
NZo B	Sd	" (G-plated)	1.00

S.H.F. (large 2) (shape like 480 NT) (25x28mm)

OAo B	Sd	(numbers) (G-plated)	1.00
OBc B	Sd	" (Sv-plated)	1.00

S H F (large 3) (shape like 480 OK) (23x27mm)

OCo B	Sd	(numbers) (Sv-plated)	1.00
ODO B	Sd	" (G-plated)	1.00

S.H.F. (large 4) (28x29mm)

OEo B	Sd	(numbers) (G-plated)	1.00
OFo B	Sd	" (Sv-plated)	1.00

S.H.F. (large 1) (shape like 720 MG) (20x31mm)

OGo B	Sd	(numbers) (Sv-plated)	1.00
OHo B	Sd	" (G-plated)	1.00

S.H.F. (large 2)

OIo B	Sd	(numbers) (G-plated)	1.00
OJo B	Sd	" (Sv-plated)	1.00

S.H.F. (large 3) (teardrop shape) (18x30mm)

OKo B	Sd	(numbers) (Sv-plated)	1.00
OLo B	Sd	" (G-plated)	1.00

S.H.F. (large 4)

OMo B	Sd	(numbers) (G-plated)	1.00
ONo B	Sd	" (Sv-plated)	1.00

AUSTRALIA SQUARE (TOWER)

YA WM 29	Sd	1968 (in circle of A's) (adult token)	1.00
YB WM 22	Sd	" " (pensioner's token)	.20
YC B 22	Sd	" " (child token)	.20

MANLY 480 (Reported by Les Hawthorne)

PORT JACKSON & MANLY STEAMSHIP CO. LTD.

XFo B	23	Sd	Manly Turnstiles Ferry	.25
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STOCKTON 700 (Reported by Les Hawthorne)

STOCKTON FERRIES PTY LTD. (silver-plated)

A o B	23	Ch	(same as obverse) (adult fare)	2.50
B o B	19	Ch	" (child token)	2.50

[Used on ferries between Stockton and Newcastle across the mouth of Hunter River in the 1920's.]

Remember when you report new discoveries, in addition to giving the exact wording and spelling and punctuation, to send rubbings or photographs. This is essential to insure accurate listings. Please keep the listings coming.

KENNETH E. SMITH

-

328 AVENUE F

-

REDONDO BEACH, CA 90277

= REMEMBER THE A.V.A. CONVENTION IN SEATTLE, AUGUST 6-8 =

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

ALASKA

Juneau	400	(Reported to N.I.S. by Gene Skoglund and Syd Joseph)	
		CAPITAL TRANSIT JUNEAU, ALASKA (BUS, type 3)	
C B	23 Sd	Good For One Fare (bus) (diamonds)	\$0.25

IOWA

Carroll	130	(Reported by John Coffee)	
B o A	Oc Sd	CHEASBRO & KINGMAN AUTO LIVERY CARROLL, IOWA Good For Return Trip (27mm)	7.50
C o A	Oc Sd	FARRELL & KINGMAN AUTO & BUS LIVERY CARROLL, IOWA Good For Return Trip (26mm)	7.50

KANSAS

Stafford	905	(Reported by Del Ford [B], and John Coffee [C])	
B o A	28 Sd	TAYLOR'S HACK RETURN TRIP STAFFORD, KANSAS. (blank)	7.50
C o B	28 Sd	HATHAWAY'S HACK LINE GOOD FOR RETURN TRIP PHONE NO. 33 STAFFORD, KS. (blank)	7.50

KENTUCKY

Henderson	370	(Reported by William Garrison)	
G o Bz	23 H	HENDERSON BUS LINES HENDERSON, KY. Good For One Student Fare (* 1965-71)	.15

OHIO

New Lexington	625	(Reported by Marie A. Johnson to John Coffee)	
C o A	25 Sd	HOLDEN'S HACK LINE GOOD FOR 1 FARE The Park Hotel New Lexington Ohio.	7.50

SOUTH DAKOTA

Miscellaneous	1000	(Reported by George Niederauer to John Coffee)	
L o A	38 Sd	BUELL AND HARPER FARMS ON EASY TERMS WOLSEY AND REE HEIGHTS SO. DAK. Good For Railroad Fare in Payment of Land. Bought of Buell and Harper, Wolsey and Ree Heights So. Dak.	2.50

WISCONSIN

Sheboygan	790	(Reported by E.L. Tomberlin)	
L o A	25 Sd	(OBVERSE SAME AS 790 C) Good For One Ride / From / Hotels / To Depot / Sheboygan / Wis.	7.50

UNIDENTIFIED

		(Reported by Ben Odesser)	
118 B	Oc Sd	MYERS HOTEL BUS LINE Return Check	

= NOTES BY RALPH FREIBERG =

Not much is known about the new Juneau token, but we presume it was issued this year. The company says more tokens are on order, and they will send the New Issues Service a supply when they arrive. So members of N.I.S. will receive this token.

The Carroll, Iowa, tokens came from the man who operated the line, Mr. Kingman, who says the Farrell token was the last one used. This B token is interesting in that "Cheasbro" is spelled without the extra E. On the "A" token the name is spelled "Cheasebro." We don't know which spelling is correct, but this is the way the tokens

have it. Kingman's operation used motor vehicles, and was typical of latter-day depotel services which came immediately after the horse-drawn hacks were being replaced. A number of hotel hack lines, during and immediately after World War I, tried motor vehicles--often extremely primitive affairs, but after a brief time they nearly always went bankrupt. They kept using the word "livery" for old times sake, because the horse-drawn vehicles were operated by livery stables. So when early motor buses came in, the earliest garages to service these vehicles continued to call themselves "auto liveries," and them sometimes also called their buses "liveries," just as the old horse-drawn hacks were sometimes called the "liveries" because they had been run by livery stables. Several of our depotel tokens, such as Kans 120 A, Iowa 290 B, Iowa 370 A,B, and Ohio 625 B, were used on this kind of service. We consider them depotels, even though they were no longer horse-drawn, because they provided the same kind of service, which was essentially a hotel-to-depot operation. By the middle 1920's they were nearly all extinct thanks to hard times in the Farm Belt (where most of them operated) and the advent of automobiles on a mass-ownership basis. This service is a little-known chapter in American history.

We have no information on the Stafford, Kans., depotels. John Coffee tells elsewhere how he found the C token which, by the way, had the same phone number as the A token. We don't know which line came first.

Mr. Garrison discovered the Henderson school token while passing through the town. He was able to obtain a supply for the New Issues service. As per the note in the Catalogue, the City of Henderson took over this operation in July, 1957. Otherwise they would have been no service there. Mr. Garrison also learned that the school token was placed into use in either 1965 or 1966, and that only 500 were ordered. After they sent 200 of them to Mr. Garrison for the N.I.S., and having lost some 200 of them, they have only about 100 left at the company. They plan in any case to discontinue the tokens in a couple of months, and that's why they consented to sell them to us. So it always pays to check a bus line for school tokens.

The "Holden" listed on Ohio 625 C is the same one listed on A and B. John Coffee had written this man a few years back and obtained four specimens of the B token from him, and he had promised to write his reminiscences for THE FARE BOX, but he never got around to it. He also never mentioned anything about this C token which, we suspect, was really the first one used.

George Niederauer checked some old business directories and learned that the token that issued SD 1000 L was in business in 1914.

Mr. Tomberlin found the Wis 790 L in a coin shop. It has the same obverse as the token pictured on page 598 of Atwood, but a different reverse. Having photos in the catalogue makes it much easier for us to catch small differences in tokens. When you report an unlisted token, especially a depotel, please always send along a photo or good rubbing.

As for Unid 118, it could be "Myers Bus Line" or "Myers Hotel Bus Line." If anyone has heard of a Myers Hotel he might help us find a home for this depotel.

Mort Dawson reports that when the fare went to 30¢ on March 1, 1971, in Hartford they didn't go back to tokens. The token listed there is still obsolete, but it is being used in New Haven we understand.

Syd Joseph sends a newspaper clipping which says that the City of Denver will take over Denver Tramway Corp. on April 18, 1971. Two weeks prior to the takeover they discontinued selling tokens and started to sell tickets instead. Tokens can be turned in during 60 days in exchange for tickets. The new name will be Metro Denver Transit and it will be operated by the ATE Management & Service Corp. We don't know how long they'll stick with tickets or whether they will issue new tokens eventually. For now they are taking all the old tokens and melting them into ingots, which are then sold for scrap metal. Denver Tramway Corp. tokens had been in use over a period of 46 years, and possibly this is the only way an accurate accounting can be made.

Robert Kelley also sends us a note that on January 1, 1971, with a change in the children's fare, Ohio 165 AB became obsolete and the 165 AA went back into use. Possibly another fare change July 1, so it looks as if, with various fare situations, either brass or white metal are used. Things like this make it hard to keep the catalogue up to date!

Sometime back we knew that when Dallas Transit got some new buses, in July, 1966,

some golden tokens were given out to some people as souvenirs to ride the new buses. Some of the old Tex 255 H were gold-plated, but the exact amount of gold plating used is unknown. Mr. Reidling got one of these tokens from someone else recently. But it is difficult to spot a gold-plating, and how we'll handle these in the Catalogue is still uncertain.

Mr. H.D. Conner has heard from a Florida friend who told him they did not use a token for the Department of Transportation in Florida. He says the fare on these buses was 10¢, but it went up to 25¢ on April 19, 1971.

Once again I will remind you of the BATS meeting July 11 at Duane Feisel's house with most of the Catalogue Committee present. If you can come, by all means do so.

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

Tokens are beginning to come in again, slowly but surely. First of all we shall have a new token from Juneau, Alaska. We don't get too many tokens out of Alaska so are happy to have this one. Also another one which has evaded us for five years, from Henderson, Ky. That so much to Mr. Garrison of Morton Grove, IL, for getting these for us. All members will receive the above two tokens.

I hope to beat the new postage rate. The Juneau token hasn't arrived yet, though, and if it's late we'll just have to pay the new rate. For those of you who collect foreigns, we shall have England 715 CD CG and 242 AP, and Scotland 420 CT. As usual our thanks to Ken Smith for getting these for us. Incidentally he says British tokens will be coming in month in and month out now, with the changeover to decimal coinage there.

I also want to thank Syd Joseph of Denver for giving me the lead on the Juneau token. Without him we wouldn't have known about it.

From the waiting list this month we welcome to Associate Membership Michael Pender and Harry Baker. I shall continue to clean house, and will be adding more new members to the ranks unless you with debit accounts and low accounts come up with renewed deposits, which I've been begging you for long enough. I just can't continue to carry those whose accounts can't pay for tokens any longer.

= GERMAN GATE AND BRIDGE TOKENS IN EUROPEAN AUCTION =
By Joseph Kotler

On March 23-25, 1971, an important auction was held at Frankfurt am Main by the firm of coin dealers Dr. Busso Peus Nachf. It comprised a collection of coins, tokens, and medals associated with the city of Mainz. Included was a very comprehensive collection of the early gate and bridge toll tokens of that historic city on the Rhine River.

Smith's Catalogue refers to these pieces on pages 226, 227, and 239. The average price was about \$15.00, but one piece sold for over \$60.00! Almost every lot sold well above the estimate.

Here are the prices realized in German Marks (= 28¢ U.S.). To these prices must be added the 15% dealer's commission charged in Frankfurt:

GERMANY 500 (Mainz)

TB....DM.52	TJ....DM.40	TQ....DM.45	QJ....DM.56	QQ....DM.15	QU....DM.42	RE....DM.96
TD.....55	TL.....54	QA.....92	QM.....16	QR.....50	RA.....200	RH.....70
TE.....55	TO.....54	QF.....15	QN.....50	QS.....50	RB.....70	RJ.....41
TH.....31	TP.....55	QG.....62	QO.....18	QT.....30	RD.....44	RL.....40

In addition there were several pieces in the auction which are not listed by Smith.

- The 1971 Census of Rare Tokens -
 by Harold V. Ford
 6641 Saroni 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 1970 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	P G L O R	730 A	800 A	<u>B</u>
Alaska	300 A	<u>B</u>	450 C	500 A				
Ariz	640 F							
Ark	15 A	B	75 A	150 A	B C D	300 A	<u>B</u>	315 A
Calif	220 A	525 A	575 B	C	615 A	<u>B</u>	630 C	715 A
								<u>B</u> D G H I
Colo	745 A	B C N	760 C	775 A	<u>B</u>	815 A	<u>B</u>	990 A
Conn	380 A	760 A	860 A	<u>B</u>				
	55 A	160 A	220 A	230 A		235 A	C	290 A
								305 A
							<u>B</u> C	325 A
Fla	750 A							
Ga	230 A	B	310 A	I Q R V	530 G			
Haw	50 A	60 A	B C	D E F G	270 A	750 A	B C D F	905 A
Haw	210 A	E K						
Ill	95 A	120 A	122 A	123 A	135 D	150 D	E F G H K	L M N O P
	Q R	190 A	B	195 A	220 A	290 A	295 A	350 A
								415 A
		425 A	435 A	B	455 G	580 A	600 A	605 A
								650 A
Ind	690 A	G	768 A	B	785 A	795 G	820 A	B
	710 A	B	850 A	B C D	E F G H I J	865 A	880 A	920 A
Iowa	20 A	140 A	160 A	B C	180 B	270 B	405 A	450 C
	K M	490 A	510 D	520 A	580 C	600 A	610 A	E 685 A
								B C
	700 A	B C E	780 A	820 A	860 A	900 A	930 A	B
Iowa	20 A	30 C	75 A	90 A	130 A	150 C	180 A	B
	300 A	B C F	310 B	370 A	B	380 A	B C D E F G H I	485 A
	550 A	555 A	575 A	630 A	640 A	C D F G I J K Q R	660 A	B
Kans	710 A	B	850 A	B C D	E F G H I J	865 A	880 A	920 A
a	930 A	B	980 A	B				
Kans	85 A	B C	120 A	370 A	450 A	H	600 A	B
	640 A	B C E	680 A	B C	D E F G		700 A	B
								770 A
	900 A	905 A	910 A	970 A				830 A
Ky	10 A	B C E F	85 A	B D	100 A	B C D	135 A	200 A
	370 A	B	465 A	510 B	E M P S W	A A F A Q A S A T B U	520 A	560 A
La	641 A	B C D E	670 A	680 A	B	885 A	970 A	
Mary	240 A	470 A	B	790 B	810 A	B C D E		
Mass	60 A	E F G H S	600 C	940 B				
Mich	115 C	D E F	260 B	C				
Mich	65 A	F H	170 A	B C	370 A	H	510 A	B
	560 A	I	588 A	590 A	C D	605 C	E G	630 A
								670 A
	735 A	845 A	B	945 A				680 B
Minn	40 A	50 A	B C	D E F G H I	J K	60 A	B	110 A
	300 A	400 A	410 A	430 A	490 A	540 E	630 A	230 A D E
	720 A	730 A	765 A	B	970 A	980 A		660 A B
Miss	320 A	620 B	720 A	B C	900 B	F H	980 A	

Mo	25 A	70 A B C	130 B	160 A B	190 A B	200 A C D E F	330 A
	350 B E	370 A B	430 A B	435 A	580 A	640 B	665 A
	830 B	860 A B C	910 P Q	920 A B C D E F	980 A B		700 B
Mont	260 A	320 A B	690 A				
Nebr	120 A B	320 A	370 A	440 A B C D	540 A B D E F G H I J K L M		
	700 B D	830 A	855 A	940 A			
N J	20 A B C	145 A	175 A	290 B C D E	390 A B C D	730 A B	
N M	430 B						
N Y	105 A C	140 A B C D	240 A	285 C	445 A B	595 A B	629 A B
	630 A C E F G H I J K M N O R S AL						
N C	40 A	140 A	280 A B C D	390 A	700 A	950 A	
N D	60 A	260 A	600 A B C	620 A			
Ohio	10 H I J	30 A	35 A	165 A B C D E F H I J K L AG	166 B C D		
	E F G H I	175 A E F G H I J K L M N O P Q R S U V AB					
	230 A B C E F G I K Y AA	240 A B C	270 A	290 C	410 A		
	450 A B	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 A	790 B	830 A B
	900 A D E F	910 A B C	995 A B				
Oкла	190 A B	320 A	330 A B C D	425 A	590 A	900 A	
Ore	120 A	160 I	945 A				
Pa	15 A B	20 A	73 A	115 A B	125 A	130 A B	165 B D
	315 B C	320 B C D	350 A B C	355 A	385 A B C D	395 A B	
	400 A E	455 B	495 D	515 A	526 A B C D AA BA BB BC BD BE BF		
	CA CB CC CD DA DB DC EA EB EC ED EE EF EG EH EI FA FB GA GB HA						
	HB HO JA JB JC JD KA KB	605 A	675 A	680 A	725 C F G	745 A	
	C E	750 C D E H I J Q T U V	765 A B C E F G H L M N O T U V W				
	770 A B	785 A	840 C D	875 A	965 A B E F G H	975 B C	985 A B
R I	620 B C						
S C	310 A	650 A					
S D	370 A	380 A	725 A	890 A B C	970 A		
Tenn	430 C D E F K	490 A	600 A D	690 A B C D			
Tex	55 A B	65 D	120 A	135 A	320 A	340 A C D E	370 A 445 F G H
	465 A	530 A	555 A	710 A	770 A B	810 A B G H	890 B 930 A
	950 A B	955 A	965 A B C E G I L	985 A			
Utah	525 A	750 A B	800 A				
Va	20 B	60 A	65 A	110 A	350 A	535 A B C	580 A B D
	620 M O	660 A B	700 A	730 A B	840 A		600 M N
Wash	80 A B	100 A	150 A	230 A B	590 A	690 A	780 A J
	880 K						850 A B
W Va	20 A	100 A B	550 A	830 A	890 A B C E F G H I J K L M N O P		
Wisc	20 B	50 A B	95 A	105 B	160 A B C D E F	170 A	180 A C D E
	360 C	410 D	420 A B C D	440 A C D	500 A	510 A B	511 A
	520 A B	530 A B C	560 A B C	600 A B	700 A D	750 A B	
	790 C D E	840 A B	850 A	870 C D E	880 A B D	910 A B	
	930 A B	935 A B C	955 A	980 B D E G			
Wyo	120 A	150 A					
D C	500 F AH						
P R	560 A B C						

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

A.H. Erickson - 629 Riverside Drive - Madison, Wisconsin 53704 *

Neil H. Lockley - 617 Morse Street - San Jose, California 95126 *

N.R. Mack - P.O. Box 6 - Mayport, Florida 32267 *

Joe Studebaker Jr. - 2614 Legare Street - Beaufort, S.C. 29902 * [as of 5/20/71]

Carroll Swearengen - 315 South Oak Street - Monroe City, Missouri 63456 *

Barry Uman - 5120 Bourret, Apt. 9 - Montreal, Quebec

Thomas L. Wall - P.O. Box 142 - East Alton, Illinois 62024 *

STILL HAVE over 450 TT's that catalog from 25¢ and up for trade for tokens on my list. An 8¢ stamp brings both my dupe & want lists.

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

I WILL SEND 8 diff. United Kingdom paper tickets for every TT received (minimum 8 tokens). Also will exchange U.K. paper tickets for paper transfers/tickets of USA, one for one, minimum 50.

Donald F. Baxter - 8, Frant Road - Hove 4, Sussex BN3 7QS, ENGLAND

WANTED: South Carolina transp. tokens (no 40 A, 210 A, 310 C, 430 D, 730 A, 240 A or C). Also want S.C. parking & trade tokens.

Randy Chambers - P.O. Box 326 - Seneca, SC 29678

I HAVE CENSUS TOKENS TO TRADE... These book at \$3.50 & \$7.50. If you have Pa. merchant tokens it might pay you to write.

H.M. Aqua - 487 Bennett St. - Luzerne, PA 18709

S.C. 3100 A parking token for trade. Take any other parking token.

Joe Studebaker Jr. - 2614 Legare St. - Beaufort, SC 29902

N.E.V.A. HAS JUST RELEASED AN 11-PAGE Supplement to Atwood's Catalogue, listing all newly discovered tokens as compiled from THE FARE BOX issues thru Feb. 1971. Size is 8½x11 and only 200 copies were made. NEVA members have their copies and thank Jack R. Smith for his work. Copies are available to non-NEVA members, while they last, at 75¢ postpaid. Send orders to:

Ralph Hinde - 225-30 106th Avenue, Queens Village - Jamaica, NY 11429

WANTED SCARCE TRANSP. TOKENS for my collection. Have many good higher cat. traders from each of these states: Ill., Mich., Mo., NY, Ohio, Pa., Wash., Wisc. Also NJ 290 C; Tenn 430 E; Wyo 810 A (from the Feisel auction) in duplicate. If you specialize in any of these states write and list your best traders & enclose SAE for my list.

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

BUYING: Colo 140 C I, 260 B I J K, 300 B E, 340 C. Write first & price. Thanks to Syd Joseph and Dee Drell for their more-than-fair trades!

Lee Nott - 139-B Waverly Way - Minot AFB, ND 58701

FOR SALE: Cal 575 R 40¢, 895 N 25¢; NY 630 AS 40¢; Pa 445 D E 50¢ set, 263 A 25¢; Ia 850 X 50¢; Neb 700 AC AD 35¢ ea; N.Scotia 100 N 25¢; Quebec 345 Q 25¢; R.I. 120 A 35¢, 520 L \$2; Ohio 165 AI 50¢.

J.G. Nicolosi - 3002 Gatindo St. - Oakland, CA 94601

WANTED: Nev 100 A B; Ill 770 B, and any TT from Maine. Will trade Ohio 10 A for Kans 820 A or other \$1.50 TT I Need. Send me your sale & trade lists.

Bill Garrison - 9505 Normandy - Morton Grove, IL 60053

WILL TRADE FOR TT's, military tokens, etc., which I need the following: Tex 3255(c), G(a)(c), I(c), J K L M N O P Q S, 3565 A(c), 3955 A, and the new die var. just received by Baylor 3255 F. Also have La 3670 A and MSPT 3051 A. Need Texas trade tokens. = H.C. Reidling - 11516 Flamingo Lane - Dallas, TX 75218

MAIL AUCTION: write for list of hard-to-find U.S., Canadian and foreign TT's, PT's, and telephone tokens. = John K. Curtis - Box 263 - Willowdale, Ontario

I WILL GIVE 15¢ IN ATWOOD CAT. value in either TT's or PT's of my selection for 50 used U.S. commemorative stamps. Send as many commemoratives as you want. Also my personal token free for a SAE. = John A. Backora = Box 53 - Flushing, OH 43977

FOR SALE: Mass 115 Y Z AA AB, \$2 each or \$7.50 per set. +SAE please.

Elliott L. Goldberg - 10 Earnshaw St. - West Roxbury, MA 02132

WANTED: ALL TYPES ALASKA TRADE TOKENS and Alaska TT's. New Alas 400 C for sale at 50¢ each +SAE. = W.E. Nickell - 432½ So. Franklin St. - Juneau, AK 99801

MAIL BID: Ohio 165 L, 440 C, 520 B; Ala 750 M L. 4 diff. trade tokens city & state, each from diff. state, \$1. Dollar-size prooflike nickel-silver Franklin mint St.

Christopher medal \$1.25. = Stanley Buckley - 23 18th St. - Newport, KY 41071

WANTED: 1 each of Mont 380 A; ND 320 D; Conn 85 A; Utah 400 A or B; Write first please
Hal Polley - 134 Norfolk - San Antonio, TX 78201

"YOUR TOWN, U.S.A." parking token, only one known. BEST BID BY MAY FARE BOX.

Ray Byrne - 701 N. Negley Ave. - Pittsburgh, PA 15206

FRANKLIN MINT COLLECTORS: my 1966 Fallon Nugget in presentation case. Only 500 minted for casino DGT-35/G 37/P - your mixed \$2.25 Atwood cat. value prepaid.

Bill Williges - Box 445 - Wheatland, CA 94592

SEND ANY 10 TTs, trade tokens, foreign coins, etc. & receive 10 of mine. +SAE please
Larry Edell - 104-27 117 St. - Jamaica, NY 11419

FOR SALE: SD 480 A(2 var) silver quarter each postpaid. Or will trade for merchant tokens with town & state on them; no cannery tokens.

George Niederauer - 603 West First Ave. - Miller, SD 57362

ROICE OFFERS 10 diff. all clear dates of Indian Head cents for best offer of your surplus TT's. Multiples OK. Many trades available. Also have other coins for trade.

Roice V. Rider - 1523 Bailey St. - Lansing, MI 48910

PA 3015 B C obsolete since 1967: B, sell \$1 each or will trade for any 25¢ PT or TT I need; C, sell \$1.50. FOR TRADE ONLY: NY 785 C for any 50¢ token I need. Will trade want-lists with you. = Sam Ruggeri - P.O. Box 561 - No. Bellmore, NY 11710

MAIL BID: NY 140 B (word "Commutation" worn). FOR SALE: NY 80 D; Pa 750 W, \$1 each postpaid. = Al Zaika - P.O. Box 65 - Bellmawr, NJ 08030

HAVE 40 CAL 450 M. Will trade 1 for 1 + SAE even. Prefer Cal. tokens but will take all others. 2 limit; first come first trade.

Sol Halpern - 1236½ N. Orange Drive - Hollywood, CA 90038

FOR SALE OR TRADE, best offer, Ohio 175 E. FOR TRADE: new Gardner, Mass., car wash token. = George H. Wyatt - Skylark Lane - Lunenburg, MA 01462

FOR SALE: Fla 370 A; Ind 960 C; Mich 75 J K; NJ 555 D, 885 C; NY 785 B, 995 A; Pa 70 A B, 200 D E, 455 H; Tenn 160 A; WVa 240 B, 25¢ each, 5 for \$1 + SAE. 100 diff. \$13 postpaid. = A.A. Gibbons - 1121 Mulberry St. - Scranton, PA 18510

AUCTION: IL 150 Aa; Pa 15 L, 400 B, 405 A; PTMS 3001 D; Timetable F; 165 diff. Penna. TT's. = Art Krauss - 657 Dixon St. - Allentown, PA 18103

WANTED: a fare box in working condition. Lists of TT for Ariz., NJ & Nevada.

George Engelhart - 202 Stratford Ave. - Westmont, NJ 08108

TRADE MY 40 U.S. TT's, some 20¢ & 25¢ also 2 PT, 2 PRTT, 2 Canada TT & 2 milk tokens, all of these for your...one B.U. 1970-D Kennedy half. Only 2 trades.

Pedro Chiclana Rosario - 220 St. J.A. 18 Country Club - Rio Piedras, PR 00924

TRADE: complete issues of FARE BOX for 1967, 68, 69, 70, for best offer in TT's 25¢ & up or trade tokens; prefer S.D. but can use Midwest & Western States.

Jim Rasmussen - Box 214192 - Sacramento, CA 95821

BEST OFFER: token obverse: "Macon Street Ry." reverse: "I buy my groceries from Greer Lake & Co. and Pay for Them. 1" white metal; stenciled "Good For One Drink OK Saloon H.T.R. on front, reverse blank. Good For 5¢ in trade, reverse Gayners Janesville, Minn. or trade for items related to southwest, Indians, stereopic cards.

A. von Blon - Box 6422 - Waco, TX 76706

= APPLICATIONS FOR MEMBERSHIP =

1257 MARVIN E. SIMON - 7 DIXON STREET - WESTERLY, RHODE ISLAND 02891

Age 26; Auto Mechanic. Collects U.S., Parking. (Schubert)

1258 EDWIN C. TRAIL - 2328 BRIARWOOD HILLS DRIVE N.E. - ATLANTA, GEORGIA 30319

Age 50; Equipment Repairman. Collects all types. (Schubert)

1259 DANIEL W. ALSPAUGH - BOX 61 - MOUND VALLEY, KANSAS 67354

Age 32; U.S. Army. Collects U.S. (Nicolosi)

1260 ROBERT L. SUTTON - 10563 MILLAZO WAY - RANCHO CORDOVA, CALIFORNIA 95670

Age 27; Musician. Collects U.S. (Coffee)

1261 CLIFFORD H. CREIZEL, JR. - 1036 WEST 8th - WAHOO, NEBRASKA 68066

Age 35; Collects U.S. (Bolz)

1262 HENRY JOBES - 13 PINE ROAD, BROADMOOR HEIGHTS - COLORADO SPRINGS, CO 80906

Age 75; Retired. Collects U.S. (McDonald & Joseph)

1263 ERNEST J. MEHNERT - 819 WEST WASHINGTON STREET - CHAMPAGNE, ILLINOIS 61820

Age 55; Supervisor. Collects U.S. & Parking. (Mandel)

1264 RAY CLINE - 406 MEMORIAL STREET - COAL GROVE, OHIO 45638

Age 28; Collects U.S., Canada, Parking. (Rider)

1265 KAREN KAY HEDGES - 125 NORTH MELDRUM, #202 - FORT COLLINS, COLORADO 80521

Age 24; Key Punch Operator. Collecteds U.S., Foreign. (Frisbee)

REINSTATEMENTS TO MEMBERSHIP (to be added to 1971 Roster when you receive it)

1073 Dale L. Becker - 3301 Meade Street - Denver, Colorado 80211

812 Bob Clifton - 143 Doolittle Drive - Sherman, Texas 75090

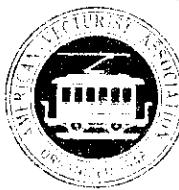
1042 Cole S. Cuttle - Box 213 - Moorestown, New Jersey 08057

102 720 Michael Jorgensen - 525 South Lexington - Hastings, Nebraska 68901

THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

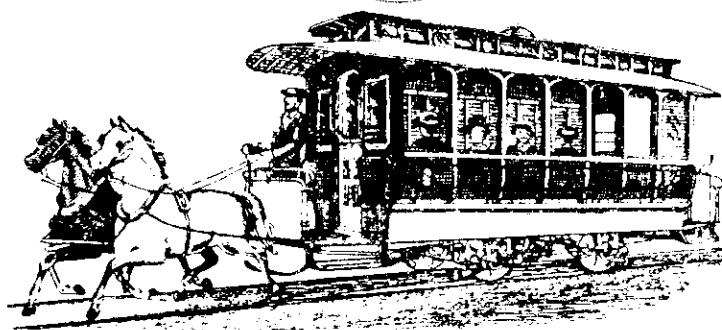


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Volume 25, Number 5

MAY, 1971

Our 287th Issue

June 8, at 11:30 p.m. We shall mail out the June issue by the 27th or 28th of June, so please have all ads and articles for that issue here before June 22. The Editor already has his Amtrak rail reservations, leaving Boston June 30 via Turbotrain to New York; Metroliner to Washington; through sleeper from Washington to Los Angeles via New Orleans, and the day train from Los Angeles to Oakland, arriving there July 4. In the July or August issue I'll give you the Word on how well our government-operated passenger train is operating. All I ask is that the air-conditioning work on that New Orleans to Los Angeles section, which runs through some of the hottest deserts in the world!

The A. V. A. Annual Convention meets in Seattle August 6, 7, 8, and we expect to see you all there. Note that in this issue we are asking members planning to be present to make an advance convention registration, at a saving of \$1.50. This, of course, is in addition to your hotel reservation which you should make by sending the reservation card directly to the Seattle Hilton. But we need to have some idea how many to accommodate at our banquet and boat tour, so please mail your advance Convention Registration directly to the Editor now. This is extremely important, and I certainly appreciate your cooperation in this. We also want to run a floor auction, but that depends on material received for it. Again, time is short because we want to run the auction list in the June Fare Box, and you only have a couple weeks to get the material (or a list of it) to the Editor. Please see if you can place a few lots in our auction, just for the fun of it if not for your personal profit at a lively auction.

Occasionally the Editor receives requests for permission to quote part of the Foreword or Introduction, or other material in the new Atwood Catalogue. Collectors find this helpful for clubs where they are speaking on transportation tokens, or for magazine articles they write. By all means, use it! Every AVA member should consider himself as having our permission to use anything in our Catalogue for such purposes. All we ask is that credit be given to the source: that is, mention the Atwood Catalogue and mention the author of the material itself, such as myself in the case of the Foreword, Introduction, and article on Ferry Tokens, or Sam Rabinowitz in the case of the article on Vulcanites, etc.



= ADVANCE REGISTRATION FOR SEATTLE CONVENTION SET =

The 1971 Annual Convention of the American Vecturist Association will convene at the Seattle Hilton Hotel on Friday, August 6, 1971, and continue until Sunday, August 8. This will be a friendly, informal convention. Friday afternoon and evening will be devoted entirely to buying, selling, and swapping, and meeting collectors, in our reserved room. Saturday will be devoted to the business meeting in the morning, the floor auction in the afternoon, and the banquet in the evening, followed by more swapping and interspersed by more swapping. Sunday morning we have chartered our own boat for a tour of Seattle Harbor in Puget Sound, and we have a special tour token, of course, in the works for this.

All of this costs money, of course. We have set a special all-inclusive registration fee which includes the use of the room, the banquet (it will not be rubber chicken or paper-thin roast beef; it's a fine steak dinner, and steak dinners at any Hilton Hotel are worth the price!), the boat tour, and the tour token.

The all-inclusive registration fee will be \$13.00.

However, if you register early, that is, before July 10, the registration fee is only \$11.50.

Please send your registration, together with \$11.50 check, directly to the Convention Chairman, John M. Coffee Jr. - P.O. Box 1204 - Boston, MA 02104. I shall be at this address until June 28. After that, send registrations to my summer address, 4104 Sixth Avenue - Tacoma, WA 98406. (Mail sent to the Boston address after June 28 will be forwarded, though, so don't worry about it.)

This is extremely important, because we have to know approximately how many people to plan for. This is why we offer the discount for early registrations. Please send in your registration now. Simply state in a letter your intention to be at the Convention and enclose your check.

Incidentally, persons who plan only to be there for the afternoon will be expected also to pay a nominal registration fee, even if they don't take advantage of the banquet, tour, or token, because we still have to pay for that room. So everyone in the meeting room during swap sessions will have a badge, and will be asked to pay a small fee to help defray cost of the convention. The A.V.A. Treasury does not help pay the costs; these conventions have to be self-sustaining.

See you in Seattle!

= FLOOR AUCTION PLANNED AT SEATTLE CONVENTION =

The time is short, but we do hope to have a floor auction at the AVA Convention at the Seattle Hilton Hotel, on Saturday, August 7. Inasmuch as we expect a large contingent of visiting exonumists--non-AVA members who collect all types of tokens--we believe the bidding will be brisk, and tokens may be expected to bring good prices. Five percent of the price will go to the convention committee, and be passed on to the AVA Treasury if the committee makes expenses. But if your token doesn't sell, you aren't out anything but the postage. You may put a minimum bid on your token, and the auction may include interesting tokens of all types. It is not limited to transportation tokens, although of course we prefer them. We do ask that tokens that have a cat. value of under 50¢ be placed together in lots--i.e., don't put a token of under 50¢ cat. value in a single lot.

If you have tokens for the auction, please send them immediately to the Editor of THE FARE BOX, by registered or airmail insured (don't use surface insured; it takes forever to get here). If you plan to attend the convention in person, you may bring the tokens yourself; simply tell me what you want to be put in the auction and be sure to list condition if it is at all below par.

We want to publish the list of auction lots in the June FARE BOX, which means there is very little time. So please do this immediately. I must have your lots in before June 22 at the latest, to be published in the June issue.

We shall also accept lots for floor bidding at the convention. But those published in the June issue will also have the benefit of mail bidding by the whole membership, with the possibility of much higher realized prices.

= STORY OF THE FAKE DEPOTEL TOKENS FROM BURLINGTON, WASH. =
By Duane H. Feisel

The final chapter in the story of the modern fake depotel tokens from Burlington, Wash., has been written, and now the tale can be told. Word was received recently from the Postal Inspector, Seattle, that Mr. Robert L. Bauer, of Bow, Wash., was indicted by a Federal Grand Jury at Seattle, Wash., on March 9, 1971, charging eight counts of use of the mails to defraud. In attempting to serve the arrest warrant, however, it was learned that Mr. Bauer had died of a heart attack several weeks previous. Thus, "finis" can be written to the attempt of Mr. Bauer to defraud collectors with these fake tokens. However, these fake tokens have been widely disseminated and will undoubtedly plague collectors for many years to come.

The fake depotel token is inscribed WASHINGTON HOTEL / BURLINGTON, WASH. / ONE / FARE // Good For One Fare / To / G.N.R.R. Depot; the piece is made of brass and is 35mm diameter. This token is usually accompanied by a fake merchant token inscribed WASHINGTON HOTEL / BAR / BURLINGTON, WASH. // 25c In Trade; also made from brass, this item is 29mm diameter. The new edition of Atwood's Catalogue lists the fake depotel piece as a fantasy token.

Let me now recount the story of these fake tokens in approximate chronological order. Many collectors advertise in various publications as wanting old transportation tokens. Often depotel tokens are mentioned specifically in these ads, and attractively high prices are offered. The story starts in April, 1968, when Mr. Bauer wrote to Joe Allis in response to Joe's ad, and advised him that he was "bidding on and getting 417 Hotel to Depot tokens...also 500-600 bar brade tokens--same hotel," offering the depotel tokens at \$12.50 and the bar tokens at \$1.00, or in lots of 5-10 sets at \$10.50 per set. It was mentioned that these tokens would be available on May 4 or 5. Mr. Bauer generously offered to accept U.S. gold or silver dollars in fine or better at 3/4 of the market price. Mr. Allis forwarded this letter to me, and I wrote a letter to Mr. Bauer in early May 1968 to make further inquiry about the tokens. Several letters were exchanged and in a letter dated May 17, 1968, Mr. Bauer wrote "The estate is still not cleared and I expect now that it will be the last week of the month before I receive the tokens--something about taxes." In the same letter he also wrote, "Now, some of these were in a fire and are burned and discolored, some are worn, and some are practically uncirculated. I had figured on selling the uncirculated to dealers as they can get a better price, but you may have your choice." Finally, on May 31, 1968, Mr. Bauer shipped me one uncirculated set of tokens, and offered 10-40 sets additional at \$9.00 per set.

Upon receiving the tokens and learning of the name of the supposed user, I placed a telephone call to the manager of the Washington Hotel in Burlington to inquire about the tokens. I did not record the name of the person to whom I spoke, a woman, but was advised that indeed the tokens I described were used in about 1909 and that there are very scarce--in fact the hotel would be willing to pay a substantial sum to have a set of the tokens. It was apparent to me that the tokens were of modern vintage and made by a token manufacturing firm with which I had established a good relationship. So on June 5, 1968, I wrote to this firm, including photographs of the pair of tokens, to inquire about them. The same day I wrote to Mr. Bauer asking for additional information including the name of the administrator of the estate from which Mr. Bauer was supposed to have obtained the tokens. I also mentioned my conversation with the person at the hotel, and asked for confirmation of the information.

A prompt reply from the token manufacturer acknowledged that they had made the tokens some time after 1952 when the particular die style of the trade token began to be used, but no other information could be offered since no records are kept on trade tokens.

Mr. Bauer also replied promptly, and offered a limit of 80 sets stating that he had already received several offers from dealers for the entire lot. On the subject of the estate, Mr. Bauer declined to give the name of the administrator saying that some other varieties were being offered. He did offer the information that the original owner of the tokens was a railroad man who had died in 1946 and who had left the tokens (and other related material) to a neice. In regard to the actual use of the tokens, Mr. Bauer wrote "from about 1896 or 1900 they ran a surrey or buggy to the

RR station on demand till about 1915. But nobody can say for sure."

In the May 22, 1968, issue of COIN WORLD, Mr. Bauer advertised the tokens at \$12.00 and \$1.00.

In a letter to Mr. Bauer dated June 10, 1968, I asked that he telephone me collect to discuss matters about the tokens. Mr. Bauer did call at which time I told him that I thought the tokens were modern-made. In a subsequent letter, Mr. Bauer stated that he could find nothing to indicate that the tokens were modern made, that he had purchased them in good faith and that he would sell them the same way. However, he wanted my advice on the matter. I replied in mid June, 1968, "I will not try to tell you what you should do, but I know what I would do. First step would be to contact the person from whom you purchased the tokens and ask to have your money refunded. I would then write to each and every person who bought the tokens from you and tell them the circumstances, and offer to refund in full their money for return of the tokens. Finally I would not sell another one of them." The reply to these suggestions was that several people had been contacted and advised that the tokens were in question, and rather than wanting to return the tokens some of them wanted to buy more. My correspondence with Mr. Bauer ended at this time.

Things seemed to be at a dead end with disproving the validity of these tokens. Advertisements were carried in various numismatic publications offering them for sale, and other offerings were made in collectors' letters and in dealers' price lists. A warning was published in THE FARE BOX advising members of the questionable nature of these pieces.

Finally the first real break came in December when I was advised in a telephone call that a member of the American Vecturist Association had run across one of the "depotel" tokens in a token manufacturer's sample box, and that he had been told that the piece had been made within the past year! When this person returned to the token manufacturer two weeks later, the sample had disappeared and the concern disclaimed any knowledge of the item. Armed with this information I filed a complaint on behalf of the officers and members of the AVA with the Postal Inspector at Seattle. At the same time I advised COIN WORLD, where the tokens were being advertised, of their apparent fraudulent nature.

The next break came in late February, 1969, when Jim Millard of Portland, Ore., supplied me with the name of the firm with which the token order had been placed and where he had seen the piece in a sample box. With this information I again wrote the token manufacture. And hit pay dirt!

In April, 1969, I was advised that 1,000 each of the "depotel" and the "trade" tokens were made against an order dated April 17, 1968, and that shipment was made on May 24, 1968! Remember those dates, and refer back to my correspondence with Mr. Bauer dated May 17, 1968. This seemed to clinch the fact that the tokens were offered with fraudulent intent.

This new information was related immediately to the Postal Inspector. Additionally, an appeal was made to collectors in THE FARE BOX for any information concerning the acquisition of any of these tokens. Many AVA members cooperated in providing information which was forwarded to the Postal Inspector. In not one letter did Mr. Bauer ever suggest that the tokens he was offering were in question.

Considerable correspondence took place with the postal inspector involved. Copies of letters and the envelopes in which they were received (this is particularly important in proving that the mails were actually used) were submitted to postal authorities. Finally, a comprehensive file of data was submitted on March 12, 1970. The wheels of justice turned slowly and inexorably resulting in the letter dated April 1, 1971, to which I referred at the start of this story.

May this tale serve as a warning to those who might consider having made tokens to be fraudulently, or otherwise deceptively, offered to collectors. Having tokens made is relatively inexpensive--the pieces made by Mr. Bauer cost him 7¢ to 10¢ each--so the temptation is strong for substantial monetary gain when avid collectors are willing to pay high prices for desirable tokens. We must continue to be vigilant so that such deceitful tokens and those persons responsible for them can be identified and weeded out. A great number of collectors and other individuals helped in bringing this particular misadventure to an ending, and we owe them our thanks.

= SMALL HOARD OF AKINS AUTO PARK TOKENS UNCOVERED =
By Stanley L. Buckley

In the March issue of THE FARE BOX I offered for sale the Akins Auto Park token, Ky 3150 A. At that time I believed the token to be one of three known. This token was owned by Msgr. Harry J. Welp of St. Francis de Sales parish here in Newport, Ky., who had asked me to sell it for him.

