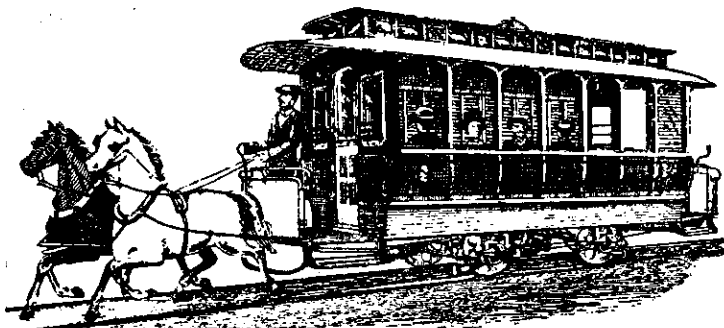


THE FARE BOX

A MONTHLY NEWS-LETTER FOR COLLECTORS OF TRANSPORTATION TOKENS

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San Francisco 17, Calif.



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VOLUME 12, NUMBER 1 - JANUARY, 1958 - WHOLE NUMBER 127

ALBERT P. WEBSTER

Members of the A.V.A. will be saddened by the news of the passing of Albert P. Webster, a Charter Member, on December 8, 1957. Mr. Webster was a collector for many years, and many of us had close personal friendships with him. We shall all miss him.

With the beginning of another year, the first thing that comes to mind is the necessity of sending Mr. Dawson your 1958 dues. If you have not yet done so, please see it gets done immediately. With the publication of the new Catalogue, 1958 promises to be our greatest year yet.

As we might have expected, our typist is taking longer than she figured in typing up the manuscript. Delays are inevitable in such a project, but eventually it will be done. Presently she is working on Pennsylvania, and my proof-reading is keeping right up with her. So she is getting near the end.

Bill Gallagher, whose home is 4125 Madrona Rd., Riverside, Cal., reports he is going to college in San Diego, and living in a trailer there during the week. There's an extra bunk available free for any visiting member, he says.

F. Gordon Smith broke into print in the Quincy Patriot Ledger on January 4 with a big article, with pictures, telling about token collecting. Getting such newspaper publicity is one of the best ways of acquiring old tokens, and some of you other collectors might look into the possibilities. Token collecting always makes good copy.



First of all, a prosperous New Year to one and all, and hoping that we shall prosper with a lot of new issues this year. At this reading you should have received the tokens mentioned in last month's Fare Box, specifically, Pa 15 N; NH 640 J; La 30 F. La 30 F is used on a bus system from Algiers to Avondale. The company also operates in Gretna, Harvey, Marrero and Westwego. Gretna is the home of Westside Transit, but the home office is American Transit Corp., in St. Louis.

This month you will receive NY 410 B (I've sent for them but not yet received). I've also received some of Tenn 600 N (red-enameled) and they are in pretty nice shape; most all the enamel is still intact on the token, so those of you who still want them let me know. Those who sent me a card as requested in last month's Fare Box will receive your token. They are in better shape than I thought they would be. I asked the man at the company to pick me out some nice ones and he did. Thanks to him! To those on my Canadian list you have received Prince Albert, Sask. 700 A and Sherbrooke, Que. 850 G. Our thanks to Eddy Echenberg or Sherbrooke for obtaining them for us.

Can anyone help on the Tuskegee, Ala., token? I have tried every source I know with no avail.

Sorry you had to resign, Mr. Hamilton, but your health comes first. Get well quick! Thanks for all the nice Christmas cards. Please note my address change: 3002 Galindo St. - Oakland 1, Calif.

- John G. Nicolosi

WALTER JEHNERT, OLD-TIME COLLECTOR, RETIRES

Walter Jehnert, 3200 White Ave., Baltimore 14, Md., is retiring after 42 years of service with Baltimore Transit and United Railways & Electric. Mr. Jehnert was a conductor and bus operator on the #19 line, and worked all night on the graveyard shift by preference. He was recently a winner on a local TV station for producing the oldest transfer, one issued in Chicago April 16, 1893. He received a watch.

Mr. Jehnert was the main reason I got started in the token collecting game. I used to get tokens from him when I was going to Night School. He was one of the collectors who originally started the Check List with Mr. Dunn and Mr. Kenworthy. Mr. Atwood came into the picture later on. They all got together and had a list made, each supplying token data, and trading tokens among each other.

Walter Jehnert had one of the largest collections at one time. He became dissatisfied and finally sold his entire collection at auction by Barney Bluestone. After that he began collecting stamps, as well as transportation tickets and transfers. He has over 18,000 different transfers mounted in albums, and now his oldest transfer dates back into the 1880's.

The A.V.A. owes Mr. Jehnert a vote of Good Fortune and luck in his retiring years, as he was one of the Granddads of token collecting.

Years ago we lost another great collector, Ray B. Cooper, who died in Chicago. He was a go-getter and a fighter. I wish we had him with us at present!

Mr. Jehnert, by the way, will appreciate getting tickets and transfers from anywhere in the world.

- B.H. Baake, Jr.

- APPLICATIONS FOR MEMBERSHIP -

- 256 R.H. Smith - 2066 Birch Street - Santa Ana, California
Age 46; Owner of Tractor Company. 2,000 tokens.
- 257 Harold E. Sullivan - 1640 Comly St. - Philadelphia 49, Pa.
Age 50; Transportation Analyst. 3,000 tokens.
- 258 Leonard Foitl - 2437 Scoville Avenue - Berwyn, Illinois
Age 37; Tester for Western Elec. Co. 300 tokens.

- CHANGE OF ADDRESS -

- 244 Lambert Baker - 309 Northwestern Bldg. - Minneapolis 1, Minn.
- 116 John G. Nicolosi - 3002 Galindo Street - Oakland 1, California
- 195 Ron O'Donovan - 1164 Hector Bay, Grant Park - Winnipeg 9, Man.
- 135 Emzy Leon Thompson - 212 Montgomery St. - Syracuse, New York

- RESIGNATION FROM MEMBERSHIP -

- 127 Dorothy M. Augustine - 6230 Condon Ave. - Los Angeles 56, Calif.
- 18 Paul Super - 105 South Pine Street - Hazleton, Pennsylvania

1958 - DUES DUES DUES DUES DUES DUES - 1958

As of this issue of The Fare Box, I have received the dues from 106 members and, while this is very good, there are a number of the old reliable members who have not yet sent in their dues. You know you will do it eventually; why not this very day? Make your check payable to MORTON H. DAWSON and send in your \$3.00 now. My address is 182 Whiting Lane - West Hartford 7, Connecticut.

- Morton H. Dawson, Secy.

CALL FOR NOMINATIONS

In accordance with Article V Section 1 of the By-Laws I hereby issue the call for nominations for the coming year. Nominations may be made by any member in good standing. Nominations must be in writing and signed. They must be sent to the Secretary, Morton H. Dawson 182 Whiting Lane - West Hartford 7, Connecticut, who will then contact each nominee for his acceptance or rejection of his nomination. Nominations along with the action of the nominee will be published in The Fare Box after the nominations are closed. **NOMINATIONS WILL CLOSE MIDNIGHT, MAY 3, 1958.** Any postmarked later than that cannot be accepted. All five offices are open for nomination: President, Vice-President, Secretary, Treasurer, Curator. Make your nominations early.

- William E. Eisenberg, Pres.

The President announces the appointment of Harry C. Bartley, 7012 Ohio River Blvd. - Pittsburgh 2, Pa., as Chairman for the AVA Convention to be held in Pittsburgh August 2,3, 1958. Contact him for any information desired about the Convention.

For Sale (limit 2 per customer) Washington, Indiana 960 C, at catalogue price, plus stamped-self-addressed envelope.

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

For Sale: 100 all different U.S. transportation tokens, postpaid, for \$7.00. 50 different for \$3.50. Good clean tokens; no junk.

Ralph W. Winant - 500 W. Summit Ave. - Wilmington 4, Dela.

Would any fellow members trade some advertising "Swizzle Sticks" they might have for some reasonably old streetcar & bus tickets and transfers? I have just started this extra hobby and I sure would appreciate some from all over the States, as I have only 11 so far and all from up here in Canada.

Ron O'Donovan - 1164 Hector Bay, Grant Park, - Winnipeg 9, Man.

For Trade Only: Cody, Wyoming A for any of the following: Ark 190 A; Conn 290 F; Ga 70 C, 630 B; Ill 530 F; Mich 170 A; Nebr 120 C D; NY 280 C; NC 710 B, 450 E, 390 A; Ohio 815 B; Pa 360 C; 590 C, 645 B; Tenn 345 C D; Tex 65 D; Philippines 700 A B C D E.

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

For Sale or swap: many common tokens, also Mass 115 M (15¢) N (15¢) O (35¢) P (30¢) Q (35¢) S (35¢) T (30¢); Mass 135 A (20¢) B (25¢); Alaska 300 A (75¢) E (35¢) 400 A (15¢) 450 A (15¢) H (25¢). Would welcome For Sale & Want Lists.

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

Scarce tokens for trade - NY 780 A (lge & sm letters) and NY 780 B. Let me know what you have to trade. I'll trade token for token whether your token is equal or less in value than mine if I need your token.

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

FOR SALE: Maryland 60 I, J, K, at \$1.25 each, or \$3.25 for the lot. Md 60 P, T at \$1.75 each or \$3 for both. Md 60 U at \$2.25. All 6 tokens for \$8.00. Also 1 only, Md 60 W for \$3.50.

Kenneth E. Purdy - 1146 N.W. 85th St. - Miami 50, Florida

For Sale at catalogue: NY 10 J, 230 B, 630 AA, AJ, 830 C, 995 C; Ohio 355 A, 640 A; Okla 640 C; Ore 700 G, 800 D; Pa 70 A, 750 AO, 990 B; Tenn 160 A.

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

Atwood's Check Lists for sale - 1948 and 1952 editions - also "Check List of U.S. Transportation Tokens" and "Key to Unidentified U.S. Transportation Tokens" both by M. Morganthau. No reasonable offer refused.

Frank J. Nemeo - 4 Margery Court - Clifton, New Jersey

For Sale: One set of 45 different Nurnberg-Furth aluminum tokens, Germany 800 D to AV, inclusive. Each one shows a different scene, and they make a beautiful display. This is the complete set. The first check for \$8.00 gets them (catalog value is \$9.00), postpaid.

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

A.V.A. TENTH ANNIVERSARY MEDAL

Mr. F. Gordon Smith, of 14 Miller Stile Road in Quincy, Mass., asks every member to drop him a card and voice his opinion on having such a medal, or pocket piece. "Don't let the other fellow voice your opinion," he says, "do it yourself. Just a postcard with your yes or no is all that I request. An association is only as good as responsive members make it." He adds his thanks to those members who have already sent in their cards. Mr. Smith has been inquiring as to means of having the medal struck, and it will be possible to produce a very handsome piece at a reasonable charge.

THE STORY OF TRANSIT IN NEW ALBANY, INDIANA

RIVER TRAFFIC suffered a severe blow during the Civil War and the years immediately following. That may have been the reason that Captain Ephraim S. Whistler, who had commanded the steamer Huntsville, launched a new enterprise--the New Albany Street Railway. This infant public transportation venture began operating mule cars along the city's most important thoroughfare--Main Street--early in 1867. The route extended from West 10th, where the car barn was located, to Vincennes Street, where it connected with the depot of the new railroad from Jeffersonville--the railroad that operated the well-known "Dinky Trains."

By the middle 1870's the tracks had been extended up Vincennes to Beeler where a new car barn was built on the site of the present Home Transit Company bus garage. Business was good during the first few years the line was operated, but then the Dinky Line tracks were extended from Vincennes along the river to State Street, and the mule cars lost many transfer passengers. This, coupled with the business depression of 1877, hit the company so hard that all service was suspended for more than a year and the city threatened to cancel the franchise unless the cars were put back in operation.

At this point of crisis a new company was organized--the New Albany City Railway--which put the cars back in operation again. Then, during the prosperous 1880's service was extended to Spring Street between Vincennes and West Eighth.

Mule car travel could be something of an adventure. There was no heat on the cars in winter and straw was spread on the floor to warm the passengers' feet, but sometimes the straw contained mice. The mule car drivers had to face the wintery blasts on an open platform and received \$9.00 a week for a 14-hour working day.

Winter caused one freak accident that almost halted service. On March 31 New Albany residents awoke to find the city blanketed under a sudden knee-deep snow. The weight of the snow on the car barn on Vincennes Street was so great that the roof collapsed and every car the company owned was smashed beyond use. Fortunately, the mules were protected by the overhead hay loft which caught the roof and held it up in that part of the structure. The resourceful management of the company was able to borrow cars from Louisville which were hauled to New Albany on the ferry boat--but the only cars Louisville could spare were the old open summer type, and for the rest of the winter New Albany riders had to bear up with cold winds whistling down their necks.

