

THE FARE BOX

A Monthly Newsletter for



Transportation Token Collectors

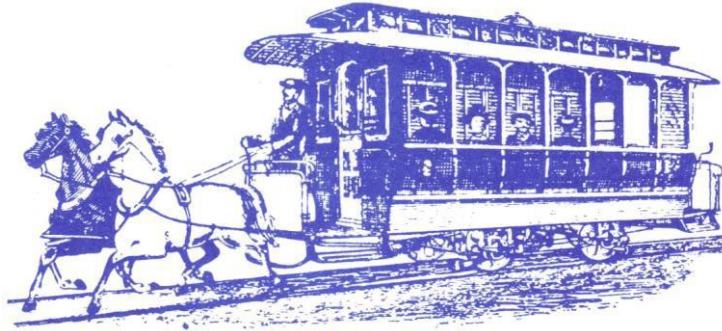
Editor

Bob Schneider
757-713-0786
Editor@Vecturist.com

Classified Manager

Bob Hewey
860-643-5701
Boltonbob@aol.com

Distribution Manager



VOLUME 78, NUMBER 2

- FEBRUARY 2024 -

OUR 920th ISSUE

2024 Elections - Just a Reminder

Though not as significant as the the upcoming Presidential Elections, the AVA election of officers is still important. The major political parties have their Primaries and Nominating Conventions. We simply have nominations at large.

The world around us has certainly changed during the last few years. There are many challenges. The AVA has been trying to meet those challenges and continues to evolve. The current Executive Board is mostly composed of “old timers” whose experience keeps things moving along. There is still a need for “new blood”. New people can bring fresh ideas and perspectives. Evolution is essential. If we as a club do not evolve, we stagnate. Stagnation brings decay. Elections occur every two years. Here is a list of the current officers and their intentions:

The President, Chris Donovan, is willing to continue but would prefer a capable replacement.

The Vice President, Fred Sader, is also willing to continue and would also prefer a capable replacement.

The Treasurer, Joel Reznick, is resigning. (After 40 years of serving in this position!

Thank you, Joel, for all you have done and are still doing.) Rich Mallicote is willing to accept the position.

The Recording Secretary, Len Gresens, is willing to continue in his position.

The Corresponding Secretary, Randy Glucksman, is also willing to continue in his position.

Every one of these positions is open for nominations. If you wish to nominate someone for any of these positions, please do so. The deadline is March 15. Thank you.

We need input from AVA members. Take a moment to think of the other members you interact with (the folks you buy, sell or trade tokens with; the people whose articles you read in The Fare Box; friends you have made throughout the years). I’m sure many would make good candidates. I bet many of them have life experiences that could be of value to the AVA. Talk/ correspond with them. Maybe they haven’t thought of being a candidate or just need a little nudge. If they agree, send their nomination along with a letter from the nominee stating they are willing to uphold the responsibilities of the office to Joel Reznick, our Election Committee Chairman.

1591 Monarch Drive
Venice, FL 34923-0302
(941) 920-3764



AVA Positions

Board Positions

- President- Chris Donovan
President@vecturist.com
- Vice President- Fred Sader
VP@vecturist.com
- Corresponding Secretary- Randy Glucksman
Secretary@vecturist.com
- Recording Secretary - Leonard Gresens
- Treasurer- Joel Reznick
[941-920-3764](tel:941-920-3764)
- Curator- Allen Dean
allendeannow@gmail.com
- Editor- Bob Schneider
Editor@vecturist.com
- Past President- Rich Mallicote
PastPresident@vecturist.com
- New Token Chairman- Joel Bernstein
NewTokenChairman@vecturist.com
- Librarian - Gary Knell
Librarian@vecturist.com

Fare Box Positions

- Editor- Bob Schneider
Editor@vecturist.com
- New Issue Listing Coordinator- Joel Bernstein
NISListing@vecturist.com
- Auction Coordinator- Chris Donovan
Auctions@vecturist.com
- Classified Coordinator- Robert Hewey
Classified@vecturist.com
- Fare Box Distributor-
- Ombudsman- Bob Schneider
Ombudsman@vecturist.com

Other Positions

- Convention Chairman- Rich Mallicote
President@vecturist.com
- Convention Chairman Emeritus- Joel Reznick
[941-920-3764](tel:941-920-3764)
- New Issue Service Mngr- Fred Sader
NIS@vecturist.com
- Car Wash Token Editor- Jim Delaney
CarWashTokens@vecturist.com
- Parking Token Editor- Bill Brenner
ParkingTokens@vecturist.com
- Personal Token Editor-
- Foreign Token Editor- Yosef Sa'ar
Elat42@gmail.com
- Condolences Writer- Joel Bernstein
Condolences@vecturist.com
- Catalog Distribution- Paul Cunningham -
cunninghamchips@hotmail.com
- Website and Internet Coordinator- Bob Schneider
mykidsplay@gmail.com

NIS for February 2024 – Fred Sader

I did get the NIS shipment 24-01 out by the middle of January. Every New Issue Service member got the following eleven tokens. Coralville, Iowa; 230N; Springfield, Illinois 320G; Evansville, Indiana 280J; Missoula Montana 660BW; Shelby, Montana 800A; Shelby, Montana 800B; Mansfield, Ohio 505AP; Mansfield, Ohio 505AQ; Albany, Oregon 200; Mitchell, South Dakota 680O; and Mitchell, South Dakota 680P. Additionally, most NIS members got a Springfield, Illinois 320H.

NIS members please note the following corrections. The Mansfield, Ohio city number is OH505. Both the envelopes containing the tokens and statement had the number 415 which is incorrect. The numbers should be OH505AP and OH505AQ. The Oregon token listed as OR200 is from Albany, not Salem.

I am now starting to get the next set of tokens collected for NIS-02. I have a new one from Arizona now in hand and I am working on others.

One of the best ways New Issue Service has for finding new tokens is the AVA members who, in their travels, come across a new token and let us know they exist. If you find a new token in your travels, whether you are a NIS member or not, please let Joel Bernstein or me know. We do pursue trying to get them for the NIS members and get them included in the catalogue.

The New Issue Service (NIS) is accepting new members. If you are interested in joining and getting the new tokens we are finding, please contact me at:

E-mail NIS@Vecturist.com

Fred Sader, AVA NIS Manager
830 Cooper Drive
Charlotte, NC 28210-2932 Phone: (704) 679-3979 Cell: (704) 281-9843

If you call either number, please be prepared to leave a message so I can get back to you if I do not answer.

FEBRUARY 2024 FARE BOX

NEW MEMBERS

R-3637 Gerry Lington Murphy, TX 75094 US + Game

REINSTATEMENTS

R-2846 Forrest Stevens 1300 Bear Creek Rd. Princeton. ID 83857
208-875-0175

R-3494 Rand Gee 12010 130th Lane NE Q205 Kirkland, OR 98034
585-451-9530

CHANGES IN ADDRESS / EMAILS

L-1462 Jørgen Thingvad Sølstedgårdparken 10 6240 Løgumkloster
Denmark

FEBRUARY 2024 SUPPLEMENT TO THE ATWOOD-COFFEE CATALOGUE

Joel Bernstein
9708 Kedvale
Skokie IL 60076-1122 847-675-5111 NewTokenChairman@vecturist.com

Corrections to AC 8

ILLINOIS

Caseyville 123 A (reported by Bob Schneider)

change value from \$300.00 to \$5.00



Discussion

An individual in the Illinois suburbs of St. Louis reported that he is in possession of a bag of over 100 IL 123 A tokens.