When Father Welp later came across 25 more of these tokens, we both decided it would be unfair to accept any of the offers made for it. A few were quite high. So I am reproducing a letter written by Fr. Welp below, to explain the situation and what our plans are for the tokens:

To Whom it may Concern: I am writing this letter to corroborate the statements of Stanley Buckley concerning the Akins Auto token, Ky 3150 A. Mr. Buckley and I are good friends and belong to a coin club. He has often tried to get me interested in collecting tokens but my primary interest in collecting is coins. From our talks together I learned from him that the Akins Auto token was rare and if I ever found one to let him know.

At a recent antique show I bought some common tokens, one of which was the Akins Auto token. I agreed with Mr. Buckley to share the profits if he would sell it for me.

After he had advertised it, I went back to the dealer who sold me the tokens and asked him if he had any more. He invited me to his home where he said he had some more and would like to sell them all. I bought all of them from him; most of them were common trade tokens, but mixed in were 25 Akins Auto tokens.

So far as the result of Mr. Buckley's ad in THE FARE BOX he has received several very high offers. Due to the above circumstances of finding 25 more we do not feel it would be honest to sell the one at any of the high offers made. Therefore we are going to hold them and decide on a reasonable price in the future.

I personally do not want to receive any mail or offer on this. Mr. Buckley is handling the tokens for me.

- Rev. Msgr. Harry J. Welp

= NEW FINDS =

Not much to report this month in the way of new finds of census tokens. If you have picked up a rare token from a non-AVA source, we'd love to hear about it. It gives the rest of us new encouragement.

We shall, accordingly, use this department for other business. A few months back George Picton ran an auction on Pa 985 B and 770 B. He informs us the prices realized on those two were \$61.20 and \$44.50 respectively. Paul Targonsky also ran an auction recently, and prices realized were Md 60 D, \$26.10; 60 I, 10.55; 60 J, 3.10; 60 K, 5.60; 60 Q, 1.85; 60 T, 2.10; 60 U, 3.10, 60 V, 3.10; Mass 550 G unpunched brought \$3.00.

Compare those prices with those realized in an auction held 111 years ago, in 1860 by Bangs, Merwin & Co., of New York City. They auctioned off a lot of stuff, including a few now rare New York City transp. tokens. Prices realized then were: NY 630 I, 25¢; 630 H, 35¢; 630 J, 30¢, 630 K, 10¢; 630 L, 2 vars. at 5¢ each; 630 M N 0 P, 4 vars. for 25¢ total; and 630 D at 55¢. Interesting that even then the New York & Harlaem token was considered scarce enough to command a 55¢ price, which was pretty good for a token in those days.

Mrs. Roy Stayner reports that there once was a ferry across the Colorado River near Ehrenburg, Ariz., called the "Cal-zonia." An S.M. Wilson owned the ferry and a mercantile store. He had no ferry tokens, but the ferry did honor trade tokens he issued for his store, which come in \$1,50¢, 25¢, 10¢, 5¢, denominations, and are all rare.

= BIG BATS MEETING SCHEDULED FOR JULY 11 =

The next meeting of the Bay Area Token Society (San Francisco vicinity) is planned for Sunday, July 11, at the home of Duane Feisel in Los Altos. Activities get underway about Noon, and usually last until at least 5 pm. Any and all collectors of tokens of any type are welcome to attend BATS meetings. Editor of THE FARE BOX John Coffee is planning to attend the July meeting, as he stops off in the Bay Area on his yearly summer trip from Boston to Tacoma. Swimming and a buffet lunch will add further to the usual informal meeting. Please get in touch with Duane Feisel for directions if you would like to attend.

Meeting each odd-numbered month, usually on the third Sunday of the month, the September meeting has been scheduled for the 19th at the home of John Trembley in Marina, located on the beautiful Monterey peninsula.

Anyone who attends a meeting of BATS automatically becomes a member of this informal group. Welcomed as a new member at the meeting held May 16 at the Oakland YMCA was long-time AVA member Bill Gallagher of Riverside. Others attending this lively meeting were Clyde Spofford, John Nicolosi, Ralph Freiberg, Hal Ford, Don Finch (non-AVA), Ralph Lea (non-AVA), John Trembley, Steve Album, Roy Carpenter, Paul Sauve and Duane Feisel. Although transportation, parking and car wash tokens commanded the usual attention, it seemed that California merchant tokens were prominent during the meeting.

It is expected that attendance at the July 11 meeting will rival some of the annual AVA conventions. If you are anywhere in the area, why not try to attend?

- Duane H. Feisel

= A MESSAGE FROM THE PRESIDENT-ELECT =

On another page you will see that the annual nominations have advanced me from Vice-President to President-elect. I'll do my very best to be of good service and value to our entire membership.

Because there were no completed nominations for a new Vice-President, that office will become vacant at the close of our August convention. In accordance with our by-laws, one of the first acts of the incoming executive board will be to select someone for the position.

Members can be most helpful in this selection. If you have someone in mind who you believe would do a good job, please write me about it promptly. To save time on unnecessary follow-ups, be sure your prospect is willing and able to serve before you submit his name.

To help the Board make its choice, give us a few words on why you feel that person is best qualified. Every suggestion will receive full consideration if in my hands by July 31. Many thanks for your assistance.

- Robert M. Ritterband

= PHILADELPHIA GROUP TO MEET MORE FREQUENTLY =

Members of the Delaware Valley vecturists Association attending the April 18 meeting decided to increase the meeting frequency to bimonthly. The next meeting will be on Sunday, June 20, at 1:30 pm at the General Electric Co. office in Blue Grass Plaza, Welsh Road, near Roosevelt Blvd., Philadelphia. We hope to see you there.

= REGISTER NOW FOR THE BIG AVA CONVENTION AT SEATTLE, AUGUST 6-8 =

By Kenneth E. Smith

ENGLAND (Reported by Donald Capper)

Dewsbury 242

APo C 22 Sd	YORKSHIRE W.D. TRANSPORT CO. LTD. (HORSESHOE, MAGNET, AND WHEEL)	\$0.15
	3d. (lemon)	

Heysham Harbour 380

L M S R HEYSHAM HARBOUR (STAMPED NUMBERS)

PAo B 39 Pc	(blank)	3.00
PBo Z 39 Pc	"	3.00

(LMSR = London, Midland and Scottish Railway)

Southport 715

SOUTHPORT TRANSPORT

CD C 23 Sd	2 (no d)(green)	.15
CG C 23 Sd	3 (no d)(pink)	.20

SCOTLAND (Reported by Donald Capper)

Glasgow 420

GLASGOW CORPORATION TRANSPORT (ARMS)

CT C 23 Sd	6d./2½p (purple)	.30
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HUNGARY

Budapest 100

(VIEW OF THE 4-TOWER SUSPENSION BRIDGE WITH BOAT AND OARSMAN
ROWING IN FOREGROUND)

QJo Bz 32 Sd	(blank)	5.00
QKo K 32 Ch	"	5.00
QLo B 31 Sd	"	5.00
QMo K 30 Ch	" (obverse view in scrolled frame)	5.00
QNo B 30 Ch	" "	5.00
QOo Bz Sq Ch	" (26mm)	5.00

BUDAPESTI LANCHID MDCCCLXVI (1866)

QPo Z Cs Ch	(blank)(29mm)(shape is like a cross)	5.00
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BUDAPESTI LANCHID 1881

QQo K 28 Sd	(blank)	5.00
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(These listings are thanks to Donald Noe who wrote me about a lot of Budapest bridge tokens which a dealer had, and I obtained the ten old bridge tokens he had left, including the 8 unlisted above, at an average price of \$5 each.)

CZECHOSLOVAKIA

Opava 540 (was previously Troppau, Austria) (Reported by Zerbes (C,D) & McKelvey)

STADTISCHE STRASSENBahn TROPPAU (STREETCAR)

C o B 19 Sd	(large 11)	1.00
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D o B 19 Sd	(large 13)	1.00
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STADTISCHE STRASSENBahn TROPPAU

E o B 20 Sd	Mestka Poulicni Draha Opava	1.00
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Remember when you report new discoveries, in addition to giving the exact wording and spelling and punctuation, to send rubbings or photographs. This is essential to insure accurate listings. Please keep the listings coming.

KENNETH E. SMITH

- 328 AVENUE F -

REDONDO BEACH, CALIFORNIA 90277

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

IOWA

Malvern 565 (Reported by Duane H. Feisel)
M.F. WEARIN / BUS LINE / MALVERN, IOWA.
A o A 25 Sd Good For / One / Ride \$7.50

KANSAS

Lincoln 570 (Reported by Bill Flood)
JOHNSON HACK AND TRANSFER LINCOLN, KANS.
A o A 22 Sd Good For One Ride 7.50

MICHIGAN

Adrian 5 (Reported originally by Chris Cook)
TOLEDO & WESTERN R.R. CO.
B o B 21 Sd (blank) 5.00
[Cities Service took over the lines in Adrian in 1913 and raised fares from 5¢ to 10¢, with tokens selling at 3 for 20¢. In 1921 the City Lines were separated from the Toledo & Western.]

MISSOURI

Albany 10 (Reported by J.W. Baum)
L. LONG PROPRIETOR ALBANY, MO.
A o A 28 Sd Good For One Omnibus Fare 7.50

NEW JERSEY

Patterns 998 (Reported by Harold H. Young)
PUBLIC SERVICE RAILWAY CO.
D WM 16 N Good For One Fare

TEXAS

Patterns 998 (Reported by Stanley H. Heist, Jr.)
HOUSTON ELECTRIC COMPANY
E WM 20 S Students Ticket
HOUSTON ELECTRIC COMPANY $\frac{1}{2}$
F WM 20 Bar Good For One Half Fare $\frac{1}{2}$ [like 445 A but 20mm]

WISCONSIN

Madison 410 (Location by Gerald Johnson & James S. Watson) [ex-Ind 580 A]
MADISON, STREET R.R. CO.
J o Vi 23 Sd Good For One Ride 2.00
[Madison Street Railway started in Madison in 1884 and changed its name in 1887 to Madison City Street Railway.]

= NOTES BY RALPH FREIBERG =

We know nothing about the Iowa depotel, but Bill Flood (who does not own the token any longer) says that Frank Johnson operated a hack in Lincoln, Kans., for Thomas & Pepper. In 1904 Johnson bought them out and operated the hack and transfer line until 1919, when he sold out to his two nephews Tom and Elmer Howard, who are still living. So the token probably was used some time between 1904 and 1919.

In February, 1971, Fare Box on page 26 I mentioned something about the Adrian, Mich., situation. Marie Johnson later went to Adrian searching for old tokens and talked to a coin dealer there who had a token collection she had been trying to see for two years. When she finally saw it she was surprised to find one of these Toledo & Western tokens in it. The dealer is also a local historian and he confirmed the

fact that this token was actually used as a transportation token. So we list the token this month, and this is the second one known. Now that it's listed, though, I expect others will also turn up.

J.W. Baum says the Albany, Mo., depotel was found in the effects of an old lady resident of Albany. The token actually has a 2mm hole pierced in it. The lady was using the token as a bookmark in her Bible! She had a piece of yarn through the hole which fit between the pages of her Bible.

Where the two Texas patterns have been the past 50 years is unknown. I don't know exactly when tokens were put into use in Houston. In 1918 the fare was 6¢, but I'm uncertain if tokens went along with this rate. In 1922 the fare went to 7¢ cash with tokens selling at 4 for 25¢. In some cases in the early 1920's sample tokens were submitted to companies to see what size tokens they wanted to use. Fare boxes would take two sizes of tokens: a 16mm and a 20mm, or a 16mm and a 23mm. It appears that the Houston company decided on the 16mm and 23mm tokens, so we're listing these 20mm tokens as patterns. But we'd like someone down there to do some research on these to make certain they were patterns, and not actually used. They are similar to tokens from Mobile, Ala., and Hot Springs, Ark. Note, however, that the Hot Springs tokens come in several sizes, corresponding to pennies and nickels, and they would register in the fare boxes as such. So these Houston patterns are unique. I wonder if any other patterns of this era will show up in the future.

As mentioned in the February Fare Box, the token now listed from Madison, Wis., has been kicking around for over 30 years among collectors. Roland Atwood says he's glad we finally got the correct listing for this token. Atwood wanted to put it here in the first place thirty years ago, but was talked out of it by Ray Cooper, an old time collector, who insisted it was from Chicago.

A couple months ago I listed a token from Fresno, Calif., for Fresno Transit. I wasn't satisfied with the name on the token so wrote the company and learned the name has been changed from Fresno Municipal Lines to Fresno Transit, as of July, 1967, although the system is still operated by the city of Fresno.

Also last month I mentioned how old tokens of Denver Tramway Company had been melted down into ingots. Recently I saw a notice where old tokens of Springfield, Ohio, were sold to a scrap dealer, but they weren't melted into anything, and many of them started showing up in the fare boxes of the Cincinnati Transit! The notice closed with this moral: when dealing with token buyers of uncertain credentials, remember that one system's token disposal may well become another system's greater-than-token loss.

A last minute check with John Nicolosi informs me that he has now received the new tokens from Juneau, Alaska, and that they are being distributed to members of the New Issues Service, at a nominal mark-up over face value.

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

Not too much to report this month. Last month we did beat the postal rate hike, and the Juneau tokens have now arrived and are being distributed. We are also sending out some foreign tokens: first, Iran 750 J from Tehran, which is already listed in the Smith Catalogue on page 215, with a picture. I want to thank Steve Album for getting these for us. You can't get them unless you've actually been in Tehran and know exactly where to go. Steve promises us more of these interesting tokens, which he picked up right there in Tehran for us.

Other foreigners coming your way will be England 590 DA DD DK, 820 EA ED. As usual thanks to Kenny Smith for these. He promises more English for us. These tokens are a bit different in color and design.

This month we welcome Walter Neeman of Dunbar, Nebr., to Associate Membership from the waiting list.

Incidentally I'd like to say that I have just received the 1971 A.V.A. Roster, and it is a beautiful job. Congratulations to Bob and Anna Butler!

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

ARIZONA

Phoenix 3640 (Reported by Ralph Freiberg)
WESTWARD AUTO PARKS PHX. (GATE)
F o Bz 25 Sd Parcoa Token (gate)(Rev. D) \$0.50

CALIFORNIA

Stockton 3895 (Reported by a non-member)
WELLS FARGO BANK
A o B 23 Sd (stagecoach) .50

NEW YORK

Plattsburgh 3735 (Reported by J. Douglas Ferguson)
WITHERILL HOTEL PLATTSBURGH, N.Y.
C o B 25 Sd FP .50

TEXAS

Fort Worth 3340 (Reported by H.D. Conner)
THE FORT WORTH CLINIC (GATE)
H Bz 25 Sd Parcoa Token (gate)(Rev. E,I) .25

Sherman 3840 (Reported by Robert Clifton)
ESSIN CLINIC SHERMAN, TEXAS
C B 23 Sd Parking Token (pointed ends on propeller)
(Plain borders O&R; A has beaded borders O&R) .25

DISTRICT OF COLUMBIA

Washington 3500 (Reported by Max M. Schwartz)
SHOREHAM HOTEL WEST LOT (GATE)
G o Bz 25 Sd Parcoa Token (gate)(Rev. A) 1.00

CANADA - ONTARIO

Brantford 3125 (Reported by Alan Weighell)
CITY OF BRANTFORD
A B 22 Sd Parking Token .25

GIBRALTAR

Gibraltar 3500 (Reported by Ferguson)
S.C.G. ONE DAY (GATEWAY)
A o Ce 28 Sd Carriage Stand. W.P. Arms (ca 1870-90) 5.00
B o Cq 28 Sd " 5.00
(Sanitary Commissioners of Gibraltar)

ADDITIONS & CORRECTIONS

CA 3450 AB: add variety description (reported 4/66)
(O: Left UR of M points up to ...)
a. (bottom of C)
b. (center of C)

CA 3715 B: add variety description (reported 7/69)
(R: Is ...)
a. (blank)
b. (c/s "B") (for Bridge Dept.)
c. (c/s "BX") (for sub-group in Bridge Dept.)

DE 3900 B: add variety description
d. (E) (right slant of A)

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

Many of you have probably given me up for lost, but I have only been "lost" in many extra hours of work for the past four months. There has just not been enough time for me to keep up with matters that could wait. Accordingly, parking token reports and, particularly, correspondence have suffered. In the past few weeks I have had a bit of time which allowed me to get out a shipment to PTNIS subscribers, to work up this report of parking tokens, and to manage a few other things that have had to wait. I hope my schedule will not be so demanding in the months ahead.

Although there is a nice group of tokens reported this month, I know there are a number of new reports scattered among the stack of letters I have to process, and getting to them is my next order of business. As soon as I can get things straightened around which are already on hand and when the report from one collector of a number of unlisted parking tokens reaches me, I hope to be able to start typing on the long awaited and sorely needed second edition of the parking token catalogue.

The new listing from Phoenix has been known for some time, but only recently did I get a complete description of the token. When or how it was used is a mystery. About a year ago I was in Phoenix and attempted to find out about this token, but I met a blank wall. If anyone can supply any information at all about this token please pass it along.

The Stockton token was used for a brief period of time at a gate-controlled lot, but the gate has been removed and no one can tell me what happened to the tokens. The bank no longer has a supply, so this may turn out to be a very scarce item.

Another scarce token may be the new report for Plattsburgh. According to information received, the hotel was razed about a year ago. My letter addressed to the hotel was returned as undeliverable.

The new token from Fort Worth appears to be for the usual hospital usage--a gate-controlled lot for patients and certain visitors. I have not been able to obtain the token directly from the clinic, but I know that Mr. Conner has been able to secure a small supply.

The new Essin Clinic token resulted from advice given to the clinic by Bob Clifton about a different token manufacturer which offered lower prices. Although the token is similar to the A listing, it is sufficiently distinctive to warrant a separate catalogue listing.

When I wrote to the Shoreham Hotel for information about their parking token some time back no one seemed to know anything about tokens or gates. Judging from the reverse die the use was 15 years ago. This means another scarce token.

A reply from the City of Brantford indicated no knowledge of parking tokens. Fortunately Jack Curtis lives close enough that he was able to get to Brantford and determine that the tokens are used at a city-owned lot located by a large grocery store to which the city sells the tokens, and the store distributes them to customers. Mr. Curtis was able to secure a supply of these tokens, at a reduced price no less, for PTNIS. We owe him our thanks for going all out to find out about the tokens and for getting them.

The story of the Gibraltar tokens appeared in an article by Doug Ferguson in the December 1970 issue of THE FARE BOX. The tokens sink in the special liquid made up by AVA member Dave Jordan for distinguishing between celluloid and vulcanite tokens, so for lack of a better composition description I have called them celluloid. The blue color of the B token is very dark, but it is definitely blue. If one took a quick glance at the A and B tokens together, the color difference may not be very apparent; a good light is required. These old tokens will undoubtedly remain rare.

A word on the new variety of DE 3900 B: although the reverse description is the same as that used for the a variety, the reverse of this new variety is from a different die.

It has been a while since the last shipment of tokens to PTNIS subscribers, so this resulted in a large shipment of 11 different tokens which included the following: MI 3370 L; SC 3100 A B; TX 3565 B; PTMS 3008 A; Newfoundland 3725 A (a supply of these obtained by Mr. Curtis for PTNIS), and Ontario 3125 A, 3200 A, 3615 A, 3675 A B. There should not be such a long wait for the next PTNIS shipment. Openings in this service are still available to interested collectors.

WANTED: Mass 210 B, 505-B; NC 330 B.

Melvin Beaton

30 Hecla St.

Boston, MA 02122

THANKS FOR BOMBING ME. Six trades brought in 29 needed common transports. List reduced to these Fla. needs: 105 A, 180 A B, 370 B, 380 B M, 440 A, 520 A B C, 630 A, 690 A B C, 840 A B, 860 B, 910 A B C D E F G, 960 F G. Send 3 times Atwood 111 in foreign coins for any of the above. Your choice probable. More expensive, same general idea; write what you have.

A. Corson - Box 261, Little River Sta. - Miami, FL 33138

WANTED: parking tokens, also personal tokens. Have 15 scarcer TT to trade for scarce PT, also dupe PT to trade. No lists.

Douglas Redies - 1714 13th Ave. SW - Cedar Rapids, IA 52404

CARD SCRIP TOKENS FROM ISRAEL. Port of Eilat, set of 4, for use in restaurant, \$2.

Wimpy Shalom, a popular restaurant, set of 3, \$2 postpaid.

Yosef Kotler - Tayvat Doar 533 - Eilat, ISRAEL

PERSONAL TOKENS made for you, in aluminum or brass. Offer 30% to AVA members only.

Send for price list. No SAE necessary. Still have Cal 997 H and I at 50¢ per set

+SAE. = E.L. Tomberlin - P.O. Box 2295 - San Leandro, CA 94577

WANTED FOR CASH: all Canadian transp. or trade tokens, mirror cards, Masonic medals or any other Can. collectors' item. Sell Clinton, Ontario 185 A for \$3.50.

Art Baker - 188 Deer Park Circle - London 74, Ontario

TT'S FOR SALE AT 20¢ EACH +SAE: Ind 260 A B C D, 350 C, 390 A B, 460 D, 660 C, 690 A, 740 A, 940 A; Kans 820 D G; 970 C E F G H; Ky 510 AN; La 670 A B; Mass 115 L, 670 B; Mich 75 D E F G H, 225 F, 500 B, 680 Q, 735 E. Business cards for sale. Write for free samples and price.

Claude G. Thompson - 3757 Kipling Ave. S. - Minneapolis, MN 55416

FOR SALE: Mass 115 Y Z AA AB, \$2 each or \$7.50 per set +SAE.

Elliott L. Goldberg - 10 Earnshaw St. - West Roxbury, MA 02132

COMMON TT's FROM PA.? I will pay \$1 for 10 F, 15 J, 65 B, 110 C, 145 A, 175 A, 175 B 180 A, 460 C D, 615 B C. \$2 for 575 A, 585 A, 595 A.

Art Krauss - 657 Dixon St. - Allentown, PA 18103

SC 3100 A or Pa 263 for any other PT or TT +SAE. Have dollar-size goldene medal "prologue to freedom Celebration Beaufort County 400 Year Landing Jean Ribault here" for 75¢ +SAE. Have same medal in sterling silver for \$12.50 money order.

Joe Studebaker Jr. - 2614 Legare St. - Beaufort, SC 29902

FLA 460 B for sale - this is the token with a car on the causeway, not supplied by the New Issues Service. I have 15 of them but must ask \$1 each. These are tough.

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

AUCTION: Mich 1000 A; Germany 290 F, 390 P, 480 A B C; Hungary 100 BA; Austria 840 A. These numbers are from 1964 check sheet.

Gerald B. Perkins - 1073 Barberry Dr. - Battle Creek, MI 49015

HAVE THE FOLLOWING TO TRADE: Cal 450 A; Ky 85 B; Mich 845 A; Minn 230 E; NJ 290 C; NY 630 I M; Ohio 166 B G; Tenn 430 E. Will trade for census tokens I need. Have many car wash and parking tokens to trade incl. unlisted obsolete Berkeley, Calif. Elks Club PT. = H.V. Ford - 6641 Saroni Drive - Oakland, CA 94611

WHILE THEY LAST: copies of NEVA's Supplement to the 3rd Edition of Atwood's Catalog, available at 75¢ postpaid. Size is 8½x11 and the 11-page list includes the additions thru February 1971 Fare Box. Send orders to:

Ralph Hinde - 225-30 106th Ave., Queens Village - Jamaica, NY 11429

MAIL BID: Illinois 235 D; Mich 1000 B; Nebr 540 N; NJ 640 F; NJ 730 B census token; Miss 900 C; Wisc 530 B.

Sidney J. White - 4760 So. Jason St. - Englewood, CO 80110

HAVE THE FOLLOWING items to trade for TT's: (1) CWT's La 55 A B; (2) old B&O RR frank (stamp) gummed, in original book; (3) La. plantation tokens, Star Plantation, 2 sets & several singles; (4) set of 6 trade tokens, Von's Grocery, Gridley, Ill.; (5) slot machine token (?) H.C. Evans, Chicago, \$3.50 in trade.

Dee D. Drell - 1111 Lake Ave., Apt. 51 - Metairie, LA 70005

FOR SALE: 50 diff. TT's, \$7.50, included are 7 TT's that cat. 25¢ plus free gift bus driver's shoulder patch. I have Pa 3765 K to trade for PT's or TT's I need.

Joe Pernicano - 58 Sonia Lane - Broomall, PA 19008

MILITARY TOKENS FOR TRADE OR SALE. Send for list.

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

-May 1971-

-Page 73-

FOUR DIFF. U.S. TT's for \$1.00. If you send me \$1 I will send you 4 diff. TT's of 25¢ cat. price by return mail postpaid.

Pedro Chiciana Rosario - 220 St. J.A. 18 Country Club - Rio Piedras, PR 00924
STILL NEED ANY TT FROM: Ida., Miss., Nev., Wyo., to complete 50 states for a display. Will purchase or offer any of following in trade: NY 360 B C D, 500 A B, 505 A, 785 A C; Ark 3405 A; Ill 3075 A; Pa 3015 B. Trade 10 diff. TT or PT for any 10 diff. maverick trade tokens. My want-list for SAE.

Sam Ruggeri - P.O. Box 561 - No. Bellmore, NY 11710

MAIL BID: China 720 F G bus to right, bus to left, 720 H bus to right and also to left; Argentine 160 F; Brazil 700 A C D; Chile 920 D; Finland 10 AE; Ontario 750 A; New Brunswick 3600 A. Will also trade for those I need including telephone tokens.

J. Douglas Ferguson - Box 38 - Rock Island, Quebec

BRIDGE TOKENS Pa 725 Bb, 745 D, for best offers in PTs or cash. This is not a mail bid. SAE helps. = Millard Waszcak - 352 Maple St. - Scranton, PA 18505

WANTED TO BUY, OHIO 410 A B; Ky 10 A B C D E F. Write stating price wanted.

Ray Cline - 406 Memorial Street - Coal Grove, OH 45638

FOR SALE: England 242 AP 25¢, 715 C D 25¢, CG 30¢; Scotland 420 CT 40¢; RI 120 A 35¢, 520 L \$2; Pa 263 A 25¢; Cal 895 N 25¢; N.Scotia 100 N 35¢, Quebec 345 Q 35¢; Minn 600 B \$1.50; Ohio 165 AI 60¢; Mfg Sample Gp 101 A B D E F 25¢ each, C G \$2 each. +SAE.

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

HAVE MANY TT's (15¢-\$1) to trade for Montana trade tokens. Have several 1956 Fare Box reprint sets left at \$3.50 (8½x11). If your AVA # is after #236 chances are you need 1956. 50% of cost goes to AVA treasury.

George Gould - P.O. Box 1432 - Everett, WA 98201

FOR SALE: Fla 3985 A; Ill 3075 A; Pa 3360 B, 3370 A. Your choice of any 2 for 25¢ +SAE. Wanted: dog tags from your city or state. Will trade one of my dupes for each one of yours. = Al Zaika - P.O. Box 65 - Bellmawr, NJ 08030

FOR SALE: Back issues of THE FARE BOX, 1964 to 1970 inclusive except July, Aug, Sept, Oct, 1965. 25¢ each plus postage.

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

My uncirculated 1971-D Kennedy, your \$1.35 catalogue value of diff. TT's.

Bill Williges - Box 445 - Wheatland, CA 95692

ALASKA'S WONDERING WHERE ALL of their transp. tokens have disappeared to. I am also wondering. Anyone knowing of the whereabouts of the top ten Alaska TT's please drop a line. Name your own price. I am prepared to pay a premium for all. Also pay top money for Alaska merchant trade tokens. Thank you...

W.E. Nickell - 432½ So. Franklin St. - Juneau, AK 99801

SELL PA 263 A, Cal 435 A, NY 3670 A, at 10¢ each or trade for your school, bridge, child, or ½ fare tokens, one for one. WANTED: Wash 780 U, 1962 convention token, and AVA personal tokens. My personal token for SAE.

Donald Noe - 1 Second Street - No. Arlington, NJ 07032

TRADE: my new personal for yours. Send SAE please. Will those to whom I owe a personal token please let me know.

Stephen Album - P.O. Box 4039 - Berkeley, CA 94704

WILL TRADE A TEXAS PT for another PT or TT from any other state. 25¢ PT for 25¢ cat. 15¢ PT for 15¢ cat. Ask for my trade list of TT for trade and tokens wanted. Multiple trades available. = H.D. Conner - 1604 Bluebonnet Drive - Fort Worth, TX 76111

CATALOGUE OF WORLD TRANSPORTATION TOKENS & PASSES except No. America; 1st edition 1967 at \$5 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

TEXAS 1000 B C D E F G H I, set of 8 diff. tokens for sale at \$1.00 postpaid. Please send long envelope; no stamp necessary. No orders can be accepted after June 25.

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

ATWOOD'S CATALOGUE OF U.S. & CANADIAN TRANSPORTATION TOKENS, 3rd edition 1970. 731 pages profusely illustrated with prices & full index. Cloth-bound or loose-leaf (pages only for loose-leaf, punched for 3-ring binder). Price \$10 retail; special price to AVA members only \$7.50 postpaid. Also about 5 Feisel Parking Token cats. (1966) still available, bound or loose-leaf, price \$3.50 to AVA members postpaid.

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

= ALL AUCTIONS IN THIS ISSUE CLOSE JUNE 23 =

Advertisements in THE FARE BOX are free to A.V.A. members, up to 6 lines in every issue. Simply write your ad on a separate sheet of paper with name & address (a postcard is ideal) and send it to the Editor. It will go into the next issue automatically. If you run an auction, items for auction must be confined to transportation and parking tokens valued at 25¢ or more in any catalogue. You are also expected to send a list of the prices realized to the Editor. Tokens valued under 25¢ will not be published in auctions, either singly or several together as one lot.

Please also note that your ad must be different each insertion and must be sent in each month; we don't save them from month to month. Don't send in more than one at a time.

Please also note that the June issue, closing date June 22, will be the last issue for the summer with unlimited free ads. The July issue, published in Tacoma about July 25, cannot carry any "Wanted" ads, or ads offering anything other than TT's or PT's, or auctions of tokens valued under \$1 in any catalogue.

Finally, use abbreviations: +SAE = "plus stamped addressed envelope." PT's = "parking tokens." TT's = "transportation tokens. Don't use "CWT's" because that could refer either to Civil War Tokens or Car Wash Tokens, both of which use the Atwood numbering system in their respective Fuld and Ford catalogues.

= APPLICATION FOR MEMBERSHIP =

1266 HARRY J. WILLIAMS - 4 LONG STREET - WARWICK, RHODE ISLAND 02886
Age 54; Manager. Collects U.S. & Parking. (Turgeon)

REINSTATEMENTS TO MEMBERSHIP (late dues; add to 1971 AVA Roster)

860 Herbert C. Bardes - 21 Waldron Avenue - Summit, New Jersey 07901
1048 Wilbur P. Kane - 927½ Brock Avenue - New Bedford, Massachusetts 02744
849 William Marquand - 2825 Sanford Street - Muskegon Heights, Michigan 49444
623 Horace F. Wall - 640 A Monroe Street - Brooklyn, New York 11221

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

* Cdr Charles E. Axthelm - 5403 Montgomery Street - Springfield, Virginia 22151
* Thomas A. Brown - 1056 2nd Street S.W. - Largo, Florida 33540
* Robert Harrison - 4961 North Ridge West - Ashtabula, Ohio 44004 [after July 1]
* Kenneth M. Myer - 4400 Airendel Court - Columbus, Ohio 43220
* NEVA, Jack Wilcox, Curator - 310 Washington Place - No. Brunswick, NJ 03902
* George Schroder - 4309 Caruth Blvd. - Dallas, Texas 75225
* Robert L. Sutton - 2856 Norcade Circle #3 - Sacramento, California 95826
* Edward S. Tetrault - 1129B Buffington Road - Redstone Arsenal, Alabama 35808
* John Whitfield Warner - 1211 North 73rd Street - Lincoln, Nebraska 68505
* C.J. Wilcox - 1600 Jonquil Terrace - Chicago, Illinois 60626
* Robert F. Wolf - 9442 Castlegate Drive - Huntington Beach, California 92646

NOMINATIONS FOR A.V.A. OFFICER POSITIONS

President: Bob Ritterband (accepted); Ralph Hinde (declined)

Vice-President: Bob Ritterband (declined)

Secretary: Donald N. Mazeau (accepted)

Treasurer: R.K. Frisbee (accepted)

Curator: Duane H. Feisel (accepted); Syd Joseph (accepted).

So the only contest will be between Feisel and Joseph for Curator. Ballots will be mailed out with the June Fare Box.

THE FARE BOX

A Monthly News-Letter for



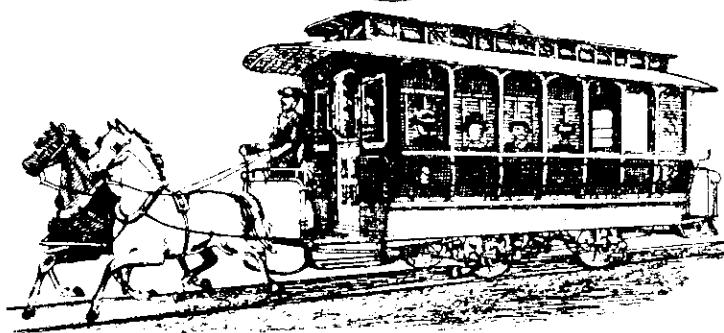
Transportation Token Collectors

NEW ISSUES EDITOR

RHIPHE KREIBERG
634 Ashbury Street
San Francisco, California
94117

New Issues Service

JOHN G. NICOLOSI
3002 Galindo Street
Oakland, California
94601



EDITOR

J. M. COFFEE, JR.
P. O. Box 1204
Boston, Massachusetts
02104

Parking Tokens

DUANE H. FEISEL
P. O. Box 11661
Palo Alto, California
94306

Volume 25, Number 6

JUNE, 1971

Our 288th Issue

Until September 1 all mail for THE FARE BOX should be addressed to

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

Together with this issue you will find enclosed your AVA Official Ballot for the election for the office of Curator, between Duane Feisel and Syd Joseph. Mark your ballot, place it in the "Official Ballot" envelope, seal; then place that envelope into the one with the Editor's address on it, seal, stamp, and mail. The Editor is Election Chairman this year, and he would very much appreciate it if members would use commemorative stamps when mailing in their ballots. I have to receive all mail ballots by August 5, although they may be handed to me at the convention before the close of the morning business session on August 7.

Bob and Anna Butler have produced the 1971 A. V. A. membership roster, and this year we have without doubt the finest roster we have ever had. It's a beautiful job, and we are grateful for such excellent work. Bob and Anna don't charge us anything for this except the actual postage, and such generosity is what keeps the A. V. A. going. If you have not received your copy, please drop a line to Bob Butler.

Inside this issue you will find the official A. V. A. Convention Auction list. I was gratified to receive so much material on such short notice. It looks like a fine auction, and we hope to have spirited bidding, not only on the floor but also by mail. Send mail bids to the Editor at the Tacoma address. Incidentally, the Seattle Convention (Hilton Hotel: August 6, 7, 8) promises to be excellent. Send your advance \$11.50 registration to the Editor at the Tacoma address. As I won't arrive there until July 15, all registrations received by the 15th have the \$11.50 price. After that we must ask a \$13 registration fee. We have lots of registrations already in, but we want lots more. If you haven't registered, please do so now.

The July Fare Box will be mailed from Tacoma by July 25. There will be a Supplement to Atwood's Catalogue in July. None this month; nothing to report. (June 26; 3:30 pm)



= FIFTH SUPPLEMENT TO THE LIST OF VECTURIST PERSONAL TOKENS =
(continued from Page 48, April 1971 Fare Box)

M. FULD BALTIMORE, MD. COLLECTOR OF TOKENS
171A Pr 32 Sd ANA-RO11932 Member A.N.A.-A.N.S. T.A.M.S.-A.V.A. C.W.T.S.-N.L.G.
HARRY SAILOR SAILOR GUN SHOP WARREN, MINN. 56762 TOKENS WANTED
375C Pe 38 Sd Good For 19¢ in Trade
STEPHEN ALBUM P.O. BOX 4039 BERKELEY, CAL. 94704
472B B 28 Sd Good For 10¢ in Trade (Sc-cloverleaf)
COLLECTOR OF TRANSPORTATION TOKENS CHARLES MUELLER 3039 S. DRAKE
AVE. CHICAGO, ILL. 60623 (CABLE CAR) SAN FRANCISCO 1873 A.V.A.
1036
1036A K Ov Sd (blank) [rolled out on 1971-D cent]
COLLECTOR OF PARKING METER TOKENS CHARLES MUELLER 3039 SO. DRAKE AVE.
CHICAGO, ILL. 60623 (HORSECAR) CHICAGO HORSE CAR A.V.A. 1036
1036B K Ov Sd (blank) [rolled out on 1971-D cent]
COLLECTOR OF ELONGATED CENTS CHARLES MUELLER 3039 S. DRAKE
CHICAGO, ILL. 60623 T.E.C. 333 (CABLE CAR) SAN FRANCISCO CABLE CAR
1036C K Ov Sd (blank) [rolled out on 1971-D cent]
HAL DUNN CARSON CITY, NEV. -1971-
1111A B Sq Sd P.O. Box 114 Token Collector (23mm)
H.D. CONNER 1604 BLUE BONNET DRIVE FORT WORTH, TEXAS 76111
1171A A 32 Sd Collector of Transportation Tokens
GEO. W. NIEDERAUER 603 W 1st AVE. MILLER, S.D. 57362
1216A Pe 38 Sd Tokens Wanted All States Any Type
WILLIGES CO. BOX 445 WHEATLAND CAL. 95692 TOKENS-MEDALS-COINS
BUY-SELL-TRADE
1219A B 29 Sd 25c in Trade
ROY-PAULA STAYNER OWNERS TOKENS-RELICS COLLECTIBLES K-M-M-C
1254A A 32 Sd Southwestern Antique Co. 218 West Hobsonway Blythe, Cal 71

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

Last month we promised you more foreign tokens, specifically English and Scottish. That is all that we'll be able to send out this month. The U.S. seem to be slow, but I am working on a couple of new issues and expect to have them for you in July.

Again I want to thank Kenny Smith for the British tokens you will get this month, as follows: Eng 115 DA, 415 BF BG; Scotland 420 DA DG. These as well as the ones sent you last month will be listed in the June Fare Box. As Britain changes over to decimal coinage, we may expect quite a number of new tokens from there. More of you U.S. collectors should get interested in collecting these interesting British tokens--they come in lots of different colors, shapes, and designs. Incidentally they make a beautiful display if you have ideas about displaying tokens at local clubs or shows.

This June we want to welcome Mr. Alan T.C. Weighell from Toronto, from Associate Membership to one of the regulars, and from the Waiting List to Associate Membership, Mr. John W. Propes of Norfolk, Va. Nice to have you with us.

The only electric streetcars left in the United States today operate in San Francisco, El Paso, New Orleans, Pittsburgh, Philadelphia, Cleveland, Newark, and Boston. There is also a single line in Fort Worth, operated by a department store to connect the store with its parking lot. The best rides are the New Orleans St. Charles line, with old-fashioned cars; the El Paso international trolley; and the Boston Riverside line.

= THE SCOVILL MANUFACTURING COMPANY OF WATERBURY, CONNECTICUT =
By J.M. Coffee

A study of the firms which manufactured tokens is fascinating. Dozens of firms, over the past century and a half, have produced transportation tokens: some were small two-room operations, and some were huge manufacturing concerns. Their number has dwindled since World War II, and most transportation tokens are now produced by fewer than half a dozen companies. Nevertheless there are still a few little firms, often using equipment manufactured around the turn of the century, which continue to produce occasional transportation tokens with a primitive look to them. As time goes by I hope to run a series of stories about the various token manufacturing firms. We shall begin with one of the largest, and certainly the most venerable of them all.

Scovill Manufacturing Company is today one of the great industrial corporations of New England, and they produce a large variety of things. They no longer make tokens, having given up this line in the 1950's as not worth the effort. But over a period of about 125 years this company produced thousands of varieties of tokens of all types.

The firm was founded about the time of the War of 1812 when James Mitchell Lammson Scovill bought out a uniform button manufacturing mill. Within a few years, J.M.L.'s younger brother William Henry Scovill bought into the business. Their business consisted of brass products, and especially uniform buttons. On March 31, 1830, the main plant was destroyed by fire, together with all of their machinery. But the mill was restored by the following July, and business continued to thrive. They soon branched out to include the manufacture of Daguerreotype plates, introduced into America about 1840, and they were one of the earliest U.S. manufacturers of this product, and certainly the largest.

But they continued to manufacture uniform buttons by the thousands. They produced buttons for the Army of the Republic of Texas, as well as buttons for both the United States and Confederate States armies during the Civil War. Being good Yankees, their presumptive loyalty to the North during the Civil War didn't stop them from supplying the Rebels, presumably by blockade-runners, with uniform buttons. Later on they manufactured hundreds of uniform buttons for horsecar lines and cable car lines.

During the 1830's they entered the token business in a large way, producing dozens of the so-called Hard Times Tokens, including one which was an advertisement for themselves, in 1837, significantly picturing a Phoenix bird rising from the flames, no doubt in honor of their quick come-back after the disastrous fire of 1830.

During the Civil War, in addition to supplying both sides with uniform buttons, Scovill produced hundreds of varieties of Civil War tokens.

It is impossible to know for sure which transportation tokens were manufactured by Scovill, but we have pinned down a number of them which we do know are their work. Between 1900 and 1912, Scovill produced a distinctive style of token which was adopted by a number of streetcar companies. These tokens invariably have the same obverse and reverse. Definitely known to be Scovill products of the period prior to World War I are: Ind 960 A B; Iowa 730 A, 930 C; Mass 550 A B; Mo 140 A; NY 945 A; NC 160 A; Pa 455 A; Tex 710 B. These are all tokens of the same general type. A number of other tokens are also known to have been their work, such as Ill 150 L to Q; RI 700 B C D E; Tenn 690 E; NJ 115 D (one variety; there's another variety produced by Meyer & Wenthe); Pa 750 Y; Cal 575 O, 760 F. They also were one of the manufacturers who made NY 630 AN--theirs is the poorest one of the die varieties, and this was apparently their last token, probably the straw that broke the camel's back. Of the total striking of 40,000,000 of NY 630 AN, Scovill struck 11,500,000 (7 million solid and 4½ million Y-sc). These are the ugliest products of the three firms that struck these tokens (the others being Osborne Coinage Co. of Cincinnati, and Meyer & Wenthe of Chicago).

Melvin Fuld has lent me three sets of sample tokens distributed by Scovill. These come in cards. The oldest is a grey card proclaiming that the firm "have made millions of street car tokens similar to the above samples in a number of styles and sizes." It goes on to state that "the best assurance against a counterfeit is to use a first-class token. No other private establishment has facilities equal to ours for quantity production, prompt deliveries and a coin quality token. Starting with the

raw materials, we fabricate our own brass and nickel silver, create our own designs, build the tools, dies and special machinery and produce tokens which express the highest quality in fine die work. We adhere strictly to gauge tolerances. Besides tokens, we supply the electrical railway field with uniform buttons and condenser tubing." Set into the card, and held in place by staples which fit through small holes drilled in the tokens, are RI 700 E, Tenn 690 E, and Mass 550 B.