The 1890's ushered in big changes in New Albany's public transit. In 1893 the mule cars gave way to the new electric trolleys and the Highlands Railway had in 1891 built its scenic route to the top of Silver Hill. The Silver Hill line increased the popularity of the hill as a residential area, but revenues in the early years were low and finally in 1903 the line shut down completely. The next year it was purchased by the New Albany Street Railroad which started operating the cars through to the Daisy Depot. At first the Silver Hill line ended at the bottom of the hill at Spring Street and passengers had to transfer to another car and pay another fare to continue their trip.

Other improvements came after the turn of the century. Tracks were extended out State Street and out Charlestown Road to the Fair-ground at Silver Street, and in 1903 interurban service was opened to Jeffersonville.

At about this time the local company came under the ownership of the Louisville & Southern Indiana Traction which was controlled by utilities magnate Sam Insull. Insull's influence in traction and power companies spread over the whole midwest and in the early 1920's he consolidated his interests in Southern Indiana into the Interstate Public Service Company, and the New Albany local lines were part of a small empire which included city lines in Jeffersonville and Columbus and interurban lines to Charlestown and Indianapolis.

Insull's huge bubble burst during the stock market crash of 1929 and his empire crumbled into dust. The scenic Silver Hills line was one casualty and in 1932 the last car squealed down the winding track, writing Finish to a route that had once carried as many as 8,000 people in a single day to camp meetings at the Methodist hilltop camp.

But the other trolley lines were kept in operation by the new Home Transit Company, a home-owned corporation which purchased the New Albany transit system from Interstate. The little cars, affectionately called the "Toonerville Trolleys" continued to ply the streets and when World War II came they did yeoman service hauling greater loads than ever before. But they were getting old and worn out and when the war ended, Home Transit found it would be cheaper to buy new buses than new cars and early in 1946 the cars made their last sad trip.

Today Home Transit buses serve all parts of the growing city and their flexibility permits easy extension of service to new areas. It has been 90 years since the first mule car rolled down Main Street, but public transit continues to play its vital role in New Albany's economy.

- from a booklet "Historical Series of New Albany" published by the Union National Bank. Sent in by Frank C. Greene.

CHICAGO'S QUARTER TROUBLES

Now that the fare in Chicago is 25¢, the Transit Authority is having fare box troubles. They are replacing, slowly, their fare boxes with rebuilt ones that will take quarters. Previously they took only dimes and tokens and, after the increase, cash-fare riders had to hand the driver a quarter, getting back 2 dimes which went into the fare box, or gave the box 2 dimes and the driver a nickel. Now the rider has to examine the box carefully: if it has a yellow stripe, it takes quarters & tokens but no dimes or nickels. If it doesn't have the stripe, the box still gets the pair of dimes and the driver the nickel.

- from the Headway Recorder

Don't forget your 1958 dues! Send it in today to the Secretary.

JANUARY SUPPLEMENT TO ATWOOD'S CHECK LIST
By Ralph Freiberg

KENTUCKY

Covington	150	(reported by Melvyn A. Scott)	
		C. & S.T.P. ROAD CO. KY. INC'D 1847	
I o WM 25	Sd	Return Trip Horse & Buggy Gate No. 1	\$3.50

MARYLAND

Baltimore	60	(new sizes reported by B.H. Baake, Jr.)	
		R.P.L. R (Rosedale Passenger Lines)	
V o A	21 Sd	Good For 1 Fare to Rosedale	2.00
W o A	22 Sd	" " " " " "	2.00
X o A	23 Sd	" " " " " "	2.00
		R.P.L. C	
Y o A	19 Sd	Good For 1 Fare to City Line (thin)	1.00
Z o A	20 Sd	" " " " " " (thick)	1.00

(The above Rosedale tokens include two new sizes; all are listed here together, according to the numbers that will be used in the new Catalogue.)

NEW YORK

Ithaca	410	(reported by Thomas F. Williamson)	
		ITHACA RWY. INC. I	
B B	20 Sd	(same as obverse)	.15

NOTES BY RALPH FREIBERG

First we have a plank road token reported by Melvyn A. Scott of Dayton. I am not too sure of the initials on this token, but they may stand for Covington & St. Thomas Plank Road Company. It seems that Kentucky had a few of these toll roads and also some ferries. So if tokens are found for any of these, there might be several different items the tokens would be good for. For instance, on a ferry in Kentucky a few years back, the rates were as follows: Auto \$1.00; trucks 75¢ to \$1.00; buggy 25¢; 4-horse wagon 75¢; goats, sheep, hogs and lambs, 2c each. In other words, there are different rates for different items and possibly different tokens used for each rate. Between ferry boats and toll roads, then, it is possible that in the future someone may uncover other tokens for this type of transport.

As for the tokens of Baltimore, Mr. Baake has come up with a couple of new varieties. First for the Rosedale tokens with an R on them. The 23mm token is a new discovery. This line had some tokens made for special uses, such as for mail clerks or carriers, employees of various stores, and workers for the utility companies. So after many years of trying to get these, Mr. Baake was finally able to get a few of them. The price given in the listing is only a tentative one as it isn't known at the present if more of the tokens will show up, or if this will be the only bunch discovered. On the tokens with the C on them, I believe the old listing should have been in the 19mm size, as they may just squeeze under 19mm. So possibly it is best that we list the thin token as a 19 and then the thicker one as a 20.

Rather than assign numbers according to the old Check List, we have grouped the R.P.L. tokens together and assigned them the numbers they will have in the new Catalogue.

The Ithaca token was discovered by Tom Williamson while going through that city. There are some of us who do not make any effort to find old tokens...but there are still many sources to check that have not been touched. A couple years back Ivan Cline discovered a number of ferry tokens in a radius of about 200 miles from his home. It is also possible that there are other ferry tokens still not reported in other parts of the country.

Another type of token that may be found includes those used by mail carriers. On a recent trip to Oklahoma City I noted that the mail carriers were using tickets when they rode. But in some cities they might just as well be using tokens, which we don't know about. So if you see a mailman, ask him if he pays fare on the buses.

In the past year some interesting school tokens were reported. These are usually odd-size tokens, because they are usually struck by local die-stamping concerns, and they probably would never show up in ordinary fare boxes.

Another source of tokens are the various taxi companies. Just a few simple words to cab drivers if there were ever tokens used for rides on taxis, will sometimes pay rich dividends. I have a line on a taxi token now, merely as the result of an ordinary conversation mentioning my hobby during which I was asked if I happened to have one used by a local taxi outfit. So I hope I can get one of these in the very near future. However, I was through this city a few times before and never dreamed of asking a taxi operator if tokens were ever used. We also have had some taxi tokens recently discovered that are used by the Supreme Markets up around Boston. Most of the taxi tokens may run 35mm or so.

So even if you get funny looks when you ask about possible items, and are made to feel foolish, you also feel that you have accomplished something when you are successful in discovering a token.

NEW INFORMATION ON THE GLOUCESTER FERRY TOKENS

As a result of listings in a book on Massachusetts tokens, the Editor began to think the Gloucester Ferry Co. tokens (NJ 290 A-D) were really from Gloucester, Mass. However, a letter to Gloucester City, N.J., brought the following reply, together with rubbings from the writer's own collection:

"Dear Sir: Your inquiry about Gloucester Ferry and picture of fare token has reached me. You are wrong about it being from Gloucester Mass. Gloucester City N.J. had a ferry from 1688 until 1923. I am sending print of tokens like yours from my collection. I write and speak on local history and have an article on the Gloucester City Ferry but this will cost you something if you want it. Best wishes."

So that's that. Needless to say, The Fare Box is in no position to pay for articles, so we shall have to forego the gentleman's proffered article. This is the first time, by the way, that anyone I have contacted relative to token history has ever asked for financial compensation for his information.

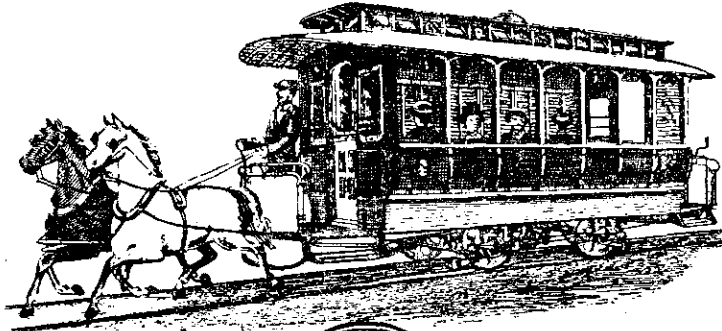
- J.M.C.

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VOLUME 12, NUMBER 2 - FEBRUARY, 1958 - WHOLE NUMBER 128

Mr. Dawson, the Secretary, has asked me once again to have a reminder on the front page about the 1958 A.V.A. dues. A number of our old friends, it seems, still haven't sent in their \$3 dues. I know a lot of the boys like to hang onto that \$3 till the last minute. But don't wait too long. Don't miss out on the next issue of *The Fare Box*.

Mr. Frisbee is handling the sale of Charles Hamilton's collection, and you will see the ad in this month's issue. In addition to the tokens, I am informed that Mr. Hamilton's file of *The Fare Box* is up for sale. He has every issue beginning with Volume One, Number Five. Such a set of issues, nearly complete, is quite valuable.

Remember those toll road tokens listed from Covington, Kentucky? Ky 150 A and B and I (I was listed last month). Well, Mr. Scott has done some investigating, and it seems we have had them listed from the wrong city. We thought the initials stood for "Covington & St. Thomas Plank Road Co." We now have definite proof that they really stand for "Carlisle & Sharpsburg Turn Pike Road Co." We're doing the page over in the Catalogue, listing them under Carlisle. The three tokens will be Ky 100 A B C.

Every A.V.A. member is entitled to a free 5 or 6 line ad in every issue, and we like to have lots of ads. However, please put the ads on a separate sheet of paper, and always include your name on that separate sheet. This is your publication, and even if the ad runs a few lines over six, it is all right if we have the space, and you don't do it too often. We want everyone to have the opportunity to use *The Fare Box* as a market place for buying and selling tokens. In addition to your ads, we still can use articles of interest to our readers. We're running low on the backlog, so see if you can help.



ASSOCIATION OF CALIFORNIA TRANSPORTATION TOKEN COLLECTORS

- minutes of the meeting of February 9 -

The February meeting of the Association of California Transportation Token Collectors was held Sunday, February 9, at 2 p.m. at Clifton's Cafeteria, 5000 Lakewood Blvd., Lakewood, California. Regular members attending included Roland Atwood, E.M. Cutler, C.G. Ficklin, W.C. Gallagher, E.J. Miller, B.J. Rohrer, L.M. Ross, Kenneth E. Smith, R.H. Smith. Visitors included Mrs. Ficklin, Mrs. Ross, and Mrs. Rohrer.

The treasurer informed members that the club currently has twenty-three members, and that there is a \$16.00 balance in the treasury. A motion was made, seconded, and carried, to use the \$16 balance in the treasury to have color slides made of rare California tokens.

A sale and exchange of tokens followed for the balance of the meeting, and the meeting was adjourned at 4:30 p.m.

- Edrick J. Miller, Treasurer

REMINDER FROM THE SECRETARY

This will be the last time I shall mention our 1958 DUES because there are only 35 members who have not sent in their \$3.00 to me and I feel sure that between now and the March issue I shall have heard from them. If you have not received your membership card and have sent in your \$3.00 please contact me, as I have sent out all new membership cards within three days after receiving your money. My address is: 182 Whiting Lane - West Hartford 7, Connecticut.

- Morton H. Dawson,
Secretary, A.V.A.

APPLICATION FOR MEMBERSHIP -

259 Leon S. Rosenblum - 36-24 Ferry Heights - Fair Lawn, New Jersey
Age 30; Retail Store Owner.

RESIGNATION FROM MEMBERSHIP -

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

CHANGE OF ADDRESS -

237 John H. Kitch - 258 Seneca Street - Harrisburg, Pennsylvania

A recent issue of a coin paper, Numismatic News, carried an ad offering a superb Kearney Electric Railway token. The Kearney token is extremely rare, and in this case inquiries indicate that the token finally went for \$15.00 or thereabouts after spirited bidding via the mail. Rare tokens bring good prices, even when offered through coin journals!

CALIFORNIA COLLECTORS TO RUN MAIL AUCTIONS

The Association of California Transportation Token Collectors will conduct transportation token auctions for the benefit of all transportation token collectors, through The Fare Box. They will also operate an exchange for collectors for the more common tokens, all on a non-profit basis.

The rules of the auctions are that any member of the A.V.A. in good standing may submit suitable material for the auctions. All auctioned material will be subjected to a 5% fee of the selling price to be deducted before remittance to the seller, to cover miscellaneous expenses. No minimum bid may be set by those who submit material, but they may bid on their own material providing that the bid must be 1¢ under catalog price, or less. The material must be submitted in labeled 2x2 envelopes.