The owner of the Caseyville bus company Oliver Anderson passed away in 1969. After his death, a housekeeper found a brown bag containing 109 Caseyville tokens. The tokens were eventually brought to a local museum and were forgotten until recently.

The March 1966 Fare Box first reported the Caseyville token. "The Caseyville token was found by Richard Montague of Cahokia, IL which is only a few miles from Caseyville. Mr. Montague tells us that the token was first issued in 1938 and that only 500 were struck. When the company stopped using tokens, they collected and destroyed all that they could find, and very few survived. About 5 years ago (from 1966), the Caseyville Bus Line was taken over by Bi-State Transit. We list the token at \$1.00 because it is a comparatively recent issue. However should no more turn up, the value would be expected to be in the census category."

At this time, we do not know whether the current owner of the tokens wishes to sell them.

We have encountered this situation in the past. What were thought to be rare tokens suddenly are no longer rare when large numbers turn up. There are probably not nearly 100 collectors willing to spend more than a nominal sum for a token which exists in such a large quantity.

By the way, the Caseyville Bus Line operated a route from Collinsville, IL to East St. Louis, IL. This route is currently covered by Madison County Transit which took over a number of routes from Bi-State Transit. Bi-State Transit has concentrated its operations on the Missouri side of the Mississippi River.

UNITED STATES & CANADIAN PARKING TOKENS NEWS AND VIEWS Bill Brenner

This article’s goal is to provide Parking Token Collectors a list of what tokens can be collected. It supports a collector utilizing both a typical book catalog and www.tokencatalog.com. Members are encouraged to submit new tokens with image (BMP or JPEG files) of obverse and reverse, vital information (composition, diameter, etc.) state and city where used, operator and any history of token. Contact: Bill Brenner 570-698-8158, bbrenner@portjeff.net, 502 Stock Farm Road, Lake Ariel, PA 18436.

There must have been something extra in the eggnog I was drinking when I typed the January issue of NEWS AND VIEWS. The catalog information of the New York token was wrong and needs to be corrected. The following is the correction: Remove NY 3630-WM B 25 Sd; Use NY 3630-C WM 25 Sd.

The January issue set a goal of adding 8 images to the Canadian Parking Tokens in tokencatalog.com. It would raise the overall images to 100%. If 8 United States Parking Tokens are added to the tokencatalog.com data base; It will make the number of tokens added to 1,000 after the start of NEWS AND VIEWS.

Still looking for the image of SK 3800-Cb. It is a Canadian Parking Token for THE NEW TIKI THEATRE RESTAURANT without a hole in the token. It exists. See TC-572562.

ADDED TO LOOSE LEAF (AKA LL-CAT) AND TOKENCATALOG.COM (AKA TC-COM) CATALOGS

3800—SASKATCHEWAN

(Found in the TC.COM Trade Token File)

TC-501180

THE NEW / TIRI / THEATRE RESTAURANT (flower)

Ca Pw 39 Sd

1 HOUR / PARKING / PAID (All imprints in gold) (holed)

TC-663730

THE NEW / TIRI / THEATRE RESTAURANT (flower)

Cb Pw 39 Sd

1 HOUR / PARKING / PAID (All imprints in gold)(not holed)

3060--MARYLAND

(Found in the TC.COM Trade Token File)

TC-344915

FINKELSTEINS / PARKING TOKEN / (picture of parking meter)

I B 22 Sd

REVENUE AUTHORITY / BALTO. CO. MD. MM: R

PTMS--3079

(Submitted by John M Moody))

TC-428535

STANLEY / PARKING / SYSTEMS

Da B 23 Sd

NO / CASH / VALUE

(Longer denticulations 1.0+mm)

TC-660658

STANLEY / PARKING / SYSTEMS

Db B 23 Sd

NO / CASH / VALUE

(Shorter denticulations 0.5mm)

PTMS—3080

(Submitted by Bill Brenner)

TC-644714

PARKING / (antique car) / TOKEN

Xc WM 29 Sd

NO / CASH / VALUE (Length of VALUE is 20mm.)

PTRE—3999-U ILLINOIS

(Submitted by Foolsgold)

TC-669826

MPI / DRIVE THRU SYSTEMS / WOODEN NICKEL / UNITED STATES OF AMERICA / MARSH PRODUCTS, INC

U W 38 Sd

336 McKEY ST. -BATVIA, IL. 60510 / 312-879-8008 / (stamped unique number) / SAVE FOR / DRAWING /



If You Come to New Orleans, Come Hungry!

By Leonard & Denise Gresens

Many of our trips to New Orleans revolve around eating! There is usually a new place the daughter wants to introduce to us, or it is our usual favorite place we just can't seem to not visit again. But if you head home hungry after visiting New Orleans you didn't try hard enough.

We've indicated before, there are many varieties of food available throughout New Orleans, Metairie, Kenner, the West Bank, and the French Quarter neighborhood spots, inside gas stations, mom & pop grocery stores and even on the street!

With that said, there is no way for us to mention every restaurant in the New Orleans area. You will find at least one restaurant in about every block as you drive down the street, and we haven't tried them all. So, what we will do here is introduce you to the varieties of food you can find. These traditional New Orleans fares will be on most menus and each restaurant will have its own way of preparing it. Let's get started:

Red Bean and Rice

Nothing special right? Except in New Orleans where it is a staple. Traditionally, it is a special on Mondays at most restaurants. In the past, laundry day was Monday, and RB&R was easy to fix and did not interfere with the washing, ironing, and mending.

Jambalaya

Another rice dish is jambalaya. Somewhat simpler, everything is thrown into one pot and cooked for about one hour. Like red beans and rich, jambalaya is considered a Creole dish, the origin is uncertain, but there are flavors of French and Spanish.

Gumbo

A food group in itself, everyone has their own version of gumbo. You will find more variations on gumbo than you will with RB&B and jambalaya.



Seafood Gumbo on Everyone's Menu

many names, crayfish, mini-lobsters, crawdads or mudbugs, these little delicacies are best when boiled in a bath of spicy water along with potatoes and corn. Peel and eat. In August we will be on the downside of these seasonal crustaceans, but there should be plenty to go around.

Seafood

There is no better place for seafood than New Orleans. What is served on your plate was swimming only a few days before. Seafood could mean your standard white tablecloth prepared in myriad French and Creole ways, from any number of very high-quality finfishes and shellfish. Or it could mean the blue-collar fried variants, which include oysters, catfish, shrimp, and virtually anything else that doesn't move fast enough to not get caught. Finally, you might be talking about boiled seafood, which is an art of its own in New Orleans. This is vastly dominated by blue crabs, shrimp, and crawfish served on a paper tablecloth or newspaper.

New Orleans Specialties

There are a number of specialty items that are a necessity while visiting New Orleans. Beignets (French donuts) are deep fried pastry dough sprinkled with powder sugar and served with Café au lait (dark coffee with chicory and hot milk mixture). A landmark delicacy available anytime of the day.



1Beignets from Cafe' du Monde in New Orleans.

It is somewhat a soup or stew made with seafood or chicken and sausage. The roux (cooked flour) can be light or dark. And being Louisiana, some make it with alligator or duck. The biggest debate is whether okra should be in gumbo. (I like it either way, but with okra it is Creole.) It's mainly served over rice; however, some people like it served with a ladle of potato salad.

Crawfish

Let's get one thing straight. There are two types of crawfish. Homegrown Louisiana and imported from some overseas country. The latter is a no, no. Known by

Called Snowballs in New Orleans, you may know them as snowcones or shaved ice. The special thing about this treat is the AVA Convention is in August. And in New Orleans August is HOT! Put this on your must list.