A second sample card is green, with four tokens fitted into a slide. "Scovill tokens," it says, "are made by the same exacting methods as United States Government coins." On the other side it says: "These samples are representative of various types of fare tokens made for transportation companies, with piercing either located or not located. Nickel silver is the most commonly used copper base alloy, although yellow brass, red brass, aluminum, steel or other metals can be furnished." The card contains NJ 115 G, Pa 750 Y, Cal 760 F, and Cal 575 O. All tokens are pierced with small holes toward the edge.

The third card contains five tokens in a little polyethylene envelope stapled on the inside of the fold. They are the same four tokens in the second card, plus III 150 Z. The first four are still pierced; III 150 Z is not pierced. The message is about the same as the second card, but added is information about sizes: "Tokens can be furnished in diameters .667" or less, between .718" and .804", between .855" and .915", and .970" or larger (which sizes will not operate coin devices)."

In the late 1950's, George Fuld and I drove down to Waterbury and visited Scovill. Our guide was a gentleman then in his 80's, retired after long years of service with the firm, who was then spending his time acting as Historian of the firm. He had an office in the basement, and it was one of the most amazing rooms I have ever visited. There were literally stacks of ancient uniform buttons still affixed to the original cards, for such things as the Republic of Texas Navy, the Confederate Army, and dozens of varieties of cable car and horsecar uniform buttons, many with pictures of cable cars and horsecars on the buttons. Dozens of each one! Of even more interest to us were piles of pre-World War I streetcar tokens in shiny uncirculated condition. There were at least 50, and probably 100, each of such tokens as Mo 140 A (which until then was census); Ind 960 A B; Tex 710 B; and most of the others of that type, such as NC 160 A. These weren't restrikes. They were original overruns which the Historian had unearthed. We were unable to purchase these tokens, although we wanted to, because the powers that be hadn't decided what to do with them. But we were permitted to take "three or four" of each, which we did. I suspect that since then more of these tokens, if not all of them, have found their way into the hobby because none of them is particularly scarce any longer, in spite of their being sixty to seventy years old.

During our visit we were able to watching a coining operation. They were no longer in the token business, but they used the old stamping machines to manufacture small parts of various machines. I recall the stamping machine was absolutely primitive: a single man was operating it by hand. He would shove a flat planchet into place, then release the huge weight by means of a rope operated by his foot. It would come crashing down with tons of pressure, and he would shove the finished piece out of the way and push another planchet into place. He did this at the rate of at least five per second. It sounded like a rapid-fire cannon, and I kept wondering if he ever lost his rhythm, and had his finger in there instead of a planchet. He said no, although I have known some old timers in the coining business who had the mutilated hands to prove it.

Scovill's coining operations were a victim of progress. Other firms, such as Osborne Coinage and Meyer & Wenthe had better equipment, and concentrated on their coinage business, whereas Scovill was now so big, by 1953, that coining was no longer worth the effort for them. Their product was inferior, and their machinery was primitive, so they simply moved out and left the field to others.

But they left their mark in numismatics. In their day, no one could touch them.

Bibliography:

- "J.M.L. & W.H. Scovill" by Edgar H. Adams, *The Numismatist*, July, 1912.
- Buttons of the Confederacy*, by Alpheus H. Albert, Hightstown, N.J., 1963.
- "New York City Tokens" by Albert Field, *The Fare Box*, VIII, 97 (November, 1954).

= THE A.V.A. CONVENTION AUCTION =

This auction consists mainly of transportation tokens, but also includes some other material. Note the lots are not strictly in catalogue order; but are arranged by consignments, because this makes it much easier for the cataloguer to keep things straight. The auction is open to mail bidding as well as floor bidding at the convention. If you wish to place a mail bid, send it directly to the Editor at his Tacoma address: J.M. Coffee, Jr. - 4104 6th Ave. - Tacoma, WA 98406. Do not include bids with your ballot. They must be mailed separately. The auction will be held on Saturday, August 7, 1971. However, mail bids must be received by July 31, because listing them will take a lot of time, a commodity I won't have too much of just then. Successful mail bidders will be notified by postcard, and will be expected to pay postage & insurance, as well as full amount of your bid, in advance.

Lot #	Cat. #	minimum bid	Lot #	Cat. #	minimum bid	Lot #	Cat. #	minimum bid
Consignment A			44. Mass 115 AA		.75	88. Wis 170 B		.50
1. Ala 750 B		.50	45. Mass 115 AB		.75	89. Wis 170 D		.50
2. Ala 750 C		.50	46. Mass 115 AC		.50	Consignment B		
3. Ala 750 D		.50	47. Mass 115 AD		.50	90. Ill 900 A		5.00
4. Cal 25 A		1.00	48. Mass 305 B		.50	91. Ill 900 B		7.50
5. Cal 105 A		1.00	49. Mich 80 A		.50	92. Nebr 820 B		20.00
6. Cal 760 J		2.50	50. Mich 225 L		.75	93. Mo 350 C		15.00
7. Col 140 I		.50	51. Mich 225 M		.75	94. Tex 965 D		15.00
8. Col 260 P		1.00	52. Mich 225 N		.75	95. Tex 965 F		20.00
9. Col 260 Q		1.00	53. Minn 50 O		.55	(some discoloration on obv.)		
10. Conn 30 A		.50	54. Minn 540 AE		1.25	96. Wash 880 N		5.00
11. DC 500 D		.50	55. Minn 540 AG		1.00	97. Wis 870 A		15.00
12. DC 500 AI		1.00	56. Mo 370 C		.50	(slight obverse pitting)		
13. DC 500 AJ		.50	57. Mo 440 T		.75	98. Wis 980 C		20.00
14. Fla 380 P		.50	58. Mo 440 U		.75	99. DC 500 D		.50
15. Fla 860 A		.50	59. Neb 305 D		.50	100. DC 500 L		15.00
16. Ill 130 E		.50	60. Neb 540 N		.50	Consignment C		
17. Ill 150 AE		.50	61. Neb 700 AB		.75	101. Cal 535 A B C D		4.00
18. Ill 150 AF		.50	62. NY 235 B		1.00	102. Ill 155 A		1.00
19. Ill 250 M		.60	63. NY 437 B		.50	103. Ill 155 B		2.50
20. Ill 250 N		.75	64. NY 437 C		.60	Consignment D		
21. Ill 370 C		.75	65. NY 437 D		.75	104. Pa 997 A thru Q		40.00
22. Ill 370 D		.75	66. NY 630 AP		.75	Consignment E		
23. Ill 505 A		.50	67. NY 631 S		.50	105. Pa 495 G		1.00
24. Ill 505 B		1.00	68. NY 690 A		.75	106. Pa 495 H		2.00
25. Ill 600 D		.75	69. NY 715 A		.50	107. Pa 495 G and H		3.00
26. Ind 500 A		.50	70. NY 735 B		.50	Consignment F		
27. Iowa 300 D		.50	71. NY 905 F		.50	108. 3 carwash tokens		none
28. Iowa 740 B		.50	72. NC 380 C		.50	109. Alaska 190 A		1.25
29. Iowa 930 D		.50	73. NC 690 C		.50	110. Pa 25 D (2)		.70
30. Kans 40 B		.50	74. NC 690 D		.50	111. Pa 340 E		.50
31. Kans 40 Ca		.50	75. NC 690 E		.50	112. Wash 5 A		1.00
32. Kans 40 D		1.00	76. NC 880 A		.50	Consignment G		
33. Kans 40 E		1.00	77. NC 880 B		1.00	113. two Illinois Central RR		
34. Kans 600 C		.50	78. NC 980 C		.50	medals: (1) bronze		
35. Kans 800 A		.50	79. Ohio 95 A		.50	"for 100 years";		
36. Kans 840 H		.50	80. Ohio 230 M		.50	(2) "for 1 year con-		
37. Kans 980 A		.50	81. Ohio 745 D		.50	tinuous service"		
38. Ky 45 B		.50	82. Pa 150 A		.75	10.00		
39. Ky 370 C		.50	83. Pa 150 B		1.50			
40. Ky 480 S		.50	84. Pa 380 E		.50			
41. La 30 B		.50	85. Pa 860 A		.50			
42. Mass 115 Y		.75	86. Pa 985 C		1.00			
43. Mass 115 Z		.75	87. RI 520 J		2.00			

nd of mail auction. Members
ay bring tokens with them to
he Convention at Seattle for
uction to the floor, with
he same rules--5% of proceeds
o to the A.V.A.

REMEMBER: Mail bids must be received no later than July 31

Send mail bids to:

JOHN M. COFFEE, JR.
4104 Sixth Avenue
Tacoma, Washington 98406

Extra copies of this auction sheet will be printed up, and will be available at the Seattle Convention.

*COME TO SEATTLE FOR THE
BIGGEST AND BEST A.V.A.
CONVENTION IN HISTORY!*

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

ENGLAND (all reported by Donald Capper)

Blackburn 90

(ARMS WITH RIBBON READING "ARTE ET LABORE")

BA C 23 Sd Blackburn Corporation 1p (lemon) \$0.15

Bradford 115

BRADFORD CITY TRANSPORT (ARMS)

CA C 23 Sd 1p (pink)(vars.) .15

Plymouth 590

PLYMOUTH CITY TRANSPORT (CITY ARMS)

DA C 25 Sd 1p (golden bronze)(vars.) .15

DD C 25 Sd 2p (pink)(vars.) .15

DK C 25 Sd 5p (green)(vars.) .30

Rotherham 630

ROTHERHAM TRANSPORT DEPARTMENT (ARMS)

DA C Hx Sd 1p (light green)(24mm) .15

DD C Hx Sd 2p (light brown)(24mm) .15

Sheffield 685

SHEFFIELD TRANSPORT DEPARTMENT (ARMS)

FA C 25 Sd 1p (black) .15

FD C 25 Sd 2p (pink) .15

FI C 25 Sd 4p (orange) .30

FK C 25 Sd 54p (light blue) .30

Warrington 820

WARRINGTON CORPORATION TRANSPORT (ARMS)

EA C 25 Sd 1 New Pence W.C.T. 1p (black)(vars.) .15

ED C 25 Sd 2 New Pence W.C.T. 2p (white)(vars.) .15

Ipswich Transport barely orders enough tokens for their own usage therefore until they obsoleted 415 BF and BH they were not available. Now that we are distributing through New Issues the 415 BH was a reported error in color. They are dark green, not green as previously reported. Change listing to dark green. The New Issues will also be distributing the previously unavailable YEB5 tokens of Wakefield, as they were also made in small quantities.

SCOTLAND (reported by Don Capper)

Glasgow 420

GLASGOW CORPORATION TRANSPORT (ARMS)

DA C 23 Sd 1p (green)(vars.) .15

DG C 23 Sd 3p (orange)(vars.) .25

BAHAMAS

Nassau 600 (Reported by John Coffee)

PARADISE ISLAND BRIDGE NASSAU, BAHAMAS B

RA B 25 Sd (same as obverse) .50

(These tokens are sold at the toll bridge for 50¢ each and went into use either early in 1969 or late in 1968.)

Remember when you report new discoveries, in addition to giving the exact wording and spelling and punctuation, to send rubbings or photographs. This is essential to insure accurate listings. Please keep the listings coming.

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

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

ARKANSAS

Texarkana	3885	(Reported by D.D. Dreil)	
		BELK-JONES CO. TEXARKANA (GATE)	
A	Bz 25 Sd	Parcoa Token (gate)(Rev. E)	\$0.25
B	Bz 25 Sd	BELK-JONES PARKING TEXARKANA (GATE)	
		Parcoa Token (gate)(Rev. E)	.25

CALIFORNIA

San Diego	3745	(Reported by Joe Pernicano)	
		(SAME AS A)	
B	B 25 Sd	Courtesy Parking	.25
San Francisco	3760	(Reported by Hal Ford)	
		(SAME AS A)	
B	B 25 Sd	Courtesy Parking	.50

NORTH CAROLINA

Chapel Hill	3150	(Reported by James T. Eshleman)	
		NORTH CAROLINA NATIONAL BANK CHAPEL HILL, N.C.	
A	B 23 Sd	Good Only In Parking Lot Meters	.15

TEXAS

Texarkana - see Texarkana, Arkansas.

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

Listings of new parking tokens are a bit on the scarce side this month, but at least we have a report. When I wrote the Belk-Jones Company concerning their tokens I obtained the A piece along with a note stating that I should not contact them any further about additional tokens. So, you might want to take a chance by writing--the address is P.O. Box 1808 - Texarkana, AR 75501. Texarkana straddles the state line between Arkansas and Texas, so it seems the tokens from there could be considered as belonging to either of the states.

There is a problem with the new listing for San Diego, and that is the parking gate for TI there, has been removed and thus the tokens are obsolete. However, no one has been able to come up with another Title Insurance Company location where the tokens are being used. So for the time being the token is listed for San Diego.

A new batch of tokens was ordered by the Golden Gateway Center in San Francisco and, as is the case for most reorders from Card-Key, they came through made from the less expensive and more available brass instead of bronze. The A token was listed initially in 5/68. A supply of the new token has been obtained for distribution to PTNIS subscribers; shipment will be made some time in the future when other tokens are on hand to make the shipment worthwhile.

The North Carolina token was mentioned in Coin World some weeks ago. The bank sent me one of their tokens but would not provide a supply for PTNIS. Writing should produce results.

Advertisements in THE FARE BOX are free to A.V.A. members. Simply write your ad on a separate sheet of paper, or a postcard, and send it to the Editor. Be sure to include your name & address. For the July issue only, published in Tacoma, no "wanted" ads, or auctions of tokens catalogued under \$1, can be accepted.

TT AND MANY OTHER items to trade for tokens I need. Tell me what you collect and maybe we'll have a trade. SPECIAL: I offer 4X catalog value in foreign coins of your choice from my list of coins for tokens I need.

Sam Ruggeri - P.O. Box 561 - No. Bellmore, NY 11710

WILL TRADE MICH 370 B & Ont 185 A (both) for any of the following: Mich 370 E F G I, 845 N, or both Mich 75 C & 680 I. Wanted these Mich. PT's: 3170 A, 3315 A(C), 3370 C(C), D(C), 3460 A, 3530 D, 3930 Bc, 3999 Ca, MSPT 3054 Aa Ab Bb.

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

TRADE: SC 3100 A B, 3700 A or Pa 263 A trade one of these for either AVA personal token or any other PT or TT +SAE.

Joe E. Studebaker Jr. - 2614 Legard St. - Beaufort, SC 29902

SOUTH CAROLINA WANTED: will buy 110 A, 240 C, 310 A,B; 320 A, 450 ABCDE, 490 B C, 500 A B C, 650 A. Also other SC tokens wanted.

Randy Chambers - Box 326 - Seneca, SC 29678

SEE YOU AT SEATTLE CONVENTION. Will have buttons, worldwide medals, coins, military decorations, tokens of all descriptions and other numismaria for trade and/or sale.

G.W. Gallagher Jr. - Captain, USN.

BI-METAL EDGAR LUMBER CO. Wesson, Ark., trade tokens. Set of 5 (1.00,50,25,10,5) \$10 or make offer in military tokens. TRADE Texas PT 3840 A or C for any PT +SAE. Will trade Tex 3840 B for military tokens. Make an offer. (Only 5 trades)

Major Bob Clifton - 143 Doolittle Dr. - Sherman, TX 75090

FOR SALE: Mass 135 D for 80¢ +SAE please. Limited supply.

H.J. Turgeon - 143 Harrison Ave. - Warwick, RI 02888

MY 3 DIFF. PERSONAL TOKENS on elongated cents, showing a Chicago horsecar, San Francisco 1873 cable car, & Powell-Mason cable car, real beauties, trade for 3 III 150 Z or AB, or 3 diff. 25¢ cat. TT or 3 diff. 25¢ cat. PT's or \$1.50 in mint U.S. stamps.

Charles Mueller - 3039 South Drake Ave. - Chicago, IL 60623

SELL CALIF 435 A, Pa 263 A, NY 3670 A, at 10¢ each or trade for personal tokens, one for one. I need many NJ TT's and PT's, car wash tokens & trade tokens. My personal token for SAE. = Don Noe - 1 2nd Street - No. Arlington, NJ 07032

WANTED: Pa 750 AC and AJ. Will pay cash, but have a few trade pieces. Please write.

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

HAVE 23 AIKIN'S AUTO PARK TOKENS (Ky 3150 A) FOR SALE at \$15.00 each. See May FB page 65. First come, first served. 4 diff. trade tokens with city & state, each from a diff. state, \$1. Also will trade my trade tokens for ones from Ky. & Ohio that I need. = Stanley Buckley - 23 18th Street - Newport, KY 41071

MAIL BID: Mich 370 B and also unlisted old unique parking token: The E.H. Sebring China Co., Sebring, Ohio / $\frac{1}{2}$ Hour (17mm brass with scalloped edge).

Marie A. Johnson - 12483 Hogan Road - Clinton, MI 49236

FOR SALE: Minn 210 A 50¢, 210 C 60¢; III 755 E 20¢, 890 A 20¢; Iowa 310 C 20¢, 310 F 20¢. Also will swap personal token for SAE and will trade Minn. merchant tokens for No. Dakota merchant tokens.

Wayne L. Moe - 216 N. 6th St. - Warren, MN 56762

CENSUS TOKENS, FOR TRADE ONLY, from my collection: Ohio 745 A for Calif 745 A or 815 A; Kans 600 B, 830 A; Ky 510 AF, for Haw 210 A; Tex 320 A; 555 A; 955 A; Utah 525 A; 750 A; Wyo 120 A (on a one for one basis).

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

MORE FLORIDA NEEDED: foreign crowns and minor (Yeoman 9th & Craig cat.) as follows: \$9 for Fla 700 A B C D; \$6 for 610 A B C D E F. Otherwise \$8 for each Atwood III \$2 item. Also 75¢ for each May 1971 TT needed.

A. Corson - Box 261, Little River Sta. - Miami, FL 33138

PAY \$1 for Waco Suspension Bridge fares, St. Ry. fare money, maps showing various st. rys., pamphlets, fotos, books about RR's, Texas, southwest, etc.

Avery von Blon - Box 6422 - Waco, TX 76706

FOR SALE: NH 640 K at \$1.50 +SAE, and NH 640 A at 25¢ each +SAE, and Mass 270 A at 25¢ +SAE. = George H. Wyatt - Skylark Lane - Lunenburg, MA 01462

FOR SALE: RI 120 A 35¢, 520 L \$2; Pa 263 A 25¢; Cal 895 N 25¢; N.Scotia 100 N 35¢; Quebec 346 Q 35¢; Eng 590 DA DD 25¢ each, DK 40¢, 240 J O 40¢ each; 500 CB 40¢, CF 25¢, 715 CE 25¢, 800 BB 25¢, 820 DE 30¢, 155 A 40¢, 400 CH 25¢; Scotland 360 BS 40¢, 30 CJ 45¢, 420 CT 40¢; Tehran Iran 750 J 60¢; Eng 820 EA ED 25¢. SAE a must.

J.G. Nicolosi - 3002 Galindo St. - Oakland, CA 94601

AUCTION: Ala 560 Z; Alas 300 E G; Cal 110 D, 205 A, 320 I, 575 D, 910 A, 945 I; Col 260 L, 540 D, 620 A, 760 J; Ill 495 C; La 30 B; Minn 210 A, 980 G worn, 985 A; Mo 370 C, 430 C, 440 B, Neb 540 P Q, 700 N; NY 615 F; Ohio 10 M, 165 R S, 230 T; Pa 265 A, 840 G; SD 680 A B, 840 B; Tenn 600 F, 690 G; Tex 985 C; Wis 940 A; Wyo 120 E.
H.C. Reidling - 11516 Flamingo - Dallas, TX 75218

FLORIDA TOKENS AT 50¢ EACH: 60 A, 460 A, 880 E G, 930 A B C D. If you missed my ad in May Fare Box, I still have a few Fla 460 B (Causeway tokens with a car on the causeway) for sale at \$1 each.

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

ROICE HAS U.S. & FOREIGN COINS to trade for your surplus TTs. Large cents thru $\frac{1}{2}$ dollars. Make offer on my 1871 3¢ piece; trend value \$2.50. Also have several other dates. = Roice V. Rider - 1523 Bailey St. - Lansing, MI 48910

BRONZE MEDALS of 100th Anniversary of Washington Hose Co. tokens of Coatesville (Fire Co.) \$1.00, silver \$10, wooden nickel 5¢.

Daniel DiMichael - Box 485 - Coatesville, PA 19320

TRADING 5 DIFF. CAR WASH tokens from Penna: 323 A, 705 A,B, 750 B, 757 A. Lots of trades left. Need Pa. trade tokens, military tokens.

Millard Wasczczak, Sr. - 352 Maple St. - Scranton, PA 18505

PT's wanted: Ill 3150 BU; Ia 3150 A, 3850 A B C; Cal 3450 A; Ind 3690 A; Kans 3830 A; Ky 3510 C; NJ 3540 A; NC 3700 B; Mo 3910 L; Ohio 3165 F, 3175 A; Pa 3360 A; Va 3580 D. Also want Louisville, Ky., TT and most zone checks.

Douglas Redies - 1714 13th Ave. SW - Cedar Rapids, IA 52404

CATALOGUE OF WORLD TRANSPORTATION TOKENS & PASSES except North America; 1st edition 1967. Price \$5 either bound or unbound. Make check or M.O. payable directly to:

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

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

APPLICATIONS FOR MEMBERSHIP

- 1267 NATHAN T. HUGHES - 4480 MIDAS AVENUE - SUNSET WHITNEY RANCH, CALIFORNIA 95677
Age 40; Teacher. Collects U.S., Canada. (*Williges*)
1268 LAWRENCE S. HOPPER - 5009 EAST WALNUT DRIVE - DES MOINES, IOWA 50317
Age 60; Chemist. Collects all types. (*Hinde*)
1269 RON LERCH - BOX 369 - DAVIS, CALIFORNIA 95616
Age 33. Collects U.S., Parking. (*Feisel*)
1270 WARREN B. SCOTT - 4909 NORTH 7th - FRESNO, CALIFORNIA 93726
Age 56; Salesman. Collects U.S. (*Nicolosi*)
1271 L. HELLENE BOHLER - BOX 2 - FORT COLLINS, COLORADO 80521
Age 61; Real Estate Broker. Collects U.S. (*Joseph*)
1272J JOHN KOBETITSCH - 48-23 196th STREET - FLUSHING, NEW YORK 11365
Age 19; Student. Collects all types. (*Mazeau*)
1273 GEOFFREY G. BELL - 395 HIGHFIELD STREET - MONCTON, NEW BRUNSWICK
Age 29; School Principal. Collects Canada. (*Masuda*)
1274 MRS. LENA SHAW - 432 CALHOUN STREET, N.W. - ATLANTA, GEORGIA 30318
Age 46; Owner, Calhoun Street Grocery. Collects US,Can,For. (*Coffee*)

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

- * Andrew Crusen - 604 South Keenan - Los Angeles, CA 90022
* Aksel J. Hansen - 4214 Avenue G - Kearney, Nebraska 68347
Alfred D. Hoch - P.O. Box 16 - Stoughton, Massachusetts 02072
Frank Roselinsky - 4717 Willis Avenue, Apt. 10 - Sherman Oaks, CA 91403

= WE'LL BE WATCHING FOR YOU AT THE SEATTLE CONVENTION: AUGUST 6-8 =

THE FARE BOX

A Monthly News-Letter for



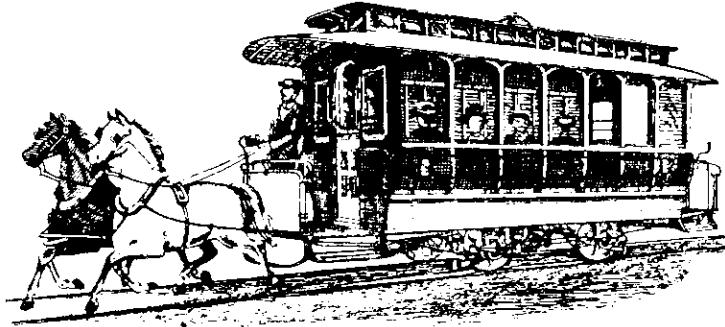
Transportation Token Collectors

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New Issues Service

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Parking Tokens

DUANE H. FEISEL
P. O. Box 11661
Palo Alto, California
94306

Volume 25, Number 7

- JULY, 1971 -

Our 289th Issue

Until September 1 all mail for THE FARE BOX should be addressed to JOHN M. COFFEE, JR. - 4104 6th AVE. - TACOMA, WASHINGTON 98406

At this writing we have a good number of advance reservations on hand for the annual convention of the American Vecturist Association, which will be held Friday thru Sunday, August 6-8, at the Seattle Hilton Hotel in Seattle, Wash. We think it is going to be one of the best conventions ever, and look forward to seeing you there.

Our July issue, published from Tacoma, is always a small issue. There isn't too much to publish, and this year the Editor is just as happy about that, because I have to post all the dozens of auction bids that have come in, and work with co-Chairman Clarence Heppner in planning our convention. So we only have six pages this issue. Then cometh the long pause. The August issue won't be mailed until about August 20, but it will have a full report of the convention, and lots of other things as well. I shall be back in Boston on September 8.

The Editor's trip across the country was delightful. I have only praise for Amtrak, the new government-owned passenger railroad system. Every train was on time, to the minute, and there is a good new spirit aboard them. I shall have a full report of my trip in the August issue. Suffice it to say that I made the most of it: a good visit with David Schenkman in Washington; a ride on the glorious St. Charles streetcar in New Orleans; a valuable meeting with Bob Ritterband in Los Angeles; the busiest ten days I've ever lived, spent with Harold and Louise Ford in Oakland; and a BATS meeting with 36 present at Duane Feisel's place in Palo Alto.

(July 27, at Midnight)



= APPLICATIONS FOR MEMBERSHIP =

- 1275 LESLIE COLIN HOUGH - 13 BEACH ROAD - NEW HAVEN, SUSSEX, ENGLAND
Age 26; RR Signalman. Collects US, Can, For. (Tomberlin)
- 1276 DUKE J. BODEN - BOX 58 - CHESTER, PENNSYLVANIA 19013
Age 50; Bus Driver. Collects US, Pkg. (Coffee)
- 1277 ALLEN KENT - 5500 PROSPECT PLACE - CHEVY CHASE, MARYLAND 20015
Age 28; Operations Officer. Collects US. (Coffee)
- 1278 MILES ROUDENBUSH - 329 GRAPE STREET - WALLA WALLA, WASH. 99362
Age 36. Collects US, Can. (Rider)
- 1279 CHARLES T. GALLOWAY - BOX 252 - BEEVILLE, TEXAS 78102
Age 57; Mortician. Collects U.S. (B.R. Rogers)
- 1280 HILLIARD F. GACH - 141 LAVERGNE ST. - NEW ORLEANS, LA 70114
Age 70; Retired. Collects US, Can. (Hinde)
- 1281 APLENE PASKIN - 1119 OCEAN PARKWAY - BROOKLYN, NEW YORK 11230
Age 36. Collects US. (Rider)

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

Alfred Raws III - P.O. Box 55 - Annapolis Junction, Maryland 20701 *
Kenneth W. Snyder - 41 3rd Avenue N.E. - St. Cloud, Minnesota 56301 *
Bernard Weisburgh - 79 Pleasant Avenue - Burlington, Vermont 05401 *

= NEW FINDS =

Strange to say, it seems to be easier to find an unlisted new discovery than to find an already listed census token! For instance, the turnpike tokens of Mechanicsville, Va., remain unique. Each one is the only specimen known of that denomination, but new denominations keep turning up. David Schenkman tells how he obtained the one listed in this month's supplement: "I got a letter," he writes, "on Saturday regarding a few tokens that were part of an estate left by an old coin collector who died two years ago. Next day I made a fast trip down to Richmond and returned with a few nice Va. trade tokens, a couple of Richmond streetcar tickets, and a beautiful unlisted denomination (20¢) of the Mechanicsville Turnpike token. My 13¢ Mechanicsville token has always been one of my favorite Va. TT's so I was really pleased to get this one."

Benjamin Egerton reports finding another of those Pittsburgh Elevator tokens, Pa 765 Vb. It was located, he says, in a small antique shop in Benson, Md., for 75¢ along with a Masonic penny--the only two tokens in the place.

Russell Carter of Warwick, R.I., reports finding the rare Pa 725 C. He bought it from a dealer for \$1.50.

Dan DiMichael, who picks them up like clockwork, recently obtained the second known example of Wisc 50 B.

A Canadian member, Grant Alexander, located La 310 A. The original token had "1870" stamped into it, as will be seen from the Catalogue. But Mr. Alexander's token has "481" instead, indicating that (numerals), rather than (1870) should be part of the inscription for that listing.

We often learn about a number of New Finds at AVA conventions. I'll be keeping notes for the next issue.

Among the most interesting recently issued personal tokens is one by David Schenkman: rolled out on elongated crab picker tokens!

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

GERMANY (All reported by F.J. Bingen)

Altenburg 40

ALTBURGER STRASSENBahn (STREETCAR)
(same as obverse)

\$1.00

Bernburg 105

BERNBURGER STRASSENBahn (STREETCAR)
Bernburger Strassenbahn 10

1.00

Bromberg 170

BROMBERGER STRASSENBahn (STREETCAR)
Bromberger Strassenbahn (winged wheel)

1.00

Chemnitz 210

CHEMNITZER STRASSENBahn (STREETCAR)

I o Z 22 Sd

Schülermarke An Sonn- & Feiertagen & Während
D. Ferien Ungültig

1.00

Dessau 265

UMSTEIGEMARKE LEOPOLD-DANK-STIFT DESSAUER
STRASSENBahn GESELLSCHAFT

D o B Sq Sd

Gültig Nur Bei Direktem Umsteigen (22mm)

1.00

Eberswalde 302

STÄDTISCHE STRASSENBahn EBERSWALDE 10
10 (24x18mm)

1.00

Freiberg 336

FREIBERGER STRASSENBahn (STREETCAR)

A o B 19 Sd

Freiberger Strassenbahn 5 (edge notched)

1.00

B o Z 19 Sd

Fahrmarke Für Kinder " "

1.00

Plauen 772

SACHS STRASSENBahnGESELLSCHAFT PLAuen (STREETCAR)

A o A 18 Sd

Gut Für 5 Pfennig

1.00

BEAMTEN-MARKE STADTRAT PLAuen SACHSISCHE.

B o Z Hx Ch

STRASSENBahnGESELLSCHAFT PLAuen

(same as obverse) (20mm)

1.00

BEAMTEN-MARKE STADTRATH PLAuen A.E.G. STRASSENBahn
PLAuen

C o Z Hx Ch

(same as obverse) (21mm)

1.00

BEAMTEN-MARKE STADTRAT-PLAuen . STRASSENBahn-

D o Z Hx Ch

PLAuen.

(same as obverse) (20mm)

1.00

. BEAMTEN-MARKE . STADTRAT ..PLAuen. STRASSENBahn

E o Z 26 Ch

PLAuen

(same as obverse)

1.00

BEAMTEN-MARKE STRASSENBahn PLAuen

F o Z Oc Sd

(same as obverse) (21mm) (old 772 YA)

1.00

G o Z Oc Ch

" "

1.00

MARKE FÜR POSTBEAMTE STRASSENBahn PLAuen

H o Z Ob Sd

(same as obverse) (21x18mm)

1.00

I o Z Ob Sd

" (24x20mm)

1.00

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JULY SUPPLEMENT TO ATWOOD'S CATALOGUE
By Ralph Freiberg

CALIFORNIA

Sacramento 715 (Reported by Robert L. Sutton)
(OBVERSE SAME AS 715 W)
Y WM 23 Ht-sc School Token (* 2/25/71) \$0.20

NEW YORK

Rochester 780 (Reported by Roger Larsson)
R T S GOOD FOR ONE ADULT FARE BUS (BUS)
J Bz 16 Sd Sesquicentennial County of Monroe N.Y.
1821-1971 (map)(*5/3/71) .35
(On 780 J, the word "bus" is incused on the front of the
picture of the bus, head-on. On reverse, "Sesquicentennial"
is in script)

VIRGINIA

Mechanicsville 535 (Reported by David Schenkman)
N. MECHANICSVILLE TURNPIKE CO. 20 CENTS
D o B 31 Sd (blank) ("20" is incuse on obverse)(2 semi-
circular cut-outs on edge of token) 7.50

= NOTES BY RALPH FREIBERG =

Last month we were waiting for a couple of new issues to report, but as the Editor had to catch a train we skipped our report. The Rochester token showed up the next day.

The Rochester company placed the new tokens on public sale on May 3, 1971, at 35¢ or ten tokens for \$3.00. They will replace the older Rochester Transit tokens next month. I had already marked the old 780 H obsolete because I was told the new company would replace them. However, I did not believe it would take so long. So note that 780 H became obsolete in June, 1971. The City of Rochester changed the name of this system to Regional Transit Service in 1970 because it serves areas beyond Rochester itself. The new name is really short for Rochester-Genesee Regional Transportation Area. Mr. Nicolosi would write Rochester every once in a while to see if new tokens had been put into use, but when it finally happened we had to learn it from an AVA members. Mr. Larsson also reports that the school token, 780 I, is obsolete and hard to find, so mark it with an "o". Monroe County has its Sesquicentennial this year, and the reverse of 780 J is the same as the design on commemorative medals being struck for the occasion.

We also had known about the white metal Sacramento token for a while, but they asked us to wait until a new batch of tokens arrived. On July 1, 1971, school fares were raised to 20 tokens for \$3.50. Collectors should also be careful that they get a pure white metal token. In 1955 the Gibson Lines plated their tokens in Sacramento, and they also plated a number of Cal 715 W at the same time by accident. These WM-plated tokens were all plated by error, but it isn't too easy to distinguish between them and the new WM tokens. Best way is, of course, to file down the edge.

I have received a letter from White Transit of Wilkes-Barre, Pa., to the effect that our recent listing in December, 1970, of a 5¢ token is being used now in conjunction with the 10¢ tokens to make up a 25¢ fare. The company won't sell them to New Issues Service, so prob-

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ably doesn't have too many of them. But they are available, so put a 15¢ price on the token for now.

We have some other tokens pending, including one from Madison, Wis., which will be sent to members of the New Issues Service.

Mr. Coffee has the AVA Convention Tour tokens on hand, and these will be sent to all New Issues Service members. However, if you plan to attend the convention and do not want to receive one through the N.I.S., be sure to write John Nicolosi immediately and tell him so. This is an especially attractive token, and our first white metal tour token.

Mel Fox informs us that the fare on the ferry from Sheepshead Bay to the Rockaways has been increased to 65¢ one way, or \$1.30 round-trip. This is the ferry that uses NY 629 L.

= PHILADELPHIA GROUP PLANS AUGUST MEETING =

Joe Pernicano has again made his office available for a meeting of the Delaware Valley Vecturist Assn., this meeting to be Sunday, August 15. Joe's office (the General Electric Co.) has moved and is now at 1260 Virginia Avenue in the Ft. Washington Industrial Park at the junction of the Pennsylvania Turnpike and Route 309 Expressway. This office is in the eastern end of the industrial park very near Susquehanna Road. Entering from the Turnpike or Route 309 take Pennsylvania Ave. to Commerce Drive to Pinetown Road to Delaware Drive to Virginia Drive. It's not as complicated as it sounds. This is a very convenient location from almost any direction. Meeting time is about 1:30 p.m.

= JULY NEW ISSUES SERVICE REPORT =

By John G. Nicolosi

Things again are on the upswing. We have 8 tokens going your way this month: 2 U.S. and 6 British. First of all, Calif 715 Y, and our thanks to a new member, Robert Sutton, for obtaining a supply of these for us. The other U.S. token is one from Rochester, N.Y., which is a sort of commemorative token in that it marks the 150th Anniversary of the county.

The six British you will receive are listed in the June Fare Box, from Rotherham and Sheffield. Possibly there will be more British later. I hope to make the Seattle Convention, and meet lots of you there. Remember if you attend the Convention you will receive the tour token there as part of your registration fee. If you do not also want one from the New Issues Service, be sure to write and tell me immediately.

This past year we've sent out 60 new issues, of which 18 were U.S., 1 was Canadian, and 41 were foreign. This is 16 more than last year.

This month we welcome to N.I.S. membership, from Waiting List to Associate, Mr. Robert Newbegin; and Jim Zervas moves from Associate to Regular membership. Welcome aboard.

The Seattle Monorail, pictured on various commemorative medals & tokens, though it has never used its own fare token, had a serious crash on July 25, with several passengers seriously injured. Many AVA members rode this at our 1962 Convention.

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FOR SALE: Young & McShea's Merry-go-Round token, brass 25mm holed. First check for \$25 takes it.. Token is from Atlantic City, N.J. Robert E. Paige - 2028 Edgemont Ave. - Chester, PA 19013

FOR TRADE: my WVa 640 A, cats. 35¢, for any other U.S. obsolete TT cat. at 35¢. One trade per AVA member, please.

Ray Cline - 406 Memorial St. - Coal Grove, OH 45638

WE MAKE PERSONAL TOKENS both metal and plastic with horsecar or trolley design on obverse and your name & address on the reverse. We have made more than all other manufacturers combined and have been doing it for years (including many reorders). Send 3 international reply coupons (available at any postoffice) for sample and prices. Tokens made & shipped from U.S. = Yosef Kotler - Tevat Doar 533 - Elat, ISRAEL

LAST 20 LEFT - Cal 3450 G trade 1 for 1 +SAE. Any other L.A. or Cal. wanted. = Sol Halpern - 1236½ N. Orange Dr. - Hollywood, CA 90038

FOR BEST TRADE OR BUY OFFER: 5 years of THE FARE BOX, 1966-70 incl. Can use scarce N.J. TT's or many school, bridge, or ferry TT's, also personal tokens. For each personal token sent I'll send a TT or PT. My personal token for any personal token or SAE.

Donald Noe - 1 Second Street - No. Arlington, NJ 07038

FOR BEST OFFERS: Nebr 540 C and Timetable S.

Marie A. Johnson - 12483 Hogan Road - Clinton, MI 49236

WILL TRADE 3 Cal 450 M for 3 Cal 450 G - 1 for 1 +SAE.

Sol Halpern - 1236½ N. Orange Dr. - Hollywood, CA 90038

AUCTION: over 350 TT's that cat. from 25¢ to 45¢. Please send SAE for list of tokens. Also, 11 years back issues of THE FARE BOX 1958-1968 (less Jan. 1960) in 6 one-inch binders for \$40 plus postage & insurance.

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

SEND 3 DIFF. PARKING TOKENS and receive 3 diff. in return, or send 5 TT diff. and get same in return. Would like to trade PT or TT for unid. PT or transportation fantasies.

Joe Studebaker Jr. - 2614 Legare St. - Beaufort, SC 29902

Have 2 complete sets of Montana 80 for trade for TT's I need. Also have many new TT's for trading. Send me your trade list; I'll send you mine. W.G. Garrison - 9505 Normandy - Morton Grove, IL 60053

YOUR PERSONAL TOKEN MADE TO ORDER, plain lettering both sides. 500 aluminum (32mm) solid, for \$31. Smaller sizes also available in aluminum & brass. Send for price list.

E.L. Tomberlin - P.O. Box 2295 - San Leandro, CA 94577

MY PERSONAL TOKEN for your SAE. Include TT and also receive a radio token from St. Joseph's Hospital, Aberdeen, Wash.

Bill Williges - P.O. Box 445 - Wheatland, CA 95692

Roy and I will trade our personal token for yours.

Mrs. Roy Stayner - 218 West Hobsonway - Blythe, CA 92225

WANTED: Alta. 800 A B C; BC 300 A B C D, 600 A B, 625 A; NS 850 A B; NB 300 A. = J.H. Roy - 10201 Christophe Colomb - Montreal 395, Que.

FOR SALE: England 155 AA 40¢, 240 J C 40¢ each, 242 AF 25¢, 400 CH 25¢, 500 CB 40¢, 590 CF 25¢, DA 25¢, DD 25¢, BK 40¢; 715 CD 25¢, CE 25¢, CG 30¢; 800 BB 25¢, 820 DE 30¢, EA 25¢, ED 25¢; Tehran 750 J 60¢. Calif 895 N 25¢; Pa 263 A 25¢; RI 520 L \$2; 120 A 35¢; Ia 850 X 50¢; Ohio 165 AI 50¢; Fla 60 A 25¢; Cal 445 E 40¢, 300 N 35¢.

J.G. Nicolosi - 3002 Galindo St. - Oakland, CA 94601

ATWOOD'S CATALOGUE OF U.S. & CANADIAN TRANSPORTATION TOKENS, 3rd edition 1970. 731 pages buckram-bound. Regular price \$10. Special price to AVA members, \$7.50 postpaid. Makes checks payable to "J.M. Coffee Jr." J.M. Coffee Jr. - Editor - 4104 Sixth Ave. - Tacoma, WA 98406

Auctions in this issue close August 25. Advertisements in THE FARE BOX are free to AVA members. Simply send ad directly to the Editor.

THE FARE BOX

A Monthly News-Letter for



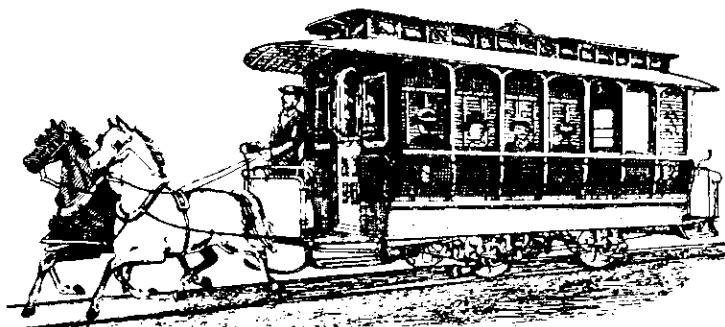
Transportation Token Collectors

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Volume 25, Number 8

AUGUST, 1971

Our 290th Issue

DUES RAISED TO \$5 IF PAID ON TIME

The Seattle Convention has come and gone, and a full report is included within this issue. The most important vote taken was one which raises annual A. V. A. dues to \$5.00 per year, if paid by March 1, or \$5.50 if paid late (after March 1). The raise, long overdue, was necessitated primarily by the 33% increase in First Class postage rates, as well as by the increase in the cost of paper, stencils, ink, and everything else connected with publishing THE FARE BOX. We had no choice; it was either raise dues or simply go out of business. The 50¢ extra for late dues payers was necessitated by the huge amount of paper work that becomes necessary when someone sends in late dues. We have to remove his address plate, then when he pays it has to be searched out and returned to the file again. If he has a change of address, as often happens just then, it requires endless paper work often creating mistakes and problems.

With respect to address changes, it often happens someone who hasn't paid his dues at all sends in an address change and gets back into the active file that way because in the normal course of things we make up a new plate for him. I noticed, too late to change it, such a case in this issue. And address plates now cost us a fraction over 25¢ each to make. Some members who have three and four address changes during the year and who don't send us the 25¢ contribution are simply being carried along by the rest of us.

We are splitting our material in half this month, and making two issues instead of one. Thus in this envelope you are receiving both the August and September issues. If we didn't do this, we would be intolerably late for another year, insofar as the masthead date was concerned, and this bothers some folks who think they are getting a "late" issue, even though everything in it is right up to a week before it arrives. Hereafter we shall try to mail out each issue within the month printed on the masthead.

So the October issue will be mailed about October 25, and material for that issue ought to be in Boston by October 20. Remember ads are free to AVA members, up to 6 lines in every issue. Just remember to include name & address right on the sheet with the ad, and to send in the ad each month; do not send more than one at a time.