The material will be awarded to the highest bidder at 5¢ over the next highest bid or, if the highest bid is less than 5¢ over the next highest bid, at the highest bid. On tie bids preference will be given to members of the California Club, still if tied preference will be given to the earliest postmark. The auction committee chairman will notify all winners and collect payment plus postage and insurance before sending tokens. All packages, even one token, will be sent insured.

The token exchange will accept suitable material (almost all tokens) from any A.V.A. member in the 10¢ to 55¢ class U.S. & Foreign for sale at catalog in 2x2 labeled envelopes. Two, three, or four tokens may be in the same envelope provided they are the same catalog number. The submitter will be refunded catalog value less 5% handling expenses on the sold tokens, less the cost of returning the unsold tokens, at the end of the time period stated by the submitter.

Any A.V.A. member may submit want-lists according to the 1958 U. S. Atwood Catalogue or the new Foreign Check List. The want-lists must consist only of tokens cataloguing 10¢ to 55¢ and must be type-written or printed on 3-ring sheets that are 8½x11 inches, with U.S. and Foreign on separate sheets. Preference on want-lists will be given to California Club members. The buyer will pay catalog plus postage and insurance before the material is sent. All material, even one token, will be sent parcel post insured.

The above arrangements were adopted vocally as a resolution by the California Club members present at the February 9 meeting. Mr. Kenneth E. Smith - 328 Avenue F - Redondo Beach, California, will at present handle the auctions and the exchange and hopes to have a minimum of two auctions per year, and we shall try for three. As soon as members send in their 1958 catalogue want-lists, they should state the maximum amount they will take at one time, and what tokens they have that they are willing to send in.

Membership dues in the California Club are \$1 for two years, payable to Edrick J. Miller - 694 Senate St. - Costa Mesa, California.

REMEMBER YOUR 1958 A.V.A. DUES

REMEMBER YOUR 1958 A.V.A. DUES

FOR AUCTION BID: Collection of Mr. Charles M. Hamilton, containing over 3,900 all different U.S. & Possessions transportation tokens, with Check List value of \$834.50. The closing date to be April 1, 1958. Mr. Hamilton reserves the right to reject any or all bids. Send bids to:

R.K. Frisbee - 211 King St. - Denver 19, Colo.

For Sale: Wisc 170 B at catalog price, plus stamped envelope. I have several of each--Wisc 170 C also at same price.

Roland C. Atwood - 2818 Colorado Ave. - Santa Monica, Cal.

For Sale: Cal 575 A, 7 windows \$3.50. Dela 900 A \$5.00. Ill 580 A B C, each \$10.00. Ill 685 A \$2.50. Ill 760 A \$1.00. Ill 760 B I J K, each \$5.00. Ill 795 H \$5.00. Ill 795 G \$10.00. Iowa 160 A \$1.50. Iowa 270 A \$1.00. Remittance with your order. Postpaid on orders of \$10 or more; 50% extra on orders under \$10.00.

L.A. Hensley - 1616 Spencer St. - Omaha 10, Nebr.

For Sale: Beech Grove, Ind. 90 A at catalogue price 75% each. Also have 2 Ind 700 A at \$2.50 each. Stamped envelope please.

Ivan B. Cline - 808 West Illinois St. - Evansville 10, Ind.

For sale, stamp please: Maverick #70, 10%. Alaska 300 A B; ND 600 B (no rim); Minn 600 A B; Pa 70 A B; Mich 75 D; Conn 290 M; Pa 200 C D. Send me your want-list (beginners), may have some you can use.

John G. Nicolosi - 3002 Galindo St. - Oakland 1, Calif.

For Sale - Stroudsburg, Pa 870 A at 50% each, 3 for \$1.25; 5 for \$2 plus stamped envelope, self-addressed. Send stamped envelope for duplicate list of tokens for sale or trade.

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

DID I CONFUSE YOU LAST MONTH? in the January Fare Box. Swizzle sticks are also called cocktail mixers or muddlers, usually made of plastic, wood, or glass, and are given out in bars, restaurants, hotels, taverns, trains, etc. If you have any please write. Duplicates don't matter.

Ron O'Donovan - 1164 Hector Bay, Grant Park - Winnipeg 9, Man.

A real wholesaler of obsolete tokens--100 bus & trolley obsolete tokens large & small size assorted from all 48 states, \$6.00, to be sent by insured parcel post to you. Money order or express check. No cash will be accepted. Honest trader. Money back on demand. In business for 50 years. Honest trader. Largest cheap token dealer in the U.S.A.

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

MISCELLANEOUS NEWS ITEMS

Balcer Bros. Motor Coach Co. of Bay City, Mich., has announced intentions to go out of business May 14. They operate 36 buses....blind patrons of Dallas Transit Co. have been issued special large plastic identification cards....Syracuse Transit Corp. raised token from 5 for 75% to 5 for 85%....New York is building an elaborate new subway station at Rockefeller Center....Hamilton, Ontario, has raised token fare from 5 for 80% to 6 for \$1.10....Tokyo, Japan, has opened a Monorail line at the city zoo....Woodlawn & Southern Motor Coach of Alliquippa, Pa., has raised tokens to 16 2/3 cents each....Springfield, Mass., has gone back to tokens, selling now at 4 for 75%....Vancouver, Wash., has raised cash fares to 25%....Portland Traction Co. ended its interurban service abruptly and in violation of a court order on January 25, leaving many people stranded. The company has been hauled into court. It was one of the last authentic interurban lines in the country, operating about 6 cars, one of which was owned by a California trolley fan group, on loan to Portland Traction.

DAVENPORT -- ROCK ISLAND -- MOLINE

(Editor's Note. Mr. L.A. Hensley did some investigating of the transit system in these three neighbor-cities, and sent us a copy of the notes he made as a result of his investigations. Without attempting to put them in regular narrative form, we reproduce them here exactly as he sent them.)

Davenport, Iowa. On August 11, 1888, electric streetcars were tested on the Brady St. Hill. The cars loaded with 40 or 50 persons easily climbed the hill, and there was general rejoicing. The formal opening of the electric line took place August 13, 1888. The pioneer who was principally responsible for the building of this line was Dr. William L. Allen. The power was generated at a plant on the west side of Brady Street, between 2nd and 3rd. There was probably only one other electric car line in operation in the United States at the time of the opening of this line.

Rock Island, Illinois. The early electric streetcars in Rock Island received current from a plant built by the Holmes syndicate where the present Rock Island Sub Station stands. It would be too long a story to tell of the organization and changes in ownership of the many street railway companies which were formed in the early period of development. The street railway business has had many ups and downs.

Moline, Illinois. The first electric streetcar appeared on 15th Street in Moline on October 17, 1889, receiving current from the Moline power plant. W.R. Moore was the principal one responsible for the building of this line. It was financed by a large number of local citizens. S.W. Wheelock had a large interest.

In 1906 the J.G. White Engineering & Construction Co. acquired all of the local electric, gas, and street railway properties. This company had been building some of the world's largest electric systems. (I presume this means they took over everything along this line in Moline, Rock Island, and Davenport, and that vicinity, from the way this booklet I have looked into reads.) It appears that the Tri-City Railway Company and Iowa-Illinois Gas & Electric Company were subsidiaries of the United Light & Railways Company.

From local people I was told the following: At one time there were horse cars between Moline and Rock Island, and electric cars from Moline to East Moline. There were horse cars in Davenport. From the information in the booklet mentioned above and from what local people told me, there must have been a street railway company formed about 1900 which took over the Moline Central Street Ry. Co. Then this company name was probably changed to Tri-City Railway Co. about 1906. Tickets were used in the early days at times, and later only by certain people under special conditions. As I understand it from what I was told, Iowa 270 A was used during World War I and was good on any of the various lines of Moline and Rock Island, as well as Davenport. Ill 760 A was next, used around 1928-1930 with an identification card (just how I don't know) and in Davenport only.

Possibly some of the tokens were good for payment of fare in all three cities at times, then at other times certain ones were good only in certain towns, depending on the rate of fare at that particular time in a particular town, as I understand the rate varied at

times from town to town. From the suburbs of Davenport to the suburbs of Moline it took three different tokens or fares to make the trip. One from Moline to downtown Rock Island, another to cross the bridge from Rock Island to Davenport, and another to the suburbs of Davenport. And those bridge tokens were no doubt used on the bridge line, from Rock Island to Davenport. All three lines were owned by the same company, but each had to keep separate accounting of the fares. The smaller size tokens were of course used later than the large size ones. It seems impossible to get the story all straight, as people do not agree on certain things. It has been too long ago on the old large size tokens; people just don't remember those things that far back.

Tri-City Lines sold out to National City Lines in September, 1950. National City Lines bought the Davenport, Ia 270 B tokens.

The name Tri-City Railway Co. was changed to Iowa-Illinois Gas & Electric Company around 1935, on account of laws which made the electric light company dispose of the streetcar lines. I presume this meant the United Light & Railways Co.

Tri-City Railway Co. took over the Muscatine Street Railway Co. about 1911, and it operated under the name Muscatine City Lines. This was apparently another subsidiary of United Light & Railways Co. Possibly before that the Muscatine streetcars were operated by the Muscatine Lighting Company. Just who it was that bought out Tri-City Railway Company, and when, I have not been able to find out.

United Light & Railways Co. operated as subsidiaries streetcar companies in various other towns, such as Clinton and Cedar Rapids, and probably many more, some years back.

All this information here is merely my opinion, formed from what I have read and been told by various people, and is not stated as absolute fact.

THE NEW CATALOGUE

Work is progressing slowly but surely. The typist assures me she will be finished by March 1. Even if she is mistaken, it won't be much longer, as she is nearly done in any event. Then it will take about a week to put in the corrections, which must be typed on small pieces of paper, cut out, and pasted over the error with rubber cement. Some errors will require typing over the whole page. In a future issue I am going to give the entire history of this catalogue, so that subscribers, as well as future generations, will have a complete record of the trials, tribulations, and work, that are required to bring out such a book. There are, of course, many typographical errors that must be corrected before we send it off to the printer, although the number of errors is not excessive for a work of this size. Once it goes to the printer, it should be near letter-perfect, down to periods and commas. I have finally finished preparing the twenty-two plates of pictures, which will show both the obverse and reverse of over 200 rare tokens. It took about two hours to prepare each plate, not counting photographing. In spite of the delays, however, I still am optimistic that we shall have the books near the first of April.

FEBRUARY SUPPLEMENT TO ATWOOD'S CHECK LIST

By Ralph Freiberg

CALIFORNIA

Santa Monica 835 (reported by Roland C. Atwood)
SANTA MONICA MUNICIPAL BUS LINES

G B 16 SM-sc Good For One Zone Fare \$0.15

MISSOURI

Kansas City 440 (reported by Harold Ford, Jr.)

KANSAS CITY PUBLIC SERVICE CO. KC

P WM 16 Ball J.A Harder Treas. Full Fare KC (B-plated) .25

KANSAS CITY PUBLIC SERVICE CO. (STAR)

Q WM 16 Bar J.A Harder Treas. Full Fare (star) (B-plated) .25

NEW YORK

Syracuse 875 (reported by Emzy Thompson)

SYRACUSE & EASTERN TRANSIT CORP. S & E

S Bz 23 Ball Good For One Fare S & E (3 slots) .20

NOTES BY RALPH FREIBERG

First of all, we have a 16mm token for Santa Monica. Outside of the fact that it sells for 2 for 25¢ I have not found out why they changed from 23mm to 16mm. The 23mm was selling for 2 for 25¢ the last time I heard.

(Since writing the above, Mr. Freiberg sent in the following supplementary information on the Santa Monica tokens:) I saw Mr. Atwood last weekend, and he said that the Santa Monica token in the 16mm size was made for use on a special rate the company hoped it would be granted, for service directly into Los Angeles. But their hopes fell through, and the company decided to use the 16mm tokens as regular fares, since they had them on hand anyway.

As for the Kansas City tokens: upon his return home, Harold Ford learned that the Kansas City company had taken a couple of the white metal tokens and brass-plated them for convenience tokens. As the company expected a fare raise, it was nearly impossible to get these tokens--the company not wanting to sell at the lower rate tokens which would be valid after the fares were raised. I don't know the exact date they were brass-plated, but on February 2 the company got its fare raise to 25¢ cash, or 2 tokens for 45¢. So now Harold will be able to get some of them for the New Issues Service. They have tried to separate all of the Kansas City 440 K and L tokens (the zinc and steel) and also the old K.C. RYS. CO. 16mm tokens. All of these that were on hand were then destroyed. Since tokens are again being used, it isn't known how many unplated tokens will show up of the types that escaped plating or were destroyed. Perhaps we'll be able to get more information on this if Harold is then still living in Kansas City. This will be an example of how some tokens remain common for a long time, and then suddenly become scarce. Some of the older K.C. Rys. Co. tokens may have been in use for over 30 years, and were always easy to pick up. But if the company has done a good job destroying them, the years to come may find those older tokens more difficult to obtain.