There is a sandwich called a Muffaletta, created by a Sicilian immigrant. A combination of Italian meats and cheeses along with a olive dressing served on a delicious sesame seed bun.



The praline is a creamy fudge-like confection featuring pecans coated with a caramelized mixture of brown sugar, granulated sugar, cream and butter. This is cooked to a certain temperature and poured out and allowed to harden. Just so you know its pronounced praline and not pra(long a)line.

A New Orleans Muffaletta

Of course, I have to put my favorite in here. New Orleans saw a massive influx of Italians and Sicilians in the late 1890s to 1920. The French Quarter was actually referred to as “Little Palermo” by the locals. With this migration came culinary delights that are still being served today. And I could start a war here, but the cannolis made at a place here in New Orleans are the BEST. I know that’s a bold statement, but I’ll put them up against anyone. You’ll just have to ask me about this place (shhhh, this is Denise, I’ll tell you, it’s *Angelo Brocato’s, 214 Carrolton Ave*).

Let’s finish up the food side with a few facts. You may have noticed we haven’t given any names of restaurants. Well, this is hard to do. But there are some items you may have heard of that were first served in New Orleans:

Oysters Rockefeller was first served at Antoine’s in 1889. Still in the French Quarter.

Oysters Bienville invented at Arnaud’s another French Quarter Restaurant.

Blacken Redfish was developed by Paul Prudhomme.

Barbecue Shrimp was created by Pascal’s Manale in the mid 1950’s. No they are not grilled!



New Orleans Barbecue Shrimp

Brennan’s in the French Quarter created Banana Foster in 1951.

Another *sandwich* made famous in New Orleans has ties to the Streetcars. That story deserves an article all to itself. That *lagniappe** (I'll explain) is below.

There is More to New Orleans Than Just Bourbon Street

A walk down Bourbon Street is an eye opener. The drinks flow freely down the famous street and it is quite the experience. There are many famous bars outside of Bourbon that we'll touch on. A favorite place for a tourist to stop is Pat O'Brien's. They famous for their signature drink, the Hurricane. Yes the picture on the right is real. You can order a giant Hurricane and share with all your friends.



*Pat O's Giant Hurricane.
Facebook*

Another famous tourist trap is the Old Lafitte's Blackshop Bar. It's famous for a couple of things. It is old and it is said that the Pirate Jean Lafitte used to hang out there when he visited New Orleans. And they say it's haunted. Plus many claim they serve a better Hurricane. I'll let you do your own testing.



The Famous Carousel Bar and Lounge at The Monteleon Hotel.

Tucked away in the lobby of The Monteleon Hotel is The Carousel Bar & Lounge. The famous hotel is in the heart of the French Quarter and is a tourist favorite especially during Mardi Gras. The bar changes your view every few seconds as it rotates slowly as not to give you too much of a buzz. The bar was opened in 1949 and is the first and only rotating bar in the city.

How The 1929 Streetcar Strike Added to the New Orleans Food Scene



Streetcar No. 691 on fire in Downtown New Orleans during the 1929 Streetcar Strike.

New Orleans experienced one of the lengthiest and most violent transit railway strikes in the nation on July 1, 1929. Although an agreement was reached in August of that year, the union members did not agree to go back to work until October. The strike was the culmination of years spent fighting over control of the

managers with New Orleans Public Service, Inc. (NOPSI) had worked to develop a company union whose leaders had once been officers of the AFL union. After heated negotiations broke down, the streetcar motorman and conductors of Division 194 went on strike.

On July 5th the company brought in strike breakers (reputedly criminals from New York) to push back the union and its supporters and reopen the streetcar line. Over 10,000 union members, supporters, and spectators showed up to watch the strikers disable and burn the first car trying to go into service. A protracted shutdown and strike ensued. Eventually the streetcars did start running again, but most locals avoided them, both in sympathy with the motormen and for

<p>ol. Lindbergh op Celebration</p> <p>... Louis Blériot is Charles A. Lindbergh ... an official colonel to be his ... the twentieth ration of Blériot the English 25, 1909. ... an invitation by go, but has re- ... belief that the ed the Colonel, his honeymoon</p>	<p>ALL-DAY RIOT MARKS NEW ORLEANS STRIKE; 2 DIE, HUNDREDS HURT</p> <p>Paving Blocks Rain on Cars, Injuring Police and Forcing Strike-Breakers Off.</p> <p>TROLLEY AND SHED BURNED</p> <p>Mob Overpowers Patrolmen and Prevents Firemen From Reaching the Blaze.</p> <p>CAR SERVICE IS ABANDONED</p> <p>City Council Orders Company to Stop Attempting Operation and End Bloodshed.</p> <p><i>Special to The New York Times.</i> NEW ORLEANS, July 3.—In a vain</p>	<p>Rain Temper Wind</p> <p>After enjoying a c Fourth of July New was subjected to weather. Starting a low mark of 66 c mometer steadily discomfort, to 85 after 3 o'clock in Then rain fell all ov ing the thermom again. With the ning and high w considerable dama land and in the F Jersey also was hit After racing thro reach the shelter of Hospital at 168th S way. Miss Mabel P of 540 Manhattan J She died a few mi When the heat o its peak two perso Miss Helen Abram 139 Thirty-third collapsed on the B. M. T. subway teenth Street. Ma removed to Bellev Dorothy Lancaster 212th Street, beca at 70 Broad Street Broad Street Hos Staten Island fe storm within the</p> <p>ROOSEVEL</p>
--	---	---

fear of violence. NOPSI took a financial beating during the strike, with four million fewer riders using the transit system than the previous year.

Out of all this mess came New Orleans' most famous sandwich. Needing help to survive, citizens and local businesses gave out goods and services to those striking workers. One of those businesses was Martin Brothers' Coffee Stand and Restarant in the French Quarter. However, the Martin Brothers, Clovis and Bennie were not your average restaurateurs. When the brothers first moved to New Orleans from Raceland, Louisiana, they worked for the streetcar company and were members of Division 194. So the businessmen vowed to feed their former co-workers until the strike ended.

The strikers needed sustenance to walk the picket line, so the brothers asked a local baker, John Gendusa to produce a larger and more regular loaf than the traditional French loaf. They would cut these into 15 to 20 inch sandwiches, filled with their traditional fillings (roast beef, shrimp, oysters and much more). These super sized sandwich fed the "poor boys" while they were on strike. The story goes that when the brothers would see the strikers heading to their café, they would remark "here comes another poor boy!" With the thick New Orleans Cajun lazy accent, the name was eventually shortened to "Po-Boy". The generosity continued due to the Great Depression caused by the 1929 Stock Market Crash. Po-Boy shops abound around New Orleans and the sandwich's popularity and is considered the Number 1 food item ordered in New Orleans.



Are you hungry yet? We sure hope so! Start making plans to attend the AVA Convention in August and experience all of this for yourself. Denise and I will be there and we'll help guide you in the right directions for all your culinary desires.

In the coming months, we'll give you ideas on other attractions in the city, along with great museums to check out.

And by the way, in Louisiana a *lagniappe* is "a little something extra!" Kinda like a bakers dozen or BOGO! The Po-Boy story turned out to be an extra for ya. So just know some restaurants may give you an extra shrimp, oyster or maybe there is free dessert. It's another Louisiana tradition.

If you have any questions or want information on something specific, email me at leonard.gresens@gmail.com or feel free to give us a call at 318-469-7596.