Speaking of the Seattle Convention, the Editor has about 20 of the bright yellow delegates' ribbons. These will be sent to the first 20 orders received for the convention tour token (at \$2 +SAE), if they request them. Some members like to save these ribbons.

I've been asked to remind readers that the frequently seen abbreviation "+SAE" means "plus stamped addressed envelope," and you'll see it often in ads. Remember always to send an SAE to the Editor if you are asking for information and want a quick reply.

Just at press time today (September 25) I received a long-distance phone call from Bill Garrison of Morton Grove, Ill. He has an ad this month offering Ill 785 A, listed at \$5 in Atwood, for trade. When he sent in the ad he had ten of them, and believed it was still a rare token. This little item has always been one of the classics, much sought-after by collectors. Well, Bill since then found a large hoard of these tokens! They're all originals; he found them right at the source. So, being an honest man, he wants to revise his ad: he will trade Ill 785 A now for any Maine transp. token, or any 50¢ or higher TT, or will sell Ill 785 A for \$1.00 cash. So another census token bites the dust. This is one more reason for being conservative in our pricing policy, and for collectors not to rush in and offer huge prices for census tokens. The token you pay \$25 for today may be worth only \$1 tomorrow.

The Editor's trip across the continent and back was a good opportunity to examine the railroad systems of the United States and Canada. Amtrak is a distinct improvement on what it replaced, but it will succeed only if it is able to get new equipment. The Turbotrain from Boston to New York is excellent, especially if one is able, as I was, to sit directly behind the engineer and look out the front window while watching the speedometer. The Metroliner from New York to Washington is what railroads should be like everywhere. The through sleeping car from Washington to Los Angeles via New Orleans, with a free night on the town at New Orleans, is one of the better options provided by a railroad trip.

Perhaps the high point of my stay in California as the guest of Harold and Louise Ford was the July 11 meeting of the Bay Area Token Society at Duane Feisel's home in Palo Alto. Present were Dale Noll, Hal Ford and family, Roy Carpenter and family, Clyde Spofford, Ron and Anita Lerch, Ralph Freiberg, Irma and Paul Sauve, Jerry and Nancy Schimmel, Jim Rasmussen, John Nicolosi, Steve Album, Don Finch, Robert Sutton, Chriss Christiansen, Hal Dunn, Eleanor Kellner, Ralph Lea, John Trembley and family, Duane Feisel and family, and your Editor. As usual the refreshments were excellent and ample, and we learned of some unlisted tokens and got the latest on census token swaps. Duane only recently bought Steve Album's collection of California trade tokens, and his interest for the moment is in that direction.

We—Harold Ford and I—also had a chance to visit Steve Album at his Berkeley apartment, which is always interesting because Steve is probably the country's leading expert on California trade tokens and Islamic coins, both fascinating subjects.

In Seattle we had a good meeting of the Seattle Transportation Token Club in Clarence Heppner's stamp shop, showing that the world's old transportation token club (founded 1947) still has life in it. One fellow there has an old unlisted ferry token used on Puget Sound, but he still hasn't sent me the rubbing so I can list it. Our chief business was to prepare for the Convention.

The trip back to Boston from Tacoma was via Canadian Pacific Railway. A bus ride to Vancouver, and then the continent's most beautiful train and train ride all the way to Montreal. It is also one of the world's longest train ride. The train is glorious: two dome cars, two diners, a round-end observation car, all matching equipment from engine to observation car. Meals are included in the cost of the ticket which, by the way, is only about half as much as a transcontinental ticket in the U.S. Canada's scenery is indescribable: the towering Rockies, the spotlessly modern city of Calgary, the hundreds of sparkling lakes with crystal clear water—and no people anywhere in sight—in Manitoba and eastern Ontario, the bustling port at Thunder Bay where Canada's huge wheat harvest is shipped all over the world. Canada is magnificent: a gloriously beautiful country, uncrowded, prosperous, clean and friendly. I love America, but it was with a touch of sadness that I left Canada.

= THE TWENTY-FIRST ANNUAL CONVENTION OF THE AMERICAN VECTURIST ASSOCIATION =
minutes of the meeting

The 21st Annual Convention of the A.V.A. was called to order at 10:18 a.m. by Convention Chairman John Coffee at the Seattle Hilton Hotel in Seattle, Washington, on Saturday, August 7, 1971. Those who registered for the convention, including members of the A.V.A., non-members, and families, were as follows:

Roger Bolz, Syd Joseph, Mike O'Hara, Harry Strough, Bernard Keith, Clarence Heppner, Dorothy Heppner, John Trembley and two daughters, Bill Coleman, Gus Nilson, Robert Kubach, Byron Johnson, Harold V. Ford, H.D. Conner and Mrs. Conner, Frank Kelley, Paul Foote and family, Frank Guernsey, Bill Davis, Charles Max, James Zervas, Paul and Irma Sauve, Gene Skoglund, Duane H. Feisel, Joel Reznick and family, Cecil and Frances Jefferson, George Gould, Donald Stewart and family, John G. Nicolosi, Ralph Freiberg, Captain G.W. Gallagher USN, Ray Nadreau, Moton H. Crockett III, Walter Hinkle, Robert M. Ritterband, Frank J. Brady, Tom Shahan, William C. Gallagher, Al Koskie, Joseph Allis, Jim Millard, John Coffee, Ted Hartung, Glenn Rome and Mrs. Rome, and a number of guests and visitors.

Following the customary words of greeting to the Pacific Northwest, Mr. Coffee turned the meeting over to Vice-President Ritterband, who presided in the absence of Ralph Hinde, President. Mr. Ritterband immediately appointed the following committees:

Elections: John Coffee, Chairman; Ralph Freiberg; H.D. Conner.

Audit: Joel Reznick, Chairman; James Zervas.

Resolutions: Bill Gallagher, Chairman; Bernard Keith; Donald Stewart.

There being no Old Business, and the minutes of the previous convention as printed in THE FARE BOX being approved, the usual series of reports were read, as follows:

Mr. Coffee read the President's report for Ralph Hinde, who was absent.

Mr. Ritterband then gave his own report as Vice-President, including his activity as Publicity Chairman.

Mr. Coffee then read the Secretary's report for Mr. Donald Mazeau, who was absent. The Secretary's report was as follows:

I am very pleased to make my 7th annual report as Secretary of our organization. I wish I were able to attend this meeting as I know how many others my family and I have enjoyed in the past but circumstances do not permit it this year. Since my last report to the convention our membership has increased to a total of 620. Of this amount 541 are regular members, 71 are life members, and 8 are junior members. These figures represent a 6% increase over 1970, a growth rate of one-half the previous rate of 12%. I find that in spite of my efforts to write each late dues payer we do have difficulty at the start of each year. I would like to propose the following in order to overcome this problem:

1. Every member scan the new roster as it is delivered and send a personal note to every friend and correspondent whose name is missing.

2. A discount in dues fees to those members who pay before March 1 of each year.

3. A return to the time payment plan for Life Membership fees.

I hope that these and any other suggestions the convention may have will enable us to share the enjoyment we have in our association with as many new and former members as we can.

President-elect Ritterband has asked me for my comments on a proposal to change the term of office of our elected officials. I have given the matter considerable thought and have changed my opinion from that given in previous years, to the following: I now favor an increase in the term of office of the "working" members of the Executive Board, that is, Treasurer, Secretary, and Curator. This would prevent confusion caused by an annual change of office. In all fairness this change should take place after 1972 to permit a change of officers next year.

For the past several years I have been most happy to express my grateful thanks on behalf of all of us to Bob and Anna Butler of Minneapolis, who have done such a fine job on the annual membership roster. This year is no exception. I did not for

the slightest instant think that it would be an exception. Bob and Anna are the kind of people who have done so much to make our organization the marvel of the numismatic world. We have been so fortunate in having had so many loyal and faithful members like them, such as John, Nick, Ralph, Harold, Duane, Toby, Dan, and all the rest that we just couldn't miss. As our 25th year nears I hope all of you will be thinking of an appropriate way to celebrate it, a way which our imitators will envy. Respectfully submitted, Donald N. Mazeau, Secretary.

The Treasurer's report was then read on behalf of R.K. Frisbee, who was absent, by Syd Joseph.

Mr. Feisel then read his report as Curator, saying that he has still not received the A.V.A. property held by Mr. Pollack, his predecessor. He also suggested that the office of Curator be made appointive, with the view that the same incumbent would hold the office for a long period, thereby rendering nugatory such problems as the delay in passing our property on from curator to curator.

Mr. Ritterband then read the Foreign Catalogue Report for Kenneth Smith, who was absent, and discussion ensued on Mr. Smith's financial problems with the book.

Mr. Freiberg then reported for the New Issues Service, and the Catalogue.

At this point proceedings were halted in order that all present be given the opportunity to welcome our most popular convention-goer, Joseph Allis, proprietor of New York's finest restaurant. Joe Allis having been given the welcome he deserved, proceedings continued.

Duane Feisel reported on the parking token catalogue, and stated that work is proceeding on a new edition. Concern was expressed that parking tokens as a hobby are in trouble without an up-to-date catalogue, and Duane was urged to expedite things.

John Coffee then read his financial report for THE FARE BOX, noting a surplus for the year ending with the June 1971 issue, and lamenting the inordinate hike in first-class mail rates which would add about 50¢ per member to the cost of publishing the bulletin.

Mr. Coffee then read his financial report for the Catalogue Committee. This report indicated that 259 Atwood III Catalogues had been sold between August 10, 1970, and August 3, 1971, for a total of 1,696 books sold out of a printing of 3,000. In addition to receipts from the sale of Atwoods, \$176.50 was realized from the sale of Feisel Catalogues, and \$7 from the sale of 1963 Atwoods. Cash on hand as of August 3, 1971, in the Catalogue Fund was \$5,189.79, which amount is on deposit in a savings account in Boston drawing 5½% interest. It is available only for the purpose of the publishing of books by the A.V.A. and for no other purpose. Mr. Coffee added his satisfaction that the new Atwood Catalogue had not only paid for itself in less than a year, but shown a healthy profit as well. He also noted that dozens of new members had joined the A.V.A. as a result of purchasing our Catalogue through coin dealers.

The reports all being turned over to the Audit Committee, Mr. Ritterband paused to ask Mr. Feisel and Mr. Foote to stand "to show how things grow in California," and both men, of full hairy visage, did so proudly.

Under New Business, Mr. Coffee moved that the A.V.A. membership dues be raised to \$5.00 per year, or \$4.75 if paid before March 1. The resolution was then amended from the floor to read \$5.50 per year, or \$5.00 if paid by March 1 of any year. The resolution, which is now binding and official, was then passed unanimously. So AVA dues henceforth will be \$5.50 per year, or \$5.00 if paid prior to March 1 of the year. The rationale for the necessary dues hike was the increase in postage rates, and in everything else that goes toward producing THE FARE BOX.

Mr. Ritterband then submitted a Constitutional Amendment, as follows:

- a. That all officers of the A.V.A. be elected for two-year terms, instead of for one year, as at present.
- b. That the President and Vice-President should not be eligible to succeed themselves in the same office.
- c. That the Curator be appointed by the President with the approval of the Executive Board, rather than elected as at present.
- d. That no member of the Executive Board hold more than one office on the Executive Board at one time.

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This resolution, if ratified, will become effective for officers elected in 1973. Constitutional Amendments require a two-thirds vote of the members present at a convention. The resolution passed unanimously. The amendment will be binding only if it is now ratified by three-fourths of those voting in a special election of the entire membership. Ballots for the amendment will be mailed to the membership with their copies of THE FARE BOX later in the Fall.

The first business session adjourned at 12 noon.

The second business session was called to order at 1:27 p.m. on the same day. Mr. Ritterband opened by announcing that he was setting up a Tribute Fund, whereby living members may be honored, and the memory of departed members may be perpetuated, the money to be used for special purposes as designated by the Executive Board. Mr. Ritterband started the fund with his own contribution in honor of Roland C. Atwood, A.V.A. #1.

The Election Committee report was then read by Mr. Coffee. There was only one contest, for Curator, and the result was as follows: Duane Feisel, 215 votes; Syd Joseph 119 votes. So Duane Feisel was elected Curator again. Other officers, elected with no contest, are Robert Ritterband, President; Donald Mazeau, Secretary; R.K. Frisbee, Treasurer. Ralph Hinde will serve on the Executive Board as Immediate Past President. There were no nominations for Vice-President, and this position will be filled at a later date by vote of the new Executive Board.

At this point Mr. Ritterband announced, to no one's surprise, the reappointment of John Coffee as Editor and member of the Executive Board.

The Audit Committee stated that all reports were in order and moved that they be accepted with thanks. This was voted.

Mr. Keith then moved a unanimous vote of gratitude to John Coffee for his work on THE FARE BOX. This was done in the form of a standing ovation by those present, which was duly acknowledged with embarrassment by Mr. Coffee.

There was then a solemn moment when all those present stood silently in honor of deceased members, and this was followed by a prayer by the Rev. John Coffee.

The Convention adjourned at 1:57 p.m.

Respectfully submitted,

JOHN M. COFFEE, JR., Acting Secretary.

= TIME PAYMENT PLAN FOR LIFE MEMBERSHIP =

As the 1971 A.V.A. Convention saw fit to raise dues this year to compensate for the increase in postal rates and other price increases, it is quite likely that the Life Membership fee will be raised, by the end of 1971, from the present \$80 to \$100. The custom is to charge twenty time the annual dues.

Now would be an ideal time to upgrade your regular membership to Life Membership status. The Treasurer and the Secretary will be pleased to accept payment on a time-payment basis at any interval convenient to you.

If you can complete your payment by December 31, 1972, you can avoid the regular 1972 membership dues of \$5.00. If you make your first payment prior to the end of 1971, you can be assured of Life Membership at the \$80 rate, even though you do not complete your payments until December 31, 1972. There are obvious advantages in this if you take advantage of it immediately. If interested, please write the Secretary, Donald N. Mazeau - P.O. Box 31 - Clinton, CT 06413.

A recent issue of RAILROAD MAGAZINE carried a little story of someone who was offering to make "exact reproductions" of transportation tokens. Frankly we doubt that he can do it. But this sort of thing shows how we have to be on our toes constantly against these characters. Fortunately it is illegal to do this, and if any member knows of anything like this going on, please notify the Editor immediately, and we'll take steps to put a stop to it.

= CONVENTION HIGHLIGHTS =

By John Coffee

A.V.A. Conventions are not large, by any standard. Nevertheless, preparing for them is a task of Herculean proportions. When I was appointed chairman of the 1971 A.V.A. Convention, my first hope was to hold it in my native city of Tacoma. Unfortunately none of the hotels I wrote to in that city bothered to respond, so we had to move it to Seattle. This was one of my wiser moves, because it meant that I could avail myself of the services of Clarence Heppner, who had served as chairman of the 1962 convention in Seattle. Clarence ended up doing three times as much work as I did, and he earned my perpetual gratitude. Another bonus from having our meeting at Seattle was that we could meet in one of the most beautiful hotels in America, the brand new Seattle Hilton. It's a unique hotel: the first seven floors are parking garage, and the lobby is on the 8th floor!

Being Convention Chairman means that you are constantly worried about whether you will get enough money to make expenses. The A.V.A. does not reimburse you if you lose money. Fortunately, as it turned out, we were able to turn over a sum in excess of \$300 to THE FARE BOX account, from profits made at the convention.

People don't come to conventions for the business sessions. They are the excuse for holding them, but people come simply to buy, sell, swap, and talk. There were only 35 A.V.A. members at the business sessions, and that was more than we usually have at convention business sessions. But we had a large room available to us all day Friday, Saturday, and Sunday, with lots of tables for talking and swapping. There were thousands of tokens available, spread all over the place. Unfortunately only a few swaps of the rare census tokens were made. They were in evidence, but most of those who brought them are specialists in one state, and not many of the boys could get together on swaps.

Some of the high points I remember were discussing model railroads with H.D. Conner, who has one of the largest layouts in Texas, and talking about Nebraska and Iowa tokens and collectors with Roger Bolz, who has covered every inch of the Beef State in search of tokens. We compared census tokens, and Roger is definitely Number One in Nebraska tokens.

Throughout Friday and Saturday home-made cookies and gallons of coffee were available. Those present consumed thirty-five dozen cookies baked by the wives and mothers of members, and fifteen gallons of Hilton coffee. Some AVA members have a monstrous capacity for cookies!

Everyone agreed the banquet was one of the best at any AVA Convention. The banquet saw the formal installation of Bob Ritterband as AVA President by John Coffee, followed by some entertaining and fascinating remarks by Bob. Byron Johnson gave an excellent talk on the tokens of Western Washington State, with anecdotes about collectors in the old days of Seattle. An honored guest at the head table was Joseph Allis of New York City, who is our most faithful conventioneer. The banquet was also the occasion for the announcement of the winner of THE FARE BOX LITERARY AWARD, which this year was awarded to Harold H. Young of Charlottesville, Va., for his excellent series of articles on token-using companies of New England. He joins the distinguished company of Sam Rabinowitz (whose award-winning article on Vulcanites & Celluloids is in the new Atwood Catalogue), Gerald Johnson, Dave Jordan, F.J. Bingen, Donald Capper, and Duane Feisel. The award consists of a unique sterling silver pattern of the 1971 AVA tour token, housed in a special plastic holder.

The auction Saturday afternoon was a lot of fun, and prices realized--which appear elsewhere in this issue--were quite high. In addition to some 40 floor bidders there were 55 mail bidders...and posting all those bids and notifying successful bidders and trying to keep hundreds of dollars thrust at me on the floor straight, was the biggest headache I had at this convention!

The boat tour Sunday morning was fascinating, and we had at least 100 people aboard, for our trip around Seattle Harbor with running account on the loudspeaker.

Following the tour a number of us returned to our meeting room, while others wandered about the city. For myself, I finished the convention by driving Hal Ford to the airport, and giving a guided tour of Charter House Hotels and Sambos Restaurants to Joe Allis, Ralph Freiberg, and John Nicolosi. It may not have been the biggest AVA convention ever held, but those of us who were there are glad we made it.

= PRICES REALIZED AT THE A.V.A. CONVENTION AUCTION =

This was a combination floor and mail auction, held Saturday, August 7, at the Seattle Convention. The full list of tokens will be found on Page 79 of the June 1971 issue of THE FARE BOX.

1	\$1.40	33	\$5.10	65	\$3.20	97	\$22.00	129	no bid	161	\$4.80
2	1.60	34	2.65	66	2.50	98	no bid	130	\$5.05	162	8.50
3	1.65	35	3.75	67	1.60	99	1.65	131	no bid	163	9.00
4	2.50	36	error	68	2.30	100	31.00	132	no bid	164	10.10
5	2.45	37	1.30	69	1.00	101	14.60	133	no bid	165	no bid
6	4.52	38	2.00	70	2.75	102	4.10	134	2.00	166	no bid
7	2.72	39	3.00	71	1.70	103	9.00	135	4.10	167	no bid
8	2.20	40	2.30	72	1.20	104	40.00	136	3.10	168	5.50
9	2.20	41	2.00	73	1.75	105	2.90	137	no bid	169	4.75
10	1.30	42	2.50	74	2.25	106	5.00	138	.35	170	5.50
11	1.05	43	2.50	75	1.70	107	8.50	139	21.00	171	6.00
12	1.30	44	2.50	76	2.00	108	1.30	140	10.00	172	6.80
13	.95	45	2.26	77	4.00	109	4.10	141	1.25	173	8.00
14	1.40	46	1.80	78	1.90	110	.75	142	2.75	174	2.25
15	1.10	47	1.85	79	3.85	111	.85	143	1.10	175	2.00
16	2.25	48	1.60	80	2.60	112	4.60	144	2.85	176	10.00
17	.80	49	3.20	81	1.75	113	no bid	145	1.05	177	3.00
18	1.55	50	2.35	82	2.50	114	1.50	146	1.25	178	3.30
19	1.25	51	2.35	83	4.20	115	2.30	147	9.00	179	no bid
20	2.75	52	2.35	84	1.00	116	2.30	148	4.85	180	1.95
21	2.75	53	1.45	85	2.85	117	error	149	.85	181	1.95
22	2.35	54	3.75	86	5.10	118	no bid	150	7.50	182	2.20
23	1.90	55	3.60	87	2.80	119	.20	151	11.00	183	2.00
24	2.75	56	3.25	88	2.30	120	.50	152	3.60	184	2.00
25	3.40	57	4.40	89	2.80	121	no bid	153	3.85	185	2.05
26	1.75	58	4.95	90	30.00	122	no bid	154	3.80	186	5.00
27	2.20	59	1.25	91	30.00	123	no bid	155	4.60	187	3.50
28	3.25	60	2.30	92	23.50	124	no bid	156	9.25	188	1.40
29	3.15	61	1.70	93	20.00	125	no bid	157	6.35	189	1.00
30	3.85	62	3.15	94	15.85	126	no bid	158	4.75	190	1.50
31	3.00	63	1.50	95	22.60	127	3.85	159	3.55	191	no bid
32	2.40	64	1.50	96	8.00	128	no bid	160	no bid	192	4.00

The Editor wishes to thank Bob Clifton for turning over the proceeds of Lot #114 to the A.V.A. Tribute Fund; Captain Gallagher for turning over the proceeds of Lot #140 to the A.V.A.; Hector Turgeon for turning over the proceeds of Lots #142 thru 146 to the A.V.A.; Jim Millard for turning over \$13.10, representing the proceeds of a group of Oregon tokens auction on the floor, to the A.V.A.; and Syd Joseph for turning over \$1.10 to the A.V.A., representing his change after paying for auction lots. This was all placed in the Tribute Fund in honor of Roland C. Atwood. The Editor also turned over \$38.66 to the A.V.A. general fund, representing the 5% commission charged by the A.V.A. for handling the auction: a real bargain, I might add, because running one of these auctions represents a lot more work than \$38.66 worth!

Mr. Robert Sherr (3403 W. Northern Pkwy. - Baltimore, MD 21215), brother of deceased AVA member Julius Sherr, would like to dispose of his brother's collection. There is not too much there, but the list includes THE FARE BOX complete from Oct. 1955 thru Dec. 1967; 2 rare First Edition Atwood Catalogues; 1 rare 1952 Atwood Check List; a set of the AVA Brattleboro, Vt., tokens; a number of early AVA tour tokens; 50 of Md 3620 A; 8 VA Hospital of DC parking tokens; 2 Uptown Parking Service tokens; 5 Casualty Hospital Parking tokens, and a number of other tokens. Interested collectors may write him directly.

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

ENGLAND

Hull 405 (Reported by Donald Capper)
KINGSTON-UPON-HULL CORPORATION TRANSPORT (CITY ARMS)

FA C 25 Sd	1p (green)	\$0.15
FD C 25 Sd	2p (orange)	.15
FG C 25 Sd	3p (lemon)	.25
FI C 25 Sd	4p (blue)	.30
FK C 25 Sd	5p (light violet)	.30

SCOTLAND

Aberdeen 30 (Reported by D. Capper)
ABERDEEN CORPORATION TRANSPORT (CITY ARMS)

CK C 23 Sd	A.C.T. (green)(for 2p)(vars.)	.15
CL C 23 Sd	" (beige)(for 3p)(vars.)	.25
CM C 23 Sd	" (light orange)(for 4p)(vars.)	.30

INDIA (Reported by K. Smith)

FREE PASS S.P. & D. Ry. Co. (WITH ANCHOR AT CENTER)
902PCo Sv Ov Cutouts (engraved number and user's name)(28x20mm)

6.00

PERU

Arequipa 90 (Reported by Donald Mazeau)
FERROCARRIL URBANO DE AREQUIPA 10 CENTAVOS
B o V 25 Sd 10 Centavos (black)

5.00

SWITZERLAND

Geneva 360 A. Mr. Bingen acquired a set of 4 of these of which (1) one had numbers 1 to 17 (2) one had numbers 1 to 27 (3) one had numbers 1 to 10 and (4) one had numbers 1 to 28. It can be assumed that these are transfer tokens with the highest number indicating the day it was issued to the passenger.

Geneva 360 (Reported by Joseph Kotler)
SOCIETE DES OMNIBUS (OLD OMNIBUS)

T o Z 37 Sd Ferney Geneve SAConnex

5.00

DOMINICAN REPUBLIC

San Pedro de Macoria 640 (Reported by Ray Byrne)
(This is a south coast city near Santo Domingo)

A o B 19 Sd	A. GUIDICELLI-WAGON- (3 STARS BELOW)(used about 1880) S.P. Macoris -Wagon- (3 stars below)	5.00
B o B 21 Sd	A. GUIDICELLI -CARRETARO- (3 STARS BELOW)(used about 1890) S.P. Macoris -Carretaro- (3 stars below)(plated) (carretaro = "carriage")	5.00

IRAN

Tehran 750 (Reported by Steve Album)
(Obverse translation: SHERKAT-E DUSTANEH)(= "Dustaneh Company")
S o B 19 Sd (Reverse translation: 1 Riyal)

3.50

Remember when you report new discoveries, in addition to giving the exact wording and spelling, to send rubbings or photographs. This is essential to insure accurate listings. Please continue to send in listings.

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

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

FLORIDA

Treasure Island 930 (Reported by Mort Dawson)
(OBVERSE SAME AS 930 A)

E WM 22 T-sc Treasure Is. Causeway One Way

\$0.15

NEW YORK

Ithaca 410 (Reported by Robert L. LaBelle)
COMMUNITY TRANSIT ITHACA N.Y. CTS

C B 23 Sd (same as obverse)

.25

[The City of Ithaca took over bus service in this city in 1961 and renamed
the system "Community Transit."]

WASHINGTON

Seattle 780 (Reported by John Coffee)

AMERICAN VECTURIST ASSOCIATION 1971 SEATTLE CONVENTION

W o WM 27 Sd Good For One Ride on Tour (boat) [* 8/8/71]

2.00

WISCONSIN

Madison 410 (Reported by Ore Vacketta)

MADISON METRO MADISON, WIS. (BUS, type 3)

K WM 23 Bl Good For One Fare (bus) (2 slots) (diamonds) [* 5/20/71]

.25

= NOTES BY RALPH FREIBERG =

As usual the convention token highlights our listings for August. This is our first white metal tour token. The boat pictured on the token is the same one pictured on Mich 680 A, which was chosen for its close resemblance to the "Harbor Tourist," the boat chartered for the convention tour of Seattle Harbor. Interestingly enough, only two days after our convention the "Harbor Tourist" with a full load of 150 passengers smashed into an underwater obstruction in the harbor, and everyone aboard had to be transferred to a Coast Guard Cutter, as she was in danger of sinking! As it turned out, the boat limped safely to the dock and will be back in service soon.

Mr. LaBelle had to wait until he could find some city officials in their offices before he could obtain a supply of the new Ithaca token for us. The City has operated this system since 1961, so we don't know just when the new token went into use. Incidentally, don't mark NY 410 B obsolete. It is being used along with the new 410 C. So remove the obsolete mark on the listing for NY 410 B.

When he was in Florida a while back Mort Dawson picked up a few of these Treasure Island tokens, but didn't realize he had a new issue till he returned home. We now have the 22mm token with One Way and Return Trip, with and without the comma after Island, so this would complete the listings we could have under the present wording on the token. New Issues Service won't handle this token; too much chance of getting older tokens when ordering the new one.

Mr. Vacketta obtained a supply of the new Madison token for the N.I.S. Some day I'll make a complete list of all 23mm tokens with the type #3 bus on them, and which have diamonds and which don't. So far the only one that comes both ways is CT 240 A.

Mr. Weighell reports that the caption on Page 378 is in error. It should be for NY 630 Lb. I.e., the Tyson token pictured is really 630 Lb. He also noted another error: NY 630 E should read "LINE" and not "Lines". This error crept in because the old catalogue was in error, and there was only one specimen of this token in collectors' hands (owned by John Coffee) and John didn't have it with him in Tacoma, so he knew the old listing was wrong, but forgot whether it was "Lines" or "Line." He flipped a coin, and lost. Mr. Weighell caught the mistake because he just found the second known specimen of this token, along with 630 F and I. Nice haul.

= A MESSAGE FROM THE PRESIDENT =

As your new president it is my hope to carry out a number of innovations this year. Most of these projects were described briefly at the August convention. To bring these ideas to the attention of every A.V.A. member, I wish to outline them in THE FARE BOX every month or two. Each of you is invited to share your views with us on any of these subjects, for the greater benefit of our entire membership.

The first project, already launched at Seattle, is related to our publication efforts. During one of the business sessions I suggested a plan for accumulating separate new funds in our treasury, to be known as the Tribute Funds. In this program, folks who want to honor any A.V.A. member, living or departed, will be able to make small cash contributions to the new fund, instead of sending the ordinary get-well cards, sympathy letters or congratulatory messages.

Your contributions can be sent in at any time, either directly to our treasurer or to the president. That officer will be the only person ever to know the dollar amount of your donation, and all offerings will be considered generous. The president will confirm each contribution, either to your honoree or to the family in case of a deceased member. A list of donors' names (without amounts) will be given periodically in THE FARE BOX.

Not a cent of these funds will ever go to any individual, nor will any expenses be deducted from them. Instead the accumulated amounts will be disbursed at the order of our Executive Board, and preferably for our educational endeavors. From time to time we can thereby reduce the cost to vecturists of new publications, and by the same gesture perpetuate the esteem and memories of one member for another.

Before the Seattle Convention ended, generous contributions had been received from Allis, Freiberg, Hepner, Joseph, Nicolosi and Ritterband. The first honorees were Atwood, Allis, Coffee, Nicolosi, and in memory of John Clymer and W.A. Whitfield. It is hoped that this new Tribute Fund will long be a moving force among our members.

- Robert M. Ritterband

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

The 1971 Seattle Convention is now behind us and we are looking forward to the next one at Chicago in 1972. I am happy to say that I have now attend all three Seattle conventions, 1955, 1962, and 1971. My thanks to all Seattle hosts for a wonderful job, and making this a great convention.

Of course the first token to head the list this month will be the nice large white metal tour token which we received at the convention. All N.I.S. members will get this one, along with Wisc 410 K. The name was changed from Madison Bus to "Madison Metro." Thanks again to Mr. Ore Vacketta for rendering his services in obtaining this token for us.

Third you will receive NY 410 C. Another new member helped the N.I.S. by making these available to us. Thanks, Mr. LaBelle of Phelps, N.Y.

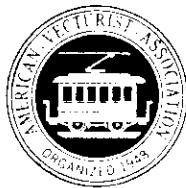
All members, both regular and associate, will receive the above three tokens, with the exception of a few whose accounts have fallen too low, or into the red. So if you don't get these tokens check your account. I can't write any more letters begging for another deposit. If you are in the red you will be dropped from the NIS at the end of the month to make room for others on the waiting list.

This month we welcome Mr. W.H. Vielbaum to associate membership, while Norman Sherman moves up to regular membership.

Massachusetts Bay Transportation Authority of Boston has constructed a fine new electric rapid transit line, which runs from Harvard Square in Cambridge, thru Boston, to Quincy. New air-conditioned cars run over the old roadbed of the Old Colony Railroad. The fare is 50¢ to ride the line from one end to the other.

THE FARE BOX

A Monthly News-Letter for



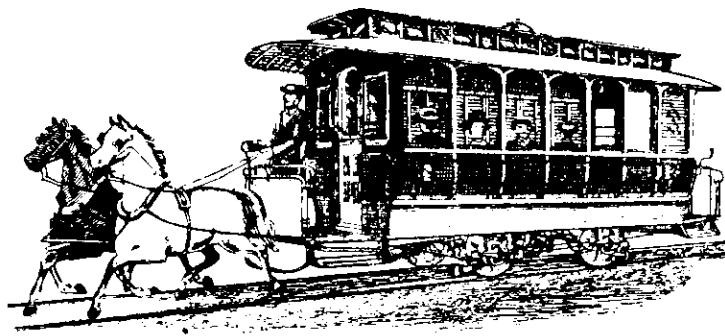
Transportation Token Collectors

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Volume 25, Number 9

SEPTEMBER, 1971

Our 291st Issue

These issues are going to press at Midnight, September 25. The deadline for the October issue will be October 20, and the 20th of each month thereafter. As usual we solicit good material for publication, and especially your free ads, which are one of the best parts of being an AVA member. In this regard, if you run an auction in your ad remember that auction deadlines are generally set by the Editor about 3 weeks after an issue goes to press. Thus auctions in the August & September issues would close on October 18.

We did not run our New Finds department this month. We did see a number of New Finds at the Convention, but didn't have time to make notes about them. Joe Kotler writes from Israel that he uncovered a really scarce European horsecar token, Switzerland 360 A, Chemin de Fer Americ of Genève. "My piece," he says, "has a number 1 on the reverse. I would be interested in hearing if anyone has any concrete knowledge about the significance of these numbers on the reverse. Why don't some of those horsecar lovers make a listing and dig into collecting those from outside of America? I think it would really show the widespread use of these vehicles around the world." Alar Weighell really hit the jackpot this month, though, when he came up with NY 630 E, F, and I.

The Editor visited the annual convention of the Canadian Numismatic Association at Vancouver on August 27 and 28. It was nice to meet a number of AVA members there, including J. Douglas Ferguson, Maurice Gould, Don Stewart, Clarence Heppner, Byron Johnson, Gus Nilson (the last four had also been at the Seattle Convention), and former members Major Carroll and Ralph Goldstone. The displays were excellent, and there were a number of tokens at the various dealers' tables, although nothing exciting in the way of transportation tokens. I did find one dealer who had a rare depotel, Wisc 790 C. But I already have the token and, in any event, his asking price was too high. He wanted \$85.00 for it! Byron Johnson, recently returned from the American Numismatic Association convention in Washington, D. C., brought the sad tidings (from our standpoint) that he had failed of election as a member of the A.N.A. Board of Governors. But one AVA member did get elected: Ken Hallenbeck of Fort Wayne, Indiana.



= KEN SMITH COOPERATES WITH U.S. GOVERNMENT =
By Kenneth Smith

On August 15 when President Nixon announced the Price Freeze, 10% surcharge on foreign goods, and floated the dollar, that portion of transportation token collecting concerning foreign transportation tokens and commemoratives was violently changed. I doubt if collecting foreign tokens will return to the prices that prevailed before August 15, short of a violent depression overseas. The first reports from dealers overseas is an immediate increase in asking prices of 15% to 25% to cover decreased value of the dollar, they say. Some dealers are backing off selling tokens for a while waiting for the dollar to settle down. In transportation commemoratives, which are medals, since January 1, 1971, the following customs duties have applied:

Gold transportation medals must be imported with an ODGSO license. Silver transportation medals have a duty of 33% plus the new additional 10% duty for a total of 43%, not counting an additional percentage to take into account the decreased value of the dollar abroad. Brass, bronze, and nickel transportation medals, and in some cases tokens, have a duty of 14% plus the additional 10% for a total 24% duty.

This has pushed transportation commemoratives to new levels for foreign commemoratives. I have since January only bought foreign transportation commemoratives overseas which I need for my collection, and it will be a while before I buy any for resale at these duties.

What all this means is that the foreign transportation items will be more costly overseas in the future.

Before the freeze I mailed out in June and July various lists of foreign tokens for sale at catalog prices and during this freeze period I shall continue to sell these foreign tokens at these prices until I am out of the tokens or the freeze is off. For those who did not get my June or July lists I still have some available. Just send a SAE and you will receive them. These lists are almost entirely British transportation tokens and Australian passes due to the decimal British conversion earlier this year. With the changeover to the new decimal British issues I was able to get some scarcer issues as they became obsolete. If you send your complete British want-list of tokens needed that catalogue under 65¢ on 8½x11 pages I shall sell you what I have picked up at catalogue prices.

At the present, my decision is to hold the present prices in the foreign catalogue and cooperate with our government. Once the freeze is off in November I shall try to hold the foreign catalogue and tokens to whatever guidelines our government sets up.

= FREE BUS TICKETS AVAILABLE =

One of our newer members, Mr. L.C. Hough of 13 Beach Road, New Haven - Sussex, England, has sent the A.V.A. Secretary several thousand British bus tickets of the old pound-shilling type for free distribution to our membership. There are about 100 different tickets per lot, and 12-year-old Steve Mazeau has agreed to handle all the orders.

Send all orders directly to Steven Mazeau - P.O. Box 31 - Clinton, CT 06413. Be sure to enclose a large-size pre-addressed envelope with 16¢ postage for each request. Mr. Hough has been most kind to supply us with these tickets and although he did not ask for anything in return, he probably would appreciate some help with his very modest token collection.

Every so often the Editor gets a copy of THE FARE BOX returned by the Post Office, usually right after we've prepared an address plate. Such was the case with member Bennett D. Arnold, listed as Box 165, Burham, PA 18039. It came back marked "Addressee Unknown." Can anyone help us locate Mr. Arnold? Sometimes it's just a matter of an ignorant letter-carrier. Sometimes people move and leave no forwarding address.

= THE MOUNT HOPE BRIDGE =

By Harold H. Young

The full and official name of our smallest state is the "State of Rhode Island and Providence Plantations." The island of Rhode Island, known to the Indians as "Aquadneck," lies between Narragansett Bay and the Sakonnet River and includes only three municipalities, Newport, Middletown and Portsmouth. Between Newport and Providence there has always been a lot of traffic but for many years the only way a vehicle could complete the journey by land was to cross the Stone Bridge, connecting Portsmouth and Tiverton, and proceed through the city of Fall River. Otherwise it was necessary to use a ferry between Portsmouth on the island and Bristol on the mainland or use two ferries, Newport to Jamestown and Jamestown to Saunderstown.

In the late 1920's, with growing use of automobiles and with a financial market in which bonds were readily saleable, there was a wave of building toll bridges to replace ferries at many points across the country. Proposals were made to build a bridge across Mount Hope Bay to replace the ferry between Portsmouth and Bristol. Local capitalists were apathetic and a state administration attuned to economy and efficiency was uninterested. However, engineers came up with favorable estimates and the building of the Mount Hope bridge was financed through sale of bonds by a house in New York. The securities sold in December, 1927, consisted of \$2,850,000 in first mortgage 6½% bonds due in 1957 and \$1,300,000 of 7% debentures (unsecured bonds) due in 1952.

Literature used to sell the bonds emphasized that the bridge would save 8½ miles or 23% of the distance between Newport and Providence as well as avoiding acute traffic congestion in Fall River. The bridge was opened in October, 1929, and was awarded a prize as the most beautiful bridge erected that year. Its total length was 6130 feet and for many years after its erection it qualified as the largest suspension bridge in New England.

However, right from the start it had another distinction: one of the biggest white elephants in the area. Engineers had probably been too optimistic about their forecasts anyway, but in partial defence of them it may be said that in 1927 nobody foresaw the depression of the early 1930's, following the stock market collapse of 1929. Where engineers had forecast revenues of around \$500,000 annually, the figure for 1930 was \$235,887. Instead of covering expenses and interest with a margin to spare, the first year's operation showed only about \$100,000 of net income to meet interest requirements of about \$275,000.

The bridge went into receivership in 1931 and was sold at public auction in 1932. Built at a cost between \$3,000,000 and \$4,000,000 it was bid in by a representative of the bondholders for \$750,000. A financial reorganization gave the holder of \$1,000 of the old first mortgage bonds a package of \$500 in new 5% mortgage bonds, \$500 in secured income 8% debentures, 1 share of Class A stock and 5 shares of Class B common. For each \$1,000 of the old debentures, holders received 20 shares of Class B stock. If bondholders chose not to go along with the reorganization they received in cash \$304.92 for each \$1,000 mortgage bond and a paltry \$9.83 for each \$1,000 debenture.

In the first year of operation after reorganization the revenues dipped to not much over \$125,000 but interest was paid on the new first mortgage bonds by not providing for depreciation. From this very low point, passing of the depression and gradual growth permitted very modest increases in traffic but financial statements still made dismal reading.

During the 1930's there were recurring proposals to have the State of Rhode Island buy the bridge. Initiative was taken by security holders who wanted to get bailed out or by users of the bridge who hoped to have it made toll-free. Sometimes the proposals died in the legislature and if they came to a referendum the voters turned thumbs down. I recall one election when the ballot had two bond issues for voter consideration: one to finance a new reformatory and the other for the purchase of Mount Hope Bridge. Then a resident of Rhode Island, I was at our precinct polling place as the paper ballots were being counted. Most often when the referenda were reached, the moderator droned out, "Approve the reformatory, reject the bridge," and that was the conclusion statewide.

The affairs of Mount Hope Bridge took a decisive turn for the better when World War II came along. Newport was always an important naval center and under wartime conditions it burst its seams. Traffic to the mainland increased accordingly. In 1940 gross revenues were \$163,698 and vehicle crossings numbered 288,419. By contrast, the 1943 revenues were \$438,306 and crossings rose to 746,211. Initial payment of interest on the debentures was made on January 15, 1942. By 1945 the bridge was paying not only the current interest on the debentures but was making liberal payments on the arrearages. The debentures had sold as low as 16¢ on the dollar in 1939 and rose to over 100 by 1943. Bonds and debentures were bought in from time to time. In 1946 the entire remaining amounts of both first mortgage bonds and debentures were retired at 102 and accrued interest with the proceeds of a \$1,700,000 issue of new first mortgage bonds carrying interest of only 3½%. By 1953 all of these bonds had been retired and the bridge was owned by the stockholders, free and clear. The relatively small amount of Class A stock was bought in or retired leaving all earnings available to the Class B stock. This stock was split four shares for one in 1953 and dividends were inaugurated.

Finally the State got around to purchase the bridge in 1955 through the vehicle of a Mount Hope Bridge Authority. However, by this time the bridge was no white elephant but a prosperous enterprise. The price tag was \$2,900,000 and estimated replacement cost was \$8,300,000. Holders of the Class B stock got something in the general vicinity of \$25 a share (equal to \$100 a share before the 4-for-1 split) in liquidation. That meant that if a purchaser of the original debentures in 1927 had gone through the reorganization and had sat tight with the securities received in exchange, he would have retrieved his full principal and an equivalent amount for interest. However, human nature being what it is, I suspect few of the original investors had the patience or foresight to stay with the enterprise all those years.

To finance the purchase the Mount Hope Bridge Authority sold \$3,100,000 of 2.6% revenue bonds. The authority set an original toll rate of 40¢ for an automobile crossing, with 10 tickets for \$3.50. Successive reductions brought the rate down to 25¢ by December, 1959, with ten tickets for \$1.25. Despite these toll cuts, the entire issue of Mount Hope Bridge Authority bonds had been retired out of earnings by June, 1964.

Now another bridge comes into the picture. Historically, automobiles from Connecticut, New York, and beyond, headed for Newport and Cape Cod, had to cross Narragansett Bay on two ferries, one from Saunderstown to the west side of the island of Jamestown and the other from the east side of Jamestown to Newport. The west passage ferry was supplanted by a toll bridge in the 1930's but the Jamestown-Newport ferry remained and was a barrier to fast transit. However, to supplant it with a bridge was both an engineering and financial problem. Plans were worked on for a long period and the Rhode Island Turnpike & Bridge Authority was set up as a vehicle to build the bridge if it proved feasible. In 1963 Congress passed a bill allowing tolls from the Mount Hope Bridge to be used for planning the Jamestown-Newport Bridge. This was necessary because the bridge passed over federally-controlled waters. With the complete retirement of the Mount Hope Bridge Authority bonds in 1964, title to the bridge was transferred to the Rhode Island Turnpike & Bridge Authority. When it was decided to go ahead with the Jamestown-Newport Bridge, the authority sold two series of revenue bonds and the net revenues of the Mount Hope Bridge as well as those of the new bridge were pledged under the first lien of the Series A bonds. If net revenues failed to cover the debt requirements by a specified margin, the State agreed to pay the operating expenses of the Mount Hope Bridge. Incidentally, the Jamestown-Newport Bridge was built at a cost of around \$60,000,000, quite a contrast with the \$3-4,000,000 for Mount Hope.