In any event, Kansas City is about the third city I know of to go as high as a 25¢ fare with tokens. Others are Chicago and Cincinnati. We were talking a few years back about having a minimum price of 15¢ in our catalogue, but if this keeps up, in another ten years we may be talking about a 25¢ minimum price.

The new token out of Syracuse is one about which not too much is known at present, or why it was issued. But perhaps we shall have this information in a month or so.

Ralph Winant also reports a new die variety of the New Jersey 115 G token, besides having narrower slots the formation of the letters appears different. This is for the benefit of those who collect die varieties. I never did know the use of these tokens, so if anyone has the information please report it to me.

One last note: in the January supplement we listed the Ithaca, N.Y. 410 B token as being 20mm. Correct this to 23mm.

NEW ISSUES SERVICE NEWS

Last month I promised to send you NY 410 B. So far I have not received the tokens from the company. I did receive a card from them the other day in which they notified me that I would be sent the tokens just as soon as the company received their re-order. They are short of tokens, it seems. So as soon as I get them I shall forward them to you, along with the following: Calif 835 G, NY 875 S, Mo 440 P and Q--and also to those of you who have not as yet received DC 500 AC, you will soon receive it. I finally got the last of them from Mr. Sherr of Arlington. Mo 440 P and Q were formerly J and N but have been brass-plated for a fare increase. On the NY 875 S we thank Mr. Emzy Thompson of Syracuse for obtaining them for me. He also says that the company will not answer any letters; so save your postage and stationery and money.

Our thanks to Harold Ford for obtaining Mo 440 P and Q for us, and also our thanks to Mr. Sherr for obtaining the DC 500 AC tokens for us. This was a tedious job as he had to get them at the rate of two or three a week.

I'm working on another new issue, and will probably have it to send you in March--that is, if the company cooperates. I shall at least be satisfied with an answer to my letter.

I still have a few of the Tenn 600 N in pretty good shape, if anyone still wants one. That's it for this month. Let's all try to dig up a new issue, even an oldie. Scout around; ask questions. Who knows, a chance to get a token may pop up anywhere.

- John G. Nicolosi

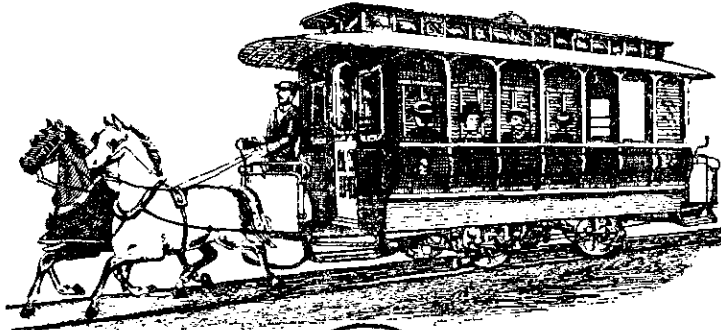
Portland, Ore., is raising cash fares to 25¢ with tokens selling at 2 for 45¢....South Bend, Ind., has raised fares to 25¢ cash, with tokens selling 5 for \$1.10, school tokens are now 2 for 25¢....the AAA says people who daily drive to work would save \$850 a year if they took the bus instead!

THE FARE BOX

A MONTHLY NEWS-LETTER FOR COLLECTORS OF TRANSPORTATION TOKENS

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VOLUME 12, NUMBER 3 - MARCH, 1958 - WHOLE NUMBER 129

The Editor recently spent a few days in New York City, where he had a pleasant visit with Mr. Schwartz. Mr. Schwartz has reported some new discoveries as a result of his examination of the Morgan-thau collection in the museum of the American Numismatic Society. These will be listed shortly. After meeting Harold Ford, I then decided to visit the ANS museum myself, and there we discovered some more interesting, hitherto unknown, fare tokens. After some investigating, these, too, will be reported and listed. Driving back to Boston from New York, Harold and I stopped in Hartford to spend a few hours with our Secretary, Mort Dawson, and his very charming wife. Mr. Dawson, whose collection contains dozens of extremely rare tokens, has his tokens housed in an attractive manner. Tokens are placed in small cellophane envelopes, which are then stapled on cardboard sheets. The envelopes may be lifted up to see the reverse of the tokens, and the general effect is excellent. A simple and inexpensive way to keep your tokens--one of the best I've seen. Mr. Dawson's parting comment: "Please ask them once more to pay their dues if they haven't done it yet!"

Harold Ford, our Associate Editor, is staying for a while with Your Editor in Boston, and this issue is thus his work as well as mine. After buying one of those snappy little foreign cars, Harold is going to swing around the country, so don't be surprised if he comes knocking on your door one of these days.

Harold has compiled a large comprehensive census of rare tokens (those of which fewer than 10 exist). He'd appreciate your reporting your rarities to him for listing, if he doesn't have your want-list. But more about this list in the next issue. Meanwhile, please send us some articles to publish!



FOREIGN NEW ISSUES AND DISCOVERIES

Foreign Transportation Tokens, although not as important to most of us as the U.S. ones, are nevertheless an important part of our hobby. Many new issues and discoveries are cropping up, and collectors seem uncertain where to report them. Because Mr. Smith, who is in charge of compiling the A.V.A. Foreign Check List, does not have time to report individual listings to The Fare Box, Your Editor suggests the following procedure: report an exact description of the token to Mr. Smith and to The Fare Box. We shall list them, but not affix numbers. Mr. Smith will duly include them in his list with the correct numbers...and they will be listed as his list is completed thru the pages of The Fare Box.

Emzy Thompson has reported several foreign tokens, as follows:

GUATEMALA CITY, GUATEMALA

- Ia LOCOMOTORA EN LA CAPITAL 19 DE JULIO 1884
- Gold 20 Sd J. Rufino Barrios a Los Guatemaltecos (engine)
- FRIMERA LOCOMOTORA EN LA CAPITAL (ENGINE)
- Gold 20 Sd (bust of President of Guatemala, year 1884)

(Above tokens, struck in solid gold, are similar to silver tokens listed in Atwood's old foreign list. The precise nature of their use is uncertain.)

BERLIN, GERMANY

- MITROPA 50
- A 24 Sd (same as obverse)(now in use)

GOTHA, GERMANY

- GOTHAER STRASSENBAHN (CAR)
- A 20 Sd Gothaer Strassenbahn Gut Fur Ein Fahrt

LEIPZIG, GERMANY

- S 23 Sd (same as A except 20 instead of 30)
- Z 23 Sd " " " " " " " "
- Fi (brown leather, incuse black letters, like C but 20, not 30)

ANTWERP, BELGIUM

- WYCK OVD ANTWERPEN 1894
- N 20 Sd (castle & manufacturer's name)

(Wyck was a man who ran an omnibus line, horse-drawn, from the depot to several hotels. Tokens were given out at station & redeemed when exiting at destination.)

BUDAPEST, HUNGARY

- KIS-SZAKASZ-JEGY (winged wheel)
- B 17 Sd (arms) 1933 -B-SZ-K-RT (3rd class token)
- VALTO-JEGY -B-SZ-K-RT
- A 17 Ch (clouds) 1943 (transfer token)

(translation on above tokens: Budapest State Railways)

All information on foreign tokens listed on this page was supplied by Emzy Leon Thompson. Knowing little about foreign tokens, the Editor is listing tokens and comments exactly as sent in.

THE SECRETARY'S REPORT

APPLICATIONS FOR MEMBERSHIP

- J-260 Jerome Moses - 43-57 Union Street - Flushing 55, New York
Age 18, Student. 300 tokens.
261 Adolph Larson - 1219 Third Avenue - Wausau, Wisconsin
Age 51, Bank Teller. 600-700 tokens.
262 Agnes Rinehard - 1801 East Fayette St. - Syracuse 10, N.Y.
Age 39, Bus Operator. 100 tokens.
263 Thomas R. McDaniel - 5255 Guessman Ave. - LaMesa, California
Age 34, Photo Reproduction Technician. 120 tokens.

RESIGNATION FROM MEMBERSHIP

200 Walter Jagiello - Route 5 - Harrison, Arkansas

CHANGE OF ADDRESS

130 Carroll Morgan - P.O. Box 12532 - Dallas 17, Texas

PITTSBURGH DISTRICT NOTES
By Harry C. Bartley

Pittsburgh District Token Collectors have met twice since my last report: Oct. 20 and Jan. 19. At the first we had only our local group, but at the second we were pleased to have Mr. & Mrs. Ralph Koller and Mr. & Mrs. Wm. Carr & son with us. Tho the weather both times was good on the meeting day the previous days were bad, thus hampering our outside attendance. Programs for both meetings were practically the same: discussion of events past & present, and exchange and sale of tokens. Due to the death of one member and illness of another our group is down to the original 5: the Blacks, Eisenberg Mackie, and your reporter. However another collector has been located and we hope to welcome him at our next meeting. We aren't blessed with the numbers enjoyed by Minneapolis, Seattle, and California, but we still have a loyal group and hope to continue as long as possible. Let me add that any AVA member or collector is welcome at our meetings so if you can possibly make it come over and visit us. The next regular meeting will be Sunday, Apr. 20, at which time further plans for the Convention will be made. We hope all within travelling distance will make it a point to visit us for this Apr. 20 meeting. We need help, advice and new ideas so you will help AVA as well as us if you are present. Time: 2 p.m. Place: Rm 1208 House Bldg, Smithfield St. & Ft. Pitt Blvd. Congratulations to the Seattle Club on its Tenth Anniversary; also to the new California Club for coming along so nicely. I for one would like to have the latter group make a bid for the 1959 Convention; I have been wanting to go to the Coast and this would be the chance to make it a double event. By the way, we hope to see representatives from both clubs here in Pittsburgh this August, so why not try your best to attend the AVA Convention this year. Should you have any suggestions why not send them to me. Will be glad to submit them on the 20th.

- Harry C. Bartley
7012 Ohio River Blvd.

For Sale - Ore 160 B with & without period after T. Ore 700 H 15¢.
4-800 B (1-700 B trade only). Wants NJ 555 F, RI 520 H I, Wisc 20 B,
410 C D, 330 A, 510 H L, 600 A, 790 E. Wyo 480 A, 660 A, 750 A, 810
A; NC 380 C, 30 D; Minn 70 C. Mich 170 A, 775 E.

F.W. Guernsey - 3138 S.E. 78th - Portland 6, Ore.

For Sale - Iowa 300 E, \$5.00. Iowa 300 G, \$5.00. Iowa 300 D, \$1.00
Iowa 380 A, \$1.00. Iowa 590 A, \$10. Iowa 640 A, \$10. Iowa 730 A B
each \$2.00. Iowa 730 C D each \$1.00. Iowa 910 A, \$1.00. Kans 40 B
75¢. Mass 305 B, \$2.50. Remittance with your order. Postpaid on
orders of \$10 or more, 50¢ extra on orders under \$10.

L.A. Hensley - 1616 Spencer St. - Omaha 10, Nebr.

FIRST COME, FIRST SERVED on Indiana 460 AB - 50¢ each. Mo 820 A:
Rev. B, 20¢; Rev. C, 15¢; Rev. D, 15¢. Mo 820 B, Rev. D, 15¢.
Alaska 300 B, \$1.50. Kans 540 F, 15¢. Am currently on eastern trip.
Orders will be filled by postmark. Use this address; mail will
either be held or forwarded.

Harold Ford, Jr. - 4630 Wornall Rd. - Kansas City 12, Mo.

Want to Buy the following tokens: Ala 220 D E F J K, 750 F G; Ark
450 A; Colo 440 A B; 540 A B; Ohio 30 C, 160 C E, 230 T U V; Pa 125
A, 195 L, 295 C, 305 A, 340 A, 425 A, 575 D, 590 C. Also any tokens
from Cuba (except 400 D) and Canada, Ontario 825 A.

Harry C. Bartley - 7012 Ohio River Blvd. - Pittsburgh 2, Pa.

For Sale - Pa 515 A at catalog price plus a stamped envelope (have
several of them).

Roland C. Atwood - 2818 Colorado Ave. - Santa Monica, Calif.

For Sale - complete issues of THE FARE BOX for 1955, 1956, and 1957.
Slightly marked. First \$7.00 gets the lot, postpaid to you.

TOKENS: 30 different for \$3 postpaid. Get on my Business Printing
mailing list. It's free - by request.

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

Wanted--Tokens--the "JUNK" you don't need or collect (no transport-
ation tokens). Will trade 2 transportation tokens for each one I
can use. The balance plus the transportation tokens will be sent
back to you. No need to write first, just send them on.

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

For Sale at New Catalog plus 15¢ postage and insurance. ENGLAND
50 AB, AD, AE, AG, AI, AL, AO, BA, BC, BD; 115 BO, BT; 150 BI; 170 BA, BB, BH;
230 AC, AD, AE, AG, AH, AL, AJ, AM; 405 DH, DI; 445 AC, AJ, AO, AU, AS.