Metro Dade Transit – One Fare Bi-Metallic Token – Miami, FL 530-I

C. Judge

Miami-Dade Transit (MDT) is the primary public transit authority of Miami, Florida and the greater Dade County area. It is the largest transit system in Florida and the 15th-largest transit system in the United States. As of 2022, the system provided 60,734,900 rides, or about 248,700 per weekday. MDT operates the Metrobus with their paratransit STS systems. MDT also operates the light rail transit systems, Metrorail and Metromover. Metrobus operates over 93 routes. Metrorail is composed of two rail lines (Green and Orange lines) with 23 stations radiating from the city center towards outlying neighborhoods north and south of Downtown. Metromover operates throughout the Downtown, Omni, and Brickell neighborhoods, and is composed of three rail loops and 22 stations.

On 12-01-1990, Metro introduced a new bi-metallic token that was good for one fare on all of its services. The 23mm brass token shown below has a 9mm center white metal insert and great images of a light rail car and bus. Mintage is unknown but was probably in the millions due to the size of the system. Originally fares were \$1.25 but gradually rose to \$2.00 and the tokens were sold in rolls of 10 tokens at a slight discount of \$19.50. In 2009 tokens were eliminated and replaced by the "Easy Card" rechargeable fare card system. These tokens are readily available to the collector in the \$1-2.00 range.



This photo shows the rechargeable "Easy Card" that is now used for all fares. In 1989-90 the county paid \$179,000,000 to install the system on all its trains and buses and to install sales locations in the stations.



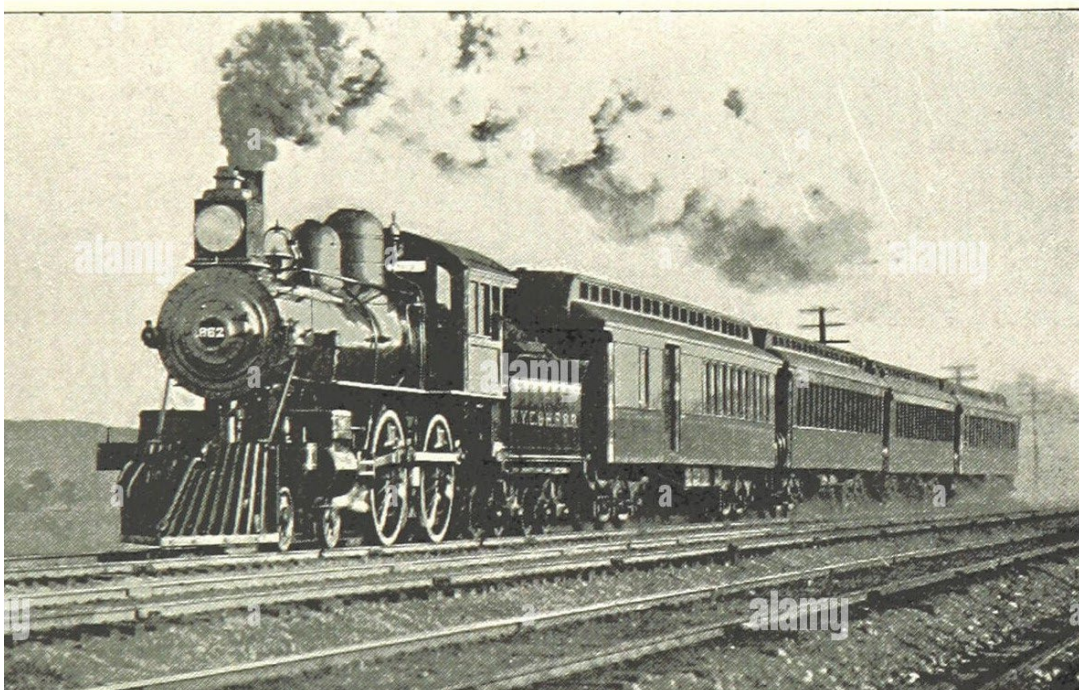
New York Central RR – Schedule Advertising Token – Timetable F

By C. Judge

This token is one of several dual category tokens classified as both Civil War and Transportation, as such it appeals to a wide range of collector. The New York Central Railroad primarily operated in the Great Lakes and Mid Atlantic regions of the U.S. As part of their advertising efforts several varieties of tokens were struck and given away as schedule reminders to customers. This 1860's 19mm bronze example is cataloged in Fuld as NY 10D-1A, valued as a R2 rarity. It is also listed in the Atwood-Coffee transit catalog as Timetable F with a valuation of \$15.00. A November 2023 eBay auction of this piece realized a selling price of \$29.82 receiving 15 bids.



This photo shows one of the N.Y. Central Locomotives.
It was billed as the fastest passenger service available.



EVENTS WHERE EXOMUNIA ITEMS ARE AVAILABLE Bill Brenner

Exonomia items are non-legal tender Numismatic items that are studied and collected. While there are events held exclusively for Exonomia items they are often also found at events labeled Numismatic events. This list is meant to be inclusive of any upcoming event where significant selling, buying or trading of Exonomia items takes place. The "Early Bird" hours, daily public bourse hours, educational forums and auction information is usually found on either the Website indicated or contact information on the list. Show dates are subject to change, so verify before attending. NOTE: AVA members who take part in Exonomia events not listed are encouraged to add those events to the list. Submit to: Bill Brenner 570-698-8158

February 1-3, 2024

Long Beach EXPO
Long Beach Convention Center
100 South Pine Avenue
Long Beach, California
www.longbeachexpo.com (400 + Dealers)

February 2-3, 2024

60th Annual Coin Show (Submitted by Dennis Poland)
Rothchild Catering and Conference Center
8807 Kingston Pike
Knoxville, TN 37923
Don Rhodes 865-806-9320

February 9-11, 2024

59TH Greater America Coin Fair-St. Louis Numismatic Association
Hilton St. Louis Airport Hotel
10330 Natural Bridge
St. Louis, Missouri 63134
Bill Pope 636-947-1120 (110 Dealers)

February 10, 2024

Kent Valley Coin Show (Submitted by Jim Tanzer)
Kent Commons
525 4th Ave North
Kent, Washington
Bob Kinsedal 253-537-6049

February 11, 2024

Northwest Token and Medal Society (Submitted by Gary Knell)
Olympia VFW Post #318 Hall; 2902 Martin Way
Olympia, Washington
Don Duncan ballardbc1@aol.com

February 16-17, 2024

NTCA-National Token Collector Association Coin & Token Show
Sponsored by Western States Token Society
In Conjunction with the 54th Annual Show of the Redwood Empire Coin Club
1350 Bennet Valley Road
Santa Rosa, California
Merle Avila 707-953-3711

February 23-25

60th Annual Coin Show-International Coin Club of El Paso
El Maida Shrine
6331 Alabama St.
El Paso, Texas 79904
915-241-6977

March 14-16, 2024

ANA National Money Show
Broadmoor Hotel Resort - 1 Lake Avenue
Colorado Springs, Colorado
www.money.org

March 15-17, 2024

NWCC - Northwest Coin Club's Annual Money Show (Submitted by Luke Johnson)
Earle Brown Heritage Center 6156 Earle Brown Drive
Brooklyn Center, Minnesota
Andrew Swammi 612-770-6578 (100 Tables)

March 21-23, 2024

Whitman Spring EXPO
Baltimore Convention Center One West Pratt Street
Baltimore, Maryland
www.expo.whitman.com

Triborough Bridge & Tunnel Authority: The Token Rolls – Part 2

By Philip M. Goldstein - AVA# R3624

Enter the rolls of "Wheel" tokens: June 28, 1976 – April 19, 1982

Recorded in the annals of official board minutes of the TBTA, reveals that the planning for the use of the tokens actually goes back as far as a board meeting taking place in May 1973.