So we see the Mount Hope Bridge has not only paid for itself twice, but is now helping finance the Jamestown-Newport Bridge. This procedure passed both the scrutiny of the Rhode Island Supreme Court and a voter referendum. The latest figures I have for vehicle crossings are for 1968 when it was more than 3,800,000. Much has happened in recent years besides normal growth. People have established residences on the island but work on the mainland. Some large manufacturing plants, the principal of them being Raytheon Mfg. Co., have been established on the island. The Navy continues to be a big source of income in the area and many former Navy people retire on

Now about the tokens...the excuse for writing the article. Over the years, cut-rate fares were paid with paper tickets. Last year the Authority put into service the brass token which appears in the Atwood Catalogue as RI 120 A, from Bristol. The cash toll for a bridge crossing by passenger car is 25¢ but the Authority sells 20 tokens for \$2.00. Tolls are collected at the Bristol end of the bridge by use of the freeway type of electric toll machines (a large hopper with flasing "Go" light).

Just one last word on a different note. The bridge has had strange fascination for suicides. Since the bridge was opened in 1929 the number of people losing their lives by leaping from the bridge has averaged more than one per year.

The author gratefully acknowledges the assistance of Hector J. Turgeon of Warwick, R.I. (AVA 991) in providing some of the foregoing information.

= THE ONLEY LIVERY TOKENS OF ROCHELLE, ILLINOIS =
By John Coffee

On page 102 of the August 1968 issue of THE FARE BOX I reported a livery token described thus:

GEO. E. ONLEY LIVERY ROCHELLE, ILL.
A 31 Ch (blank)

I went on to explain that correspondence from various members of the Onley family indicated that these aluminum tokens were used to mark blankets for Mr. Onley's horses when he operated his livery stable between 1905 and 1915. Nevertheless a letter from Mr. Onley's son was cryptic: "In regard to the tokens Mr. Onley had, was used to mark blankets and as tokens from 1909-1915. He had 3 horse-drawn cabs. Fares 25¢ any place in town night or day. He would meet trains..."

I wrote the gentleman again asking if his phrase "and as tokens from 1909-1915" might mean these things were also used for fares.

It took him three years to answer. But, mirabile dictu, this summer came a reply from the gentleman, as follows:

The pencil rubbing of the token you sent me is a harness token or marker. These were used to identify halters, harness, rigs, etc., that were rented out. Any of these could have been easily stolen. These markers were used by my grandfather, not my father. He had no fare tokens that I have ever seen, but a harness marker was given for a free ride from the depot to the Collier Hotel.

I suspected that this was the case. So what we have here is a token made primarily to be used to mark harnesses and blankets, but which was also used as a fare token. The unusual nature of the token makes it even more interesting than an ordinary depotel. I believe we shall list it in the Catalogue, but with a notation indicating its precise nature.

= SEATTLE CONVENTION TOUR TOKENS AVAILABLE =

The special tour token issued in conjunction with the Seattle A.V.A. Convention (Wash 780 W) is for sale at \$2.00 each +SAE while they last, as many as you wish. This will be distributed thru the New Issues Service, but if you want an extra, or if you aren't in N.I.S., you may order one directly from the Editor. We struck 500, and have about 100 left. It's a nice double-thick white metal token with a picture of a boat on it. The only white metal AVA tour token. Many members want to own a complete set of these tokens, and some of them are pretty scarce now. Get this one while you can. Order from: J.M. Coffee - P.O. Box 1204 - Boston, MA 02104. All proceeds go into THE FARE BOX postage fund.

= SEPTEMBER SUPPLEMENT TO ATWOOD'S CATALOGUE =

By Ralph Freiberg

CALIFORNIA

Rio Vista	700	(Reported by E.L. Tomberlin)	
		CALIFORNIA RAILWAY MUSEUM RIO VISTA JUNCTION CALIF.	
A B 23 Sd	Good For One Fare		\$0.50
	[Placed on sale 8/1/71, but not yet used for fare]		
San Francisco	760	(Reported by Duane H. Feisel)	
	"LET'S GO FISHING" CAPTAIN RON CALL 961-4667		
	24 HRS. FISHERMAN'S WHARF SAN FRANCISCO, CAL.		
K A 35 Sd	7 Tokens Good For One Free Trip 1971		
	Salmon Trolling Bass & Bottom Fishing		1.50
Patterns	998	(Reported by E.L. Tomberlin)	
F A 23 Sd	[same as Calif 700 A but in aluminum]		

ILLINOIS

Champaign	135	(Reported by Ernest J. Mehnert)	
		CHAMPAIGN-URBANA MASS TRANSIT DIST. C-U	
H B 16 Sd	Good For One Fare C-U	[* 8/3/71]	.30

MONTANA

Polson	740	(Reported by Paul Sauve)	
		C.P. COWMAN POLSON, MONTANA BUS FARE	
A o A 24 Sd	(same as obverse)	[* 1919-1927]	5.00

UNIDENTIFIED (Reported by Roger Bolz)

L R P S	ONE RIDE
119 B 28 Sd	(blank)
120 Fr 38 Sd	RETURN CHECK ON BUS LINE ARAPAHO NORVELL (blank)

= NOTES BY RALPH FREIBERG =

The California Railway Museum is situated on Highway 12 between Rio Vista and Fairfield. On Weekends they run old streetcars and anyone there at the time is welcome to ride free. They have signs asking for donations, which may be dropped in an old fare box they have there. These tokens are on sale in the bookstore, but must be considered only souvenirs at this time, although they may begin to use them for fares eventually. Revenue from token sales goes toward the restoration of Petaluma & Santa Rosa car #63, a good cause.

Duane Feisel goes fishing now and then, and the man running the fishing boats said something about giving out tickets. Duane suggested tokens instead. Every time you ride the fishing boat you are given one of these tokens. When you have 7 of them you can take a free trip on the fishing boat. The regular fare is \$11 during the week and \$14 on Sundays. So the value of the token would be about \$1.50 if you use it on a weekday, or \$2 if you use it on a Sunday. If the idea works, other operators of fishing boats may institute the plan as well.

Every so often a token collector meets the operator of some bus line or boat and suggests that the man use tokens. We are always wary of these "collector-inspired" issues, and we will not list them if there is any suspicion of artificial rarities being created. To render this possibility nugatory, we insist that 200 of the tokens be made available to our New Issues Service, and that at least 500 be struck altogether. If you are planning to sponsor any such token issues, you should consult John Coffee or myself before proceeding...assuming you want the token listed.

The City of Champaign, Ill., had to take over the bus system there because the private operation couldn't make a go of it. Often when this happens, and the City

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takes over a bus line, no information about the takeover is published anywhere, and we never know what the fare is after the takeover, or if tokens are put into use. In the August issue we listed a token for Ithaca, NY, which we learned about only because a collector happened to drop in at Ithaca and learn about it. We were fortunate that one of our members happens to live in Champaign, or we wouldn't have known about this one either. What happened was that on Monday, August 2, the City of Champaign and Urbana started up this bus system and also rerouted the buses and let everyone ride free, to acquaint folks with the new routes. Then on Tuesday, August 3, they began to charge fares of 30¢ for adults. It would be delightful if we had a collector in every city where the City had to take over the transit system. But we don't. So if you do any travelling, please look around, ask questions, and see if there has been a recent municipal takeover of a local bus system. With the cooperation of Mr. Mehnert and with the help of Mr. Vacketta, we hope to have a supply of Ill 135 H for the New Issues Service.

Paul Sauve, after attending the Seattle Convention, visited Montana, and came across the newly listed Mont 740 A. He learned that this line operated from 1919 to 1927, but we are uncertain if the tokens were used for the whole period or only part of it. Mr. Sauve was able to communicate with the widow of Mr. Cowman, who gave him this information. Unfortunately she didn't have any of the tokens.

Occasionally we have a month, like last June, when there isn't a thing to list. Then during the summer we usually have a flood of new issues. This has been the case this summer, and there are still several more tokens to be listed next month when we get more information about them, and supplies for the N.I.S. Sometimes also we get a report just too late for an issue of THE FARE BOX, so please bear with us if your token seems to be held over. And in the summer if it misses the July issue, it has two long months to wait, because John Coffee takes his vacation then, and has to catch up with things when he returns to Boston and brings the hobby back to life with a big issue.

= SEPTEMBER NEW ISSUES SERVICE REPORT =

By John G. Nicolosi

Three more nice tokens coming your way this month, as promised: heading the list is the California Railway Museum token, made available to us by Mr. Tomberlin. This token goes to all N.I.S. members at a discount, well under catalogue price. Anyone else wanting it may have it from me at 50¢ +SAE, or you can buy one from Mr. Jeffry E. Wetmore - 330 51st St. - Oakland, CA 94609. Mr. Wetmore is connected with the Bay Area Electric Railroad Assn., which operates the museum.

Another token you will receive is a bit unusual, the fishing boat token, for which we thanks Duane Feisel.

And third, you'll receive the Champaign, Ill., token thanks to Mr. Ore Vacketta for getting a supply for us.

It's school time again, and this nearly always means new school tokens. So keep your eyes and ears open. Ask any school kids you know if they use tokens on their school buses. It's always difficult to learn about school tokens, and our success in this is chiefly the result of the active AVA membership all over the country. I know of no other bunch of token collectors who are so helpful in this regard. People wonder why transportation token collecting is so well organized and so well catalogued. The reason is simple: we have a great membership all over the country who are willing to look around, and who don't try to keep their information to themselves.

This is the final call for invitations for the 1973 A.V.A. Convention. Written bids have been received so far from Denver and Southern California. Any other groups wanting 1973 consideration must have their letters into the hands of the AVA President by November 30, 1971. A final (and prompt) vote will be made by the Executive Board, to allow the winning club plenty of time to stage a suitable gathering for our members.

TRADE COMMON TT's and PT's U.S. type for same in Canadian type. Have tax or sales tokens from 7 states trade for PT or TT's. Send SAE for what have for trade.

Joe Studebaker Jr. - 2614 Legare St. - Beaufort, SC 29902

WILL TRADE MY PERSONAL TOKEN FOR YOURS +SAE. Also send your trade list.

Joe Pernicano - 58 Sonia Lane - Broomall, PA 19008

FOR SALE: FERRO CARRIL URBANO vulcanites from Santiago, Concepcion and Valparaiso, Chile. "Primera" and "Segunda Clase." \$10.00 each and up or will trade for 1¢ coal company store pieces I need. SAE for list.

Cole S. Cuttle - P.O. Box 213 - Moorestown, NJ 08057

FOR SALE: Mass 550 D at \$1; 550 E at 50¢ each; Fla 380 C at \$1.25 each; Cal 745 W at 75¢ each...200th anniversary.

Wilbur P. Kane - 927½ Brock Ave. - New Bedford, MA 02744

My new personal token features an oldtime streetcar and it's a real winner! Now you may use this special die without any expense. Reasonable prices and quick deliveries. Send your SAE for complimentary sample and rate sheet.

Robert Ritterband - 6576 Colgate Ave. - Los Angeles, CA 90048

FOR TRADE ONLY: Fla 130 B C D. Have 20 sets to trade for equal value Cat. Prefer Calif. tokens but will take others. SAE please.

Sol Halpern - 1236½ N. Orange Dr. - Hollywood, CA 90038

TRADE: Ky 510 A C D E G O O Z AK AM AN AP AS AT BF BG BJ BL BS BT BV, for Iowa TT's I need. Also want to buy PT from most states.

Douglas Redies - 1714 13th Ave. S.W. - Cedar Rapids, IA 52407

FOR BEST CASH OR TRADE OFFER: ... Editor's note, this ad and another offering English tokens were in my ad box, but neither had a name & address on them, and I have no idea who sent them in. Please always put your name & address right on the sheet with your ad!

TRADE KANS 3450 A, 3490 C; Mo 3400 B, for any TT from Idaho, Montana, Nevada, Utah, or Wyoming, or sell for 30¢ postpaid.

Frank C. Greene - 5100 NW A Highway - Kansas City, MO 64151

FOR SALE: parking token Pa 3510 A at \$2 each while they last.

R. De Santis - 108 N. Main Ave. - Scranton, PA 18504

WILL TRADE CALIF 300 D F H or N for 300 B or C. Calif 300 J for 300 E. Many trades. Will sell Calif 300 N at 25¢ each or 5 for \$1 +SAE. This token already obsolete although in service less than a year.

Warren B. Scott - 4909 No. 7th - Fresno, CA 93726

WILL TRADE ILL 785 A for any \$5 token I need. Send me your trade list, I'll send you mine. = W.G. Garrison - 9505 Normandy - Morton Grove, IL 60053

ELECTRIC TRAMWAY TOKEN FROM GENEVA, Switzerland 360 N, excellent condition, \$5.00 pp. All Swiss tokens are scarce. How many are in your collection? Set of 3 cardboard tokens from Wimpy Shalom, a popular Tel-Aviv restaurant, \$2.50 postpaid.

Yosef Kotler - Tevat Doar 533 - Elat, ISRAEL

OBSOLETE OLD PENCE TT's available from many U.K. cities. Send for list and 7 TT's for \$1.00. Also mixed sets available at 85 for \$10. Post free ship mail. Send cash or I.M.O. = Donald Capper - 14 Acresfield Ave., Audenshaw - Manchester, England

FOR TRADE: for Canadian TT, PT, timetable tokens or bus-streetcar tickets: an 1882 token for the Steamer Longueuil (Canadian timetable C).

B. Uman - 5120 Bourret Apt. 9 - Montreal 252, Quebec

WANTED: Cal 450 A C D E G H L M, 575 D F G H J K M P R, 760 A B C G H J, 795 B.

Robert Barth - 2648 W. Foster Ave. - Chicago, IL 60625

FOR SALE: Ind 110 A at 35¢ +SAE. Also my token "good for 5 precancels" free for the asking +SAE. = John A. Backora - Box 53 - Flushing, OH 43977

DOLLAR SIZE ALUM. MEDAL, Obv: Johnnie Walker Red Scotch; Rev: 1971 NY Jets Schedule, for your elongated coin. My 3 TT's for your elongated coin. MAIL BID: Col 540 D, Neb 700 AB, or trade for best offer in elongated coins. In celebration of my 17th birthday in Sept., one free TT with trade. SAE please.

Donald Noe - 1 2nd St. - No. Arlington, NJ 07032

AUCTION: Pa 765 R, 965 C, 1000 B.

Frank M. Beam - 209 Laurel Ave., Bellevue - Pittsburgh, PA 15202

FOR SALE: KANS 450 C at \$3.00.

Robert E. Paige - 2028 Edmont Ave. - Chester, PA 19013

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WANTED: ODD-SHAPED TT's; colored plastic, hard rubber or celluloid TT's; anything that's a little different. Will buy or trade.
 Arlene Raskin - 1119 Ocean Parkway - Brooklyn, NY 11230
 PARKING TOKENS WANTED: recent listings: Cal 3450 ABa; Mass 3275 Ab; Mich 3585 A; Minn 3280 Aa, 3540 B; Mo 3910 N; NC 3160 K; ND 3180 A; Tex 3840 Abc; PTMS 3006 B; MSPT 3054 Ca, 3060 C. Have many good traders including some unlisted & obsolete.
 Harold V. Ford - 6641 Saroni Drive - Oakland, CA 94611

WANTED: Ala 40 A B, 220 E F J K, 570 A, 610 A, 840 A; Alas 800 A; Ariz 100 A, 105 B A C, 285 A B, 975 A B; Haw 240 A B E; Ga 20 A, 70 C, 360 A B.
 J.H. Roy - 10201 Christophe Colomb - Montreal 359, Quebec

WILL TRADE MY RED RIBBONED BADGE, 2x5½" of First Annual Outing of the Employes of the Union Horse Railroad Co. Providence R.I., Hamilton, R.I., Sept. 12, 1911. Excellent condition, lettering in gold, made by Wm. R. Brown Co. Providence...for best deal on Lynchburg, Va., TT's from 500 B thru J.

K.T. Hall - 2315 Atherholt Road, Apt. 1 - Lynchburg, VA 24501

FOR SALE: KY 3150 A at \$15.00. Will also consider trade offers in coins, TT's, and trade tokens with city & state. Up to 20 diff. trade tokens with city & state, for your different city & state trade tokens.

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

CONN 85 C for sale at \$1.00 each. Obsolete and difficult to find.

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

WANTED TO BUY: Alas 650 A; Nev 100 A B C; NM 100 A B C, 430 A B, 760 A B C D, 810 C D, 900 A, 940 A; SD 260 A B, Guam 25 A. Also want merchant tokens, trade mirrors and medals of Nev., N.M., and the eastern and Mother Lode areas of California.

Hal Dunn - Box 114 - Carson City, NV 89701

ROICE OFFERS BARBER HALF DOLLAR, good condition, trend value \$1.75 or more for 12 TT's any combination from Ala., Ida., Ia., Me., Mont., Utah, Vt., or Wyo. Have several trades. This offer good until November 1, 1971.

Roice V. Rider - 1523 Bailey St. - Lansing, MI 48910

AUCTION: Tenn 250 A, 400 E; FOR TRADE: Tenn 75 B C D E F G H K, 400 C D F, 540 A B C D; Va 500 C E J. Plus unlisted car wash tokens from Willow Grove, Pa.; Danville, Ill., and Kannapolis, N.C. Send your trade list.

Joe Pernicano - 58 Sonia Lane - Broomall, PA 19008

MY SIX DIFF. PARKING TOKENS for your six diff. transportation tokens +SAE.

Bill Williges - Box 445 - Wheatland, CA 95692

FOR SALE: YOUNG & McSHEA'S MERRY GO ROUND token, brass, 25mm, holed., from Atlantic City, N.J. Price \$20 pp. Condition AU.

Cole S. Cuttle - P.O. Box 213 - Moorestown, NJ 08057

MANCHESTER AREA TT's AVAILABLE IN PACKS OF 50 all diff. for \$5. All obsolete old pence items. Also full list of dupes and 7 TT's for \$1 post free ship mail. Send cash or I.M.O.

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

FOR SALE: 5 diff. car wash tokens, \$2.50; 10 diff. \$6.50; 20 diff. \$16.50; 30 diff. \$30. New revised catalogue on car wash tokens to be available late Sept. Send SAE.

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

MY NEW PERSONAL TOKEN, 14-D, with AVA seal on it, struck for Seattle Convention, is yours for the asking if you didn't get one there. Just send SAE. Only struck 100; have about 40 left. FOR SALE: TEX 1000 B thru I (set of 8 tokens) for \$1 postpaid.

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. Check or M.O. payable to "Kenneth Smith." Autographed if desired. Order directly from:

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

DUE TO PRES. NIXON'S FLOATING THE U.S. DOLLAR AND 10% IMPORT SURCHARGE, foreign tokens will rise in price overseas. Meanwhile during the freeze I still have British, Australian & a few others for sale at cat. Send SAE for these lists of foreign for sale. = Kenneth E. Smith - 328 Avenue F - Redondo Beach, CA 90277

ATWOOD's CATALOGUE OF U.S. & CANADIAN TRANSPORTATION TOKENS, 3rd edition 1970; 731 pages, the official standard of the hobby. Available either loose-leaf (pages only) or buckram-bound. Price to AVA members only, \$7.50 postpaid. (regular price \$10) American Vecturist Assn. - P.O. Box 1204 - Boston, MA 02104

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= APPLICATIONS FOR MEMBERSHIP =

- 1282 JOHN A. SHAFFER - BOX 128 - NEW HAVEN, INDIANA 46774
Age 63; Retired. Collects U.S., Canada. (B.R. Rogers)
- 1283 DENNIS G.P. LANE - VANCOUVER, CANADA
Age 25; Lithographer. Collects Canada. (Bolz)
- 1284 DAVID F. BURNETTE - 1121 ARLINGTON BLVD., T-714 - ARLINGTON, VIRGINIA 22209
Age 27; Research Analyst. Collects U.S. (Coffee)
- 1285 CHARLES V. MCKEE - BOX 9 - FENELTON, PENNSYLVANIA 16034
Age 41; Distribution Manager. Collects U.S. (Coffee)
- 1286 ANNIE-CLAUDE SROCZYNSKI - 2007 NORTH SEDGWICK - CHICAGO, ILLINOIS 60614
Age 25; Collects U.S., Foreign, Parking. (Coffee)
- 1287 ROBERT UCEN - 1315 SOUTH 8th St. - OMAHA, NEBRASKA 68108
Age 57; Bartender. Collects U.S., Canada, Foreign. (Coffee)
- 1288 JAMES FREEMAN - 636 PORT DRIVE - SAN MATEO, CALIFORNIA 94404
Age 34; Sales Executive. Collects U.S., Canada. (Coffee)
- 1289 WILLIAM HEARD - 1626 ENCINAL AVENUE - ALAMEDA, CALIFORNIA 94501
Age 78; Retired. Collects U.S. (Rider)
- 1290 C.D. SOOTS - 1303 19th STREET - EAST MOLINE, ILLINOIS 61244
Age 51; Millwright. Collects U.S., Parking. (Rider)
- 1291 AUSTIN M. SHEESEN, JR. - BOX 428 - CAMDEN, SOUTH CAROLINA 29020
Age 37; Certified Public Accountant. Collects U.S., Parking. (Mazeau)
- 1292 JOHN P. HAMILTON III - 40 NORTH SWAN - TUCSON, ARIZONA 85711
Age 29; Real Estate. (Coffee)

REINSTATEMENTS TO MEMBERSHIP

- 559 Carmann L. Brekke - 129 Walnut Court - Santa Rosa, California 95404
740 James M. Millard - 3744 S.E. 168th Street - Portland, Oregon 97236
972 Michael O'Hara - 10 Boston Street - Seattle, Washington 98109
807 Charles F. Raisch - 24 Tromley Road - Warehouse Point, Connecticut 06088

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

- Robert M. Brown - P.O. Box 124 - Highspire, PA 17113 *
- Robert A. Clifton - P.O. Box 65 - Sherman, TX 75090
- Fred E. Glaze - 2000 South Galapago St. - Denver, CO 80223 [non-member]
- Maurice M. Gould - Box 1500 - Tustin, CA 92630
- Karen Hedges - 4115 Drake, Apt. 2 - Houston, TX 77005
- Albert P. Hoch - 32665 Lake Road - Avon Lake, OH 44012
- Phillip R. Pearson - 5943 N. Ozanam - Chicago, IL 60631
- Alfred Rawls III - P.O. Box 55 - Annapolis Junction, MD 20702 *
- Kenneth W. Snyder - 41 3rd Avenue N.E., Wilson Apts. 716 - St. Cloud, MN 56301
- Alan T.C. Weighell - 86 Ledbury Street - Toronto 20, Ontario * [new zip] *
- C.J. Wilcox - 1705 Jonquil Terrace - Chicago, IL 60626 *
- Allan Williams - 14523 South Emerald - Riverdale, IL 60627 *

= PHILADELPHIA COLLECTORS SET DATES FOR FALL MEETINGS =

The Delaware Valley Vecturist Assn. has set dates for upcoming meetings, as follows:

Sunday, October 3. General Electric Co., 1260 Virginia Ave., Ft. Washington Industrial Park, at 1:30 p.m. See page 89, July FARE BOX for directions.

Saturday, November 13. We shall attend NEVA's meeting on this date at 121 W. 45th St., New York City (Internal Geneva Bldg., 2nd Floor). Members who are planning to attend will take the 8:05 a.m. train from Philadelphia and will try to gather at the station (30th St.) before train time.

All vecturists are cordially invited to our meetings. Meetings are usually held bimonthly and are always informal.

- Dave Jordan

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

CALIFORNIA

Berkeley 3080 (Reported by Steve Album)
BPOE FREE PARKING HINKS
D o A 32 Sd After 6:00 P.M. Friday & Saturday \$0 .25
(Benefvolent & Protective Order of Elks)

Santa Rosa 3845 (Reported by Paul Sauve)
(SAME AS CA 3845 B reported 3/70)
C B 22 Sd Parking 5¢ Bus (1971-) .15

NEBRASKA

Holdrege 3480 (Reported by Roger Bolz)
(SAME AS NB 3480 B reported 2/69)
C B 23 Sd Parking Token (2 stars) .25

PENNSYLVANIA

Philadelphia 3750 (Reported by Joe Pernicano)
ST. AGNES HOSPITAL
O B 22 Sd (blank) .25

SOUTH CAROLINA

Beaufort 3100 (Reported by J. Douglas Ferguson)
MUNICIPAL PARKING LOT BEAUFORT, S.C.
C B 23 Sd Shop With Beaufort Merchants Always .15

MANUFACTURERS' STOCK PARKING TOKENS

Group 3064 (Reported by Bob Kubach and Sol Halpern)
(SAME AS MSPT 3064 A reported 4/70)
C B 23 Sd Courtesy Token (WM-plated) .25
GENERAL AUTOMATED SYSTEMS
D 3 23 Sd Courtesy Parking (all lettering incuse) .25

Group 3068 (Reported by Kubach)

HYTRONICS
A B 25 Sd Courtesy Parking .25

CANADA - MANITOBA

Winnipeg 3900 (Reported by C.E. Parker)
(SAME AS MANITOBA 3900 A reported 12/66)
B A 25 Sd Parking Validation Token (1971-) .25

NEW BRUNSWICK

Bathurst 3050 (Reported by Ferguson)
W.J. KENT BATHURST N.B.
A WM 25 Sd Parking Token (1/71-) .25

QUEBEC

Montreal 3620 (Reported by Parker)
(SAME AS QUE 3620 B reported 6/69)
D A 25 Sd (same as Que 3620 B)(1971-) .50

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

The nice-looking token from Berkeley has been phased out recently. Hinks Department Store has a parking garage which is available for use apparently by other merchants and organizations. Note the tokens listed for Berkeley in the Parking Token Catalogue. I would guess that tokens are either purchased from or redeemed from

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the operators of the Hinks Garage. Steve Album has been able to secure a number of these tokens which will be distributed to PTNIS subscribers as far as they go--distribution will go according to membership in PTNIS dates. Hal Ford has also obtained a small supply of these tokens which have been offered via his ad which appeared in the May 1971 Fare Box, so there should be enough to around to all active collectors.

The blue-colored aluminum token of Santa Rosa has been replaced by the identical token in brass. It is my guess that the aluminum tokens don't hold up very well for continual use in parking meters. Since the City of Santa Rosa would charge me 25¢ per token, I think it best for each collector to obtain his own specimen however he can--I just can't bring myself to pay such an exorbitant amount. If you want to write the city, send along 25¢ plus SAE and you should get the token.

The new listing for Holdrege arises apparently from a new order of tokens. Roger Bolz is working at getting a supply of these tokens for PTNIS and if he succeeds it will be sent to PTNIS subscribers.

There is no information at hand as to how the St. Agnes Hospital token is used. My request for information went unanswered, but I did obtain the token at least. You can try sending 25¢ +SAE to 1900 S. Broad St., Philadelphia, PA 19145.

It looks like a new batch of tokens has been obtained by the City of Beaufort, and this has resulted in a new variety. There was no difficulty in the past in obtaining the A and B tokens for PTNIS, and none is expected this time for PTNIS.

My inquiries to General Automated Systems have produced no results, so these items will not be going out on PTNIS. Ditto for the Hytronics token. The word is that Hytronics has assumed some of the operations of Card-Key Systems.

Both the Winnipeg and Montreal listings this time are simply new metals for previously issued tokens. The headquarters for Canadawide are in Montreal, so that is why the tokens are listed from there even though there is no indication yet that the new D token (or for that matter the C) were ever used in Montreal. It is known, however, that the new token is being used in Winnipeg. Thanks to Ed Parker's efforts, supplies of these two tokens have been obtained for PTNIS subscribers.

The W.J. Kent token is used at a gate-controlled parking lot for a department store. It is quite possible that this token can be obtained by writing the company and sending the usual 25¢ +SAE.

Provided that all the tokens expected for PTNIS come through, a shipment should be made in the near future as the number of tokens on hand will make all the time and effort of making a shipment worthwhile. Few people realize the time involved in getting a batch of tokens ready for mailing--I think John Nicolosi certainly would know, however. It usually takes me 10 solid hours of work to prepare a complete shipment.

And now for some news regarding the new edition of the parking token catalogue. Recently I sold my interest in the crystal growing company with which I have been involved for the past five years, and now I am taking a bit of time before I enter a new venture. However, I seem to be busier than ever as I get involved with some of the things that have been put off for 5 years. Good progress has been made at catching up with accumulated correspondence, and it looks as though I should be able to start typing pages very soon. So now is the time to report any tokens not listed.

I was pleasantly surprised and greatly honored recently to receive the Sandra Rae Mishler Exonumia Cataloguing Award for the 1966 edition of the parking token catalogue. This beautiful large silver medal was received a few days ago. The award was established by Cliff Mishler in memory of his deceased wife. Each year a committee selects the 3 most significant efforts in cataloguing exonumia material for that year and for an earlier year. The founding the Token & Medal Society are considered for awards. It is an award that I will treasure and display proudly.

= THE SECOND EDITION OF CAR WASH TOKEN CATALOGUE READY =

The 2nd edition of Ford's Catalogue of Car Wash Tokens is just off the press and available from Duane Feisel (address in masthead) for \$4.00 postpaid. The new book is just about double the size of the first edition. Format identical to first edition, pages being 5½x8½" punched for 3-ring binder. Order yours now.

THE FARE BOX

A Monthly News-Letter for



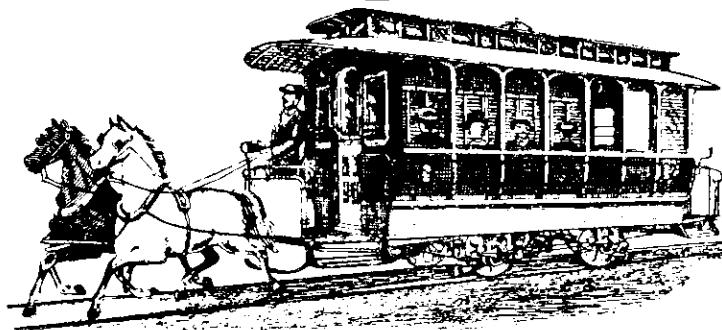
Transportation Token Collectors

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Volume 25, Number 10

OCTOBER, 1971

Our 292nd Issue

October 28, at midnight. Our deadline of the 20th of the month seems to be working, so until further notice please have all articles and ads here in Boston by the 20th of the month. Speaking of advertisements in THE FARE BOX, remember they are free to AVA members, up to 6 lines in every issue. Just remember to change the ad each time, send it in each time, and don't try to sneak in current token or tokens catalogued at less than 25¢ in auctions. Send ads directly to the Editor, written on a separate sheet or on a postcard.

Sales of the AVA Seattle tour tokens were brisk, but we still have a couple dozen of them left. The price is \$2 each +SAE (= "stamped addressed envelope"). All proceeds from their sale goes into the postage fund of THE FARE BOX which, until 1972 when dues are raised, is pretty low.

Speaking of the 1972 dues, those of you who paid in advance for 1972 will oblige us if they will now send in an extra \$1 to cover the increased dues. Members having application blanks should tell prospective new members that dues for 1972 will be \$5 per year, plus the \$1 initiation fee.

There are no more copies of the Feisel Parking Token Catalogue. We sold the last one this month. I do have four loose-leaf copies left, if anyone wants one. Price \$3.50.

It would seem that personal tokens are a very popular item these days. The Editor was swamped with requests for his personal token last month! They do make an interesting and cheap hobby. We'll run a supplementary list of new issues next month. There have been quite a few new ones, some of which are really nice-looking.

A long letter from Jack Wilcox came recently, and among other things he sent a rubbing of a brass 24mm token with blank reverse. On the obverse it says: "Taxicabs Touring Cars Ring Up Oakland 39". Can anyone tell us something about this item?

The North East Vecturist Association (NEVA) will hold its next meeting jointly with the Philadelphia group (Delaware Valley Vecturist Association) on Saturday, November 13, at 121 West 45th Street in New York City. Everyone is welcome, and this promises to be the biggest vecturist event of the year on the East Coast. Your Editor hopes to see you all there.

We close the editorial page with belated congratulations to AVA founder Max M. Schwartz on his marriage last August down in Miami.



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= THE MASON CITY AND CLEAR LAKE TRACTION COMPANY =

Arthur W. Allen of Davenport, Iowa, sent in the following interesting story about this trolley line which issued Iowa 600 A. He says that the credit for the information goes to the telephone company.

Electric trains aren't confined to basement playrooms in north central Iowa. There's a full-size version making regular runs between Mason City and Clear Lake. Drawing its power from overhead electric lines the train is the last of its kind in the state and one of the few left in the nation. Originally known as the Mason City and Clear Lake Traction Company, the railroad hauled both freight and passengers when it began operating in 1897.

Until 1936, when passenger service was discontinued, vacationers from all over the state came to Mason City on other lines, then rode the trolley the remaining 10 miles to Clear Lake.

In the early 1900's Clear Lake was a major source of ice and the electric train hauled ice blocks to Mason City for distribution around the state.

Today the train hauls freight for companies along the line, and still maintains a passenger car for charter by tourist groups. Parts for repairing the train are scarce and must be specially made or bought from railroads with out-of-service electric trains. Nevertheless the Iowa company intends to continue using electric power for years to come. Its president notes a new reason for sticking with it. As he says, "With all this talk about air-pollution, we're right in style with our smoke-free electric units."

= NEW FINDS =

Things are looking up for a lot of our members. The hobby generally gets a new lease on life every autumn in any event, and we congratulate the collectors mentioned in our New Finds department this month.

Dan DiMichael leads off the month with a Kansas 900 A, from Sedan. He also found an unlisted 6-cent denomination of the Emlenton Bridge Co. tokens from Emlenton, Pa. Soon as he sends us an exact description and rubbing, we'll list it. He says the denomination is not white on his token, as it is for the three listed ones.

Larry Freeman deserves top honors for picking up one of the all-time classics. He has a friend who recently returned from a trip to Cripple Creek, Colorado. While there the friend visited a shop of some sort, and bought four tokens for a total price of \$5.00...namely, Ohio 10 E K N, and Ohio 165 A. It's that last one, the Kates Omnibus Check, which we consider one of the most desirable tokens in the book. So far as I know, there are only two others known: one owned by your Editor, in nice condition, and one owned by Harold Ford (ex-Roland Atwood) in only fair condition. Larry's token, he says, has "slight damage on the rim." Your Editor got his in a New Haven coin shop (Frank Katen) for \$2.50, but that was back in 1948.

John Bartunek of Warren, Ohio, found a nice census token this month: Ia 850 H, which, he says, he purchased from a regular coin dealer for catalogue price. It's his "first and only census token."

Ray Burne, who specializes in Western Pennsylvania tokens, put a P.S. on a recent letter to me, thus: "Completed Emlenton, Pa., today. Now have 350 A B C." So those three beauties are worth mentioning here, although Ray will learn the sad news when he reads this page that he still doesn't have Emlenton complete, thanks to Dan DiMichael's discovery of an unlisted 6-cent token from there.

Your Editor finally struck gold (actually these things are worth more than their weight in gold) this month. A lady in Iowa, after waiting a year, consented to sell me her Lohrville, Iowa, Wheatley & Huggins depotel. Clarence Symes first reported this token in the November 1970 Fare Box. I got mine for a lot less than his brought in his auction. It pays to be patient!

Finally, Jack Wilcox picked up the very scarce NY 630 AL at a coin show for \$2, catalogue price. So our catalogue prices do mean something.

If you've picked up a census token lately, please write the Editor and tell us.

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= WEBB'S LIVERY AND THE SEDAN HOSS CAFE OF SEDAN, KANSAS =
By J.M. Coffee

I confess that the more I study transportation tokens, the more I am convinced that horse-drawn hack tokens, better known as "depotels," are by far the most interesting of them all. Certainly they have about them more of genuine Americana than any other type of tokens. I recently acquired the two new discoveries listed this month from Sedan, Kansas, together with some information about the firm that issued them. I also obtained a large photograph of the hack, attached to one white and one black horse, standing in front of the Sedan Hoss Cafe.

It seems that the "Sedan Hoss Cafe" was simply a clever name for a livery stable, and that the Webb Livery Company occupied the same barn as did Marion Dennis. The photograph I have shows the lettering "Sedan Hoss Cafe" on the barn. The precise business relationship between Mr. Webb and Mr. Dennis is uncertain: whether they were business partners, or simply used the same building, which was owned by Dennis. I believe the latter is more likely.

There is a touch of poignancy in the story of the Sedan Hoss Cafe, which came to an abrupt end on December 27, 1908. The following item from the Sedan *Weekly Times-Star* dated January 2, 1909, is self-explanatory. I include the headlines and all:

SUNDAY MORNING BLAZE! MARION DENNIS BARN TOTALLY DESTROYED BY FIRE! Seventeen head of horses burned to death! The Webb Livery Company were heavy losers, as were a number of transients who had rigs in the barn!

The burning of the big livery barn belonging to Marion Dennis and occupied by the Webb Livery Company, which occurred early last Sunday morning, was the most disastrous of any blaze that has occurred in Sedan for many years. The barn was a \$4,000 structure located at the east end of Main Street near the ice plant. It was occupied by the Webb Livery Company, and practically everything in the building was destroyed, including 17 head of horses which perished before they could be gotten out.

The alarm was sounded shortly after 1 o'clock Sunday morning, and on account of the members of the fire department being scattered in different parts of the city, such headway had been gained by the time they arrived on the scene that it was impossible to accomplish much. Orson Thrasher, a young man employed at the barn, was sleeping in the office at the time the fire broke out. On account of being a heavy sleeper he had not detected that the building was on fire and the first ones to arrive after the alarm had been sounded had great difficulty in rescuing him from the burning building. The room he was sleeping in was filled with smoke and he was almost suffocated. The origin of the fire is unknown, and the total loss will probably be \$15,000. The Webb Livery Company carried insurance to the amount of \$4,500, but the other losers had no insurance. The barn was valued at \$4,500 and Mr. Dennis had allowed the insurance to expire only a short time ago. The Webb Livery Company's loss was about \$7,000. Of the 17 head of horses burned, Webb owned seven and the balance were transient. The Webb Livery Company, together with Marion Dennis, lost 10 buggies, 1 bus, 4 surreys, 1 spring wagon, 100 tons of hay and 800 bushels of corn and a feed mill and fixtures.

An old timer who is still living in Sedan recalls that Mr. Dennis, the day after the fire, was outside in his shirt sleeves shoveling the grain (shelled corn) back and forth to let the heat out of it. Apparently this exertion in the bitter cold, together with the shock of the financial loss, was too much for Mr. Dennis, as the following article from the *Times-Star* dated January 8, 1909, will indicate:

"MARION DENNIS ILL. Has Suffered Three Strokes of Paralysis in Close Succession! The many friends of Marion Dennis throughout the county will be pained to learn that he has suffered three different strokes of paralysis during the past two days and is now in most critical condition. A physician remains at his bedside constantly, and everything known to medical science is being done for his relief. He has lost his power of speech, though there is still hope for his recovery. Mr. Dennis was a very heavy loser in the fire here two weeks ago and it is thought that probably the worry over his loss and the hard work he has been doing clearing up the debris since then, is responsible for his condition."

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In spite of the hope for his recovery expressed in the foregoing article, Mr. Dennis died on January 12, 1909. People in Sedan who remember the event believe that he died of "quick pneumonia."

The sad conclusion to the story of the Sedan Hoss Cafe adds a new dimension to owning the token. It would also indicate that the token was used prior to 1909. The A and B tokens were probably in use about the same time as the E. Going solely by the phone numbers on the tokens, the B token probably was the first one issued, followed by the C, and then the A...but this is only a guess.

People in Sedan believe that the barn which was destroyed by fire was less than a year old. Following the fire, the Webb Livery Company moved to new quarters, in a building still standing in Sedan, now known as the John M. Denman Building, on South Chautauqua Street. So the Webb tokens may have continued in use after 1909. Incidentally there are two each of A and B known to exist, and three of C.

= THE NORTH SIDE BRIDGE OF PITTSBURGH, PENNSYLVANIA =

The token issued by this bridge, formerly listed erroneously from Dillon, Montana (Mont 260 A), has been correctly relisted in this month's Catalogue Supplement. Ray Byrne asked the Carnegie Museum Library to investigate the token, and Gordon Dodrill of that Museum came up with the following information.

The North Side Bridge, with a double lane for trolley traffic, two lanes for horses and wagons, and a single lane on either side for foot passengers, was built in 1885. It was also known as the Seventh Street Bridge, because the west ramp of the bridge entered the City of Pittsburgh at 7th Street. However, the firm which owned it was known as the North Side Bridge Company.

When the bridge was built in 1885, Robert Leslie Orr, owner of the R.L. Orr & Company, Ltd., was busy manufacturing saw gummers and farm feed mills at his plant at 285 to 291 Pennsylvania Avenue in Allegheny City on the opposite side of the Allegheny River from Pittsburgh. Mr. Orr was listed in Pittsburgh Directories from 1892 until 1900 as being the Secretary of the North Side Bridge Co. But since there was no listing for him in the 1902, or subsequent, directories, we assume that the token was issued sometime between 1892 and 1902. However, as tolls were charged until 1911 the token may have continued in use until that year. In 1911 the North Side Bridge was one of nine bridges purchased by the Allegheny County Commissioners and made toll-free to the public (on March 16, 1911, to be exact).

The bridge was later razed and completely rebuilt. The replacement was renamed the Seventh Street Bridge, which opened again in the late 1920's.

= HATHAWAY'S HACK LINE OF STAFFORD, KANSAS =

In the April 1971 FARE BOX the Editor reported a new discovery from Stafford, Kans., issued by Hathaway's Hack Line. I got the token from a lady there, but knew nothing of the firm that issued. Since then Mr. E.A. Briles, publisher of the Stafford Courier, ran an article on the Hathaway line. He had earlier published a story of mine which resulted in my getting the token. Mr. Briles published a picture of one of Hathaway's hacks, and added some recollections of his own:

"I remember quite well a trip to Hudson in a Hathaway automobile. We rented this vehicle from the Hathaway Livery Stable, located where the old hospital now stands. The one thing that stands out in my recollection of that trip was getting stuck on the road north of town. There was a big mudhole near the present home of Wayne Dale. I can't remember how we got out, but it seems to me that young Hathaway got some fence posts and managed to get them located so the car wheels could gain traction and escape from the slick mud."

Many livery stables made a natural transition from horse-drawn vehicles to motor vehicles, many ending up operating taxicabs, others opening automobile agencies. In the early days, garages and gas stations were often also livery stables.

= LEWISTON, MAINE: TROLLEY CENTER =
By Harold H. Young

Among the so-called "twin cities" are Lewiston and Auburn, Maine, two communities separated only by the Androscoggin River. Local transportation in and between these two cities dates back to 1831 when the Lewiston & Auburn Horse Railroad was organized. Electricity was substituted for the horses as motive power in 1894 and 1895. The two early tokens of Lewiston, Me 480 A and B, were issued under the name of the Lewiston & Auburn Street Railway, but the earlier one has a picture of a horsecar and the later one a picture of a trolley car. Interestingly, there is no indication that the name "Lewiston and Auburn St. Ry." was ever the correct corporate name of the enterprise. Records show that the original name of "Lewiston & Auburn Horse Railroad" prevailed, even after electrification, until a merger we shall shortly describe.