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

For Sale, stamp please: Maverick 70, 10¢. Alaska 300 A; ND 600 B
(no rim); Pa 70 A B, 200 C D; Conn 290 M; Mich 75 D; Minn 600 A B.

John G. Nicolosi - 3002 Galindo St. - Oakland 1, Calif.

I will pay \$15.00 each for the following tokens in nice condition:
Virginia 65 B, 580 T, 620 O, 660 A, 730 A, 840 A. Washington 80 A
and B, 690 A, 710 A and B. I will pay \$1.00 each for Texas 65 B & D.

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

NEWTON, KANSAS, CITY STREET RAILWAY CO.

As the result of extensive searching, Harold Ford obtained the
following information on this line from an elderly resident of the
town: The Newton City Street Ry. Co. was built by a corporation in
1886-87 during the boom days. It had about 6 miles of track with 8
small cars operated with mule power. The novelty of the cars attrac-
ted a large patronage at first but later the creditors closed out at
a loss of \$50,000 in November, 1890. (P.S. She also sent Harold
one of the brass tokens, 690 A. But only one, unfortunately.)

PROGRESS REPORT ON THE NEW CATALOGUE

It gives me great pleasure to report that our Stenographic Service is finished with the typing of the catalogue. All corrections have been made, and as soon as page numbers are affixed, the whole thing will be mailed off to the printer in Ann Arbor. There will be 378 pages of printed matter in the catalogue, in addition to the title page and 22 pages of photographs. A total of 401 pages, plus either 15 or 31 blank pages for adding on new issues. It will thus be a good-sized book. The typist has charged us \$325.50 for the typing, which is a very reasonable price considering the exacting nature of the work, and the fact that most typists charge \$1.50 to \$2.00 for a page of similar work. Ours figures to less than \$1 a page.

The printing firm has advised me that it will take them five to six weeks to finish up the printing and binding from the date they receive the material from us. Figure another week for the books to arrive in Boston from Ann Arbor, and another week after that for me to get them mailed out to purchasers. It may thus be safely predicted that collectors will have received their catalogues before the end of May, at the latest. Since so many previous predictions have proven wrong, let's hope this one will be right. I see no reason why it should not be right.

The book will be cloth-bound, with gold lettering on both the spine and cover of its maroon binding. The A.V.A. seal will be included on the Title Page, and also on the front cover if our cut will work. There is no extra charge for us to include the seal. All tokens reported up to the January, 1958, Fare Box, will be listed, as well as Zone Checks and Patterns and Manufacturers' Samples. The page size will be 6 inches by 9 inches, and 1,000 copies will be printed. Of these, 300 have already been ordered and paid for.

In this article, and in another one which will appear in the April issue, I am going to explain step by step the story of this catalogue.

As most collectors know, it was originally planned to have the catalogue published by Stacks of New York. Mr. Stack agreed to do this mainly because of his personal friendship for Mr. Schwartz. It was agreed that we could buy all we wanted at \$5 per copy, and the balance of the catalogues would be Mr. Stack's property, and sold by him at \$10 per copy. Because the first estimates we had received for a type-set job were much lower than we later figured, Mr. Stack decided he couldn't go through with it. In return for releasing him from the contract, Stack agreed to purchase 100 copies of the book from us, after we had it printed ourselves, for \$500. He turned over his check for \$500 to us in advance, and this money, in addition to that already collected from advance orders, will almost cover the production costs involved in publishing the book ourselves. I might add that, in the meantime, during last summer, I had typed out the complete manuscript, double-spaced, for use by Stack's printer. As the book was now to be printed by the lithoprinting method, it was necessary, after Stack backed out, to have the whole thing retyped on special paper, single-spaced, by electric typewriter.

Mr. Schwartz, after it developed that Stack would not publish the book, located a firm in Ann Arbor, Michigan, which does lithoprinting work at reasonable prices. We have arranged for them to

print the book. This firm, Edwards Brothers, sent us special paper on which to have the material typed, and I arranged for a stenographic service in Cambridge to do the typing. This firm, which handles work for many large Boston concerns, as well as for Harvard University, has an excellent reputation and gave me a surprisingly low price on the work. After adding in all new issues and discoveries reported since the summer, I turned over my manuscript to be typed on the special paper. In addition to the manuscript, I turned over Mr. Butler's large and comprehensive Identifier List to be typed, also.

While the typing was being done, I prepared twenty-two plates of photographs of rare and unusual tokens to be reproduced in the catalogue. These photographs were made in Keene, New Hampshire, by Mr. Kenneth Bressett, an excellent coin photographer. The tokens photographed came about equally from my personal collection and that of Mr. Schwartz. The tokens were photographed individually, a long and complicated process requiring great skill. Then, taking these photos plus a number of photos of tokens donated by members of the Seattle Club, and photos of two rare Baltimore tokens donated by George Fuld, I pasted up the plates. Pasting up the plates is a labor far beyond what I originally thought I was getting into. It was necessary to take each photograph, and cut exactly around the token with a pair of precision manicure scissors. Then, taking the cut-to-shape picture of each token, they were attached to the paper sheet (specially provided by Edwards Brothers) with rubber cement. In nearly every case, both obverse and reverse are pictured, side by side. It required at least two hours to paste up each of the 22 plates, or a total of 44 hours of work just on the plates. On the last plate, I affixed photos of the seven reverse types of the 23mm tokens with bus-on-bar, so that these may be easily distinguished. The bottom of the plate contains large, blown-up photos of tokens bearing the three main bus types, so that no one would be in the dark when we refer to "bus type #2," etc. Except for the bus-type pictures, all tokens are reproduced in exact size.

As may be gathered from the foregoing, once arrangements were made with Edwards Brothers to print the book, all negotiating and communicating was left to Your Editor to handle. There have been dozens of letters back and forth to the printer, dozens of trips to the typist, personal trips to Keene, New Hampshire, and dozens of phone calls. Being in sole charge, as I am, of the production end of this work has been an education in itself!

As the typist would finish with a group of pages, I would drive to Cambridge, pick them up, and bring them home with me for the proof-reading. Every comma and period had to be checked against the original manuscript, and lots of errors naturally appeared. These were duly marked and have been corrected. The corrections involve pasting small slips of paper with the correction over the mistake, using rubber cement. Meanwhile several mistakes in listing were reported by various collectors, and it was necessary to go back and do over several cities--two examples were in Ketchikan, Alaska, and Covington, Ky., where it developed our original listings had been wrong.

As the conclusion of this labor finally looms into sight, I may say that Your Editor feels an immense sense of relief. Remaining is the job of packaging and addressing the books after they are ready, no mean task in itself! Next month I shall give the story of the early, and most important, aspects of the catalogue--the compilation.

LOS ANGELES METROPOLITAN TRANSIT AUTHORITY

In 1957 the Los Angeles Metropolitan Transit Authority, an agency created by the California State Legislature, was formed to issue revenue bonds with the purpose of taking over the transit lines of the Los Angeles area. On March 3, 1958 this agency took over the lines of the Los Angeles Transit Lines, the Metropolitan Coach Lines, and the Asbury Rapid Transit System. The purpose of this agency is to unify all lines in the area, to give the people better service, and also to eliminate duplicate lines.

The Los Angeles Railway Corporation was incorporated on Nov. 7, 1910 as successor to the Los Angeles Ry. Co. and assumed its bond issue and thereby acquired the property formerly operated by the Los Angeles Traction Co. Afterwards it acquired all the city narrow gauge lines owned by the Pacific Electric Ry. Co. and the Los Angeles Interurban Ry. Co. and those portions of the Los Angeles & Redondo Ry. and California Pacific Ry. lying north of an east west line running through Hawthorne and Athens, this comprising all the street railway business of Los Angeles except that portion operated by the Pacific Electric Co. Effective Oct. 21, 1928 fares were increased from 5 cents to 7 cents cash or four tokens for 25¢ (this is probably when the bell token, Calif 450 C, first appeared). In 1945 the National City Lines acquired an interest in this company and the name was changed to the Los Angeles Transit Lines. Probably the token with the shield was issued shortly afterwards. The fare later went from three for a quarter to a dime straight but on Jan. 24, 1952 tokens again appeared. The bell type only appeared though when supply was short. On March 2, 1958 the fare was 17¢ or 7 tokens for a dollar.

The Pacific Electric Railway Company was incorporated as a consolidation of various railways on Sept. 1, 1911 and was controlled by the Southern Pacific Ry. I was told that the 20mm steel token of this line was issued for the Glendale lines and being a steel token was probably first used about 1942 or 1943. I need verification of the exact use. It was possibly a 2 for 15¢ fare but it has been obsolete for some time now. On Jan. 24, 1952 the Pacific Electric along with the Los Angeles Transit Lines was raised to 15¢ or 2 for 25¢. A month or so later the 16 mm of the Pacific Electric was mentioned in the Fare Box so I imagine that it was issued to coincide with this date. Fares in the first zone then being raised to the same rates as the regular Los Angeles Transit Lines fare. On Oct. 1, 1953 ownership of the Pacific Electric was acquired by the Metropolitan Coach Lines but no new tokens were issued. The 16 mm of the Pacific Electric continued to be used.

I am not sure of the origin of the Asbury Rapid Transit Lines but this outfit bought out the Burbank City Lines and operated buses for the city of Burbank and also from Burbank to Los Angeles. Notice of a token for this company appeared in the March 1952 Fare Box but what portion of these lines it was used on, perhaps for the Burbank end, I do not know. Being that the office of this company was located in Glendale at the time, it was listed under Glendale. At this time I do not know if the date of issue of this token would coincide with the date of Jan. 24, 1952 along with the fare raises of the other two lines. Later, the Asbury Transit Lines were absorbed by the Metropolitan Coach Lines and offices consolidated. The Asbury Rapid Transit token has been obsolete for some time now.

The Metropolitan Transit Authority said it expected to go to a 20¢ fare or six tokens for a dollar. I do not know if new tokens will appear, but in the meantime tokens of the companies which were absorbed will be used. If all goes well with this idea it is also hoped to take over Glendale City Lines and Long Beach City Lines. Glendale tokens are selling 7 for a dollar at this time. This company is part of Pacific City Lines which is a part of National City Lines. In June, 1946, National City Lines purchased the entire stock of the Lang Motor Bus Corp. (see Calif. 445 A) Later the Long Beach City Lines token appeared. With various changes of fare the rate is now 15¢ with no tokens used.

Possibly some one in the Southern California area can fill in some of the missing details and the exact dates when these tokens were used.

- Ralph Freiberg

PRE-CONVENTION NOTES, 1958 CONVENTION

As you may know the 1958 Convention will be held in Pittsburgh on Saturday and Sunday, August 2-3, so put that date down in your note book and refer to it often. If you have attended an AVA Convention before you will be planning to attend this one. If it is your first one, now is the time to plan. BUT, in any case, PLAN and ATTEND. With Pittsburgh becoming more and more a Convention city the committee realized that an early start must be made in lining up the headquarters, and I am pleased to announce that we have secured a very acceptable place. Starting promptly at 10 a.m., August 2, the 8th Annual Convention of the A.V.A. will convene in the AVALON ROOM of the HOTEL SHERWYN, Wood Street & 3rd Avenue, in the heart of downtown Pittsburgh. This room will be our headquarters for meetings as well as the scene of our banquet Saturday night. It is on an upper floor, handy but away from disturbances of a ground floor room, and quite suitable for the needs of 50 to 60 token collectors. Yes, that's right, I said 50 to 60 and that is what we want here in Pittsburgh. We'll even take more. There were about 30 at New York last year and we see no reason why there shouldn't be more. There are over 100 A.V.A. members living within easy driving distance of Pittsburgh, so pack up and come over.

The Hotel Sherwyn is easily reached by any means of transportation and plenty of parking space is available at all times. The hotel itself is one of the newer places and good rooms are available at comparable prices. The management is very cooperative and assures us that every effort will be made to assign rooms to A.V.A. guests on one floor if at all possible. In order to do this, reservations should be in as soon as possible. If you will drop me a line I'll see that you receive a brochure and pertinent data on rooms, etc., immediately.

At the next meeting of the Pittsburgh District Token Collectors Club the committee will work out more details and plans which will be reported in The Fare Box. In the meantime I would like each member to drop me a card telling me you will be here for this Convention and requesting room reservations. Just remember AVA annual Convention, Hotel Sherwyn - Pittsburgh, Aug. 2-3.