The next mention of tokens does not occur until January 1976, when samples of the tokens were handed out at a subsequent board meeting. This is all that has been located so far regarding the topic of tokens, by my contact at the TBTA archives, Ms. Hankins.

It is also not recorded when the TBTA planned to *officially* unveil the tokens, but due to opposition from the Bridge & Tunnel Officers Benevolent Association, they were not. Obviously, the use of tokens was going to reduce the amount of toll collectors at the booths.



The New York Times/Edward Hauser
A driver throwing toll into a barrel at the Triborough Bridge. A toll-collectors' strike left some booths unattended.

Bridge and Tunnel Tokens Sold to Cope With Strike

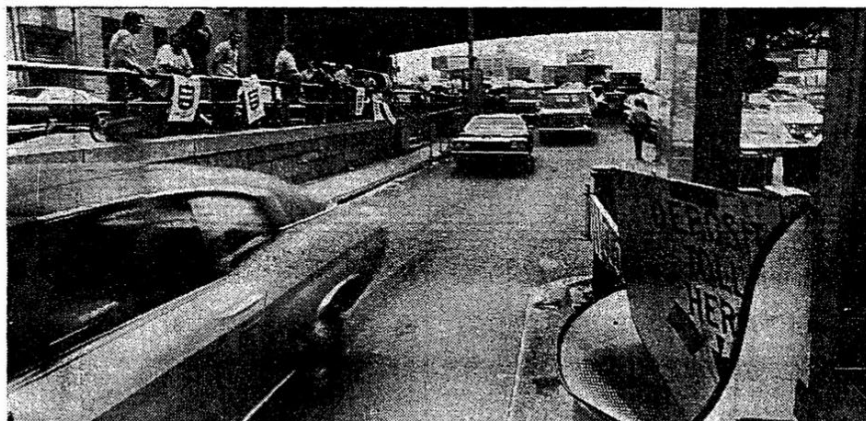
By EMANUEL PERLMUTTER
The Triborough Bridge and Tunnel Authority began selling 50-cent, 75-cent and \$1 tokens at its facilities last night for use at automated booths, in response to the strike by its 650 toll collectors that began Monday.
The tokens were being sold in bulk, in plastic bags for \$20 each, with a discount of one free token for each bag bought. Delivery of the tokens to the bridges and tunnels began in

midday as angry strike pickets watched.
David L. Yunich, chairman of the Metropolitan Transportation Authority, said the use of tokens would speed traffic at the seven bridges and two tunnels. He added it would eventually lead to a reduction of 20 percent in personnel—through attrition.
A spokesman for the bridge and tunnel authority said last evening that figures on toll collections yesterday would not be

available until a computer calculated them today, but added that the collections during the walkout had gone "pretty well." Tolls collected Monday, when the strike suddenly left toll booths unattended toward the end of the evening rush hour, showed a drop of about 10 percent from normal, he said.
George Schopter, executive officer of the bridge and tunnel authority, said that 85 percent of the booths were manned yesterday by supervisors, pro-

visional officers and women personnel. In addition, officials said, a "handful" of temporary workers were obtained from the Manpower and Career Development Agency of the Human Resources Administration.
Those on duty yesterday replaced officers who struck because officers carrying guns while at work were being disciplined.
Spot checks at some of the

Continued on Page 74, Column 1



The New York Times/Neal Bonzi
A motorist, supported by cheers from strikers at left, avoiding toll in unattended lane at Queens-Midtown Tunnel

TOKENS ON SALE IN TOLL WALKOUT

Continued From Page 1, Col. 4

tunnels and bridges during the morning and evening rush periods showed that traffic was moving only slightly more slowly than usual.

"Things went well and pretty close to normal," said Don Sullivan, the authority's director of labor relations. "The overall situation is improving and we're doing our best to cope with the use of contingency people."

Because some of the booths were unattended, drivers had the option of depositing tolls in fiber barrels there or passing through these lanes without payment. This led to crises of conscience.

At the Triborough Bridge, where the toll is 75 cents, driver after driver—dollar bill in hand—faced the choice of paying an extra quarter at an unattended booth or driving through and paying nothing. Most did not pay. One man with an MD license plate drove through, then, ashamed, walked back to the toll plaza and deposited 75 cents in a barrel.

The new tokens, in different demonstrations for different facilities, would presumably eliminate the problem of getting the right change. The \$1 tokens are silver colored, the 75-cent bronze, and the 50-cent brass. Mr. Yunich said the bridge and tunnel authority had long planned to use them, despite opposition by the Bridge and Tunnel Officers Benevolent Association. He said the authority had 500,000 tokens, minted six months ago by a New England company.

The strike began at rush hour Monday night to protest disciplinary charges filed by the authority against 29 officers wearing holstered pistols at work in defiance of an authority ban. The toll collectors, who were designated peace officers by the Legislature in 1974, have the right to carry guns, but the authority has refused to let them do so at work for what it says are safety reasons.

The New York Times
Published: June 30, 1976
Copyright © The New York Times

www.nyxctollscrid.info

Action Follows Shootout
The officers began carrying their guns after a shootout last Wednesday in the Brooklyn-Battery Tunnel between an alleged car thief and three police officers in which the suspect was killed.

At a news conference yesterday in his office at 1700 Broadway, Mr. Yunich said the Triborough Bridge and Tunnel Authority would never permit the officers to carry guns at work. He pointed out that unarmed women manned tunnel, bridge and highway booths in New York, New Jersey and Connecticut.

"Only at the Triborough Bridge and Tunnel, do we have armed cowboys," he commented.

At the Queens Midtown Tunnel, where the truck fee is \$1.50, a picketing striker yesterday shouted to the driver as he drove through without paying, "Go ahead, it's on the house!"

"Where's my receipt?" the driver asked as he whizzed through.

Many drivers pretended to throw something into the barrels, while those in air-conditioned cars didn't bother to roll down their windows.

At some of the plazas, accidents were narrowly avoided by cars and trucks switching their positions to get into a free lane at the last moment.

Two cars suddenly stalled side by side at about 9 A.M. inside the Brooklyn-Battery Tunnel. Mr. Yunich said later it was "a strange coincidence" for two cars to stop simultaneously in adjoining lanes and thus tie up traffic.

Tolls Differ

On the struck facilities, the tolls are:

The Verrazano - Narrows Bridge, \$1; the Triborough, Bronx-Whitestone and Throgs Neck Bridges and Queens-Midtown and Brooklyn - Battery Tunnels, 75 cents, and the Henry Hudson, Marine Parkway and Cross Bay Memorial Bridges, 50 cents.

Mr. Yunich said yesterday that revenue totaled about \$405,000 a day from the close to one million vehicles that used the bridges and tunnels.

The authority obtained a court order yesterday from Justice Theodore G. Barlow in State Supreme Court in Staten Island requiring the toll collectors to show cause at a hearing today why they should not be enjoined from striking in violation of the state law barring strikes by public employees.

At evening rush hour on Monday, June 28, 1976, the toll collectors went out on strike, but it was not because of any issue regarding a reduction in personnel due to usage of tokens. The strike was a result of their carrying sidearms. The law stipulated as peace officers, TBTA Toll Collectors could carry a sidearm. But the TBTA did not want them to. When 29 collectors wore their sidearm on duty, they were disciplined.