The answer seems to be that there was very loose terminology and this is nowhere better illustrated than in the 1895 annual report of the Railroad Commissioners of the State of Maine. The financial and operating report of this company appeared under the name of "Lewiston & Auburn Horse Railroad Co." The report of inspection and physical condition used the title "Lewiston & Auburn Street Railroad," while the line was listed on the map included in the report as "Lewiston & Auburn Railroad."

In 1897 the Lewiston, Brunswick & Bath Street Railway was chartered and it acquired the properties of the Lewiston & Auburn Horse Railroad, the Brunswick & Tops- ham Ry., and the Brunswick Electric Ry. It leased the Bath St. Ry. which it later purchased. The resulting system provided a through route from Lewiston to Bath with local service in the major communities.

The Lewiston, Brunswick & Bath was consolidated in 1907 with the August, Winthrop & Gardiner Ry. Co. to form the Lewiston, August & Waterville St. Ry. (L.A. & W.). Additional trackage was built to form a through line from Lewiston to Waterville, a distance of nearly 55 miles. Incidentally, through cars made this run for many years and it was one of the longest continuous trolley trips which could be made in New England. Branch lines ran from Augusta to Winthrop and to Togus. In 1914 the L.A. & W. merged into itself the Brunswick & Yarmouth St. Ry. and after this acquisition the total system included about 155 miles.

World War I with all its abnormalities upset the profit pattern of the enterprise, as was the case with many other street railways. In December, 1918, the road went into receivership and it was reorganized as of September 30, 1919, as the Androscoggin & Kennebec Railway Co. The only casualty of the reorganization as far as the operated mileage was concerned was the line from Lewiston to the small town of Turner which was not taken over. Otherwise, the empire remained intact and with the reduced fixed charges from the reorganization and with the purchase of new rolling stock, the A. & K. operated profitably for a number of years.

However, in 1928 the Augusta-Winthrop line had to be abandoned and in 1929 the line from Brunswick to Yarmouth was eliminated. The big fall of the axe came in 1932 when the entire Kennebec Division from Sabattus (just a few miles from Lewiston) to Waterville was abandoned at once. The Lewiston-Bath route was given up beyond Lisbon Falls in 1937 as was the Bath city line. Trolley operations in the Lewiston area continued until September, 1941, when bus operations took over with Lewiston-Auburn Transit Company providing the service. The L.A. & W. had paper tickets but neither that road nor the successor A. & K. had tokens. The third token listed from Lewiston, Me 480 C, was used by the Lewiston-Auburn Transit Co. This company went out of business in 1959, and its routes were taken over on a curtailed basis by the Hudson Bus Lines. Recent correspondence informs me that the latter company is still running.

In the trolley days one of the principal local lines in the Lewiston-Auburn area was the so-called "Figure 8". The line ran a loop in Lewiston connected with a loop in Auburn and the connected operation resembled the figure 8 which gave the line its name. Other local lines in the area included Main St. (Lewiston), Auburn Heights, New Auburn, Prospect Hill, Webber Ave., and Mechanic Falls. Service to Sabattus, once a part of the Waterville line, was continued after the through cars stopped.

Of no concern to token collectors but an interesting part of the trolley operations in the Lewiston area was the Portland-Lewiston interurban. New England had many inter-city lines but most of them were side-of-the-road operations with standard city cars for rolling stock. Interurbans as the term was used in the Middle West,

private right-of-way and heavy equipment, were few in New England but the Portland-Lewiston Interurban was one of the best. The line did not come into operation until 1914 and the last car rolled in 1933 so the 19-year life was relatively short. For much of the time, however, good service was rendered and the line was popular. Good roads and increasing use of the automobile caused the end of the enterprise.

Anybody could stand today at the head of Lisbon Street in Lewiston and find nothing to suggest that fifty years earlier he would have seen trolley cars headed in many different directions.

= THE PRESIDENT'S COLUMN =

Most vecturists also collect in a number of other fields. Among our members there are notable collections of such diverse subjects as dog tags, uniform buttons, Sambo wooden nickels, glass insulators, hotel stationery, sugar packs, and on and on. Certainly the collecting of postage stamps has long been an important factor among us.

All of this is brought to mind by the issuance late in October of a new U.S. stamp depicting a cable car in San Francisco. From the previews seen, it is an item of great appeal to anyone with "transportation" feelings. This is the first time any kind of street-operating public conveyance has been used as the central design of a U.S. postage stamp. There have been trains fairly often, or tiny dots representing streetcars on bridge scenes, but nothing more. (Of course the stylized monorail on the Seattle Space Needle stamp is also to be remembered.)

For some reason other countries have depicted buses and streetcars far more often, in addition to their countless electric trains, subways and aerial trams. Russia's #1411 shows a handsome streetcar; Austria #661 has six different modes of transportation, including a bus; Switzerland #355 has a fine bus picture; and Hungary #1752-53 shows four old-style and four modern travel vehicles. Germany (Berlin) this year has issued a six-value set on ground travel, including an 1830 horsecar, two 1890 trolleys, and a 1930 streetcar. In addition to these and other stamps where the vehicle is the dominant subject, a listing of every street scene in which a bus or streetcar is somewhere in sight would be very lengthy.

The inclusion of some of the stamps named would surely lend much color and interest to your transportation token displays. Maybe some collectors will give this idea a trial one day soon, and then let us all know how they fared with the exhibit judges. Incidentally, a very extensive checklist of stamps with ground transportation themes is the new Railroad Handbook #77, published recently by the American Topical Association, Milwaukee, Wisconsin. It's a volume well worth your attention.

- Robert M. Ritterband

= DELAWARE VALLEY VECTURIST ASSOCIATION =

The next meeting of the D.V.V.A. is scheduled for Saturday, November 13 at 121 W. 45th St., New York City (jointly with NEVA). The one after that will be Sunday, December 5, at General Electric Co., 1260 Virginia Ave., Ft. Washington, Pa. The latter meeting is at 1:30 pm. Directions to this location are given on page 89, July FARE BOX.

The October meeting of DVVA was a particularly enjoyable one. Eight of the more enthusiastic vecturists in the area (DiMichael, Hiorth, Jordan, Paul, Pernicano, Sullivan, Zaika, and Zell) were there and as usual there was trading, buying & selling of a variety of types of tokens and a lot of talk about token-hunting adventures. Dan DiMichael had four newly-acquired rarities to show, some of them previously unknown. Joe Pernicano described a recent trip by car to Texas hitting all the transit companies en route and discovering four new issues in Tennessee. Al Zaika had a supply of the new Whitman Bridge tokens with him, which were struck by Franklin Mint with a very uninspiring design, such as a 6-year-old night devise!

= A BRIEF HISTORY OF TRANSIT IN SIOUX CITY, IOWA =
By Carl Webber

BY 1880 SIOUX CITY HAD GROWN from a small western village to a vigorous city caught in the middle of a building and industrial boom. The area of the city had increased to the extent that the citizens felt the need of a street railway. A group headed by Fred T. Evans formed the Sioux City Street Railway Co. and a franchise was granted on December 18, 1883. Construction of the line began immediately; and on July 1, 1884, shoppers and working people were able to utilize streetcars for a portion of their route to and from the business district. Upon payment of a 5¢ fare a passenger could ride at the plodding pace of a horse or mule to the accompaniment of harness bells from 4th & Court Streets to West 7th & Panoah Streets or back again. The equipment of the line consisted of 5 wooden bandbox cars painted green with 5 windows on each side. No loop was provided at the end of the line for turning the cars. The cars were so built that the mules could be unhitched and hitched to the rear of the car which became the front for the return trip.

In the late 1880's Sioux City was enmeshed in a boom that attracted nationwide attention. James F. and F.H. Peevey, Minneapolis grain dealers, sensing the prospects of Sioux City, purchased half interest in the Sioux City Street Railway, in April, 1887. Then in October, 1888, they bought the entire assets of the company and were granted a franchise as the Sioux City Rapid Transit Co.

The Sioux City Rapid Transit, by operating its first electric trolleys on April 6, 1890, became one of the first lines in the Midwest to utilize this source of power. The streetcar system flourished under the management of the Peavey Brothers. In 1892 they were operating 66 "splendid electric cars" over 16 miles of track.

About a month before the franchise was awarded to the Sioux City Rapid Transit, construction was initiated by the Sioux City Cable Railway Co. Using the system first developed in San Francisco in 1873, A.M. Phoenix designed Iowa's first cable line. Work on the line began on September 17, 1888; and on July 1, 1889, after appropriate ceremonies, the first passengers were carried from 3rd & Jackson Streets to 41st & Jackson Sts. At the peak of its operation 50 employees and 38 cars served passengers from 6 a.m. to midnight. Sioux City looked on the cable line as "one of the finest transit lines now in operation in America." It charged a 5¢ fare.

In 1886 the Highland Park Motor Line was organized to furnish transportation between the business district and the eastern bank of the Big Sioux River. On weekends and holidays this steam line, later electrified, carried many people to the fishing, boating, and bathing afforded by the river.

In 1891 a Sioux Cityan writing in *The History of Woodbury and Plymouth Counties* remarked that "no other city on the continent and no city on the globe the size of Sioux City has had the enterprise to develop such a system of rapid transit as is here today."

Meanwhile, in 1889, a need was felt for transit connections between the newly developed suburb of Morningside and the city proper. The promoters of a line to answer this need had the problem of crossing the low area containing the stockyards and railroad lines. They also wanted to call attention in other parts of the country to the enterprise of Sioux City. At that time the only elevated railways were in Kansas City and New York. They determined that the third elevated should be built in Sioux City, and work commenced in December, 1889. The line opened for passengers September 13, 1891. Traction power for the new elevated was originally supplied by donkey steam engines. Later electric power was utilized, giving basis to Sioux City's claim of the world's first electrified elevated railway. It is believed that a visit by officials of the Chicago Transit system resulted in the building of Chicago's famous Loop elevated system.

By 1892 seven competing and connecting electric street railway companies were operating within the city. In the late 1890's the Sioux City Service Company bought control of all of the lines and operated them until, in turn, it was purchased by the Sioux City Gas & Electric Co.

During the early 20th Century the transit system kept pace with the industrial and commercial growth of the city. In 1919 the Service Company was operating 53 miles of trackage. Cars were leaving the business district every 7 minutes during the day

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and every three minutes during rush hours. The company operated a plant for the building of its own cars and employed 400 men.

The first bus used on Sioux City's streets was delivered on Christmas morning, 1942, and placed in service on the East 7th-South Sioux City line on December 28. The Sioux City Service Company continued to be operated and owned by Sioux City Gas & Electric Co. until November, 1944, when it was notified that it must dispose of its street railway holdings to comply with the provisions of the utilities holding act of 1935. The Gas & Electric Co. advertised for bids. On November 10, 1944, officials announced that Morningside College had submitted the best bid, and that the transit system had been sold to the college. On the same day articles of incorporation were filed by the new Sioux City Transit Co. The purpose of this company was to lease the transit system from Morningside College and to operate the system. And so at 12:01 pm on November 30, 1944, control of the street railway in Sioux City passed from the Sioux City Gas & Electric Co. to the Sioux City Transit Co.

After World War II the transit company proposed to replace all their streetcars with gasoline buses. During 1947 the company continued to prepare to convert all its lines from streetcars to bus service. A special election was held to decide whether a franchise should be granted the Sioux City Transit Co. to operate busses on the city streets, which carried. Accordingly the conversion to all-bus operation was completed.

In October, 1953, Sioux City Transit announced the sale of its assets to National City Lines of Chicago.

Editor's Note: the foregoing story was sent in by Bob Coney, and is taken from an article by Carl Webber in a special centennial edition of a Sioux City newspaper, dated July 25, 1954. The name of the newspaper is not printed on the page. The article also has a typographical error when it purports to give the date of conversion to all-bus operation, so we still don't have the exact date of that tragedy. The story is especially interesting because of the large number of old rare tokens from Sioux City.

The Bay Area Token Society, which has neither officers nor by-laws, but which has a large number of active and advanced token collectors, will hold its next meeting at the Oakland YMCA in Oakland, California, beginning at 1:00 pm on Sunday, November 21. Everyone in the San Francisco Bay Area is welcome. Refreshments are generally available.

The A.V.A. has a set of 5 different sheets of photographs of tokens, which are surplus from previous picture issues of THE FARE BOX. Many of these photos do not appear in any catalogue, and there are about 200 photos in all. We can supply 18 sets of the 5 pages at 50¢ a set to the first 18 requests. When the 18 full sets are sold we'll ship sets of 4 pages and a 10¢ refund. Stamps are OK. Order from Donald Mazeau, Secretary - P.O. Box 31 - Clinton, CT 06413

Mr. R.L. Moore, founder of THE FARE BOX, speaks and writes perfect fluent Spanish. He has volunteered to translate any token inscriptions from Spanish-speaking countries for A.V.A. members. Just send him return postage. Write him at 338 Grand Avenue - Nogales, Arizona 85621.

Harold Young reports that Albuquerque, N.M., is now using NM 40 E at 4/\$1 (cash fare 30¢), and 40 H at 20/\$2.50....Public Service Coordinated Transport of Newark, N.J., has just changed its name to "Transport of New Jersey."....Joe Kotler sends a clipping from the Jerusalem (Israel) Post: as of October 15, 1971, the fare on the Carmelit subway in Haifa was raised from 25 agorot to 30 agorot. There has been great public outcry over the increase.

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

ENGLAND

Dewsbury 242 (Reported by Donald Capper)
YORKSHIRE W.D. TRANSPORT CO. LTD.

CD	C	23 Sd	1p (brown)	\$0.15
CG	C	23 Sd	2p (light blue)	.15
CJ	C	23 Sd	3p (pink)	.25

(These tokens are for official use and as usual the quantity made was not very large. Therefore at this time we were only able to get 39 sets for distribution by Nicolosi's New Issues Service. We hope to get more sets soon. Also, when the company was cleaning out old tokens they found a small sack of 242 A which, after discarding damaged ones, yielded enough for distribution by N.I.S.)

SCOTLAND

Edinburgh 360 (Reported by Donald Capper)
EDINBURGH CORPORATION TRANSPORT 6d. (var.)

BW	C	23 Sd	2½p (brown)	.30
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(Variety 1 was made with the 6 put on backwards, then partly removed and a 6 put over it correctly, with the backwards 6 still visible. Variety 2 was made with the 6 put on correctly. So far we have 49 sets of both varieties for the N.I.S., and hope to get more soon.)

EDINBURGH CORPORATION TRANSPORT (ARMS)

CG	C	23 Sd	3p (red)	.25
CI	C	23 Sd	4p (light blue)	.30

FRANCE

Paris 660

BON POUR 1 PLACE . 30.c ENGseGLE DES OMNIBUS

AMo	Pt	Ov Sd	(horsedrawn omnibus)(20x14mm)	5.00
(Both F.J. Bingen and I found one of these, only 2 days apart.)				

ENTREPRISE GLE DES OMNIBUS (HORSEDRAWN OMNIBUS)

ANo	Pt	20 Sd	Bon Pour Une Place 40c Sans Bagage (10-sided)	5.00
(Mr. Bingen sent a rubbing of the Brussels collection item above. I was negotiating with a party in Europe who apparently has a 660 AN, but with S. Jne. & Cie on the token. So far he has not sent a rubbing so I am holding up that listing. Apparently some values of these tokens come with and without S. Jne. & Cie, which may be the manufacturer's name. If someone has access to Paris directories between 1825 and 1860, perhaps he can find S. Jne. & Cie under token and medal makers.)				

JOSEPHINES

A0o	K	Oc Sd	(blank)(28mm)(this is an omnibus token)	5.00
(Mr. Bingen found the following listings of this token. (a) by Mr. Lagarriague one of the directors of the Regie Autonome des Transports Parisiens and author in his book <i>Cent Ans de Transports en Commun Dans La Region Parisienne</i> . (b) also by Mr. Ch. Florange in his book <i>Etude Sur Les Messageries et Les Postes</i> (1925 edition).)				

Remember when you report new discoveries, in addition to giving the exact wording and spelling and punctuation on each side, 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

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

CONNECTICUT

Patterns 998 (Reported by William Hofmann and Foster Pollack)
 G WM 23 B-sc (SAME AS 40 A but in white metal)
 BRISTOL TRACTION CO. BT
 H B 23 Sd Good For One Fare BT

KANSAS

Sedan 900 (Reported by John Coffee and Daniel DiMichael)
 WEBBS STONE LIVERY BARN SEDAN, KANS. PHONE 64
 B o A 29 Sd Good For One Trip or 25¢ on Livery (Sc) \$7.50
 M. DENNIS PROPRIETOR SEDAN HOSS CAFE PHONE 257
 C o A 32 Sd Good For One Ride Sedan Hoss Cafe 7.50

MASSACHUSETTS

Boston 115 (Reported by Joel Reznick) [ex-Unidentified #107 & 108]
 (SAME OBVERSE AS 115M)
 A Eo B Oc Sd (blank) (incuse black letters on obverse) (35mm) 1.00
 A Fo B Oc Sd (like M, but FF on obverse instead of D) (35mm) 1.00

 Cambridge 145 (Reported by Joel Reznick) (ex-Unidentified #106)
 SUPREME TAXI SERVICE C (NUMERALS)
 B o B 35 Sd (blank) (incuse black letters on obverse) 1.00

 Patterns 998 (Reported by Foster Pollack)
 J S 16 Ht-sc (same as 970 D but brass)

NEW JERSEY

Camden 115 (Reported by Paul Schieck)
 W W
 H B 25 Sd W W f [Walt Whitman Bridge] (* 8/18/71) .50
 [In July, 1952, Delaware River Port Authority became the successor
 to the Delaware River Joint Commission and began construction in
 1953 of the Walt Whitman Bridge, named after the famous poet who
 died in Camden on March 16, 1892. The bridge opened to traffic on
 May 16, 1957. Office of the Authority is in Camden, and the bridge
 goes from Philadelphia through Gloucester into Camden.]

 Pleasantville 710 (Reported by Duane H. Feisel)
 (OBVERSE SAME AS 710 A [listed March 1970 FB])
 B B 26 Sd One Fare Exact Change Lanes Only At Pleasantville Plaza f
 (var.) .25

OHIO

Akron 10 (Reported by [W] Alan Weighell, and [X] John Nicolosi)
 METRO TRANSIT AUTHORITY AKRON, OHIO METRO (LOGO)
 W WM 16 Sd One Basic Zone Regular Fare Metro (logo) .40
 X Bz 23 Sd One Student Basic Fare Metro (logo) .25

PENNSYLVANIA

Bunola 140 (Reported by Ray Byrne)
 BUNOLA BUS LINE
 A o A 27 Sd Good For 1 Return Trip 7.50

 Pittsburgh 765 (Correct location reported by Ray Byrne; ex-Montana 260 A)
 GOOD ONLY ON NORTH SIDE BRIDGE FOOT PASS.
 A Do B 26 Ch R.L. Orr Supt. (in script) [all letters incuse]
 [Montana 260 A should now be deleted] 5.00

PENNSYLVANIA (continued)

West Elizabeth 965 (Reported by Ray Byrne)

WEST ELIZABETH BRIDGE CO. ONE FOOT PASSENGER

J o WM 29 Sd (blank) (beaded circle) [obverse letters incuse] \$7.50

WISCONSIN

Miscellaneous 1000 (Reported by Gerald Johnson)

TOKEN WORTH 15¢ TOWARDS A RIDE ON A LACROSSE TRANSIT BUS
COURTESY OF THE GREATER LACROSSE CHAMBER OF COMMERCE
(NOT REDEEMABLE FOR CASH)

B A 19 Sd (blank) [black printing on gold-plated aluminum sheet]

UNIDENTIFIED (Reported by Ray Byrne)

TRANSFER / RETURN CHECK / 1 / BERT FRANK

121 A 27 Sd (blank)

= NOTES BY RALPH FREIBERG =

Some time back Bill Hofmann reported these two patterns from Connecticut, but I was waiting for more information. Last month Mr. Pollack also reported the same two patterns, so I decided I'd better get them listed. These tokens were made by the Scoville Manufacturing Company, and I would like to learn when they made their last tokens, as they are no longer in the token business. With respect to pricing patterns, we never put a price down for them. They usually are quite rare, but the demand for them is never as strong as that for regular issues, so generally what they sell for is a matter of how much you want the thing. A good rule of thumb would be that a pattern would be worth about one-fifth as much as a regular issue of similar rarity, but it's really a matter of haggling.

The Worcester, Mass., patterns probably was submitted to the company before the white metal tokens were ordered. It was just a case of deciding which metal to use. Incidentally, put (* 8/13/50) down for the issue-date of Mass 970 D.

In the July 1970 Fare Box we listed 3 Unidentified tokens because we were unsure of the locations of the 3 Supreme Markets that used the tokens. Mr. Reznick now has the correct locations. The Mass 115 AE with a D on it is for a store in Dorchester; the 115 AF has FF on it, for a store near Franklin Field in Dorchester. Dorchester is a section of the City of Boston, whereas Cambridge is an independent city, so we give a separate listing for the token with a C on it, which was used in Cambridge. All supreme taxi tokens are now obsolete, according to Mr. Reznick, so some of them may be quite hard to come by, unless someone learns what happened to them.

The Kansas depots from Sedan are explained in a separate article by Mr. Coffee.

The Delaware River Port Authority, which issued NJ 115 H, which has offices in Camden (hence the listing from that city), has major responsibility for river crossings, rapid transit, and port development. It operates the Ben Franklin Bridge, also, over which NJ 115 A to G were used. The Authority also operates the high speed line to Lindenwold. Tokens sell in lots of 40 for 25¢ each, and you are given a sticker for a two-month period in which the tokens must be used. However, the Authority generously soaked our New Issues Service 50¢ each for the tokens. The toll booth for the Walt Whitman Bridge is in Philadelphia.

We have known about the NJ 710 B for several months, and have been trying to see what we could do about it. Haven't had much success on them. Joe Pernicano took a trip over there to see what he could do, and bought a bag of 40 tokens, and found the 710 A and B tokens all mixed together. They didn't want to sell him any more for the New Issues Service. Even if they were willing to sell them, we'd have the problem of getting a lot of the A token mixed in with the B tokens. There is also a die variety of the B token, in the shape of the flag on the obverse. Our best source of information in that area is my friend Kermit Streeter, who informs us that the Atlantic City Expressway is operated by the New Jersey Expressway Authority of Atlantic City. It was Mr. Streeter, also, who sent in our information on the Delaware River Port Authority.

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Mr. Weighell found one of the new Akron tokens when it showed up in turnstiles in Toronto! Metro Transit Authority has been operating a little over two years in Akron and I'm unsure exactly when the new tokens went into use. When John Nicolosi wrote Akron for a supply of the new token he learned that they also are using a school token. They were glad to send us enough tokens for the New Issues Service. Tokens sell at 40¢ for adults and 25¢ for students, which is the same as the cash fares. No quantity discounts are available to patrons or anyone else.

The Akron new issues are one more reason why I keep emphasizing the importance for members to keep checking on bus lines that have been taken over by public authorities. Frequently they will put new tokens into use, and the only way we have to learn about this is for our members to find out about it and tell us. In the Akron case, for instance, the only way we learned about the new tokens was that one of them just happened to find its way up to Toronto, Canada, where we have an active member.

For instance we've just learned--thanks to Bob Coney--that the City of Iowa City has taken over the bus line in that city, and reduced fares to 15¢. They took over on September 1, 1971. If they have to raise fares, they may well issue new tokens.

Stanley Heist reports that Virginia 280 A became obsolete April 30, 1966, and all tokens which had been in circulation were destroyed. However...uncirculated tokens were not destroyed; these were bagged in case they ever go back to using tokens. I didn't mark the first day of use of this token as I was uncertain. However the company did change fares in May, 1927, from 5 for 30¢ to 4 for 25¢. So perhaps this token was in use for some 40 years.

I also have a letter from Hal Birt, Jr., of Glass Shoppe Coins - 4325 East Broadway - Tucson, AZ 85711. He reports an interesting token, about which I know absolutely nothing:

HARDY / TOLL / ROAD
B 33 Sd (blank)

Hardyville is a ghost town about 2 miles from Bullhead City on the Colorado River. The toll road was about 160 miles to Prescott and the treaty with the Indians in Walapai Papers tells how in 1865 one William H. Hardy contracted with the Walapai Indians to allow the road. Whether this token was good for payment of toll is uncertain. Any information will be gratefully received by me and also by Mr. Birt.

J. Douglas Ferguson also reports a token inscribed "G & D ONE DRIVE" in incuse letters on both sides. Someone else also reported it. I know nothing about it.

Don't know much about the Bunola, Pa., token. Bunola is in Allegheny County, zip code 15020, between Elizabeth and Monongahela.

Information on the North Side Bridge, originally thought to be a Montana token, appears elsewhere in this issue.

The Wisconsin item appears to be an advertising or promotion piece. They were reluctant to supply the New Issues Service, and as it isn't a regular issue anyway, N.I.S. is reluctant to handle them. But a letter to the Chamber of Commerce up there with 25¢ might get you one.

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

I have received 100 more of the Queensboro Bridge token, thanks to Max Schwartz. So all Regular Members of NIS and most Associates who didn't get it last time will be getting it now. Second, all NIS members will receive NJ 115 H listed this month. Third & Fourth, all NIS members will receive Ohio 10 X & X listed this month.

I also have for foreign collectors in NIS a lot of the British tokens listed in August: Hull 405, all but FG; Aberdeen, haven't got yet but will have for you. You will have 7 tokens coming (foreign) plus, later, two nice metal tokens of England as well. Lots more good tokens (U.S.) coming up; keep your account in the black if you want to receive them.

This month, welcome into Regulars T.W. Jankovich; from Waiting List to Associate: H. Mack Miller. Welcome to both of you!

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

COLORADO

Denver 3260 (Reported by James Zervas)
MOORE MORTUARY PARKING SERVICE (GATE)
E o Bz 25 Sd Parcoa Token (gate)(Rev. A) \$1.00

INDIANA

Marion 3590 (Reported by Edward Jernigan)
MARION PARKING LOTS INC. W. 4th ST. GOOD FOR 1 HOUR PARKING
A Pr 25 Sd (same as obverse)(incuse gold letters) .25

ENGLAND

Maidenhead 3495 (Reported by DHF)
MAIDENHEAD B.C.
A B 21 Sd (same as obverse)(Borough Council) .25

TAIWAN

Taipei 3825 (Reported by Chriss Christiansen)
TOKEN TAIPEI AIRPORT
A B 21 Sd (9 Chinese characters) .25

UNIDENTIFIED (Reported by Harold E. Mayland (3048), and DHF)
NEW JERSEY BANK (GATE)
3048 Bz 25 Sd Parcoa Token (gate)(reverse type unknown)
RIVE-CENTRE GENEVE
3046 B 25 Sd A.P.T. Parking Controls
PARKING TOKEN THREE TUNS HOTEL-FILEY
3047 B 22 Sd A.P.T. Controls London England

ADDITIONS AND CORRECTIONS

AZ 3640 F: should be (Rev. C), not (Rev. D) - reported 5/71
CA 3760 B: should be 3760 C - reported 6/71
NB 3480 B: add to reverse description (Propeller) - reported 2.69
SD 3840 A: add variety description - reported 8/67
(Top of PARKING aligns ...)
a. (second L--A)(first L--A)
b. (second L--A)(second L--A)

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

As evidenced by the reverse type, the new Denver listing was first used many years ago. Jim Zervas visited the mortuary and was able to obtain only two tokens. So this will be a real tough one.

The new Indiana token is used at a lot with a parking attendant. Unconfirmed information is that the token has been used since 1957. I have been unable to obtain any information or tokens by writing to Marion.

The English token came to me some time ago, and it has been confirmed as a parking token. My inquiries to the Borough Council have gone unanswered.

Another token for which no information has been forthcoming from the source is the Chinese piece. The token came back to the U.S. with an engineer who had visited relatives living on Taiwan, this in 1964 or 1965. At the Taipei International Airport there is a special parking lot for non-passengers or guests, and this is where the token is used.

The first maverick is New Jersey, but which city? The second appears to be from Geneva, Switzerland, but I've been unable to confirm this. The third is from England, apparently. I hope our European collectors will be able to help us with information and tokens.

None of these listings will be available to send out to PTNIS subscribers.

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FOR SALE: RI 120 A @ 20¢, 520 J @ 1.25, 700 E @ 25¢, 700 F @ 30¢; Mass 135 A B @ 25¢ each, D @ 75¢; Mich 375 A D @ 45¢ each; NH 720 A B @ 25¢ each; Pa 675 B @ 25¢, 765 AB @ 25¢. +SAE. = H.J. Turgeon - 143 Harrison Avenue - Warwick, RI 02888

HAVE: many Cal 715 W's; will sell at 25¢ each or 5 for \$1 +SAE. WANT: Cal 445 A C, 450 E F L, 575 D, 715 N.

Rpbert L. Sutton - 2856 Norcade Circle #3 - Sacramento, CA 95826

SEND UP TO 50 diff. tokens of any type and I'll send one mercury dime or one warnick for each. Send 10 diff. mavericks for 10 diff. PT's. Replica of 1860 stage coach ticket for any tokens I can use.

Sam Ruggeri - P.O. Box 561 - North Bellmore, NY 11710

FOR SALE: 20¢ each +SAE: Ind 260 A B C D, 350 C, 390 A B, 460 D, 660 C, 690 A, 740 A, 940 A; Kans 820 D G, 970 C E F G H; Ky 510 AN; La 670 A B; Mass 135 A;

Claude G. Thompson - 3757 Kipling Ave. So. - Minneapolis, MN 55416

AUCTION: Cal 575 AB; Conn 235 B; Ind 180 A, 700 F; Ky 510 BC; Mich 470 A B(thick) B(thin); Minn 540 Cb D AE, 760 A; Neb 440 F G; NY 630 La Q Ua Ub Uc, 695 A, 780 B (10mm) B (11mm). More next month. Include SAE for successful bid list.

Paul Targonsky - 23 Harrison St. - Meriden, CT 06450

TRADE 5 diff. PT or 5 diff. TT for 5 diff. TT or PT. Trade 5 diff. sales tax tokens for either 3 diff. PT or TT, +SAE. Why not use commemorative stamps on mail to other members, to help stamp collectors?

Joe E. Studebaker Jr. - 2614 Legare St. - Beaufort, SC 29902

TRADE ONLY for U.S. TT's: one Trenton & Mercer County Traction Corp. "One Fare" ticket (E.M. Hunt signature). Best offer.

Stanley Heist - 123 Buckingham Drive - Rosemont, PA 19010

SPENARD, ALASKA, FOE Aerie 3154 1959 \$5.00 brass token, larger than silver dollar.

Bingo dart game. Your 6 diff. TT's or PT's + double SAE.

Bill Williges - Box 445 - Wheatland, CA 95692

CALIF 395 I. Have a duplicate available for best offer in cash, transp. tokens, parking tokens, car wash tokens or combination of above. Only about 15 CA 395 I known

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

TRADE NEW VARIETY OF IOWA 380 Fa for best offer in Arkansas transp. tokens or make cash offer. = Walt Hinkle - 526 North 36th - Fort Smith, AR 72901

WILL TRADE EVEN, one Calif 3450 C for any other 3450 series or any other Calif. PT +SAE

Sol Halpern - 1236½ N. Orange Drive - Hollywood, CA 90038

PT'S WANTED: Illinois 3150 A Ca D E I J Ka Kb T U W Y AC AD AE AK AL AR AS AVb BB BC BD BE BF BG BH B1 BM BO BQ BS BU.

Clarence C. Hiorth - 308 E. Hinckley Ave. - Ridley Park, PA 19078

FOR SALE OR TRADE for other vulcanite or celluloid tokens, while my supply lasts:

Pa 495 G @ \$2.50 each; Pa 495 H @ \$5 each.

Bernard Yagodich - 316 Chandler Ave. - Johnstown, PA 15906

MY TWO NEW METAL PERSONAL TOKENS picturing diff. type of trolley car on each, free for the asking. Just send SAE.

Joseph Allis - 157-42 25th Avenue - Whitestone, NY 11357

FOR SALE: Ill 3150 C M AA(D) AN, 25¢ each +SAE. Also one lot only, 100 diff. TT's for \$15 postpaid & insured. Will trade my obsolete personal tokens 978 A and B for yours. New York Area members: if you know the whereabouts of vecturist Ben Godlewski (not an AVA member) please write me. Thanks.

C.J. Wilcox - 1705 Jonquil Terrace - Chicago, IL 60626

STILL WORKING ON A TRIAL CATALOGUE of soap tokens. Would appreciate receiving embossings, rubbings, or complete descriptions of any that haven't been reported.

J.W. Baum - 3113 N. Arkansas Ave. - Wichita, KS 67204

WILL TRADE MINN 490 A, 540 B; Tex 55 B C, 360 B, 890 A, 950 A. I need Texas census, saloon, old military. Want to buy pocket advertising mirrors.

Harry L. Strough - 2703 Milam - Houston, TX 77006

WANTED: U.S. plastic, celluloid, vulcanite TT's. Will buy or trade. Also needed: NY 35 A B, 105 A, 140 A B C D, 445 A, 595 A B, 629 A E F G H I J K M N O P, 780 I, 790 E, 890 A B C D, 935 A B C D, 997 A. Will pay fair prices. Write and send me your lists. = Arlene Raskin - 1119 Ocean Parkway - Brooklyn, NY 11230

WANTED: Mass 115 AC AD, 305 B.

Russell E. Carter - 128 Haswill Street - Warwick, RI 02886

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FOR SALE: Ohio 435 A Bacb C plain & coated, D. Also booklet "No Pushee No Pullee," story of Mansfield's Electric Street Railways (Ohio 505). All for just \$3.25 pp.

Larry G. Freeman - 2427 Torrington Ave. - Parma, OH 44134

FOR SALE: Atwood's 1952 (loose-leaf, as issued), 1958, and 1963, catalogues of U.S. & Canadian Transportation Tokens. All in excellent condition. Will consider the best offer, less than original cost.

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

TRADE: Mich 60 E, 560 P Q, 1000 A; Germany 480 A, 740 B D I J K L M O Q R S T V X Y

Z AA AB AD AE AG AH AJ AK AL AM AN AO AP AQ AS AT AV AW; Denmark 160 B; Austria 840 A Hungary 100 B. = Gerald B. Perkins - 1073 Barberry Dr. - Battle Creek, MI 49015

DROM YEHUDAH (Southern Judea) bus cooperative 2 prutot token dated 5710, corresponding to 1949-50. This scarce aluminum piece from Rehovot, Israel, is illustrated by Smith on page 214 of his catalogue. The company ceased to exist many years ago and this emergency token is far scarcer than the indicated cat. price. Have one piece for \$15 postpaid. = Yosef Kotler - Tevat Doar 533 - Elat, ISRAEL

NEWLY DISCOVERED SEDAN, KANS., DEPOTEL "SEDAN HOSS CAFE M. DENNIS PROPRIETOR" listed in this issue. One of 3 known specimens. Best offer. Satisfaction guaranteed.

Pilgrim Coin Galleries Inc. (Al Hoch) - Box 16 - Stoughton, MA 02072

WILL TRADE FORMER CENSUS TOKEN, Illinois 785 A, for Ill 770 A, Kans 800 A, La 670 C E F, Okla 210 A, or Tex 690 B. Or will sell for \$1.00 cash each.

Bill Garrison - 9505 Normandy Ave. - Morton Grove, IL 60053

I NEED PERU 480 D and 560 A B to complete that country and I have some very nice Latin American duplicates to trade. If you have any of these please write me for a generous offer. = Donald N. Mazeau - P.O. Box 31 - Clinton, CT 06413

WILL TRADE 2 SOUTH CAROLINA trade tokens (diff.) for any of the following: SC 110 A, 310 B, 320 A, 450 A B C,D E, 490 B C, 500 A B C, 880 Aa Ab B, or any parking token I need. Thanks. Multiples needed.

Randy Chambers - Box 326 - Seneca, SC 29678

WANTED: Colo 140 C, 300 B E, 340 C, 540 C, 640 A, 860 D E. Will buy or trade to your satisfaction. = Lee Nott - 139-B Waverly Way - Minot AFB, ND 58701

MAIL BID AUCTION - Canadian, U.S., and foreign TT's. Write for list.

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

WANTED: car wash, Calif. & Nev. trade tokens, military tokens, parking tokens. Have the following to trade for these on a token for token basis, for tokens I can use: Cal 895 N, 715 Y; Ia 850 X; NY 780 J; Pa 263 A, RI 120 A; Wis 410 K; NY 410 C, also any of the foreign listed in my ad, July 71. BEST OFFER, trade or cash: Nev 100 A B; Alas 50 C, 190 A; Ariz 1000 A D. FOR SALE AT CAT. +SAE: Calif 700 A, 760 K.

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

MY 2¢ "PEACH EDITION" Dispatch alum. paper token or my personal token for any AVA personal token. Would appreciate any buy, trade, sell lists. MAIL BID: 100 diff. elongated coins in elongated holders; SAE please.

Donald Noe - 1 2nd Street - No. Arlington, NJ 07032

I HAVE 119 DIFF. PARKING TOKENS that catalogue between \$27 and \$30. Will sell for \$25 cash or trade for TT's that I need. Also have about 70 duplicate parking tokens. Will take catalogue for them.

E.M. Rice - 212 Westhaven Drive - Austin, TX 78746

WANTED: TT's from Idaho, Iowa, Maine, Miss., Utah, Vt. and Wyo. Can use in multiples. Have U.S. & foreign coins to trade. Many prior to 1900.

Roice V. Rider - 1523 Bailey St. - Lansing, MI 48910

MAIL BID: PTM 3001 C; Ky 10 D K, 430 I; Ohio 15 B, 410 B, 745 C E D F. Trade up to 20 diff. trade tokens with city & state. Will send my trade list on request.

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

FOR SALE OR TRADE FOR PARKING or CAR WASH tokens that I need: Pa 400 C and D at \$1 each. Car Wash token, Md 60 H at \$1.50.

Michael Super - 4 So. Woodington Rd. Apt. H10 - Baltimore, Md 21229

AUCTION: Ark 975 A; Ky 45 Ab; Unid. #53 (Charlie Chaplin Jitney).

Gerald A. Sochor - 13680 East Center Ave. - Aurora, CO 80010

I am interested primarily in Ariz., Dela., Ida., Me., Nev., N.H., Vt. TT's. to trade or buy. What have you? Will exchange lists.

J.H. Roy - 10201 Christophe Colomb - Montreal 359, Quebec

-October 1971-

WANTED: MILITARY TOKENS. Will trade parking tokens from most states. Let me know how you want to trade. = Millard Waszcak, Sr. - 352 Maple St. - Scranton, PA 18505 Mass 305 C for sale at 50¢ each. Please send 8¢ stamp and I'll supply the envelope. Morton H. Dawson - 182 Whiting Lane - West Hartford, CT 06119 FOR SALE: Mass 115 Y Z AA AB at \$2 each or \$7.50 per set +SAE please. Elliott L. Goldberg - 10 Earnshaw St. - West Roxbury, MA 02132

AUCTION: Illinois 760 G. Will trade or pay cash for any token from Ala., Conn., Ky., or Miss., that I can use. My trade list for yours. Personal token for SAE. 50 diff. transportation tokens, postpaid, \$8.00.

H.D. Conner - 1604 Blue Bonnet Drive - Fort Worth, TX 76111

FOR TRADE: MY PERSONAL TOKEN FOR YOURS. Those to whom I owe a personal token please remind me. Anyone interested in quality personal tokens please send 50¢ +SAE for my price list and my trade token worth \$1 on an order at a 30% discount from list prices.

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

SEND ME YOUR WANT-LIST OF TOKENS FROM NEW ENGLAND. MAIL BID: Mass 550 B, 660 A B, 960 A B, or trade for any token on my want-list.

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

MAIL BID AUCTION: Calif 450 C, 575 Q, 715 U V, 760 I; Colo 260 L N, 300 F G; Ill 495 G; Ky 10 K P, 510 AK; Mont 380 B; Nebr 120 C D, 540 P, 580 A; NC 980 H; ND 960 A; Pa 495 G H, 605 G, 950 A; SD 680 A B; Tex 445 L; Wash 840 D E; Wa 640 A.

Bill Davis - Box 202 - Littleton, CO 80120

TEXAS DEPOTEL FOR SALE: Texas 965 D for \$15.00 cash + 50¢ airmail insurance.

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

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

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

= ALL AUCTIONS IN THIS ISSUE CLOSE NOVEMBER 22 =

= APPLICATIONS FOR MEMBERSHIP =

1293 LEWIS M. SUTTON - 2417 LAFAYETTE BLVD. - NORFOLK, VIRGINIA 23509

Age 31; Banker. Collects U.S., parking. (Coffee)

1294 EARL S. LATIMER - BOX 255 - SANDY, UTAH 84070

Age 48; Production Manufacturer. Collects U.S. (Rider)

1295 BERNARD B. McLEAN - 805 BONNIE DOON - FRIENDSWOOD, TEXAS 77546

Age 39; Pilot. Collects U.S., Canada, Foreign. (Rider)

REINSTATEMENTS TO MEMBERSHIP

526 Donald O. Edkins - 120 Stanley Drive - Williamsburg, Virginia 23185

975 Walter J. Majcher - 611 Briarcliff Road - Warner Robins, Georgia 31093

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

* Larry Edell - 2034½ Cahuenga - Hollywood, California 90028

* Robert C. Harris - 146 Kelsey Avenue - Salt Lake City, Utah 84111

* Annie-Claude Sroczynski - 2031 North Fremont - Chicago, Illinois 60614

= ADS IN THE FARE BOX ARE FREE - UP TO 6 LINES IN EVERY ISSUE =

THE FARE BOX

A Monthly News-Letter for



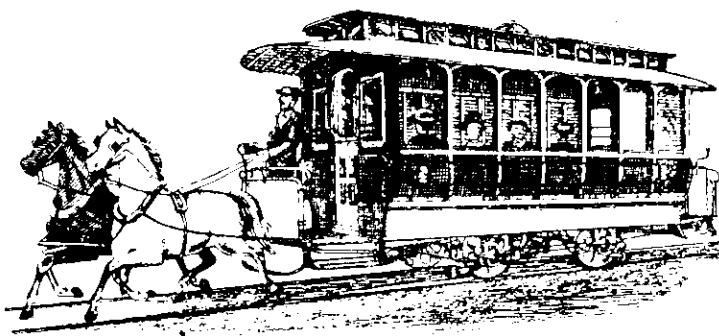
Transportation Token Collectors

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RHILPH FRIBERG
634 Ashbury Street
San Francisco, California
94117

New Issues Service

JOHN G. NICOLOSI
3002 Galindo Street
Oakland, California
94601



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Parking Tokens

DUANE H. FEISER
P. O. Box 11661
Palo Alto, California
94306

Volume 25, Number 11

NOVEMBER, 1971

Our 293rd Issue

December 4, at 1:15 pm. Congratulations to Syd Joseph of Denver, who has been elected overwhelmingly in a special election by the Executive Board to be the next Vice-President of the A. V. A. Syd is one of our most popular and most delightful constituents, and everyone who knows him, either in person or through correspondence, will be pleased with this result.

The Executive Board has also voted to increase the Life Membership fee from the present \$80 to \$100, beginning January 1, 1972. However, members may still become life members at the \$80 rate if they sign up before January 1. A word to the wise is sufficient.