- Harry C. Bartley

MARCH SUPPLEMENT TO ATWOOD'S CHECK LIST
By Ralph Freiberg

ILLINOIS

La Grange	475	(reported by Leonard Foitl)	
		LA GRANGE - LA GR. PK. TRANS. CO. (BUS #3)	
C	WM 16 Bar	Good For One Full Fare (bus)	\$0.20

MISSOURI

Kansas City	440	(reported by Harold Ford, Jr.)	
		P.B. CO. (Pioneer Bus Co.)	
R o A	23 Sd	30	.50
S o A	23 Sd	35	.50
T	A 23 Pc	30	.30
U	A 23 Pc	35	.35

Leonard Foitl reported the new token from La Grange. This company on March 1, 1958, obtained a fare increase to 20¢ or 2 for 35¢ tokens. The company operates an eleven-mile route in La Grange, La Grange Park, and La Grange Highlands. School tokens are still being used at ten for a dollar.

The Pioneer Bus Company is a suburban line that operates from downtown Kansas City from one specific stop in the downtown area and cannot discharge any passengers till they go beyond the franchise limits of the Kansas City Public Service Co., in North Kansas City. The line was started in 1952 and at that time tokens were ordered on October 10, 1952 (500 of each). These tokens came solid, but the company soon found out that in selling them in batches of 10 it was convenient to wire them together. So they pierced them. It was thought that all the tokens were pierced, but since some were sold before this took place, a few of them turned up afterwards in the fare box in the solid state. The token with 30 on it was used to the area south of Highway 69; the token with 35 on it was used to the area used north of Highway 69. On February 28, 1957, another batch of 1,000 each was ordered, but with the hole in them, and with no apparent die varieties. Harold Ford was given the opportunity of going through the tokens that the owner still has, and was only able to find a very small quantity of the solid tokens. In relation to the quantity of tokens found at this time, possibly the price of the solid tokens should be four or five times that of the listed price. So if no more solid ones ever turn up, that is what they should really bring.

I have been questioned about the numbers of some of the Sherbrooke, Quebec, tokens. At first I figured, with the shifting around of these tokens, that the catalogue would be out about the first of the year and would take care of the numbers. So at this time if those who have the Sherbrooke tokens will please wait till the catalogue appears, and then use the numbers in it, it will be appreciated. At this writing I still don't know why the tokens first appeared solid and then later with the center hole. When I get more information on these I'll mention same in The Fare Box.

Emzy Thompson has reported various foreign tokens to me. I have not kept up with the foreign tokens as I have my hands full with the U.S. issues at this time. So, if listed, some of them might have been previously reported to Kenneth Smith. I would suggest that anyone

with new foreign tokens try and get a description of them in English and then Mr. Coffee could mention them somewhere in The Fare Box. Some tokens in a foreign language would not be able to be identified as fare tokens or trade checks.

NEW ISSUES SERVICE NEWS

At this reading I still have not received the Ithaca, N.Y., tokens (410 B). As soon as I receive them from the company, I'll forward them to you at once. In the meantime I shall send to you this month two more from Kansas City, Missouri 440 T and U. Sorry I cannot send R and S, but these cannot be obtained. Again my thanks to Harold Ford for getting these Pioneer tokens for us. That's right on the ball, Harold. Good work! I am also expecting another new issue from La Grange, Ill. Mr. Leonard Foitl has asked if he could be of help in obtaining these tokens for the Service. I shall forward them to you as soon as I get them. Thank you, Leonard, for your time and courtesy. This month we welcome Mr. W. Cassidy of Lachine, Quebec, into the New Issues Service. Happy token hunting!

So that's it for this month. I repeat, you will receive Mo 440 T and U and Ill 475 C and NY 410 B. Will soon have another one to send next month, maybe two. Still no word on the Tuskegee, Ala., token. Can anyone help to obtain this one for us?

- John G. Nicolosi

A LETTER FROM MR. MOORE

Dear Sir:-

In the December 1957 issue there is an article by Max M. Schwartz in which he states there is no known explanation for the words "vecture" and "vecturist." The first, vecture, is not of my coining nor do I recall ever using that word. I did use "vectura" quite frequently. The "vecturist" just came naturally.

Inasmuch as numismatists went back to ancient Greece for their root word and philatelists went back to ancient Rome for their term for just a common everyday stamp collector, I felt safe in also going back to ancient Rome for our root word. Yes, you can find vectura in any unabridged Latin dictionary.

I selected vectura over viaticum; read the definition again and I am sure you will agree that vectura is more appropriate than viaticum. Viaticum means travelling money, which I would say means it was in the form of money rather than a token, if any such thing did exist. Of course, I have no proof that ancient Rome ever had such a thing as a transportation token. It is logical to presume that they did have some form of public transportation.

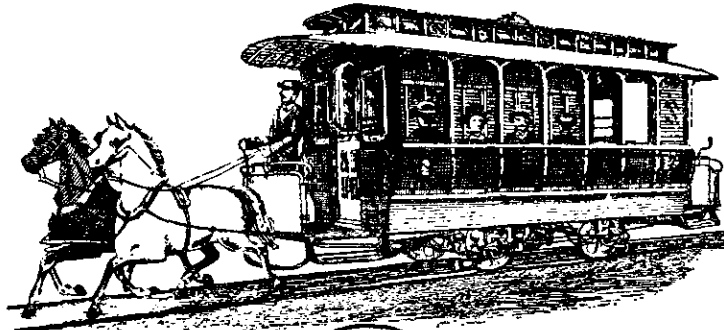
- R.L. Moore, A.V.A. #2

THE FARE BOX

A MONTHLY NEWS-LETTER FOR COLLECTORS OF TRANSPORTATION TOKENS

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VOLUME 12, NUMBER 4 - APRIL, 1958 - WHOLE NUMBER 130

Our thanks to those members who have responded to our call and sent in articles to help us bring out larger issues. Keep it up. Among interesting items received: a very learned booklet by Foster M. Palmer, The Literature of the Street Railway, in 21 pages, reprinted from the Harvard Library Bulletin. It covers the whole field and, of course, mentions our catalogue and The Fare Box.

News has been received that Mr. Max M. Schwartz was the high bidder for the collection of Charles M. Hamilton of Denver.

Daniel DiMichael reports that he wrote the Delaware River Joint Commission about those 12-pointed star tokens they issued with DRJC on them. It seems that only 24 of the 12-pointed star token were issued, although the 5-pointed star token is quite common.

A recent visit to George Fuld, who is one of the country's leading authorities on Civil War tokens, brought out the information that there are several unlisted varieties of transportation tokens which are also in the Civil War token category. For example, there is a Cov. & Cin. Ferry Co. token from Cincinnati, dated 1863 in copper-nickel, with the words THE PRAIRIE FLOWER over the Indian head instead of the stars. There are lots of others, and George is writing an article for us on them which we hope to publish before long. It will be the first illustrated article to appear in The Fare Box.

Our article on Harold Ford's census of rare tokens will have to wait awhile longer. It is remarkable how many hundreds of tokens are in the "census" category--that is, they exist in quantities of fewer than ten each. But the list is still far from complete, as returns aren't in from a lot of collectors who must have many rare tokens in their collections. If you haven't reported your rare tokens to Harold I suggest you do so...it helps a lot in pricing for the catalogue.



ASSOCIATION OF CALIFORNIA TRANSPORTATION TOKEN COLLECTORS

- minutes of the meeting of April 13 -

The April meeting of the ACTTC was held Sunday, April 13 at 2 p.m. at the Ontra Cafeteria, 4137 Crenshaw Blvd., Los Angeles. Regular members attending included Atwood, Cutler, Ficklin, Gallagher, Miller, Ross, and Kenneth Smith. Mr. Richard Burns of Los Angeles and Mr. Ralph Freiberg of San Francisco were welcomed to their first meeting. Visitors included Mrs. Ficklin and Mrs. Ross.

Progress on the new Catalogue was discussed, as well as a site for the 1959 A.V.A. Convention. The Treasurer was instructed to draw up a formal invitation, inviting the A.V.A. to hold its 1959 Convention in the Los Angeles area.

A sale and exchange of tokens followed for the balance of the meeting, which was adjourned at 5 p.m.

- Edrick J. Miller, Treas.

INTRODUCING NUMBER ONE

Some of the newer collectors may be wondering about the man who has Number One in the A.V.A., the man whose name is in the title of our Catalogue, and who owns the world's largest U.S. collection. Edrick Miller has come to our rescue with the following brief sketch of Roland C. Atwood.

Roland was born March 29, 1896, in Somerville, Mass., and currently lives in a trailer in Santa Monica, Calif. At present he pays his fare by doing landscape nursery work for Wally Kinnear's Nursery.

Roland collects both U.S. & Foreign fare tokens and estimates his collection at approximately 5500 diff. U.S. and 2,000 Foreign, a total of 7,500 different transportation tokens! He inherited his first token in 1896, although he didn't know it at the time. It seems his parents went to Kingston, Jamaica, on their honeymoon in 1894 and rode the horsecar. Having an extra token left, they brought it home as a souvenir. Roland actually started his collection in 1932 when he bought a Los Angeles Railway token the first day of issue, when they sold at 4 for 25¢.

Of all his tokens, Roland values most a set of three large English tokens issued in the 1730's for use on "The King's Private Roads." Of his many interesting adventures seeking tokens, he tells this one as one of the most interesting: "When I first started collecting, I worked state by state, so when Texas' turn came, I took my vacation there. I especially desired the Taylor (1891) token, so to Taylor I went. Spent three days there determined to find one or bust. I knocked on door after door, but to no avail. Three days' hard work wasted. But to my surprise and joy after I got back home, my friend Mr. Howard Laible had picked up three of them from a New York coin dealer and let me have all three, as he already had one in his collection."

REMEMBER A.V.A. ANNUAL CONVENTION AT PITTSBURGH - AUGUST 2-3, 1958

SECOND PROGRESS REPORT ON THE NEW CATALOGUE

AFTER THE USUAL last-minute delays, I finally put the whole copy for the catalogue in the mail, and the printer has had it for about a week at this writing (May 2). It will be a 432-page book, of which some 29 are blanks and 22 are photographs. The cloth binding will be dark maroon in color with gold stamping. I have ordered 100 of them left unbound, and the printer informs me that they will cut the pages and punch them for a 3-ring binder, at no extra cost to us. So those who are getting their copies unbound are lucky--the pages will be all ready to fit into a 3-ring binder. The official retail price of this book will be \$7.50 after they are printed. A word to the wise is sufficient: if you want to order that extra copy, now is the time to get it, and save \$2.50. I expect delivery from the printer by the end of May.

Last month I promised to explain the compilation part of the work on this catalogue. Of course the material is based on the 1952 edition. However, every listing has been double-checked--first by Ralph Freiberg, and then by Max Schwartz, and finally by myself. Ralph sent the pages to Mr. Schwartz, who put in his corrections and suggested changes. They were then returned to Ralph for his approval, and they were then forwarded to me. Carbons of my typed manuscript were then sent to Ralph Freiberg for proof-reading and corrections were duly noted and made in the manuscript. The typist, who had to retype the manuscript, then gave me her pages for a final proof-reading, and corrections I noted were duly made. Harold Ford made a final proof-reading just before it was mailed to the printer. So it should be about as accurate as any book can be. Every listing was checked for accuracy in size, metal, commas, periods, etc. Of course, all tokens listed in The Fare Box from January, 1953, until January, 1958, have been included. Tokens in some cities have been renumbered, so that they are in chronological order--that is, the oldest tokens are listed first.

Next month I shall give a final report, explaining the general layout of the printed book, and our projected plans for publishing supplements in the future.

President Bill Eisenberg informs us that he will be glad to send a map of Pittsburgh to any member who is planning to attend the A.V.A. convention this August. His address: 2717 W. Carson Street.

Among many other interesting tokens in the collection of the American Numismatic Society in New York is a large oblong piece, made of white metal or tin, approximately 23x50mm in size, inscribed (all incuse letters) as follows: "GOOD. FOR. ROUND TRIP. 25¢ P.T." The other side is blank. Apparently a primitive transportation token, but it is impossible to tell what it is or where it comes from.

Mr. F. Gordon Smith reports the following token and would like information about it: WM 21 Sd MANCHESTER y CARRILLES MEXICO

M y C

It is probably a trade check from Mexico City, but any definite information will be appreciated.

Wanted: Del 900 D F; Pa 455 A D E, 590 C D, 645 A B, Pa 750 AC AG AN, 785 A C. Willing to pay over catalog. Have some Ridge Avenue Railway (Philadelphia) tickets for sale or trade at 50¢ each.

C.B. Tyson - 117 Ridgeland Road - Wilmington 3, Dela.

For Sale: Cal 775 A and B at catalog plus stamped envelope please. Have several of each.

Roland C. Atwood - 2818 Colorado Ave. - Santa Monica, Calif.

I have heretofore purchased the collections of FELTON SMITH (#4), MARVIN LANDSMAN (#8), FLOYD HAMMOND (#10), MEADE PEEBLES (#13), EROY KIMMONS (#47), and many others. When you want to sell your collection for cash, it will be to your advantage to contact me.