In response, and under the auspices of the union; the remaining toll collector force struck in protest. This event resulted in the decision by the powers that be at the TBTA, to release the tokens, as it could speed up traffic at the now unattended full service lanes from those collectors out on strike.

To replace the striking workers and sell the tokens; supervisory, provisional and woman personnel manned the full service booths.

The strike was eventually settled, but the tokens were out of the bag; figuratively and literally.

As such, the TBTA started selling rolls of 20 tokens in the 50 cent denomination at \$10.00 per roll; 20 tokens at the 75 cent denomination at \$15.00 per roll; and 20 tokens of the \$1.00 denominations at \$20.00 per roll. These token denominations equated to the toll schedule for passenger vehicles with nothing in tow:

- 50 cents in each direction: the Minor Crossings: Henry Hudson Cross Bay and Marine Parkway
- 75 cents in each direction: the Major Crossings: Triborough, Bronx-Whitestone and the Throgs Neck Bridges, as well at the Queens Midtown and Brooklyn Battery Tunnels;
- 1 dollar in each direction: the Verrazano Narrows Bridge, being the newest and most expensive Major crossing to complete.

All tokens were to be used as exact payment at the appropriate crossings, however it is understood (but not confirmed) that two 50 cent tokens could be used at the \$1.00 Verrazano Bridge.

There was no “discount” per se offered with the purchase of a roll, but the purchaser was entitled to a free token at time of purchase, so in actuality a twenty-first trip. This worked out to the *equivalent* of a 5% discount on the \$1.00 tokens; 4.79% discount on the 75 cent tokens and 4.91% discount on the 50 cent tokens.

But the tokens themselves were not issued or sold individually and a motorist *had* to buy a roll to get the free token or trip.

According to the New York Times article above, we know the minting quantity was 500,000 (total) and were “minted six months ago by a New England company.” It is believed Roger Williams Mint in Attleboro, Massachusetts received the contract, but Scovill Manufacturing was located in Waterbury, Connecticut, of which is considered to be New England region as well.

Another interesting tidbit gleaned from the article, is the tokens were supposedly sold in plastic bags. However, to date; no plastic bags have ever been seen. All other references after this one newspaper article refer to sales of tokens being sold in rolls.

After the toll collectors strike was settled, the token rolls remained for sale to ease the burden on the motorist and reduce wait times at the toll booths. When I discussed this low mintage quantity with Ms. Hankins, she was able to state that after the tokens were released, *“the market share initially was very low, because keep in mind that cash and tickets were still being accepted. By July 1977, token use was only at 8%.”*

8 cars out of every 100. 80 out of every 1000. 800 out of every 10,000. It did not look promising for token usage / roll sales to catch on. There really wasn’t much of an incentive to use tokens. You got that one free trip at time of purchase and that was it.

Even when the M100 tokens when released in 1980, all you received in consideration for the roll purchase was the free trip – which still worked out to 5%. Even this did not stir the masses to accept the tokens with open arms.

That was until the TBTA began offering an actual discount for purchasing the roll at less than the prevailing cash toll rate. By the date of release of the “Major List” Tokens on April 19, 1982; the discount for purchasing a roll of tokens was started at 12%. That apparently made it worth it to the drivers and token use / roll purchase increased.

That discounted rate slowly climbed, eventually reaching 16.66% by 1993. The discount rate for the “Minor List” tokens began at 33.33% and for the most part, hovered around that amount for almost all of its longevity.

When I first began researching the New York and New Jersey toll issues in earnest back in 2018 (but I have been collecting them since I was a kid); and with many thanks to George Cuhaj; he was kind enough to allow “rehomeing” of empty roll wrappers from his collection to mine. Thanks to this, we now know how the early roll wrappers appeared.

I am not embarrassed to admit it, and in an effort to calm my OCD, I reproduced his original (albeit empty wrappers) and recreated the rolls using tokens on the ends (with help from Bob Schneider for the sale of those two extra tokens for the ends, and appropriate sized washers to fill in the space between the ends, just so I could display the wrapper with my other complete rolls acquired from eBay.

Naturally, no sooner do I accomplish this; a partial roll of 75 cent tokens appears on eBay! So, at the very least, that is an authentic wrapper still partially filled with actual tokens:



Remaining Unanswered Questions:

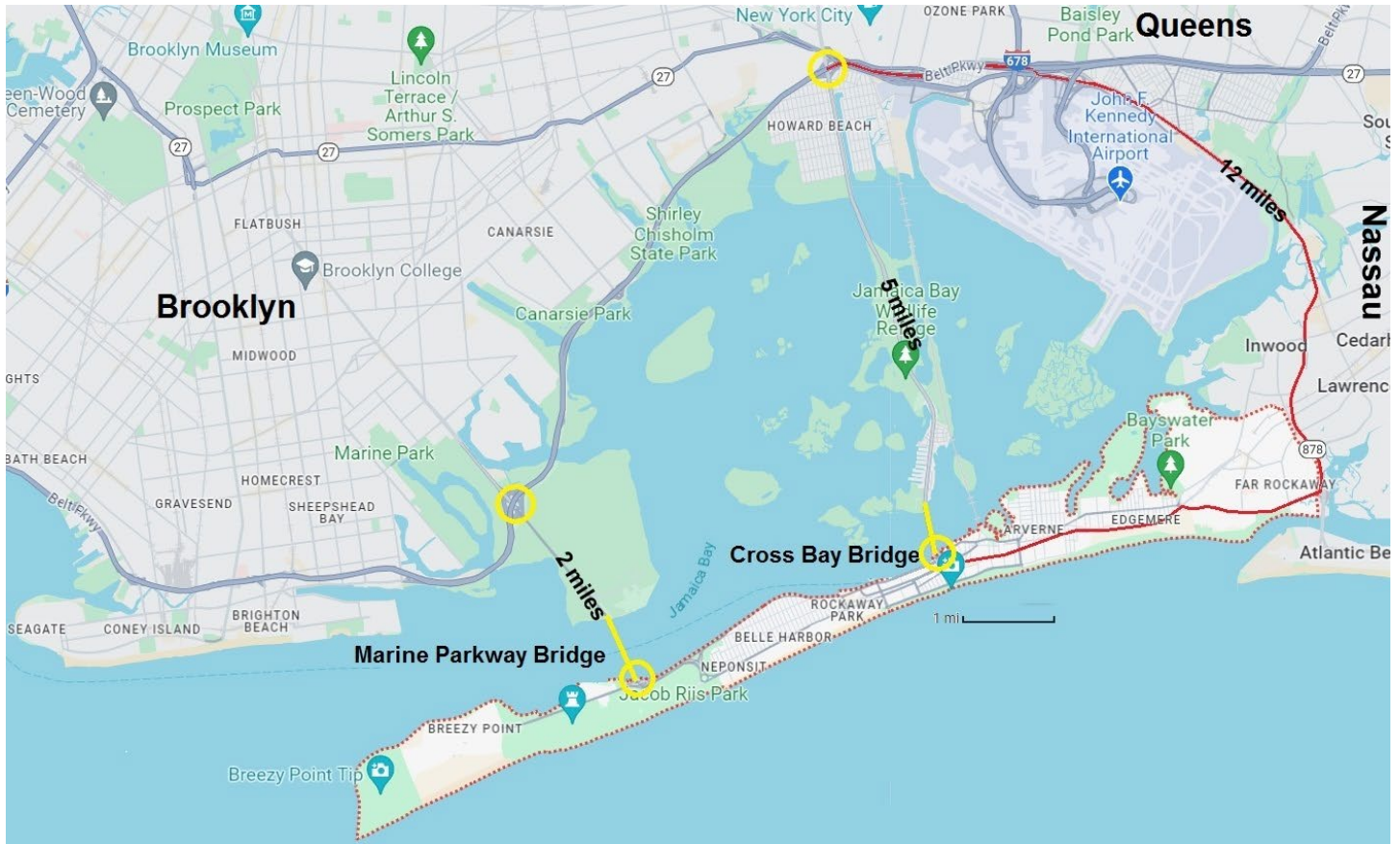
At the time of publishing this series of articles; the wrapper design for the NY630AZ (29mm cupro-nickel / iron 75 cent “Wheel” is unknown – did the two tokens (the known 26mm above and subsequent larger 29mm) share the same wrapper? Or did they carry different wrapper designs?