Several members have mailed in their 1972 membership dues already, but have sent it to the Editor. If you wish to pay your dues in advance, please do not send it to the Editor. Send it directly to the Secretary, Don Mazeau - P.O. Box 31 - Clinton, CT 06413. Dues for 1972 will be \$5 if paid before March 1, and \$5.50 thereafter. Dues notices will be mailed with the December issue, I hope, and you may wait until then if you wish.

We've had difficulty about the dues change because some membership applicants have the old application blanks, and have applied for 1972 membership but paid only \$5. The total cost of a 1972 membership, of course, will be \$6 (\$5 dues + \$1 initiation fee). If you give an old application to any prospective member, please write on it that the total cost is now \$6.00. New application blanks have been printed up and are now available to any member who wants some. Simply write the Editor. Return postage is appreciated but not required.

Although this issue is smaller than usual, it is no indication of inactivity in the hobby. Things seem to be very busy lately. I've had several reports of New Finds. Larry Freeman picked up another NY 105 C while on a trip to Niagara Falls. Dee D. Drell picked up a little group of scarce tokens including NY 695 A, Va 720 A, and best of all Mich 845 A. He also reports that the company in Charlottesville sold 200-300 pounds of Va 190 A for scrap. The token, needless to say, is now obsolete. Ray Cline reports he picked up the rare Ky 200 A recently from a buy ad in Coin World, and paid \$25 for it. He also reports he has an Ohio 745 D in white metal. Of course they're all white metal. We made a mistake in the Atwood! David Schenkman, one of our most successful sleuths, picked up NY 140 B and NY 445 A, to add to the hoard of rare tokens he has to swap for Virginia tokens he needs. But who has a Virginia token that David needs! Finally, the Editor picked up another rare Iowa piece this month: Iowa 550 A, the second example of this token known. The first one belonged to the late George de Alvarez of California, but I haven't any idea what ever became of it.



= THE PRESIDENT'S COLUMN =

As numerous members will recall, it has long been my belief that our A.V.A. would benefit from setting its annual convention schedules well in advance. Other organizations similar to ours have learned that the more time there is available for planning each gathering, the better the programs and attendance will be.

Therefore since taking office I have endeavored to work out a tentative schedule as far as five years ahead. These more distant arrangements would not necessarily be binding on future executive boards, but at least the foundations will be laid. It is my pleasure now to announce that formal convention bids have been received from various regional groups through 1976.

Next year of course we shall gather in Chicago during August, in a convention being prepared by Joel Reznick. For 1973, written invitations were received from both Denver and Southern California. Then the second group withdrew its offer in favor of a later year, clearing the field for the Colorado members. The final selection of Denver is likely now by our Executive Board at the end of this month.

For 1974 we have all been invited once again to the Twin Cities of Minneapolis and St. Paul. Several of our finest sessions in the past have been hosted by these Minnesotans. The token collectors in Southern California (CATC) have now put in a revised invitation for the year 1975, possibly at Long Beach in connection with the "Queen Mary" or maybe in San Diego. Then for the bicentennial year of 1976 we have a bid on hand already from the North East Vecturist Association (NEVA) to gather once more in New York City. So now you know, and you can start planning all of your vacations to be with us.

- Robert M. Ritterband

= INTRODUCING DONALD NOE, A.V.A. #1189J =

By Neil R. Arther

Don lives at 1 Second Street, in North Arlington, N.J. Don is 17 years old and a senior in North Arlington High School. He would like to major in law and go on to become a corporation lawyer. His tastes in both literature and music are liberal. His favorite author being Norman Mailer, and his musical preferences centered around some of the more prominent rock groups and soloists. However, he also enjoys an occasional classical melody. Don collects school, bridge, child, and one-half fare tokens. He also collects A.V.A. convention and personal tokens. His own personal token is available in exchange for any other personal token or for an SAE for those who have not made one. Don first began collecting tokens when he discovered the unexpected expense required to maintain a complete and up-to-date coin collection. He has lettered in both cross-country and track at school and plans on doing so again this year. Don feels that the collecting of tokens has enabled him to meet many friendly, helpful people to whom he is grateful for giving him assistance in the attainment of quite a substantial token collection.

= THE 1972 A.V.A. CONVENTION =

The 1972 AVA Convention will be held on August 11-12-13 at the Sheraton-Blackstone Hotel in Chicago, Illinois. Convention Chairman Joel Reznick tells us that the hotel is luxuriously appointed with large comfortable rooms with prices that were guaranteed in 1970. In addition to the spacious meeting and exhibition rooms which we shall use, a number of interesting activities are planned, including, of course, the tour which will be a trip to the Illinois Railway Museum at Union, Ill., where members will be able to view and ride all vintages of streetcars, interurbans, elevated electric cars, and an old 4-8-4 steam engine with a couple of ancient day coaches. Joel says it all shapes up to be one of the most exciting conventions we've ever had.

This article was taken from a brochure issued by the Box Hill City Council in 1965.

Box Hill had the distinction of being the terminus of the first electric tram route in the Southern Hemisphere, and this is commemorated by the plaque on the stone column outside the Box Hill Post Office on the west side of Station Street immediately north of Whitehorse Road. As Ivan Southall says in "A Tale of Box Hill" the coming of the railway to Box Hill in 1882 had set off the boom in Box Hill which was to form part of the financial crash of 1893. The tram was designed to link up with the railway and open up the land between Whitehorse Road and the famous tower, 285 feet high, at the Tower Hotel, Doncaster and, of course, give the land speculator a chance to make some money from the pleasant undulating land that covered the 2½ miles between Box Hill and Doncaster.

So a small group of local landholders, together with a parliamentarian and a solicitor, formed the Box Hill & Doncaster Tramway Co. Ltd. with a capital of £15,000. This was incorporated on October 24, 1888.

The first tram which is described as an open 6-bench car having wooden framing, running boards on both sides and back of the seats reversible, came from the Centennial International Exhibition of 1888 and weighed 6 tons when loaded. It was driven by a 15-horsepower motor and the electricity for it was generated in the power house near Station Street halfway along the route. A long arm stretching upward from the tram itself and having a pulley on its upper end made the final contact from the tram to the power. The car carried 35 to 40 passengers, and made ten trips each day. The fare from Princes Bridge Station in Melbourne to Doncaster was 1/6d, a special concession by the railways, the actual tram fare between Box Hill and Doncaster being 9d and the rail fare from Box Hill to Melbourne 1/-.

The company met with a great deal of opposition. Some residents who appreciated the open spaces in which they lived resented the intrusion of sightseers, particularly as some of them did not respect the privacy or the property of the people through whose land they passed. Several attempts were made to tear up the tracks bodily and this caused much delay and additional expense. In fact it took almost two years to complete the tracks, the overhead line, and the powerhouse.

The formal opening on October 14, 1889, was impressive and happy enough. All unpleasantness seemed to be forgotten; the mockers were there with the supporters. Members of Parliament with Councillors, those who had fought it with those who had made it. A banquet at the Tower Hotel commemorated the successful completion of the work, with tributes to the enterprise of the company, for Doncaster still had no direct railway service.

The trip took 15 minutes according to the printed timetables, the first tram leaving the Doncaster terminus at 8:20 a.m. on weekdays and the last tram arriving at the terminus at 6:20 p.m. On Saturdays and Sundays a service was provided in the afternoons only. Speeds of 12 to 14 miles an hour were attained but dropped to 5 mph on the steepest grades. For a while the little tram met every train, day in and day out. On Easter Monday 1892 the tram carried 1,500 passengers for the day. But sabotage, as irresponsible as the vandalism which the farmers themselves deplored, was resumed. The rails were again pulled up and fences erected across the line in two places in June, 1891.

In June, 1892, the company went into liquidation as it was unable to meet its liabilities. However, later in the same month a new company, the Doncaster & Box Hill Electric Road Company Ltd. was registered with a capital of £12,000. Operations commenced March, 1893. The tram was run by this second company with many breaks and vicissitudes until 1894. The closing of some of the banks, including the company's own bank, did not help matters. In 1894 the directors, as a last resort, offered a proposition to its chief engineer whereby it would let the tramway, the machinery, and the sheds to him for a weekly rent of one shilling, he being liable for all working expenses.

He carried on for almost two years but as the financial situation in the area was

particularly bad due to the breaking of the land boom, the chief engineer gave the requisite notice to the company and the tram ran its last trip on January 6, 1896.

Numerous stories are told of incidents in which anxious moments were felt by the passengers due to breakdowns of various kinds, but it is recorded that despite these no accident ever occurred nor was anybody injured on the tramline during its existence.

The *Box Hill Reporter* in its first issue for 1896 lamented the loss of the service as being "one of the greatest calamities yet," and said it understood the tram was going to Rutherford and pointed out that "despite politicians' promises no railway runs yet to Doncaster." In 1965, sixty years later, Doncaster has neither trains nor trams, but it has got buses.

As to the ultimate end of the Box Hill Tram, perhaps I may be able to tell what happened to part of it. In 1956 I was staying at one of my numerous cousins who live in the Box Hill district. At that time the area between Box Hill and Doncaster was still largely undeveloped, with mostly vacant fields and on the slopes of the hills rising up to Doncaster the development had given way to pear and apple orchards. While driving one day along the road that runs between Box Hill and Doncaster I noticed under some trees on a vacant lot what appeared to be an old wooden frame. This had collapsed onto itself and was overgrown with shrubs and bushes. At the time I thought it looked vaguely familiar but not being a member of the A.V.A. I did not take too much interest in it.

Then in 1965 after reading the foregoing article the ghost of that old wreck on the vacant lot rose up in memory to haunt me and I knew it then for what it was. It was the old forgotten and abandoned body of the Box Hill Tram! It had lain neglected and mouldering for nearly 70 years on that vacant lot.

A trip to the spot to see if there remained any part of it was futile as during the interval of almost ten years all the vacant lots and fields as well as the orchards had been built on where the old tram had lain, and there was now a house on the very spot it had occupied. Some time during that development period it had been destroyed. On asking one of my cousins if she remembered it, I got the reply, "Oh we used to play on it when we were kids." (That was in the early 1920's.) It seems a sad fate indeed, for that which had brought this little tram into being was the very thing that had also brought about its final end.

The Box Hill Tramway did use a token, but as I have been given only a partial description I shall not attempt to describe it now...until I see one or acquire one at a later date. I shall be going down to Australia next year when I retire, and hope to pick up a Box Hill token and many others including several horse tram tokens, of which I have one already, that are presently unlisted.

= TWENTY-FOUR PRESENT AT NEW YORK VECTURIST MEETING NOVEMBER 13 =

On Saturday morning, November 13, the Editor accompanied Don Mazeau and his son David to New York City to attend the joint meeting of the North East Vecturist Assn. and the Delaware Valley Vecturists. Before going to the meeting, we rode the subway down to South Ferry and rode the Staten Island Ferry, which still costs only 5¢ and provides one a magnificent view (on a 20-minute ride) of the Manhattan skyline, when it peeks out of the smog. One of the biggest nickel bargains left in the country.

The NEVA-DVV meeting itself was excellent, and 'twas good to renew old acquaintances. Present were Babinger, Wadhams, Mastrich, Neil Arthur, Heaton, Pollack, Hinde, Gibbons, Horwitz, Jack & Peggy Wilcox, Zell, Allis, DiMichael, Coffee, Landau, Pernicano, Heath, Zaika, David & Donald Mazeau, Ulrich, Brady, and Sandra Mondykowski of Boston.

Several collectors present had brought along some rarities to show off, including a couple that Dan DiMichael had not even reported yet. There was a lot of swapping, buying & selling, and generally it was a delightful and pleasant gathering, with no business meeting.

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

GERMANY (all reported by F.J. Bingen)

Frankfurt-on-Main 8330 (all timetables)

CRONBERGER EISENBAHN SOMMER 1896 CRONBERG AB (TIMES OF DEPARTURE)
FRANKFURT AB (TIMES OF DEPARTURE)

A o WM 34 Sd Homburger Eisenbahn Homburg Ab (times of departure)

Frankfurt Ab (times of departure) \$1.00

CRONBERGER EISENBAHN, WINTER 1896/97 FRANKFURT A/M AB:
(TIMES OF DEPARTURE)

B o K 33 Sd (same as obverse, but Cronberg not Frankfurt) 1.00

C o Pw 33 Sd " 1.00

D o A 33 Sd " 1.00

CRONBERGER EISENBAHN . SOMMER 1897. FRANKFURT A/M AB:
(TIMES OF DEPARTURE)

E o K 33 Sd (same as obverse but Cronberg not Frankfurt) 1.00

F o A 33 Sd " 1.00

CRONBERGER EISENBAHN . SOMMER 1898. FRANKFURT A/M AB:
(TIMES OF DEPARTURE)

G o K 33 Sd (same as obverse but Cronberg not Frankfurt) 1.00

H o WM 33 Sd " 1.00

I o WM 33 Sd " (copper-plated) 1.00

ZAo Sv 33 Sd " pattern

GERMAN RAILROAD RESTAURANT TOKENS

Frankfurt-on-Main 4330

HAUPTBAHNHOF FRANKFURT A/M

B o B 35 Sd Personal (star) Biermarke (star) .50

Garmisch-Partenkirchen 4338

BAHNHOF-WIRTSCHAFT GARMISCH

A o B Oc Sd II. Klasse (29x27mm) .50

Hagen 4370

H.ST. (incuse number)(for Hagener Strassenbahn)
A o B 25 Pc (blank) .50

Hannover 4392

BUNDESBAHN SOZIALWERK BEZIRK HANNOVER
A o A 23 Sd Flaschenpfand 30 Pfg. .50

Kassel 4457

EISENBAHN SOZIALWERK KASSEL

A o A 23 Sd Flaschen -Pfand (stamped numbers) .50

Köln 4464

HAUPTBAHNHOF KÖLN 20

C o Z 25 Sd 20 (stamped 5-pointed star) .50

EISENBAHN -CONSUM-VEREIN E.G.M.B.H. COLN-NIPPLES

D o A 18 Sd 5 (also 5 on obverse) .50

E o A 19 Sd 10 (also 10 on obverse) .50

Ratibor 4775

EISENBAHN . HAUPT-WERKSTATT. RATIBOR.

A o S 19 Pc Ersatz Kleingeld 5 Pfennig .50

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.

KENNETH E. SMITH

- 328 AVENUE F -

REDONDO BEACH, CA 90277

= NOVEMBER SUPPLEMENT TO ATWOOD'S CATALOGUE =

By Ralph Freiberg

CALIFORNIA

Rio Vista	700	(Reported by E.L. Tomberlin)	
BAY AREA ELEC. RAILROAD ASSN. RIO VISTA JUNCTION CALIF.			
B A	23 Sd	Good For One Half Fare	California Railway Museum
			\$0.25

FLORIDA

North Palm Beach	620	(Reported by E.L. Tomberlin)	
FLAT RIVER & SOUTHERN R.R. NORTH PALM BEACH FLORIDA			
A B	32 Sd	Flat River & Southern Railroad Adult Fare	.75
B A	32 Sd	" Child Fare	.50

MARYLAND

Baltimore	60	(Reported by New Issues Service)	
[OBVERSE SAME AS 60 AQ]			
AR B	16 B	Good For One Fare [* 10/22/71]	.50

MINNESOTA

Blue Earth	110	(Reported by Daniel DiMichael to John Coffee)	
DAN ROSS BUSS HACK & TRANSFER BLUE EARTH, MINN.			
C o A	29 Sd	Good For 1 Ride (Sc)	7.50

Patterns 998 (Reported by A.A. Gibbons)
K Ci 22 Sd [same as 998 C and D]

OREGON

Glenwood	270	(Reported by E.L. Tomberlin)	
GLENWOOD ELECTRIC RAILWAY TROLLEY PARK GLENWOOD ORE. OERHS			
A B	23 Sd	Good For One Ride Glenwood Electric Ry. [* 11/6/71]	.50
B A	23 Sd	"	.25
[Oregon Electric Railway Historical Society. The brass token is for adults; the aluminum token is for children.]			

PENNSYLVANIA

Emlenton	350	(Reported by Daniel DiMichael to John Coffee)	
EMLENTON BRIDGE CO. 6 CENTS			
D o Ve	25 Sd	(blank) (the "6" is incuse on obverse)	7.50

= NOTES BY RALPH FREIBERG =

We have another token this month for the California Railway Museum. Since we listed the adult token in the September 1971 Fare Box, it has been put into actual use as a fare token. We also at the same time listed an aluminum pattern. The Museum didn't like the design for a half fare token, however, preferring to have a token that also mentions the Bay Area Electric Railroad Association, so now we have the child's token according to their specifications. Anyone not obtaining this token from the New Issues Service (which will distribute them) may write directly to the California Railway Museum at Rio Vista Junction.

We also have a couple tokens for Flat River & Southern RR. This outfit runs a couple of miniature steam locomotives and one diesel as well. Fare is 75¢ for adults and 50¢ for children. Anyone who isn't a member of N.I.S. can buy the tokens directly by writing Mr. Ed Pruitt, Flat River & Southern RR - 501 Northlake Blvd. - North Palm Beach, FL 33403. Send \$1.25 +SAE.

Then we have another token for the Baltimore Railway Museum. We listed the first token for this museum in the November 1970 Fare Box, and as noted in my notes on page 120, new tokens were expected eventually to be struck with the letters B and M in the center. Now we have the B. Those not in N.I.S. may purchase these by writing to the

museum at P.O. Box 7184 - Baltimore, MD 21218.

We are also listing a depotel from Blue Earth, MN, which Dan DiMichael purchased from a coin dealer some time back. We don't have any history on the line yet.

With respect to the Minnesota pattern, this token was reported a couple of years back. However, colors on celluloid and vulcanite tokens are very tricky. You can put a black token in the sun and come up with a brown one after a while. So we hesitated to list this one until a member of the Catalogue Committee verified the color. John Coffee examined the token recently in New York at the NEVA meeting, and is satisfied that it definitely is a brown token and not faded. It is in perfect uncirculated condition, so it fits in with the other odd-color patterns of the Minneapolis and St. Paul tokens which we have listed.

We seem to have our cup running over this month with tokens for trolley museums and tourist miniature railways. The Glenwood Trolley Park is operated by the Oregon Electric Railway Historical Society, and these tokens may be obtained for 75¢ for the paid, +SAE, by writing to Mr. Paul C. Class, Glenwood Electric Railway - Star Route Box 1318 - Glenwood, OR 97120.

We mentioned the Emlenton token in last month's Fare Box on page 114, and list it this month.

Last month I also mentioned about the bus company in Iowa City being taken over by the municipality. I wrote and obtained additional information. Iowa City Transit started operations on September 1, 1971, with a 15¢ fare and no tokens. Should they institute tokens in the future they promised to notify us. I also learned that streetcars were abandoned in Iowa City in July, 1931.

Robert Kelley reports that Cincinnati Transit has upped fares to 50¢ cash or 10 tokens for \$4.50, and they are using Ohio 165 AI as an adult token. The children or student fare has gone to ten tokens for \$3.80, and they are using Ohio 165 AB for the child or student token.

B.R. Rogers sends in a report that all Norfolk, Va., transit tokens are obsolete as of July 30, 1971. Stanley Heist reports that Lynchburg Transit (Virginia) went off tokens as of December 31, 1970.

Les Hawthorne reports a couple of tokens which I don't believe are transportation tokens, but which I shall describe here in case anyone can give us information about them:

	G.W.H. BARN 25¢
B 24 Sd	(blank) [obverse letters are incuse]
	AUTOS TAXIS SERVICE DIAL 30090
B 21 Sd	(blank)

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

We might appropriately call this month "miniature railway and museum token month," as we have 6 different tokens from four different railways and museums for you. First, a companion piece to Md 60 AR, listed in November 1970. My thanks to Mr. Olt, treasurer of the museum, for making these available to us. Eventually we'll have a token with "M" in the center, which will make 3 tokens, one with B, one with S, one with M, which together make up the initials of the Baltimore Streetcar Museum. This token went into use the weekend of October 22-24, when the museum played host to the American Railway Museum Convention.

Then you'll get Fla 620 A B; Ore 270 A B; Cal 700 B, all supplied by Mr. Tomberlin, to whom thanks very much!

For you foreign collectors, last month you were sent eleven tokens: Eng 90 BA, listed June 71; Eng 800 BA BI, listed June 67; Eng 405 FG, and others. Our thanks to Ken Smith for providing these hard-to-get English tokens for us. The English tokens listed in the October Fare Box will be sent you after the first of the year.

More tokens are pending soon; please keep your accounts up because several of you regrettably are scheduled not to get them because you don't have enough in your accounts to pay for them.

Welcome this month to Mr. Klioda to Associate Membership in N.I.S.

-November 1971-

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

CALIFORNIA

Rohnery Park 3708 (Reported by John Nicolosi)
SONOMA STATE COLLEGE
A WM 25 Sd (same as obverse) (never issued) \$0.25

OKLAHOMA

Oklahoma City 3640 (Reported by Del Ford)
PARKING CHECK FOR OPUBCO GARAGE
A B 23 Sd (same as obverse) (Oklahoma Publishing Company) (12-9-69-) .25

TEXAS

Sherman 3840 (Reported by Bob Clifton)
ESSIN CLINIC SHERMAN TEXAS
D B 22 Sd Parking Token (propeller with pointed ends) .25

WASHINGTON

Tacoma 3880 (Reported by John Coffee)
ONE HOUR FREE PARKING ASK FOR FREE TOKEN FROM MEMBERS
DOWNTOWN TACOMA ASSOCIATION
A B 25 Sd Convenient Downtown Parking Customer Free Parking D
(12/70-) .35

MSPT

Group 3064 (Reported by J. Douglas Ferguson)
GENERAL AUTOMATED SYSTEMS
E WM 25 Sd Courtesy Parking (brass-plated) .25

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

There is good news for all you patient collectors of parking tokens! The way is paved for me to devote essentially all of the month of January, 1972, to working on the typing of the pages for the Second Edition of the Parking Token Catalogue. That means the catalogue should be ready for distribution about March. From now to the end of the year I shall be cleaning up as many loose ends on parking token listings as possible--that will be the cut-off date for anything to be included in the new catalogue. As mentioned here before, I sold my interest in the crystal growing company with which I was deeply involved for five years. After relaxing for a few months now (actually I've been busier than ever), I have decided to try to make a livelihood from numismatics, particularly things related to tokens. Perhaps this will afford me the time and incentive to complete some of the projects I have underway. Really not a project, but more of an obligation, is the answering of the stack of letters I have accumulated--every effort is being made to stay current and to work back into the stack.

The token from Sonoma State College is a mystery at present. The people at the college were amazed when I showed them a rubbing of the token--they had never seen or heard of it before. It is conjectured that the firm installing the parking gate equipment at the college jumped the gun and anticipated that tokens would be used. However the gates are all coin-operated. All the tokens known have shown up in the receptacle of a do-it-yourself car wash in the Los Angeles area. Needless to say this item is not available for the parking token new issues service.

The Opubco token is actually an exit token. The parking fee, based on the time in the garage, is paid to a cashier who issues the token for exit past a gate. Del Ford has been trying to obtain a supply of these tokens but has met with no success.

A new batch of tokens for the Essin Clinic has resulted in a new variety. Note the absence of the comma after SHERMAN on this token. Otherwise the new listing is quite similar in appearance to the C listing of May, 1971. Through the efforts of

Bob Clifton a supply of these tokens has been obtained for PTNIS subscribers.

The Tacoma tokens are given out by merchants to their customers who may then present the tokens at any of the parking garages or lots in downtown Tacoma as part-payment of 35¢ on the parking fee. A supply of these tokens was obtained for PTNIS subscribers at a special rate with the provision that the tokens not be used for parking. I thought that I could pretty safely give that assurance.

The new MSPT is one of a continuing series from General Automated Systems. As yet I have not been able to establish a contact with the company to obtain their tokens.

With the two new tokens available to PTNIS subscribers this month, a shipment of accumulated tokens will be made soon. There are enough different pieces at hand to make all the effort worthwhile. It may not be appreciated by all, but the preparation of a mailing of new issues takes me at least 16 hours of time, and this does not vary greatly with the number of tokens being shipped. John Nicolosi has a greater number of subscribers for his N.I.S. and makes shipments nearly every month, so he puts considerable effort into his new issues service.

The appearance of the new edition of the parking token catalogue is bound to stimulate interest in this field. There are still some openings available in the Parking Token New Issues Service--the limit is 100, and when this is reached there will have to be a waiting list. For anyone wanting in, send a deposit of \$5 to \$10 to establish an account. Token shipments will be sent out periodically and charged to your account. When the balance drops close to \$1 you will be advised to make another deposit. Current PTNIS subscribers should check their balance closely to make sure you have enough on hand to cover the costs of a nice group of new tokens expected from Canada soon.

= REGINA PARKING TOKENS =

By J. Douglas Ferguson

Anyone who has ever visited the capital of the province of Saskatchewan--Regina--will agree that it is one of the most beautifully laid out cities in Canada.

In 1964 a real estate syndicate approached the city fathers in an effort to purchase an entire block on Broad Street which was two blocks from the center of downtown Regina and which was being used only for a playground and for parking. After considerable discussion in council approval was given for the purchase with the stipulation that an equal amount of parking would continue to be made available. Partial funds secured by the original syndicate only allowed for the beginning of the project. When further funds were not available the project was halted.

Another real estate group then arranged to take over the project with many changes in the plans which were accepted by the city council.

The complex was opened in September, 1967, the hotel being named The Regina Inn (15 storeys and 240 rooms). It has convention facilities for up to 1500 people, a swimming pool, a steak house, a theatre, restaurant, a cocktail lounge, and a 400-seat beverage room. The mall itself contains 17 stores and a health spa. There is also an underground theatre with seating for 800. The Parkade handles 700 cars.

In the summer of 1967 a copper slug was issued for use by the Regina Inn and Safeway's. It was given to patrons who used the hotel or purchased groceries and was good for one hour's parking at 25¢ per hour. This slug is round and 20mm in size. There is no device or lettering on the token. In April, 1971, new tokens were placed in use. These are among the most beautiful that have ever been issued by anyone. The designs on the token and the lettering are in gold. Five different tokens are in use and the outlet as specified on the token is charged back a portion of the cost of parking. One thousand of each token were ordered, except that for the Captains's Mug who ordered 3,000. These will be listed shortly by Mr. Feisel.

The blue token is used by both the Regina Center Mall and Safeway's, and the health spa. The yellow token is used by both the Elizabethan Ballroom and the Canadiana Ballroom.

Unfortunately it was impossible to secure tokens for the PTNIS.

-November 1971-

TRADE ONLY: first 8 issues perfect condition, AINA book *The Shekel*. Want tokens only. Best offer will receive books. Don't send tokens till deal is verified.

Sol Halpern - 1236½ Orange Drive - Hollywood, CA 90038

WANTED: NH 100 A; Mass 210 B, 505 B; NC 300 A B.

Mel Beaton Jr. - 30 Hecla St. - Boston, MA 02122

OWNERS OF MAVERICK #52, What can I trade you out of my collection for it?

Frank W. Guernsey - 12546 N.E. Knott - Portland, OR 97230

U.S. veterans of foreign wars--did you know that the government issues a medal for most service ribbons you earned? I collect these and will send for yours and buy them if not wanted. Send me your name rate service number, so. sec. number, I'll do the rest. = Larry Freeman - 2427 Torrington Ave. - Parma, OH 44134

PARKING TOKENS WANTED: Cal 3015 Aa Ac Ad Ae, 3025 A B, 3080 A B C, 3450 A B C, 3540

Aa, 3705 A, 3760 C, 3835 G, 3910 C, 3895 A, 3715 A Bb Bc. Will buy or trade.

Clarence C. Hiorth - 308 E. Hinckley Ave. - Ridley Park, PA 19078

FOR TRADE AS A LOT - Supreme & Blair's tokens: Mass 115 M N O P Q R S V W Y Z AA AB, 660 A B, 740 A, 960 A B, plus dupes of 115 M O Q, 660 A, 960 A. Would like to trade for best offer in traction & bus tokens of 25¢/up cat. value which I need. Also available, list of many "new issues" received from N.I.S. during last 10 years.

George Schroder - 4309 Caruth Blvd. - Dallas, TX 75225

TRADE 5 DIFF. PT's or TT's for 5 diff. PT's or TT's plus SAE; trade 3 diff. sales tax tokens for 2 PTs or TTs +SAE.

Joe Studebaker Jr. - 2614 Legare St. - Beaufort, SC 29902

ATTENTION! old and new members alike. Top prices paid for all Alaska merchant trade tokens and Alaska transportation tokens. Please send your list of all types of Alaska material you may have.

W.E. Nickell - 432½ So. Franklin St. - Juneau, AK 99801

FOR SALE: Mass 115 Y Z AA AB, at \$2 each or \$7.50 for the set. +SAE

Elliott Goldberg - 10 Earnshaw St. - West Roxbury, MA 02132

WANTED: VIRGINIA TOKENS OF ALL KINDS - transportation, trade tokens, coal scrip, etc. Will buy or have many items to trade. Also want Civil War Sutler tokens for my collection, and railroad tokens good for drinking cups, meals, etc. Top prices paid.

FOR SALE: Kans 940 M, \$2; Kans 450 C, \$2; Pa 15 F, \$4; Pa 870 A, \$1; Va 620 F, \$9; Va 620 G, \$7.50; Va 620 J, only fair condition, 50¢.

David E. Schenkman - P.O. Box 16122 - Suitland, MD 20023

FOR SALE: Ohio 860 H and I at 50¢ each or trade for any other obsolete tokens cat. 25¢. +SAE please. = Marie A. Johnson - 12483 Hogan Road - Clinton, MI 49236

PERMANENT BINDING for your back issues of THE FARE BOX. Beautiful hard cover binding done at less than half the usual cost of such bindings. Please send SAE for details of the costs. You may also want to have bound other of your newsletters, magazines, journals, etc. = Duane H. Feisel - P.O. Box 11661 - Palo Alto, CA 94306

WANT NEARLY ALL IOWA CENSUS TOKENS. Prefer to buy outright. Have only a few better pieces to trade. Also have U.S. gold to trade for Iowa census pieces.

Glenn Wright - Box 93 - Iola, WI 54945

I HAVE ISSUED ANOTHER NEW PERSONAL TOKEN--this one is a "Merry Christmas" token, and it's yours for a stamped addressed envelope.

Joseph Allis - 157-42 25th Avenue - Whitestone, NY 11357

FOR SALE AT CATALOG +SAE: Cal 700 A B; Fla 620 A B; Ore 270 A B; Wash 780 W; RI 520 L; NJ 115 H; Alas 190 A at \$12; Alas 50 C at \$3.50; Nev 100 A at \$7.50, 100 B at \$5; Philippines 700 G H I at \$10 for the set; Iran 750 J at \$1. FOR TRADE: NJ 710 B.

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

MAIL BID: Ala 750 G; Cal 450 D; NY 995 B; Ohio 410 B, 440 C E, 745 E E F; Ky 10 D K L J P, 250 C. Will buy trade tokens of Ky. and Ohio I need for my collection of will trade TT's and trade tokens If I have what you need. Describe and price.

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

MAIL BID SALE: Mich 1000 B; Minn 230 C, 245 A, 820 C; Mo 880 A; Pa 750 G; Tex 360 B, 890 A; Wis 95 A, 250 A, 440 G H, 870 A.

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

100 DIFF. ELONGATED COINS IN ELONGATED HOLDERS for best cash offer. My personal token for yours or SAE. = Donald Noe - 1 Second Street - No. Arlington, NJ 07032

FOR SALE: Miss 460 K and Lb at catalogue price +SAE.

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

-November 1971-

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SEND UP TO 20 DIFF. TRANSP. OR PARKING TOKENS, RECEIVE SAME NUMBER of diff. in return
 Ray Cline - 406 Memorial St. - Coal Grove, OH 45638

NEW MEXICO TRANSP. TOKENS WANTED: NM 40 A B D, 100 A B C, 430 B, 760 A B C D, 810 A B C D, 900 A, 940 A. Also wanted: N.M. trade tokens, canceled checks and medals.
 Jim Coad - 3903 Central N.E. - Albuquerque, NM 87108

OFFERING MASS 115 D (E.R.R. "UP CHECK") at \$250.00. Also Mass 115 B at \$35 and Mass 970 A at \$25.
 Pilgrim Coin Galleries Inc. - Box 16 - Stoughton, MA 02072

TRADE 2 diff. transp. tokens for each car wash token sent. Multiples needed.
 Marvin E. Simon - 7 Dixon St. - Westerly, RI 02891

FOR SALE: New Walt Whitman Bridge token, NJ 115 H, at 50¢ +SAE. Will also trade for any TT of equal catalogue value.
 Al Zaika - P.O. Box 65 - Bellmawr, NJ 08030

TRADE IND 500 A for any TT or PT of same cat. value, or will trade my Unc. pretty silver 17mm Guatemala 5 centavo coin for any TT cataloguing 25¢. +SAE please.
 Virginia King - R 6, Rd 650 W - Columbia City, IN 46725

WANTED: Ariz 640 A; Ida 180 A B, 440 A, 580 A, 640 A B; Me 40 B, 710 B, 740 A, 930 A; Nev 100 B; NH 520 B, 640 C E F G; Vt 60 B, 520 A.
 J.H. Roy - 10201 Christophe Colomb - Montreal 359, Quebec

WILL OFFER TO TRADE from my U.S. collection of over 3,000 diff. TT's for Canadian TT's I need. Over 160 cataloguing from \$1 to \$10. I need most high values and some of the lower values. Have about 50 U.S. trade tokens to trade for Canadian (Ontario preferred). Will also offer to buy or trade for Canadian & U.S. streetcar, bus, and ferry tickets. = Alan T.C. Neighell - 86 Ledbury St. - Toronto 20, Ontario

FOR SALE: Beautiful Ohio celluloids: 440 A at \$3; 440 C at \$1; 440 D at \$10 (one only); 440 E at \$2. OH 830 C D E F at 15¢ each +SAE.
 Clara M. Migley - 210 S. Maple St. - Lancaster, OH 43130

TRADE ONLY: Alabama, Louisiana, Mississippi and Oklahoma tax tokens (7 diff. - 17 tokens total) plus 1 each Corinth, Miss. centennial trade token, Watling Mfg. Co. trade token and Main Line C of C parking token - what U.S. TT's will you trade for the whole bunch? = Stanley Heist - 123 Buckingham Drive - Rosemont, PA 19010

CONN 290 F for sale for \$1.00. If you missed my Mass 305 C at 50¢ each, I have a few left. Would appreciate an 8¢ stamp.
 Morton H. Dawson - 182 Whiting Lane - West Hartford, CT 06119

MAIL BID: Iowa 150 A; Ohio 726 A; Pa 526 GB (census token), 526 IA, 725 H, 965 C; Ontario 400 A; Chile 920 A; England 95 PG; Unidentified #66.
 Robert L. Williams - 2340 Garfield - Ferndale, MI 48220

FOR SALE: small collection of approx. 320 diff. parking tokens. Will ship for your inspection. = R. Baskette - P.O. Box 122 - Lakeland, FL 33802

WANTED: Pa 997 B C D G H I J K L M N O P Q. Will buy or trade. I offer my V.G. Barber Half, trend value \$2.25 or more, for any U.S. TT cataloguing for \$1. TT's which cat. for more will receive more scarce Barbers. This offer good until December 15. Will trade my personal token for yours +SAE.
 Arlene Raskin - 1119 Ocean Parkway - Brooklyn, NY 11230

HAVE SEVERAL UNLISTED (perhaps unreported) PT's, will trade for MICH. PT's I need! See June FAIR BOX ad of mine. Sell Colo. PT 3760 A at 35¢ +SAE. WANTED: Mich. tokens, medals & wooden money. Have TT's, PT's, both U.S. & foreign to trade for anything I can use. MAIL BID: Mich 225 L M N, 370 B; Ont 185 A.
 Don McKelvey - 2822 19th Ave. - Port Huron, MI 48060

AUCTION: AZ 640 E; IL 370 B C; IN 500 C; KS 30 C; NY 235 B; OH 10 M, 175 W X Z; PA 15 F, 320 A, 495 A, 515 B, 725 A D H, 750 G Z AT. More next month. SAE will bring the prices realized. = Paul Targonsky - 23 Harrison St. - Meriden, CT 06450

AUCTION: Kans 690 B; NM 430 A. Will trade or pay cash for any token from Rhode Island, Colo., N.M., Vt., or N.D. that I can use. My trade list for yours. Personal token for SAE = H.D. Conner - 1604 Blue Bonnet Dr. - Fort Worth, TX 76111

TRADE: Kans 3450 A or 3490 C or Mo 3400 B for any TT from Utah, Mont., Nev., or Wyo. or sell 30¢ each pp. = F.C. Greene - 5100 NW A Highway - Kansas City, MO 64151

I WISH TO TRADE 200 U.S. TT's FOR PUERTO RICO TOKEN. Send me two (2) your choice PR 640 A B C D and I will send you by return mail postpaid (5) five U.S. TT's, one of 25¢, one of 20¢, and 3 of 15¢.
 Pedro Chiclana Rosario - 220 St. J.A. 18 Country Club - Rio Piedras, PR 00924

November 1971-

I WILL TRADE TEN DIFF. TT's for your ten diff. TT's +SAE.

Nathan T. Hughes - 4480 Midas Ave. - Sunset Whitney Ranch, CA 94577

WANTED TO BUY: personal tokens, Schwartz A B C D, Ferraro, Heppner A B C, Gould B C, Hudson A, Allis N O P, Allen A B C D E, Paige A, Borcher A. MAIL BID: Pa 25 A B C D, 295 A, 320 A, 750 W, 930 B. = G.H. Wyatt - Skylark Lane - Lunenburg, MA 01462

BUYING AND TRADING for trade & transp. tokens from Colo., Wash., and Mont. Have a large trading stock. = Lee Nott 139-B Waverly Way Minot AFB, ND 58701

WANTED: Penna. merchant tokens. Have lots of good TT's for trade for those Pa. tokens I need. Let me know your collecting interest.

Dr. Herman Aqua - 487 Bennett St. - Luzerne, PA 18709

MY MINT 5¢ commemorative stamp for your PT or TT minimum trade your 10 diff. tokens.

Bill Williges - Box 445 - Wheatland, CA 95692

HAVE TRANSIT TOKENS, 20¢ to 50¢ cat. value. Will trade for postcards. Send list of cards you have, and list of tokens you want. Will sell if you sent list of tokens wanted & price you'll pay.

R.E. Thorpe - 181 W. Chalmers Ave. - Youngstown, OH 44507

AVAILABLE NOW: CATALOGUE OF CALIFORNIA MERCHANTS TOKENS, volume 1, "Northern California," 360 pages cloth-bound, 45 plates. Delivery late December. Retail \$9.00; price to A.V.A. members \$7.50 postpaid.

Stephen Album - P.O. Box 4039 - Berkeley, CA 94704

FORD'S CATALOGUE OF CAR WASH TOKENS, 2nd edition, now available in loose-leaf edition, 103 total pages including 7-page "yellow section" token finder index. Many new listings and many changes in the older listings. Only \$4 postpaid. Limited printing and likely no more to be printed, so please order now.

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

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

ATWOOD'S CATALOGUE OF U.S. & CANADIAN TRANSPORTATION TOKENS, 3rd edition 1970, 731 pp well illustrated; the official standard of the hobby. Available either buckram-bound or loose-leaf (pages only, punched for 3-ring binder). Retail price \$10. Price to AVA members, \$7.50 postpaid. All orders shipped within 24 hours.

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

= ALL AUCTIONS IN THIS ISSUE CLOSE DECEMBER 27 =

= APPLICATIONS FOR MEMBERSHIP =

1296 JUDITH ANN BURNS - 409 EAST KERR - MIDWEST CITY, OKLAHOMA 73110
Age 28; Collects U.S. (Rider)

1297 GEORGE L. OSBORN - BOX 51299 - NEW ORLEANS, LOUISIANA 70151
Age 43; Artist. Collects U.S., Canada. (Ray Cline)

REINSTATEMENT TO MEMBERSHIP

522 Lee Hope - 300 South Parker Drive - Evansville, Indiana 47714

ADMITTED TO LIFE MEMBERSHIP

L-1106 George A. Engelhart, Jr. L-923 Joseph V. Pernicano

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

* Edward M. Cutler - 2929 West 190th Street, Apt. 108 - Redondo Beach, CA 90278
Walter J. Majcher - 962 Neptune Lane - Houston, Texas 77058

* C.E. Parker - 1207 Burrows Ave. - Winnipeg, Manitoba, Canada R2X 0S3 [new zip]

* Joel J. Reznick - 1318 Apache Lane - Mt. Prospect, Illinois 60056

THE FARE BOX

A Monthly News-Letter for



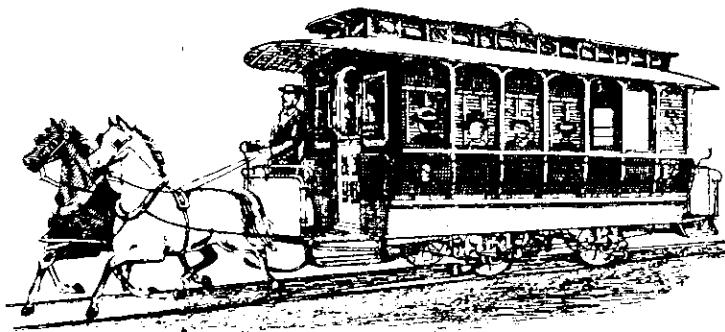
Transportation Token Collectors

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RALPH FRIBERG
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San Francisco, California
94117

New Issues Service

JOHN G. NICOROSI
3002 Galindo Street
Oakland, California
94601



EDITOR

J. M. COFFEE, JR.
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Boston, Massachusetts
02104

Parking Tokens

DUANE H. REISEL
P. O. Box 11661
Palo Alto, California
94306

Volume 25, Number 12

DECEMBER, 1971

Our 294th Issue

CARL O. SCHWAB

The Editor regrets to announce the death of Carl O. Schwab, A.V.A. #514, of Hamilton, O. Mr. Schwab was a long-time member of our society and a very active and interested collector. His interest ranged over the entire spectrum of numismatics, however, and he built large collections of coins and tokens of all sorts. We hope his membership in the AVA was as rewarding to him as it was valuable to us. We shall miss him. He died November 9, at age 66.

Together with this issue you will find enclosed a dues envelope pre-addressed to our Treasurer, Toby Frisbee - 211 King Street - Denver, CO 80219. Please mail your \$5.00 dues for 1972 as soon as possible. If it is not paid by March 1, you will have to be dropped from membership, and it will cost \$5.50 after that. We hated to raise dues, but the government raised first class postage by 33% and we had no choice. The old \$4 dues was set back when postage was 4¢ and we managed to hold out till now. But it got to the point where we simply couldn't make it any longer. We believe the \$5 is quite reasonable for what you get. Incidentally the envelope isn't long enough to hold a postal money order, but we couldn't get them any bigger. If you use a money order, would you use your own long envelope, and just tear off the flap of the enclosed envelope? We'd appreciate it! Incidentally, remember to put an 8¢ stamp on the dues envelope before you mail it. Commemoratives appreciated!

Every so often someone writes me to inquire if any tokens listed at high catalogue values have become common. Sometimes this takes a little guess work, but the best indicator is to watch the ads. When you see the same token offered in several different ads, you may be sure it is showing up in quantity. For instance, Nev 100 A and B. These have been in many different ads, so you can surmise they are getting common. The best way to keep tabs on this hobby is simply to watch those ads—they are the world's only public market place of transportation tokens.