Max M. Schwartz - 28 West 44th Street - New York 36, N.Y.

For Sale: Mo 440 G \$3; Mo 440 E \$2.50; Nebr 360 A \$1; Nebr 540 O \$5; Nebr 700 D \$5; Ohio 440 C \$2.50; Ohio 995 A \$5; Ohio 175 U \$2.50; Okla 610 B \$5; Texas 710 E \$2.50; Remittance with your order. Post-paid on orders of \$10 or more. 50¢ extra on orders under \$10.00.

L.A. Hensley - 1616 Spencer St. - Omaha 10, Nebr.

Wish to dispose of 4,000 U.S. coins large cents to dollars, Good to Uncirculated. Also mint sets 1937-1958 inclusive. Also one set of proofs 1950-1958 inclusive to be sold in its entirety, best reasonable offers are invited. All rights reserved on unaccepted offers.

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

I have for sale in Uncirculated condition 1958 Canadian silver dollars, marking British Columbia's centennial. A real collector's item as they are not minting a large number. I'll mail them to any member, in any number for \$1.50 each. Cash if possible, please.

Ron O'Donovan - 1164 Hector Bay, Grant Park - Winnipeg 9, Man.

I am making a small sideline collection of uniform buttons of street railway companies. Will be happy to purchase these if you have any, at a reasonable price. Will trade tokens for them, if you prefer.

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

THE SECRETARY'S REPORT

APPLICATIONS FOR MEMBERSHIP

- 264 Mrs. Frances J. Shaffer - 184 Fifth Street - Dunbar, W.Va.
Age 39. Housewife. 175 tokens.
- 265 Dr. Selma J. Glick - 110 Mount Hope Place - Bronx 53, N.Y.
Adult. Psychologist. 300 tokens.
- 266 Charles H. Lipsky - 1225 Day Street - Galesburg, Illinois
Age 37. Locomotive Fireman.

CHANGE OF ADDRESS

- 231 D. Wayne Johnson - 2100 West 48th St. Terrace - Kansas City 3,
Kansas.
- 238 Harry W. Salavitch - 803 Atlantic Ave. - Atlantic City, N.J.

NOTICE

The Editor has been directed to state that Emzy Leon Thompson, #135, has been suspended from membership until further notice. He has moved, and his present address is unknown.

THE ROSE CITY TRANSIT COMPANY
By Ralph Freiberg

On July 25, 1930, the Portland Traction Company was incorporated to take over the electric railway and bus operations of the City of Portland, Oregon. Operations were taken over as of September 30, 1930, and January 1, 1932, respectively. In 1956 the franchise of the Portland Traction Company was due to expire for its city operations...so the Portland Transit Company made two subsidiaries: the Portland Traction Co. which would continue with the terminal and interurban rail operations, and the Rose City Transit Co. which would take over the city operations in Portland. On expiration of Portland Traction Co. in the City of Portland on February 10, 1956, the new company, Rose City Transit, took over.

Way back in the early 1930's Portland Traction had a fare of 10¢ or 3 tokens for 25¢, so probably the white metal token, 700 G, has been in use about 25 years. The steel one was probably a supplementary issue during the war. Since the war there have been various fare raises, and the new company continued to use the old tokens till they went on a 20¢ straight fare on March 24, 1957. This year on February 9, 1958, they obtained a fare increase to 25¢ or 2 tokens for 45¢. Since they wanted to use a new token, but couldn't immediately get a supply of new ones, they came out with paper tickets and used these till the new tokens arrived--and continued to use the tickets till the ticket supply was exhausted. Finally on March 24, 1958, the new brass 16mm token appeared. At this time I doubt if any of the old Portland Traction tokens can be used or redeemed...though possibly at the old rate of 3 for 50¢.

NEW ISSUES SERVICE NEWS

In a few days I'll begin to mail you the following tokens: Kans 490 A (will be A in new catalogue). These were first issued March 2, 1958. Our thanks to Harold Ford for getting me these for the Service. Ore 700 I (2) which was first put into use March 24, 1958. Frank Guernsey obtained these for me. Thanks a lot, Frank. Fla 370 A (3) which was listed in December 1957 Fare Box. After a lot of corresponding, Max Schwartz of New York obtained these tokens. We thought for a while that we'd never get them, but we have to keep plugging away, and we shall finally be successful. Thanks, Mr. Schwartz, and get well fast!

This month we welcome Mr. Leonard Foitl of Berwyn, Illinois, to the New Issues Service. Welcome aboard!

In addition to the above tokens, you have also received in the past month or so the following, and all should be in your possession now: Mo 440 P Q T U; NY 410 B, 875 S; DC 500 AC; Cal 835 G; Ill 475 C. If any of you ever get tokens from me, and have to pay any "postage due" please let me know the amount the next time you write me and I'll reimburse you. This is bound to happen occasionally.

Meanwhile, we have more tokens in view for next month.

- John G. Nicolosi

THE AMERICAN VECTURIST ASSOCIATION

- members in good standing for 1958 -

JL63 Barry Adelman	88-11 63rd Drive	Rego Park 74, N.Y.
166 Richard K. Atkins	Box 296	Glenville, Conn.
1 Roland C. Atwood	2818 Colorado Ave.	Santa Monica, Calif.
241 Charles E. Axthelm	514 4th Street	Waverly, Ohio
57 B.H. Baake, Jr.	2922 Chenoak Ave.	Baltimore 14, Md.
244 Lambert Baker	309 Northwestern Bldg.	Minneapolis 1, Minn.
227 John M. Barnes	Box 605	Idyllwild, Calif.
38 Floyd O. Barnett	6048 Stevens Ave. S.	Minneapolis 19, Minn.
71 B.T. Barraclough	3635 Nicollet Ave.	Minneapolis 8, Minn.
46 Harry C. Bartley	7012 Ohio River Blvd	Pittsburgh 2, Pa.
224 Richard H. Beimer	3225 Avenue L	Fort Madison, Iowa
82 O.R. Bertram	2111 Swisher St.	Austin 5, Texas
7 Corinne M. Black	1409 Evans St.	McKeesport, Penna.
6 William L. Black	1409 Evans St.	McKeesport, Penna.
207 Willard C. Blaisdell	846 Magie Avenue	Elizabeth 3, N.J.
218 John D. Bland, Jr.	4346 196th Street	Flushing 58, N.Y.
255 David R. Bowers	1105 North Park Ave.	Springfield, Illinois
249 Edward R. Breiner	1321 Allendale Ave.	Akron 1, Ohio
223 William G. Bruce	5433 12th St. N.W.	Canton 8, Ohio
122 Anna M. Butler	731 E. 26th Street	Minneapolis 4, Minn.
97 Robert M. Butler	731 E. 26th Street	Minneapolis 4, Minn.
189 C.L. Carlson	4628 44th Ave. So.	Seattle 18, Wash.
42 Melvin O. Carmichael	4041 Delaware Ave.	Klamath Falls, Ore.
128 Roy H. Carpenter	5725 Aubrey Terrace	Downers Grove, Ill.
114 William L. Carr	2648 Pelton Avenue	Akron 14, Ohio
240 Dorothea Case	P.O. Box 43	Brokaw, Wisconsin
251 J.A.W. Cassidy	740 43rd Avenue	Lachine, Quebec
198 Robt. L. Chamberlain	332 West 79th St.	Seattle 7, Wash.
105 Harold T. Chesney	4653 Ewing Ave. So.	Minneapolis 10, Minn.
233 Samuel D.Y. Ching	1267 Kanewai St.	Honolulu 16, Hawaii
28 Felix M. Church	700 Seward Avenue	Detroit 2, Michigan
59 Ivan B. Cline	808 W. Illinois St.	Evansville 10, Ind.
14 John M. Coffee, Jr.	P.O. Box 1204	Boston 4, Mass.
86 Chris J. Cook	2794 Revere Drive	Cuyahoga Falls, Ohio
215 Edward M. Cutler	11603 Ruthelen Ave.	Los Angeles 47, Calif.
212 Elaise J. Dantone	501 Connally Bldg.	Atlanta 3, Georgia
95 Morton H. Dawson	182 Whiting Lane	W. Hartford 7, Conn.
137 Walter K. Dillow	P.O. Box 182	Byron, Illinois
50 Daniel DiMichael	P.O. Box 485	Coatesville, Penna.
141 Chas. J. Dochkus	3522 E. Thompson St.	Philadelphia 34, Pa.
214 Rufus Dunn, Sr.	113 Trevoise Lane	Oak Ridge, Tennessee
205 Philip Easterly	4442 Storer Ave.	Cleveland 9, Ohio
216 Dr. Herbert Eccleston	124 Elm Avenue	Hackensack, N.J.
248 Eddy Echenberg	616 Victoria Street	Sherbrooke, Quebec
111 William E. Eisenberg	2717 W. Carson St.	Pittsburgh 4, Pa.
69 Dr. M.W. Emrick	1426 Market Street	Harrisburg, Penna.
208 Alexander Faubert	3431 Webber St.	Saginaw, Michigan
100 J. Douglas Ferguson	Spencer Supports Ltd	Rock Island, Quebec
157 Alfred J. Ferraro	P.O. Box 146	Phillipsburg, N.J.
54 Claude G. Ficklin	283 Isabel Street	Los Angeles 65, Calif.
129 Albert Field	20-25 29th Street	Astoria 5, New York
258 Leonard Foitl	2437 Scoville Ave.	Berwyn, Illinois
124 Harold Ford, Jr.	1601 Richmond Ave.	Kansas City, Kans.
192 Olney L. Foringer	2813 Tennessee Ave.	Baltimore 27, Md.
153 Bertha M. Foster	410 Lancaster Ave.	Haverford, Penna.

29 Paul M. Fouts	609 Peoples Bldg.	Seattle 1, Wash.
62 Ralph Freiberg	4142 26th Street	San Francisco 14, Cal.
20 R.K. Frisbee	211 King Street	Denver 19, Colorado
242 Dr. George Fuld	24 Plymouth Road	Wakefield, Mass.
171 Melvin Fuld	6701 Park Heights Ave.	Baltimore 15, Md.
80 W.G. Fyler	Drawer 7	Babson Park, Florida
24 William G. Gallagher	4125 Madrona Road	Riverside, Calif.
254 Joseph H. Gest	128 Elmslie Street	Montreal 32, Quebec
181 A.A. Gibbons	300 Lenox Road	Brooklyn 26, N.Y.
53 Paul H. Ginther	-	New Holland, Illinois
250 Irving H. Gould	1472 W. Berwyn Ave.	Chicago 40, Illinois
204 Lester D. Grady	Residence Park	Palmerton, Penna.
35 Frank C. Greene	2838 Forest Avenue	Kansas City 9, Mo.
246 Walter J. Grimala	28 Richmond Avenue	Worcester 4, Mass.
102 Frank W. Guernsey	3138 S.E. 78th St.	Portland 6, Oregon
170 Charles T. Heaton	135 Kensington Pl.	Syracuse 10, New York
159 L.A. Hensley	1616 Spencer Street	Omaha 10, Nebraska
182 Wm. C.L. Hofmann	Mapledale Road	Orange, Connecticut
147 C.B. Holcombe	49 Clarke Street	Burlington, Vermont
26 Charles W. Houser	734 St. John Street	Allentown, Penna.
206 Arthur P. Hughes	West Winds, Bantry,	County Cork, Eire
174 Roy L. Irwin	430 Steves Avenue	San Antonio 10, Texas
52 C.G. Jefferson	8845 Wallingford Ave	Seattle 3, Wash.
231 D. Wayne Johnson	2100 W 48th St Ter.	Kansas City 3, Kans.
77 Floyd L. Johnson	183 West Gibson St.	Canandaigua, N.Y.
138 Johnnie W. Jones	RR 2 - Box 78 B	Springfield, Mo.
9 Ione E. Kibbe	497 Fern Street	W. Hartford 7, Conn.
47 Eroy L. Kimmons	521 E. Live Oak St.	Austin 4, Texas
237 John H. Kitch	258 Seneca Street	Harrisburg, Penna.
187 Charles W. Koenig	1910 George Street	Chicago 13, Illinois
22 Ralph T. Koller	1135 Bedford Ave. SW	Canton 10, Ohio
48 Julius A. Kurtz	928 13th Ave. So.	Minneapolis 4, Minn.
49 Quincy A. Laflin	1476 Iglehart Ave.	St. Paul 4, Minn.
261 Adolph Larson	1219 Third Avenue	Wausau, Wisconsin
88 Samuel Le Jeune, Jr.	748 Majorca Ave.	Coral Gables 34, Fla.
245 Harry M. Lessin	Allen Road	Norwalk, Connecticut
65 John M. Mackie, Jr.	1315 No. Franklin St	Pittsburgh 33, Pa.
104 Pasquale H. Maffeo	145 Kimberly Ave.	New Haven 11, Conn.
175 Sherman A. Mahan	1320 1/2 Roosevelt	Yakima, Washington
121 Allen B. Maitland	26 Earls court Ave.	Toronto 10, Ontario
263 Thomas McDaniel	5255 Guessman Ave.	La Mesa, California
115 Raymond McIntyre	416 Harmon Avenue	Danville, Illinois
5 Robert B. McKee	Box 587	Buffalo 5, New York
72 M.B. McRobie	1073 Pitkin Avenue	Akron 10, Ohio
201 Wilton Merrifield	1411 English Avenue	Indianapolis 1, Ind.
209 Edrick J. Miller	694 Senate Street	Costa Mesa, Calif.
J236 Clifford Mishler	P.O. Box 135	Vandalia, Michigan
2 R.L. Moore	2400 Van Ness Ave.	San Francisco 9, Cal.
130 Carroll Morgan	P.O. Box 12532	Dallas 17, Texas
J260 Jerome Moses	43-57 Union Street	Flushing 55, N.Y.
247 Charles Moskowitz	2047 S. Hutchinson	Philadelphia 48, Pa.
94 R.K. Moulton	150 Michigan Ave.	Detroit 26, Michigan
155 Charles R. Mullin	111 Alter Avenue	Staten Island 4, N.Y.
232 Frank J. Nemeo	4 Margery Court	Clifton, N.J.
116 John G. Nicolosi	3002 Galindo St.	Oakland 1, Calif.
30 August J. Nilson	326 W. 78th Street	Seattle 7, Wash.
195 Ron O'Donovan	1164 Hector Bay, Grant Pk.	Winnipeg 9, Manitoba
199 Faye M. Palmer	1220 W. 95th St.	Los Angeles 44, Cal.
243 Foster M. Palmer	104 Mt. Auburn St.	Watertown 72, Mass.