Also in question is whether or not there was a wrapper design for the NY630BK (27mm brass “Wheel”) tokens. This remains unknown, but there is the very distinct possibility that the NY630BK (being a TBTA employee / official use issue), were not even issued in roll form. It seems likely they were issued in pairs (per round trip) to employees on an “as needed” basis when needing to use a crossing on official business.

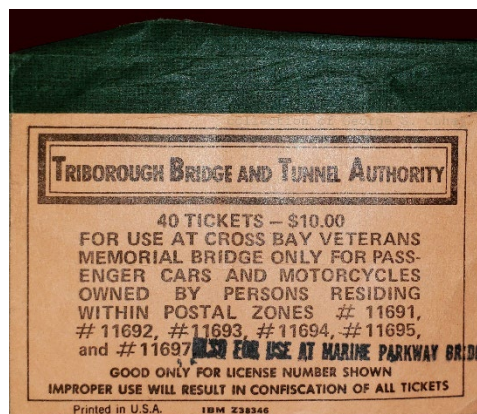
Rockaway Resident Discount – Tickets to Tokens

Not long after the release of tokens, the residents of the Rockaway Peninsula in Queens began clamoring for a discount, as the only way in or out of the Rockaways was via the Marine Parkway or Cross Bay Bridges. These bridges led to the next major east-west thoroughfare; the Belt Parkway; which led to the Verrazano Narrows Bridge to the west, or north up into Manhattan via the Gowanus Expressway). Via the Belt Parkway, the Marine Parkway or Cross Bay Bridge routes also tied into another major north - south thoroughfare: the Van Wyck Expressway (I-678) which led north to either the Throgs Neck Bridge, the Whitestone Bridge, or to the Triborough Bridge.

The only way to circumvent using the Marine Parkway or Cross Bay Bridges, was by driving 12 miles into Nassau County, onto Rockaway Boulevard and around the “backside” of JFK Airport and then back into Queens (shown in red in the map below). This route contained both residential, and commercial neighborhoods; held a lot of traffic signals along its route, and was also subject to traffic back-ups from peak travel times at JFK Airport.



The TBTA acquiesced in January 1979, with the issuance of prepaid toll tickets for Rockaway Residents at the rate of 40 tickets for \$10 (which equates to 25 cents per trip, and a 25 cent savings per passage over the standard toll.)



Not six months later on May 19, 1980; the TBTA toll schedule was restructured to account for inflation and operating expenses. At the Major Crossings:

- the existing 75 cent tolls on the Major Crossings were raised to \$1.00; to achieve parity with the \$1.00 toll that was already in effect at the Verrazano Narrows Bridge, and:
- the NY630AV 75 cent tokens / \$15 rolls were removed from sales at Major Crossings.
- The M100 “Exact Change” tokens were released for the Major Crossings (and will be discussed in the next installment)

For the Minor Crossings, the 1980 toll schedule revisions were significantly more involved and confusing.

- On May 18, 1980; and the TBTA ceased selling 50 cent tokens / \$10 rolls [NY630AU] at all Minor Crossings, and:
 - the Henry Hudson Bridge rose from 50 cents to 60 cents on June 2, 1980, and
 - the Marine Parkway and Cross Bay Bridges rose from 50 cents to 75 cents on June 16, 1980.
 - Also taking place on June 16, 1980, Rockaway Resident tickets were now raised to 40 ticket books for \$20.00 or 50 cents per trip (yet remaining a 25 cent savings per trip for Residents). These tickets like the ones before, could only be used on Cross Bay and Marine Parkway Bridges.

Despite this 75 cent toll, and *as far as is known*, the TBTA *did not* begin re-selling rolls of 75 cent tokens to the general public at the Minor Crossings, and these locations were to remain cash only for the time being for general tolls.

On Sunday, November 16, 1980, the TBTA changed their method of Rockaway Resident toll payments. the \$20.00 books of 40 prepaid tickets (50 cents per trip) were abolished, and rolls of 20 toll tokens went on sale:

Newsday - Thursday, November 13, 1980

nynjtollscrip.info

New Method Announced For Bridge Toll Discounts

A new method of distributing bridge toll discounts for Rockaway and Broad Channel residents will start Sunday, according to Assemb. Gerdi E. Lipschutz (D-Rockaway Park).

Lipschutz said she worked out the new method with Arnold J. Lovecchio, assistant controller of the Triborough Bridge and Tunnel Authority, and David Baxley, another TBTA official. Here is how the method will work:

● All residents ordering discount toll books will receive a book of tickets together with a validated permit sticker. The sticker must be permanently affixed to the vehicle’s left side rear glass area, 3 inches in and down.

● Before exhausting the supply of toll tickets, residents may buy a roll of 20 toll tokens at any manned toll booth at either the Marine Parkway Gil Hodges Memorial Bridge or the Cross Bay Veterans Memorial Bridge.

● To use the discounted tokens, residents must pass through automatic lanes on the bridges.

● Motorcycle operators must affix their permit stickers to the lower left side of the windshield.

● Each toll plaza will have a record of the serial numbers on the stickers and the vehicle license numbers. This list will be updated weekly.

● Any outstanding tickets will be honored indefinitely.

—Peggy Brown

Rolls of the 50 cent Wheel tokens (20 tokens @ \$10.00) were used to accommodate this policy change for the Rockaway Resident.

So, for the while; the new M100 tokens circulated for use at Major Crossings alongside the 50 cent Wheel, which was for Rockaway Resident use only.

Doubled One Way Tolling at Cross Bay & Marine Parkway Bridges – but still no tokens!

To add further insult to injury to the general (non-resident) Rockaway Minor Crossing travelers, on June 22, 1981 the TBTA began experimentation with doubled one-way tolling in the southbound only (or “to the Rockaways” direction) at the Cross Bay and Marine Parkway Bridges. This experiment was instituted to alleviate traffic congestion waiting to pay the tolls when leaving (northbound) the seaside communities in the Rockaways during summer months.

This made the toll now \$1.50 southbound only, and free northbound. The trial was extended as evidenced by the following article, but the writing was on the wall. It was not working financially for the TBTA, despite traffic flow easing:

Newsday - Saturday, December 5, 1981

nynjtollscrip.info

Rockaways Toll Trial Extended

By Charles T. Moses

Despite assertions that drivers have been avoiding one-way tolls on the Marine Parkway and Cross Bay Bridges by going around Kennedy Airport, the Metropolitan Transportation Authority yesterday decided to keep the one-way toll system on the bridges for at least 90 days.

George F. Schoepfer, executive officer and chief engineer of the Triborough Bridge and Tunnel Authority had asked the MTA to end the experimental toll system, saying it was losing money because motorists were driving around Kennedy Airport and through Nassau County to enter the Rockaways without having to pay a \$1.50 toll.