This issue contains lots of lists. Lists are important. I wish we had more articles, though. If you'd like more articles, look to thyself! Meanwhile I am working on a few interesting stories myself, which I hope to publish next month if the information arrives.



= APPLICATIONS FOR MEMBERSHIP =

- 1298 T.H. ROBINSON - 2801 WEST 27th AVENUE - PINE BLUFF, ARKANSAS 71601
Age 47; Deputy Sheriff. Collects U.S. (Coffee)
- 1299 DORIS WORTHEN - ROUTE 2 - IOWA PARK, TEXAS 76367
Age 44; Rancher. Collects U.S. (Rogers)
- 1300 JERROALD C. RANDALL - BOX 471 - COLEMAN, MICHIGAN 48618
Age 64; Retired. Collects U.S., parking. (Rogers)
- 1301 CHARLES H. ABELL, JR. - 705 N.W. 79th STREET - VANCOUVER, WASHINGTON 98665
Age 42; Railroad conductor. Collects U.S. (Rider)
- 1302 GEORGE HOPCHAK - 5062 GLENHURST ROAD - PITTSBURGH, PENNSYLVANIA 15207
Age 52; Bus Driver. Collects U.S., parking. (Rogers & Wise)
- 1303 RICHARD STEVEN BROWN - 5513 READY AVENUE - BALTIMORE, MARYLAND 21212
Age 40; Police Officer. Collects U.S., Canada. (Coffee)
- 1304 ARTHUR J. SULLIVAN - 161 ASH STREET - BROCKTON, MASSACHUSETTS 02401
Age 67; Retired. Collects U.S. (Coffee)
- 1305 FRED E. HOPKINS - BOX 895 - FORT HUACHUCA, ARIZONA 85613
Age 33; Supervisor. Collects foreign and parking. (Mazeau)
- 1306 DORIS J. WIETRICK - 1951 EATON STREET - DENVER, COLORADO 80214
Age 48; Seamstress. Collects U.S. (Joseph)
- 1307 ERNEST W. MYLER - BOX 67 - WILLSBORO, NEW YORK 12996
Age 39; Science Teacher. Collects U.S., Canada. (Mazeau)

ADMITTED TO LIFE MEMBERSHIP: L-1202 John L. Knabenschuh

RESIGNATION FROM MEMBERSHIP: 326 A.C. Hazevoet

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

* Wendell J. Dillinger - 380 Shenstone Road - Riverside, Illinois 60546

= A LETTER FROM MR. HAZEVOET =

Dear Mr. Coffee:

From foregoing letters you will remember that my health condition was not so very good these past years. In the course of this year I had to stop working and the doctors have now sent me on permanent sick leave.

I had previously already limited my hobby activities and during these past months I now have liquidated my collection of transportation tokens. The major part of my collection and my books and papers on Scandinavian tokens are now in the hands of Mr. Bingen in Capelle a/d IJssel.

I am very happy that he has my tokens. Mr. Bingen is a very serious collector and the combination of our collections makes it that he now has a very fine collection of foreign tokens.

Under these circumstances I think it makes no sense to maintain my membership in the A.V.A. and I therefore request you to remove me from the 1972 membership list. May I use this opportunity to thank you and the American Vecturist Association for all the fine and kind help I received during my years of active token collecting.

With my very best wishes for you and for the A.V.A., I am, Yours Sincerely,

- A.C. Hazevoet, A.V.A. #326

Mr. Hazevoet's departure from our membership will be a great loss to us. His brilliant articles, especially on Scandinavian tokens, and his kindness to visitors and correspondents, leave no doubt that he is both gentleman and scholar.

= JOEL REZNICK PURCHASES HOARD OF SUPREME TAXI TOKENS =

The Supreme Taxi Service tokens from Boston and suburbs, issued by a local chain of supermarkets to provide reduced-fare taxi service for patrons, have long been a difficult set to complete, and have frequently brought several dollars each in auctions. Joel Reznick, one of our more active constituents, recently found where the entire remaining supply of these tokens was hidden. The tokens are no longer used, and Mr. Reznick negotiated the purchase of the entire hoard from the Supreme Markets. The stores are now known as Purity-Supreme Food Marts, and as they no longer had any use for their tokens they were happy enough to sell them to a collector.

Mr. Reznick explains that the purchase was actually consummated by himself and Mark Symons, one of our newer A.V.A. members. There are quite a few of the tokens in the hoard, and they are being made available at quite reasonable prices to members (see ad this issue).

However, Mr. Reznick gives an interesting breakdown, as follows: Mass 115 U, he says, were completely destroyed upon being withdrawn from service, so the 25¢ cat. value may be unrealistic at this point.

There were lots of Mass 115 X AE AF and 145 B, so their catalogue value should probably be reduced to either 25¢ or 50¢.

All of the 40mm pieces were in rather short supply, so perhaps the values of these should be revised upwards. Mr. Reznick found only 11 of 115 M, 16 of 115 N, 15 of 660 A, and only 7 of 660 B.

In any event, these tokens have now been "broken loose," and there need no longer be high auction prices on any of them.

= UNLISTED HORSECAR TOKEN FROM TALCA, CHILE =

Recently our Secretary, Don Mazeau, uncovered an interesting token which is described as follows:

CIA MOVILIZADORA DE CARGA I PASAJEROS TALCA 5 CENTAVOS
Bz 26 Sd Cinco Centavos Talca Cia M de C P (large star)

A translation of the issuing firm's name would be "Company for the Movement of Freight and Passengers." So Don wrote down to the public library in Talca, Chile, and received the following interesting reply:

"Dear Sir: In reply to your letter of June 1, 1971, requiring some information about a transportation token used years ago in our city, I can tell you the following: (1) As you know, this token was used about the year 1900. (2) This company gave a collective urban transportation service, using for this purpose cars drawn by horses. (3) The owners of this company were Mr. Forno y Serafini. I must tell you that this information was got from people who used this means of transportation between the years 1890 and 1910."

So it would appear that we have an interesting new discovery from Chile. Don's collection of Latin American tokens, by the way, is one of the best in the world.

Members interested in medals will be interested in this. The Society of Medalists, which produces some of the better medals, has published a brochure illustrating 84 of their art medals issued from 1930 to 1971. It may be had free by writing to Mrs. Mary Louise Cram, Executive Secretary, Society of Medalists - 31 West Branch Road - Weston, CT 06880.

= FIFTH SUPPLEMENT TO THE LIST OF VECTURIST PERSONAL TOKENS =
By J.M. Coffee

This is the fifth supplement to the NEVA SUPPLEMENT #4, published in January, 1968, as an adjunct to the old 1963 Atwood Catalogue. It contained a comprehensive listing of all known vecturist personal, or calling card tokens. That list, which was a compilation of lists I published in THE FARE BOX, is the basic list of personal tokens. There have been, until now, four supplements to that list: pages 81 and 155 of the 1968 Fare Boxes, page 104 of the 1969 Fare Boxes, and page 48 of the 1971 Fare Boxes. This Fifth Supplement brings the personal token listing up to the present. A complete Personal Token Listing will shortly be published by NEVA, and the 1973 "Supplement to the Atwood Catalogue" will include a complete personal token listing. To qualify for listing the token must be made of plastic or metal (wooden items will not be listed), and must have been ordered struck by the member himself and carry his own name. Artificial rarities which are not readily distributed will not be listed. To qualify for listing a new personal token, simply send one to the Editor. The system of listing is based on the member's A.V.A. number in the far left column, followed by a letter to designate the token itself.

				SEATTLE CONVENTION JOHN COFFEE, CHAIRMAN AUGUST 6-8 1971
14 D	A	32	Sd	American Vecturist Association Organized 1948 (trolley car)
				ROBERT M. RITTERBAND 6576 COLGATE AVENUE LOS ANGELES 90048
				AMERICAN VECTURIST ASSOCIATION PRESIDENT 1971-72
118 A	A	32	Sd	Collector of Transportation Tokens (streetcar)
				DUANE H. FEISEL 869 GARDENIA WAY LOS ALTOS, CAL.
305 A	B	Oc	Sd	Good For 1 Drink (24mm)
				DUANE H. FEISEL "OFFICIAL" TRADE CHECKS
				P.O. BOX 11661 PALO ALTO, CAL. 94306
305 B	A	35	Sd	Good For \$1.00 On Token Order
				ROBERT KNOBLOCH (AUTOMOBILE)
318 B	B	29	Sd	Collector of Parking Tokens AVA Member 318
				HARRY SAILOR SAILOR GUN SHOP WARREN, MINN. 56762 TOKENS WANTED
375 C	Pe	38	Sd	Good For 19¢ in Trade (white letters)
				JAYLEN STAMPS JOHN A. BACKORA FLUSHING, OHIO 43977
401 C	B	29	Sd	Good For 5 Precancels
				SEATTLE CONVENTION AUGUST 6-8 1971 JOSEPH ALLIS - LM-431 -
				NEVA L5
431 R	A	32	Sd	American Vecturist Association Organized 1943 (trolley car)
				A.V.A. ANNUAL CONVENTION SEATTLE, WASH., AUGUST 6-8, 1971
				JOSEPH ALLIS WHITESTONE, N.Y. 11357 A.V.A. L-431 N.E.V.A. L-5
431 S	A	32	Sd	Collector of Transportation Tokens (streetcar) (gold-colored)
				A MERRY CHRISTMAS TO ONE AND ALL JOSEPH ALLIS
				WHITESTONE N.Y. 11357 A.V.A. L-431 N.E.V.A. L-5
431 T	A	32	Sd	Collector of Transportation Tokens (streetcar) (gold-colored)
				ROBERT W. KUBACH A.V.A. No. 571 4675 EAGLE ROCK BLVD.
				LOS ANGELES, CA. 90041
571 B	A	32	Sd	Collector of Transportation Tokens (streetcar)
				AL ZAIKA BELLMAWR, N.J. TOKENS BUY-SELL TRADE
601 A	A	32	Sd	You Pay (arrow for spinner)
				RALPH LEA VICTOR, CAL. TOKEN COLLECTOR
762 A	B	Sq	Sd	Good For Glass of Wine (25mm)
				DAVID E SCHENKMAN P.O. BOX 16122 SUITLAND, MD. 20023
				COLLECTOR OF OLD TOKENS ONE TOKEN 1871 (STAR IN CIRCLE)
841 A	B	Ov	Sd	(blank) (rolled out on crab picker tokens) (35x23mm)
				JOSEPH V. PERNICANO 58 SONIA LANE BROOMALL, PA. 19008
923 A	A	32	Sd	Collector of Tokens of All Kinds A.V.A. 923
				MERRY XMAS JACK AND PEG WILCOX NORTH BRUNSWICK N.J.
				(MAP OF NEW JERSEY WITH STAR TO INDICATE NO. BRUNSWICK) (HOLLY)
940 B	Bz	Ov	Sd	(blank) (rolled out on 1971-D cent)

H.J. TURGEON 143 HARRISON AVE. WARWICK, R.I. 02888
BUYING TOKENS AND MEDALS A.V.A. NO. 991
991 B A 32 Sd Collector of Transportation Tokens (streetcar)
1035 A Pb 38 Sd JOEL J. REZNICK 1718 HEATHER LANE MT. PROSPECT ILLINOIS 60056
Collector of Transportation Tokens (trolley car) (white ltrs.)
BOX 651 CUPERTINO, CAL. CHRISS COLLECTS TOKENS,
ADV. MIRRORS & MISC.
1045 A B Oc Sd G/F 1 On The House Saloon Tokens Needed (34mm)
WILLIGES CO. BOX 445 WHEATLAND CAL. 95692
TOKENS - MEDALS - COINS BUY - SELL - TRADE
1219 A B 28 Sd 25c in Trade
RON LERCH P.O. BOX 396 DAVIS, CAL. 95616 COLLECTOR OF TOKENS
1269 A B Oc Sd Good For 1 Drink (24mm)
A.L. RASKIN 1119 OCEAN PARKWAY BROOKLYN, N.Y. 11230
1281 A Pg 38 Sd Collector of Transportation Tokens (trolley car) (white ltrs.)

= THE CAPITAL CITY FERRY TOKEN - UNIDENTIFIED #91
By Les Hawthorne

Last summer I picked up Unidentified #91 in a Hollywood, Calif., coin shop. Not knowing how many of these tokens existed, I wrote John Coffee asking him if he knew who owned them. I thought by writing the owners of these tokens and finding out where they were found it would narrow down the location of where they might have originated. John's answer to my letter informed me that there was only one other specimen of this token known, and that was owned by Hal Ford of Oakland, Calif. That really narrowed the field down to California, I thought, as that put the only two tokens known in this state. My first thought was that the token may have been used in Sacramento, which is the state capital.

However, a letter to Hal Ford, asking him where he obtained his token, put me on another track. He said that he had bought his token from another collector back in 1963, and that this collector had found it in Missouri fifteen years ago. Hal figured it might have come from Jefferson City, Mo., that being the capital.

A letter to the Thomas Jefferson Library System asking if they had any past records that could show the existence of a Capital City Ferry Company hit the jackpot. They sent me two pages that had been photocopied from Goodspeed's History of Missouri Counties. On one page was the following information:

"The Capital City Ferry Company was organized May 29, 1875, with Phil. E. Chappell, Joseph Fisher Jr., N. Grieshamer, Charles L. Bush, and C.G. Brooks members."

This would definitely indicate that the Capital City Ferry Company operated in Jefferson City, Mo.

Another maverick, or Unidentified token, which has been located is the Ogden Meadows Victory Bus token, Unid. #95. This token almost certainly is from Vancouver, Washington. Les Hawthorne first reported this to me, Dave Jordan later verified it, and collectors in the Portland area have been on the trail as well. There definitely was a line with that name, which operated a primitive vehicle during World War II, the period 1942-45. Unfortunately the former owner is not interested in discussing anything with collectors, and no more of the tokens have been found.

Speaking of interesting tokens, Jack Wilcox reports a strange little 16mm zinc item, with a trolley car on one side, and a picture of a balloon and a Zeppelin on the other side. He found it in a junk box. Any ideas?

And last summer your Editor picked up (from Del Ford) a fascinating advertising piece:

A 38 Sd STREET RAILWAY NEWS NEW YORK. (TROLLEY CAR) [very early type car]
The Electrical Age World Building N.Y.

= FIRST SUPPLEMENT TO FORD'S NEW CATALOGUE OF CAR WASH TOKENS =
By Harold V. Ford

COLORADO: Colorado Springs 140 (Mike Super)

"STAY IN YOUR CAR" KIWI (MIRLAWAY SYMBOL) 50¢ AUTOMATIC CAR WASH
230 N. CIRCLE COLORADO SPRINGS

G We 38 Sd Five Wooden Nickels 25¢ AVA Petroleum Co Always Less

MISSOURI: St. Louis 910 (HVF)

GOOD FOR 25¢ ON CAROUSEL CAR WASH 25¢ 7980 CLAYTON ROAD

D B 25 Sd (blank) (all lettering incuse)

NORTH CAROLINA: Kannapolis 465 (Pernicano)

COMPLETE WASH 2 MINUTES MECHANICAL MAN CAR WASH MON. THRU FRIDAY
WAX 25¢ EXTRA 1909 S. CANNON BLVD. KANNAPOLIS, N.C.

A Py 42 Sd (blank) (blue lettering on obv.)

TEXAS: Arlington 40 (Conner)

COOPER STREET SOFSPRA 1 BLK. N. OF PARK ROW ARLINGTON, TEXAS

A WM 27 Sd (Sofspira)

TEXAS: Waco 950 (Conner)

SOFSPRA OF WACO, TEXAS

A WM 27 Sd (Sofspira)

WISCONSIN: Rice Lake 730 (Erickson)

OLSON CAR WASH 25¢

A B 24 Sd (blank) (all lettering incuse) [3 ears]

CANADA, ALBERTA: Calgary 140 (Stewart)

GALAXY CAR WASH

C A 24 Sd (blank) (obv. letters incuse)

Grande Centre, Alberta 310 (Stewart)

GRANDE CENTRE

A A 24 Sd (shaped as an owl's head) [2,000 issued] (obv. letters incuse)

Hinton, Alberta 340 (Freiberg & Stewart)

BIG SMOKY

A A 24 Sd (shaped as an owl's head) (obv. letters incuse)

St. Paul, Alberta 850 (Stewart)

ST. PAUL

A o B 24 Sd (blank) (obv. letters incuse) (12-sided)

UNIDENTIFIED

QUEBEC AUTO WASHETTE

44 WM 29 Sd Colfax at Quebec 25¢ 5 Min.

CORRECTIONS: Colo 140 B and E should be We, not Wb

Minn 540 B, add (incuse both sides)

NY 130 (Elmira) should be 230

Alberta 880 C, delete Sd, add 2-pc.

Unid. 29: delete C. Unid. 30: delete L.

Unid. 2,3,18,20: delete & relist as Alberta 250 I,J,K,L (same order)

Alberta 970 C: delete & relist as Alberta 250 H.

The Colo. Springs & St. Louis listings can be obtained by writing. Joe Pernicano reports the Kannapolis, NC, is sold at 5/\$1. Please report new listings & corrections:

= DECEMBER SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =

By Kenneth E. Smith

ENGLAND

Nottingham 560

NOTTINGHAM CORPORATION TRANSPORT

CA C 26 Sd	1 New Penny (white)	\$0.15
CD C Hx Sd	2 New Pence (red)(22mm)	.15
CF C Ov Sd	2½ New Pence (green)(27x20mm)	.20
CI C Sq Sd	4 New Pence (blue)(23mm)	.30
CK C Pt Sd	5 New Pence (yellow)(27mm)	.30

(The new Issues Service will be distributing these tokens in all five different shapes. They make a beautiful display of token shapes.)

JAMAICA

Kingston 420

JAMAICA WAGGONETTE & EXPRESS CO. L.T.D.

D o V Ov Sd	One Fare (21x18mm)(bluish green)	5.00
E o V Ov Sd	JAMAICA WAGGONETTE & EXPRESS L.T.D.	

E o V Ov Sd	One Fare (21x18mm)(bluish green)	5.00
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(420 D was listed in the August 1967 supplement. I was told by some parties that I had made a listing error that there was no "CO." on the token. Finally Larry Freeman sent me a rubbing of 420 E which when compared with rubbings of 420 D shows that it is a different token. They probably ordered 420 E first and when they reordered asked for the CO. to be added, and were shipped 420 D.)

SPAIN

Tarrasa 760

T U T - S A -

B o B 19 Sd	(city arms)(heavy nickel-plated)	.35
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(Several of these were sent to me for examination as brass-plated or white metal, and in each case after careful examination under a glass were determined to be 760 B. Mr. Bingen reports 3 varieties of this token but in white metal. I asked him to file to check if they might be brass-plated. He responded that he is satisfied his are white metal, but I'll hold up a white metal listing until I can verify a true white metal token.)

ENGLAND

Blackburn 90

BLACKBURN & DISTRICT CARRIAGE COMPANY LD. (HORSEDRAWN CARRIAGE)

E o WM Ov Sd	Fare 1½d (40x28mm)	3.00
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(Mr. Hank Bardes sent me 90 E for examination and this solved a problem that had puzzled me. 90 D & E have over the years been reported in brass, white metal and silver. Don Capper verified the brass one by his listing of 90 D. This left the problem of the white metal and silver. A silver one did not make sense at only 1½d. The 90 E token Mr. Bardes sent is in a form of WM that looks like silver. It is apparent that this token does not exist in silver but in a white metal that resembles silver. Therefore beware of paying high prices for this token in "silver." There is also a rumor of a 1d brass token like 90 D and E but so far nobody seems to have one.)

Remember when you report new discoveries, in addition to giving the exact wording and spelling, to send rubbings or photographs. This is essential to insure accurate listings. Please continue to send in listings to me.

KENNETH E. SMITH

- 328 AVENUE F -

REDONDO BEACH, CA 90277

= DECEMBER SUPPLEMENT TO ATWOOD'S CATALOGUE =

By Ralph Freiberg

CALIFORNIA

Eureka	275	(Reported by New Issues Service)	
		EUREKA JITNEY CO. EUREKA, CALIF. E	
F	B 23 Sd	Good For One Fare E	\$0.50
Livermore	430	(Reported by Steve Album)	
		LIVERMORE / TAXI / SERVICE / LIVERMORE, CAL.	
A o B	21 Sd	Good For / 5¢ / in Trade	5.00
San Rafael	805	(Reported by New Issues Service)	
		RICHMOND - SAN RAFAEL BRIDGE BUS CECIL J. ALLEN	
B	B 32 Sd	Good For One Fare to San Quentin or Return	.50

ILLINOIS

Charleston	140	(Reported by Ore Vacketta)	
		WENZ TRANSFER CO. CHARLESTON, ILL.	
A o A	28 Sd	Good For 1 Ride (Sc)	7.50

MISSOURI

Forsyth	330	(Reported by John Coffee)	
		TOLERTON FERRY CO. FORSYTH, MO.	
B o B	29 Sd	Good For 50¢ in Ferriage	7.50

<u>UNIDENTIFIED</u>	(Reported by Robert Williams to John Coffee)
	McVAY LIVERY CO. CAB LINE
122 A 29 Sd	Good From Hotel to Depot (Sc)

AMUSEMENT RIDE MANUFACTURERS' TOKENS (See page 635 of Catalogue)

Group 101	(Reported by Duane H. Feisel)
	(OBVERSE SAME AS 101 D)
H Bz 20 Sd	Mr. Magic Car Wash .15

= NOTES BY RALPH FREIBERG =

We mentioned in the Catalogue that jitney service began about 1961 in Eureka. The correct date is June 10, 1961. They started with Ford Ecoliners, but since 1964 have been operating with 19-passenger Chevrolets. In the beginning the fare was 25¢ but has now gone up to 50¢ and business is shaky. Unless business picks up, or a subsidy is given to them, they may not last too long. The token went into use either late in November or in December, of this year.

Stephen Album researched the Livermore Taxi token, and says the token definitely was only used to pay fare on taxicabs. He has promised to send an article to Mr. Coffee on this line. Steve has also prepared a catalogue of trade checks of California and has done much research as to how various tokens have been used in California.

We have a new token for the San Quentin bus. Although the bridge is known as the Richmond-San Rafael Bridge, passengers usually go to San Rafael and take the bus from there to San Quentin. The ride from San Rafael to Richmond costs much more than the fare just to the prison.

Mr. Vacketta obtained the Charleston, Ill., depotel from a fellow who was disposing of his collection. Having obtained the token, Mr. Vacketta did some research on the token, and learned the following: In a Coles County History dated 1879, Mr. John Wenz was listed. In the City Directory dated 1895-96, John Wenz, drayman, was listed along with other draymen and transfer companies. So it would appear the token dates from the 1890's.

The Forsyth, Mo., ferry token is the second one from this operation that has turned up. Now we believe there probably was also a 25¢ token, and perhaps a 10¢ one.

The Unidentified token is obviously a depotel, but where it is from will remain a mystery until someone learns where Mr. McVay operated his livery stable.

Kermit Streeter sent in a clipping about PATH of New York using a new type of turnstile which will take cash instead of tokens. In this new device there are slots for nickels, dimes and quarters. So with the 3 different slots, the passenger may use any combination of coins to make up the 30¢ fare...and if the fare goes up the same turnstiles will be able to handle the situation. Once these turnstiles have been installed throughout the system the tokens, NY 630 AQ, will be discontinued and destroyed. The system ordered one million of them in 1962, and another half million in 1967. I wish someone with access to quantities of these tokens would check to see if there are any die varieties, before they destroy them. As time goes by these new turnstiles will probably be installed in many large city operations, in order to eliminate change booths and change attendants.

Every once in a while someone sends me a description of a token wanting me to list it as a transportation token. However, experience indicates that we shouldn't list a token until we are absolutely certain it was used for fare. Every month I'll report one or two of these dubious items, in the hope that some reader might assist us in identifying them. This month's offering:

SANDERS TRAM CO. LTD.

B 28 Sd Payable in Merchandise Only 25

LAKE TOURS

WM 24 Sd Take the Waterway for Health and Happiness

The Next meeting of the Bay Area Token Society will be held in Sacramento on January 16, at the home of one of the members. At this time I'm uncertain who. But persons interested in attending may write Steve Album for directions, at P.O. Box 4039 - Berkeley, CA 94704.

= DECEMBER NEW ISSUES SERVICE REPORT =

By John G. Nicolosi

We continue to have good fortune obtaining new issues. Closing out 1971 four new issues are coming your way: two U.S. and two foreign. You will receive Cal 275 F, the Eureka Jitney token. We don't have too many tokens with "jitney" on them so this is a welcome addition to the ranks. The other token you'll receive is Cal 805 B, the prison bus token which replaces the big wooden dollar pictured in the Catalog. For these, thanks to E.L. Tomberlin.

These tokens will be mailed after the first of the year, but those whose accounts are insufficient to cover the cost will not receive them.

I wish personally to thank those members who have helped the New Issues Service obtain supplies of tokens to send out during the past year. Without you we couldn't succeed.

The foreign tokens being sent out to NIS members on the foreign list will be England 240 R and S, a couple of nice large metal tokens listed back in July 1967. Thanks to Ken Smith for making these available to us.

I want to wish all AVA members a Happy New Year for 1972, and hope that you all enjoyed a splendid Holiday Season over Christmas.

This month we advance Jerry Bates from Associate Member to Regular Membership. Welcome aboard!

Vigorous fare competition in transportation is not new. During colonial times in the U.S. stage coaches between Boston and Providence were such vigorous rivals for the passenger business that one line carried passengers free, and even served meals and wine--hoping thereby to drive out of business a rival line.

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

CALIFORNIA

Stockton 3895 (Reported by Hal Ford)
WELLS FARGO BANK
B o B 25 Sd (stage coach) \$0.50

NORTH CAROLINA

North Wilkesboro 3630 (Reported by Hal Ford)
THE NORTHWESTERN BANK (GATE)
I Bz 25 Sd Parcoa Token (gate)(Rev. H) .25

OREGON

Eugene 3240 (Reported by Clarence Heppner)
COURTESY OF EUGENE DOWNTOWN ASSOC.
B B 23 Sd Free Parking 2 Hours Downtown (1/72-) .25

PENNSYLVANIA

Philadelphia 3750 (Reported by Ed Dence)
FRANKFORD TRUST COMPANY
P WM 25 Sd (blank) .25

Phoenixville 3757 (Reported by Joe Pernicano)
BOROUGH OF PHOENIXVILLE, PA. (GATE)
A o Bz 25 Sd (gate) .15
B o Bz 25 Sd Parcoa Token (gate)(Rev. D)(1963-70) .15

SOUTH CAROLINA

Spartanburg 3840 (Reported by Ford; location by DHF)
MARY BLACK HOSPITAL
A Bz 25 Sd Parcoa Token (gate)(Rev. E) .25

WASHINGTON

Everett 3300 (Reported by Heppner)
DOWNTOWN EVERETT ASSOCIATION EVER-COIN DE
A B 25 Sd Downtown Everett Courtesy Parking Ask Your Merchant
Ever-Coin (11/1/71-) .25

MANUFACTURERS' STOCK PARKING TOKENS

Group 3064 (Reported by Pernicano)
GENERAL AUTOMATED SYSTEMS
F B 25 Sd Courtesy Parking .25

Group 3069 (Name of person reporting this token has been misplaced)
VEMCO PRODUCTS INC.

A B 23 Sd Token .15

CANADA - BRITISH COLUMBIA

Vancouver 3800 (Reported by Robert Kubach)
C.I.B. OF C. 710 PARK
B Bz 25 Sd (emblem) .25

SASKATCHEWAN

Regina 3800 (Reported by J. Douglas Ferguson)
REGINA CENTRE MALL
A Pb 39 Pc 1 Hour Parking Paid .25
THE INN STEAK HOUSE (STEER HEAD)
B Pw 39 Pc 1 Hour Parking Paid .25

	THE NEW THEATRE RESTAURANT (FLOWER)	
C Pw 39 Pc	1 Hour Parking Paid	\$0.25
	ELIZABETHAN BALL ROOM (CROWN)	
D Py 39 Pc	1 Hour Parking Paid	.25
	THE CAPTAINS MUG (MUG)	
E Pr 39 Pc	1 Hour Parking Paid	.25
(All lettering and designs in gold on A thru E.)		

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

As 1971 draws to a close I want to wish all of you a very pleasant holiday season and best wishes for the coming new year. Thanks to all of you who have sent cards--your thoughts are most appreciated.

In response to my notice of last month there has been quite a rush of new token reports to me. The listings this time reflect that, and many other new listings are pending additional information before reporting. The splendid cooperation of so many interested collectors speaks well for our membership. As promised, typing of copy for the printers will start in January. I will start off by doing the states with the fewest number of tokens. So it may not be too late to include any new reports that might arrive during the month. Please, send along any unreported tokens as quickly as you can so that the new edition of the parking token catalogue can be as complete as possible.

The new Stockton token comes as quite a surprise. Hal Ford obtained the token, and thought the listing of the A token carried the wrong size. However the A listing is correct at 23mm. Actually the listing of this new token to Stockton is a guess, but lacking any other information it is being put here because of the similarity to the A token. The possibility exists, however, that this token may be used as some other location. You may refer back to my notes concerning the A token in May 1971.

Although the Northwestern Bank sent me two tokens they did not supply any information about the tokens. You may be successful in obtaining the token by writing the bank at Drawer 310, Zip 28659. I received only two tokens for the \$1 sent, so the tokens may have a 50¢ face value.

In Eugene tokens from Diamond Parking (Seattle) have been used at manned or unmanned parking lots. A new plan has been developed, and the Diamond tokens are being replaced at the end of December. The new tokens are sold by the Eugene Downtown Association to merchants who in turn distribute the tokens to customers, usually with a minimum purchase. These new tokens will be good at all downtown lots and in parking meters. This token will be sent out to PTNIS members.

Ed Dence reported that the Philadelphia token is used at the branch of the Frankford Trust Company located in the Bustleton section of the city. I sent an inquiry there which was returned with the cryptic comment that that branch has never used parking tokens. It may be, however, that my letter did not reach the right office. Can anyone supply specific information on this?

While the Borough of Phoenixville would not sell me a supply of tokens, they did send four of the B tokens for the \$1 I sent. In my inquiry I mentioned the tokens without Parco Token, but did not receive any of them. The gate-controlled lot required use of the token for operation, but the gate has now been discarded.

It took a lot of searching through the large zip code directory to locate the city for the Mary Black Hospital. I did get my money back, but no tokens and no information about the tokens. Is there someone who can obtain a supply of these for us?

The Everett, Wash., token is sold to merchants for customer parking validation at a new garage built in the city. The tokens can also be used for fare on the city buses, so they fit into the transportation token area as well. A supply of these tokens has been obtained for PTNIS distribution.

Another company has joined the ranks of the parking equipment manufacturers. Actually Vemco has been in the business for a long while supplying equipment to others who marketed the items under a different name. PTNIS subscribers will receive this token.

The new token from Vancouver is very similar to the A token except that this new

listing has an emblem (the bank's logotype) on the reverse. This token will be sent to PTNIS subscribers.

The story of the Regina tokens was provided in the last issue of THE FARE BOX by Doug Ferguson. It was thought initially that a supply could be obtained for PTNIS, but this did not prove to be the case--sorry. These tokens were made by hot stamping the design and lettering onto plastic poker chips. My local stationery store sells these same blank chips at \$1.00 for a box of 100 pieces, so printing on the inscription results in a low-cost token. Here in California we see many modern merchant tokens made from these (and similar) poker chips.

Now that the rush of the holiday mail is subsiding in the postoffice, I feel safer in entrusting to them delivery of the PTNIS shipments. This time you will be receiving a large number of tokens, the result of accumulating tokens for a few months to make a worthwhile shipment.

= THE PRESIDENT'S COLUMN =

There are nine chances out of ten that if you ask A.V.A. members to name our most significant features, they would start their lists with "The Fare Box." Surely it is this monthly bulletin which has strengthened and held together our wide scattered membership for so many years.

Without further delay, I plan now to do everything possible towards bringing out an oft-discussed reprint volume of the token and transportation articles which have appeared in our Fare Box during more than two decades. Many of these stories are of lasting interest, yet they are denied to countless newer members who have no chance to acquire or even to read earlier copies of this fine news-letter. Even collectors who are not members of our association would welcome such a volume also.

Preliminary contact has already been made with the publishing plant that produced the Atwood, Smith, and Feisel catalogues. A book of the same format is now planned. Various preliminary manuscripts which were started in the past will be brought together, so that before long we can begin to take subscriptions for this low-priced, high-value keepsake book. Watch this column for details as the New Year evolves.

- Robert M. Ritterband

= EIGHTEEN PRESENT AT DECEMBER MEETING IN DENVER =

By Charles L. Carter

On the third Thursday evening of December the Denver Token Group met at the home of Syd Joseph for an enjoyable evening of trading, buying and discussing tokens, transportation tokens in particular. Sixteen members were present with two guests. Committee chairmen were appointed for the various functions pertaining to the 25th anniversary of the A.V.A. and the convention in Denver in 1973. The birthday cake served as refreshments at each monthly meeting was occasioned by the birthday of two group members this month.

= NEW FINDS =

Not much to report this month in the way of new finds. Jack Backora reports that at a local auction his wife was high bidder on a small box which the auctioneer said contained watch fobs, tokens, jewelry, and other things. As it turned out, however, the box contained a W.Va. 890 E--"the first of this interesting series I have been able to locate."

And your Editor was very fortunate in obtaining the second known specimen of the beautiful depotel, Minn 400 A. Incidentally, the correct spelling on the token is "Jensen" and not "Jenson," as we have it in the Catalogue.

WANTED: FARE BOX ISSUES for April 1961 and Aug. 1959, and all prior to Oct. 1955.
 Jack Smith - R.R. #1 - Box 207 - New Palestine, IN 46163

WANTED: Tenn 710 B; Tex 275 A, 595 A, 640 A B C, 690 A B, 760 A B C D E; Wash 970 B, 990 B. = J.H. Roy - 10201 Christophe Colomb - Montreal 359, P.Q.

WILL TRADE: My TT's for your paper notgeld from any country; any quantity. Tell me what you have. I'll make an immediate offer. Also have 100 diff. TT's for \$10.50 postpaid. = Ken Hayes - 2589 Darwin St. - Hayward, CA 94545

WOULD LIKE TO EXCHANGE PERSONAL TOKENS, each of us to pay his own postage.
 Clarence F. Woods - 1624 W. Atherton Road - Flint, MI 48507

TOO FAR AWAY TO FIND EVEN THE COMMON COLORADO TOKENS! Will trade III 785 A, NY 560 A, 715 A, for the following (or will buy): Colo 300 B E, 340 C, 640 A and others.
 Lee Nott - 139-B Waverly Way - Minot AFB, ND 58701

QUALITY BOOKBINDING at substantial savings by a newly developed process. At present can handle only 8½x11" pages. Soft cover plastic binding only \$1. Hard cover binding only \$3, no imprinting. With one line of gold imprinting on the spine, only \$4. Add postage costs for return of bound books.
 Duane H. Feisel - P.O. Box 11661 - Palo Alto, CA 94306

AUCTION (minimum bid in parentheses): IL 1000 A (\$1), B (\$1); IN 500 A (2.50); NY 25 A (2.50); Pa 495 J (1.50); SD 680 A (75¢), B (\$1), 840 F (4.50); TN 375 A (\$10), B (\$10); WA 250 F (7.50), 755 A (7.50); PR 640 B (1.50); timetable G (7.50); Nova Scotia 450 A (\$5), 850 Ab (8.50), Quebec 999 A (\$20).
 Paul Targonsky - 23 Harrison St. - Meriden, CT 06450

WILL TRADE TEX 255 G for any one of following: Tex 760 C; Ark 450 A, 480 A, 885 F G. Also will trade Wyo 120 D for any of following: Ark 285 A, 885 C; Okla 380 C, 700 D, 860 E; Tex 60 A. Want to buy or trade for Arkansas trade tokens.
 H.C. Reidling - 11516 Flamingo Lane - Dallas, TX 75218

FOR SALE: MITCHELL, S.D. 680 A and B. I have 6 of the A at \$2 each, and 5 of the B at \$4 each. Please send 8¢ stamp to return your money if they're all gone.
 Morton H. Dawson - 182 Whiting Lane - West Hartford, CT 06119

AUCTION: Mich 935 Bb2; Neb 700 AB; Nev 100 A B; Ohio 440 C; Pa 1000 B C; SD 680 A B; Trade: Ky 3150 A for best offer of vulcanite, celluloid or horse-carriage U.S. TT's. Will trade my personal token for yours. Trade and sell lists wanted.
 Arlene Raskin - 1119 Ocean Parkway - Brooklyn, NY 11230

HAVE TO TRADE: Haw 240 E; Fla 380 D; Neb 540 P; NY 630 W; Ohio 860 H I; Pa 950 A B G Ja Jb K La; Tenn 250 A, 400 E. Will sell at \$1 each +SAE any of above Ohio or Pa. tokens. = Joe Pernicano - 58 Sonia Lane - Broomall, PA 19008

ROICE OFFERS 50 DIFFERENT TT'S FROM AT LEAST 30 DIFFERENT STATES FOR \$8.00 postpaid & insured. = Roice V. Rider - 1523 Bailey St. - Lansing, MI 48910

MAIL BID: OHIO 166 A, 520 A, 745 D, 125 A; Ky 480 E I, 10 J P; Cal 575 F; Neb 980 B; WVa 290 B D; Mo 440 R S; SC 240 C. Up to 20 diff. trade tokens with city & state for your diff. with city & state.
 Stanley L. Buckley - 23 18th Street - Newport, KY 41071

FOR SALE: Mass 115 P R S T V W, 740 A, 960 B, at 25¢ each. Mass 115 Q X AE AF, 145 B, 960 A, at 75¢ each. Mass 115 N O, 660 B, at \$1 each; Mass 115 M, 660 A, at \$2 each. +SAE please. = Joel Reznick - P.O. Box 299 - Chicago, IL 60690

SEND ME YOUR LISTS OF AVAILABLE ALASKA TRADE TOKENS and Alaska transp. tokens. Please state asking price. Have several Sitka, Alaska 800 A uncirculated tokens at \$5 each sale or trade. All inquiries answered. Thanks.
 W.E. Nickell - 432½ So. Franklin St. - Juneau, AK 99801

FOR SALE: Wyo 100 Aa, 100 Ab, 100 Ba, 100 Bb. Have several sets at \$45.00 and several singles at \$12 each. Also Wyo 100 D at \$3 each postpaid & insured. All tokens V.F. - X.F. = Forrest Dunham - 201 No. 107th - Seattle, WA 98133

MAIL BID: Iowa 150 A (19-3/4mm diameter, thin); 150 A (18½mm diameter, thick); Ohio 726 B, unc.; Cincinnati & Covington Ferry Co. zinc, unc.; Wis 360 A, 510 D holed, 510 F. = D. Watson - Box 112 - Iola, WI 54945

WANTED: OLD CIGAR BANDS IN LOTS, accumulations, collections, etc. I will buy or trade TT's for them. Write or send for my usual very quick action to:
 Bob Paige - 2028 Edmont Ave. - Chester, PA 19013

WANTED: TELEPHONE TOKENS; send rubbings or Targonsky numbers & price.
 Larry Freeman - 2427 Torrington Ave. - Parma, OH 44134

-December 1971-

TRADE: SC 3100 A B or 3700 A for any other parking token +SAE. I would like to thank all of the people that helped me on my token collection this last year.

Joe E. Studebaker Jr. - 2614 Legare St. - Beaufort, SC 29902

CAR WASH TOKENS WANTED: Will trade a transp. token cataloguing \$1 (my choice of several) for the following car wash tokens: Colo 140 A; Ill 855 A; Ind 155 A; Minn 380 B; Mo 910 B; NY 138 A, 202 A, 670 A, 890 A; Pa 743 A. Have horsecars & depots to trade for TT's I need.

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

WILL TRADE \$5.00 Illinois 785 A for 25¢ Illinois 770 A. Still have quantity of Ill 785 A for sale at \$1 each or will trade for other low price tokens I need.

Bill Garrison - 9505 Normandy - Morton Grove, IL 60053

FOR SALE AT CATALOGUE PRICES +SAE: Cal 275 F, 805 B; Cal 700 B; Fla 620 A B; Ore 270 A B; England 405 FA 25¢, FD 25¢, FI 40¢, FK 40¢, FG 35¢; 90 BA 25¢, 800 BA BI 65¢ set; Scotland 30 CK 25¢, CL 40¢, CM 40¢; Tehran Iran 750 J 60¢; Cal 895 N 25¢; NY 780 J 45¢; Pa 263 A 25¢; R.I. 520 L \$2; Wash 780 W \$2; NJ 115 H 60¢; Cal 760 K \$1.50;

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

WANTED TO BUY: lower priced TT's from U.S. Can use many from Wis. Send list & asking price. = Bob Kloida - 2821 Parkridge Ave. - Marinette, WI 54143

WHO HAS GOT ALL THE ENGLISH TT's? I need Manchester 500 A B C D E G Ha I. Can anybody help? Will purchase or could trade London 475 PJ or Darlington 230 PA or Roman coins.

/zip code SK7.6EP

F.A. Shelmerdine - 14 Elton Drive, Hazel Grove - Stockport, Cheshire, ENGLAND

MAIL BID OR TRADE FOR N.J. I NEED: Cal 575 Ab; Nev 100 C; NJ 997 G (have 3). My personal token for yours; not many left. Looking for N.J. tokens, medals, wooden nickels, encased cents, elongated coins, etc. Have some tokens, cash & silver for ones I need. +SAE please. = Donald Noe - 1 Second St. - No. Arlington, NJ 07032

To all who responded to my latest, many thanks. Now have a number of Cal 715 L S and Y, will sell 3 25¢ +SAE or will trade for other Calif. TT's I need, also TT's from other states. Send want-lists.

Robert L. Sutton - 2856 Norcade Circle #3 - Sacramento, CA 95826

BEST CASH OFFER FOR WYOMING 100 Ba. Will trade one old stock certificate for any 5 pieces foreign paper money except Japanese invasion, Korean, and Indonesian not wanted. = Marie A. Johnson - 12483 Hogan Road - Clinton, MI 49236

MAIL BID SALE OF TT's, PT's, car wash and sales tax tokens. Most all common. No min. bids. Send 10¢ for list.

Frank Beam - 209A Laurel Ave. - Pittsburgh, PA 15202

MY IDYLLWILD, CALIF., BEAR FESTIVAL 1962 and 1963 two diff. silver-nickel medals.

Your 12 diff. transp. or parking tokens.

Bill Williges - Box 445 - Wheatland, CA 95692

MAIL BID: Cal 575 Ab; Minn 540 A Cb D; Mo 350 C; NY 695 A, 735 E, 780 B; Ohio 230 M; Chile 920 B; Ontario 400 A.

Bernard Weisburgh - 79 Pleasant Ave. - Burlington, VT 05401

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

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

= ALL AUCTIONS IN THIS ISSUE CLOSE JANUARY 26 =

Advertisements in THE FARE BOX are free to A.V.A. members--up to 6 lines in every issue if desired. Simply write your ad on a separate sheet with name & address and send it to the Editor. AUCTIONS must not include tokens which are currently in use, or tokens which catalogue under 25¢ in Atwood, Smith, or Feisel. Ad must be different each month, and must be submitted each time; don't send more than one at a time.

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