Southbound motorists on the bridges pay \$1.50 under the experimental system while northbound motorists pay no toll. Motorists previously paid 50 cents each way.

Schoepfer said that the bridges had lost an estimated \$975,000 since the experiment began June 22. “I can see no traffic benefits to justify such a loss in revenue and recommend a return to the two-way collection as soon as possible,” he said.

However, a committee composed of MTA board members David W. Brown, Ronay Menschel, Robert Wagner and Robert T. Waldbauer voted to defer action on Schoepfer's recommendation for 90 days. Committee members didn't return telephone calls yesterday, but advocates of the one-way system said that the Rockaways are benefiting, despite the authority's financial loss.

“The residents here think that it's fantastic,” said Joel Gerstel, president of the Chamber of Commerce of the Rockaways. The chamber, along with the Gateway National Seashore, were leading advocates of the one-way system, Gerstel said.

“The basic impetus for the new system was to expedite traffic getting out of the Rockaways on summer weekends, because the roads here cannot handle the heavy traffic,” Gerstel said. “Of course, the businesses here don't think it's so great because they don't have the captive audiences.”

David Baxley, a spokesman for the Triborough Bridge and Tunnel Authority, said officials believe that the one-way system is definitely responsible for the reduced revenues. “People save \$1.50 by going around the bridge. More people are likely to do that

than would if they could only save 75 cents,” he said.

Schoepfer conceded, however, that the authority has little hard evidence to support its assertion that motorists are avoiding the bridges. “We have been in touch with the Nassau County Public Works Department . . . [and] they do not confirm any noticeable increase in traffic on the diversion routes. However . . . it is our opinion that the diversion is taking place,” he said.

The toll experiment was launched in the hope that high gasoline costs would discourage use of alternate routes. It was also hoped that the resultant savings in manpower at the toll gates would save the Triborough authority about \$300,000 annually. But traffic across the two spans to the Rockaways fell markedly as soon as the one-way collections started. And the manpower savings Schoepfer anticipated have been reduced to \$250,000 because the authority has had to staff some automatic lanes during rush periods.

While revenues on the two Rockaway spans have dropped, the Triborough's seven bridges and tunnels combined have been reporting higher usage and revenues. Schoepfer said that in the final eight days of June, Marine Parkway revenues dropped 11.5 per cent and Cross Bay's 15.7 per cent, while tunnel and bridge authority revenues as a whole increased by 2.8 per cent. In August, when revenues should have been strongest, the Rockaway bridge revenues were down 13.8 per cent and 18.6 per cent, he said.

City Councilman Walter Ward (D-Howard Beach) said he remembered how bad things used to be on streets in the Rockaways during the summer. “On July 23, 1978, we had a tremendous crowd of people at Riis Beach,” he said. “The beach parking lots closed at 1 PM, and the streets were clogged with people driving around trying to figure out how to get out of the area. . . The entire Rockaways was chaos.” Ward said that the one-way system provides a smoother traffic flow.

To help bring in more revenues, Gerstel said, the authority should consider providing reduced-rate tokens to people who work in the Rockaways, instead of just to residents, as is the current practice. “In many cases, the people who work here use the bridge more than the residents do,” Gerstel said.



A view north across the Marine Parkway Bridge

And from reading the last chapter in the following article we know tokens were NOT being sold to the general public and only to Rockaway Residents:

“To help bring in more revenues, Gerstel said, the authority should consider providing reduced-rate tokens to people who work in the Rockaways, instead of just to Residents, as is the current practice.”

Stay tuned for **Part 3: The M100 Token Rolls** Comments? Additions?
Please feel free to contact me at bedt14@aol.com, Philip M. Goldstein - AVA# R3624

Newport Corporation Transport – Employee Travel Permit – England 550 PG & PI - By Curtis Judge #1566

Newport is a city and county borough, situated on the River Usk close to its confluence with the Severn Estuary, 12 miles northeast of Cardiff. The city has a long history of public transport by both trams and buses. In the mid 20th century Newport Corporation Transport was the government entity controlling the large borough bus operations. Some 40 different routes were in service depending on seasonal demand.

Company employees were issued a “Travel Permit” that allowed them to ride the system free when off duty. Route 30, the downtown city center was excluded. A total of 10 different examples of these permits are listed in Smith’s 1990 transit catalog. The two examples shown below are listed as England 550-PG cream and 550-PI in red. Both are 50mm, celluloid and stamped with a unique employee identifying number on the reverse. Two similar varieties exist that are pierced for suspension. The 1990 catalog valuation on each was \$6.00. In September 2022 eBay auctions the cream 550-PG realized \$7.99 with two bids and the red 550-PI realized \$8.38 with two bidders.



This photo shows one of the Newport buses – a double deck variety that would have been in service when these tokens were in use.



FARE BOX ~ BUY ~ SELL ~ TRADE

February 2024

Advertising Manager: Bob Hewey ~ 307 Seabury Drive ~ Bloomfield, CT 06002 ~ 860-643-5701 boltonbob@aol.com. Please submit ads, each containing no more than 60 words, no later than the 21st of the month prior to publication. Larger ads must be sent to The Fare Box Editor. Your ad must contain your name and address with zip code. Phone and/or email address are optional. I'm now accepting up to two ads per member per month and will rerun ads up to three times upon request. Only ads relating to items in the American Vecturist Association publications will be printed.

All Ads must be received by the 21st of the prior Month

#35 For Sale: Send for list of 320 parking tokens for sale at catalog. Rocco A. DiGiacomo, 42 Sunset Drive, Mt. Holly, NJ 08060-1915. rmdigiaco@verizon.net

#50 Parking: Looking for United States, Canadian or Austrian Parking Tokens. Need you to send a Trade or Sell list. Bill Brenner, 502 Stock Farm Rd Lake Ariel, PA 18436, (570) 698-8158, bbrenner@portieff.net

#60 Sell/Trade: Transit & Carwash tokens. Sell or trade for CA Transit or SOFSPRA carwash. Call or text your interests or write - Al Kohlhardt, 829 The Dalles Avenue, Sunnyvale, CA 94087, Phone/Text (408) 732-5507

#60 Sell/Trade: Nice examples from Bob Spencer collection for sale at 8th catalog plus 10% and postage. Photos on request. AZ Club Tour 1 & 2, CO 140-A, -C, -I, & -J, 260-B & -C, 280-A, 340-A, 440-A & -D, 600-A, 640-A, 860-D, NV 500-B, -C & -I, NM 100-A & -C, 430-C, 760-B, & -D, 900-A, 940-A, WY 100-C, -G, & -K, 120-C, -L, -M, -O thru -R, 150-B, 660-A, 750-A, -B, -D & -G, 810-A. Ron Shearer, 503 SW 42nd Street, Loveland, CO 80537, 970-652-1025, tokenman@comcast.net

#70 Wanted: Omnibus & horsecar tickets from 1800s Philadelphia companies. Will trade other tickets or tokens. Joe Boscia, 190 Buffalo Str., Beaver, PA 15009, 724-774-0198 josephfboscia@hotmail.com

#70 Wanted: Any original printed material (e.g. newspaper article copies, notices, etc.) up to 1902 about Philadelphia city transit systems/companies tokens, tickets or fares. Joe Boscia, 190 Buffalo Str., Beaver, PA 15009, 724-774-0198 josephfboscia@hotmail.com

#70 Wanted: Arizona Transit Tokens: AZ 375-D, 640-K & L, 840-K & L and 1000-A & D. Stan Varnon, 216 5th Avenue, Pleasant Grove, AL 35127 stanvarnon@gmail.com