- | | | |
|---------------------------|-----------------------|------------------------|
| 112 Frank G. Payne | P.O. Box 655 | Roanoke, Virginia |
| 202 Winifred Perry | 114 E. 22nd Street | Houston, Texas |
| 211 Foster B. Pollack | 1841 Broadway, Rm 201 | New York 23, N.Y. |
| 125 Kenneth E. Purdy | 1146 N.W. 85th St. | Miami 50, Florida |
| 184 Robert A. Rieder | 1303 So. Monroe St. | Amarillo, Texas |
| 262 Agnes Rinehard | 1801 E. Fayette St. | Syracuse 10, N.Y. |
| 118 Robert M. Ritterband | 6576 Colgate Avenue | Los Angeles 48, Cal. |
| 252 Bernard J. Rohrer | 68 W. 51st Street | Long Beach, Calif. |
| 143 Frank Roselinsky | 1971 Fulton Avenue | Monterey Park, Calif. |
| 259 Leon S. Rosenblum | 36-24 Ferry Heights | Fair Lawn, N.J. |
| 253 Loren Ross | 117½ Bay Shore Avenue | Long Beach 3, Calif. |
| 225 Charles H. Runyon | 812 Talma Street | Aurora, Illinois |
| 238 Harry W. Salavitch | 803 Atlantic Avenue | Atlantic City, N.J. |
| 185 George W. Schroder | 78-14 160th Street | Flushing 66, N.Y. |
| 162 Charles H. Schwab | 126 Sumner Street | Newton Centre 59, Mass |
| 3 Max M. Schwartz | 28 West 44th Street | New York 36, N.Y. |
| 230 Melvyn A. Scott | 1024 Knott Building | Dayton, Ohio |
| 176 Lola Sellentine | 5725 41st Ave. So. | Minneapolis 17, Minn. |
| 193 Julius E. Sherr | 1115 So. 18th St. | Arlington 2, Virginia |
| 217 W.D. Shupe | 836 Berkeley Road | Columbus 5, Ohio |
| 152 Joseph J. Silverman | 199 Church St, 8th Fl | New York, N.Y. |
| 93 David H. Smith | 312 Vardaman Street | Jackson 3, Miss. |
| 228 F. Gordon Smith | 14 Miller Stile Road | Quincy 69, Mass. |
| 4 Felton W. Smith | 128 Redfield Place | Syracuse 10, N.Y. |
| 27 Kenneth E. Smith | 328 Avenue F | Redondo Beach, Calif. |
| 256 R.H. Smith | 2066 Birch Street | Santa Ana, Calif. |
| 51 Franklin P. Snyder | 2418 So. Baldwin Ave. | Arcadia, California |
| 55 Kenneth W. Snyder | 15½ Glenwood Avenue | Minneapolis 3, Minn. |
| 180 Myron C. Sobotta | 4058 W. 215th St. | Fairview Park 26, Ohio |
| 219 Richard Sollom | 730 Oak Street | Grand Forks, N.D. |
| 239 Robert H. Solomon | 1703-A 3rd Street | Alameda, California |
| 92 A.R. Sparks | 1015 Rebecca Avenue | Wilkinsburg, Penna. |
| 79 Thomas B. Sprague | 204 W. Fayette St. | Baltimore 1, Md. |
| 257 Harold E. Sullivan | 1640 Comly Street | Philadelphia 49, Pa. |
| 17 Michael Super | 5608 Ashbourn Road | Halethorpe 27, Md. |
| 169 Carroll Swearingen | 1813 28th Street | Two Rivers, Wisconsin |
| 34 Paul Targonsky | 46 Norwood Street | Meriden, Connecticut |
| 145 Claude G. Thompson | 2445 Aldrich Ave. So. | Minneapolis 5, Minn. |
| 103 Don T. Thrall | 610 Arlington Avenue | Berkeley 7, Calif. |
| 172 Cornelius B. Tyson | 117 Ridgeland Road | Wilmington 3, Dela. |
| 190 William R. Tyson | 518 Ashley Drive | Aiken, South Carolina |
| 16 Walter W. Underwood | - | Dillon Beach, Calif. |
| 142 Otto J. Van Heyde | 502 N. Bronson Ave. | Los Angeles 4, Calif. |
| 160 Walter J. Vredenburgh | 4119 Dressell Avenue | St. Louis 20, Mo. |
| 173 George W. Werner | 5236 McCausland Aven. | St. Louis 9, Mo. |
| 123 Charles B. White | 57 Spring Street | Fredonia, New York |
| 68 W.A. Whitfield | 110 California St. | Albuquerque, N.M. |
| 12 T.F. Williamson | 312 Lexington Ave. | Syracuse 10, N.Y. |
| 19 Ralph W. Winant | 500 W. Summit Avenue | Wilmington 4, Dela. |
| 178 Gilbert F. Ziemann | 1016 So. 64th Street | West Allis, Wisconsin |
| 140 Fred P. Zubryski | 3121 Zenith Ave. No. | Minneapolis 22, Minn. |

(Numbers 1 thru 30 are Charter Members. J indicates Junior Members)

OFFICERS OF THE AMERICAN VECTURIST ASSOCIATION -

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| Treasurer: R.K. Frisbee | |

APRIL SUPPLEMENT TO ATWOOD'S CHECK LIST
By Ralph Freiberg

KANSAS

Kansas City 490 (reported by Harold Ford, Jr.)
K.C.K. TRANS. CO. TOKEN FULL FARE
A Pg 30 Sd (blank)(Sc)(incuse white letters on Obverse) \$0.25

OREGON

Portland 700 (reported by Frank Guernsey)
ROSE CITY TRANSIT CO.
I B 16 St-sc Good For One Fare .25

PENNSYLVANIA

Wilkes-Barre 985 (reported by Max M. Schwartz)
WILKES-BARRE & KINGSTON R.R.
D o Ve 22 Ch Good For Five Cents 3.50

ZONE CHECKS

Missouri 997 (reported by Harold Ford, Jr.)
K.C.P.S. CO. ZONE FARE RECEIPT (NUMERAL)
ZC 7 Pe 28 Pc (blank)

NOTES BY RALPH FREIBERG

In last month's Fare Box we received the news that the new catalogue had gone into the hands of the printer. So that means nothing more will be added. The past few months I have been trying to rush things through to make the deadline, but this time it is final. However, in trying to rush things, errors will creep in. I myself made an error by being too hasty. A token from Monroe, Wisconsin, was reported to me and I listed it under Michigan. I doubt very much if the correction can be made at this time. I also had the wording of the Ithaca token, and its size, wrong, but hope that was corrected. So from now on, I may hold up listings of some tokens for a month or so in order to get as much information as possible before I list them. When anyone reports a token, please give this information: date of issue if possible and price of the tokens--whether obsolete or not. In any case, please send some information on the token if you can. Also, if you have some hint of a new issue coming up, send a card so that if someone else is working on it you can be told. When reporting it, please mention if you can get a supply for the New Issues Service.

First of all, we have a token for Kansas City, Kansas. The Kansas Transportation Co. The Kansas City Public Service Co., who operate both in Kansas and Missouri, has been trying to get rid of some of its lines that extend beyond certain limits, so they got a company formerly known as Benskens Bus Service (which changed its name to Kansas City, Kansas, Transportation Co.) to take over a route in Kansas. So on March 2, 1958, this line operated with a fare of 25¢ or 2 tokens for 45¢, one month after Kansas City, Mo., went on that fare rate. Transfers will be exchanged but not the tokens. It is doubtful if the plastic tokens of this company will stand up with the wear and tear given them, so maybe in a few months we'll get some metal tokens from this line, if they find the operation profitable.

On the same day, February 2, 1958, that Kansas City Public Service Co. raised its fares, it also came out with something new: a fare token receipt. It seems that with a 25¢ fare and a downtown short haul ride of a dime there may be people who try to get a 25¢ ride for a dime. So anyone riding for the short distance must still give the driver 25¢. He then receives one of these plastic tokens. When you get off, if you have stayed within the ten cent area, you return the token and get 15¢ back. There is a small number of these given each driver, and those given to any one driver all bear the same number. For instance all tokens of number 500 are given to one driver so that a check can be kept on them. The low numbers have two zeros, such as 001, so each token will have three digits. These tokens cannot be bought as each driver is liable for a certain quantity. However, in time some of them will get out. Meanwhile the New Issues Service will not be able to get them for collectors.

The Wilkes-Barre token is an oldie which Mr. Schwartz was able to discover in the A.N.A. collection. He obtained a rubbing of it. Needless to say this is probably a scarce item. However, one thing is noted at this time--that there is a hyphen between Wilkes-Barre. I don't think we have this in the new catalogue as no one ever brought it to our attention.

I am holding up the relisting of the token from Monroe, Wisc. I want to see if I can get any information on it and also, if possible, a supply of them so we can put a minimum price on it. It will probably be listed next month. We also have another school token from Laurel, Mississippi, but possibly the company has gone out of business. This is what I want to know before listing it.

The company in Hagerstown has changed hands, so possibly we'll also have either a new token or the old one with some wording removed.

It was mentioned in the February Fare Box that fares in South Bend went to 25¢ with 5 tokens for \$1.10. This company was purchased by National City Lines early in April of 1956. The old tokens of the company are still in use, but in addition to these, the company had to use tokens for their school rate. So they obtained a supply of the 16mm tokens from the Sioux City, Iowa, company (also owned by National City Lines) and put them in use in South Bend as school tokens.

With regard to the new token from Portland, Oregon, see the special article in this issue.

A.V.A. TENTH ANNIVERSARY MEDAL

A description and drawing of the proposed A.V.A. 10th Anniversary medal has been received. The token is 32mm, struck in bronze. The Obverse will bear the official seal of the A.V.A. Reverse reads: "Collectors of Transportation Tokens 1948-1958 10th Anniversary" with a picture of the horsecar from the masthead of The Fare Box. These should be ordered immediately, and every collector who wishes one is invited to send his order, together with one dollar, to Mr. Smith. It is a handsome piece, and every member will want one.

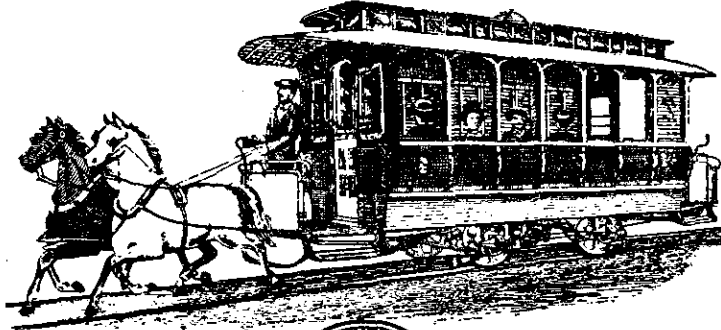
F. Gordon Smith - 14 Miller Stile Road - Quincy 69, Mass.

THE FARE BOX

A MONTHLY NEWS-LETTER FOR COLLECTORS OF TRANSPORTATION TOKENS

New Issues Editor

RALPH FREIBERG
632 Ashbury Street
San Francisco 17, Calif.



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BOSTON 4, MASS.

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Oakland 1, Calif.



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

VOLUME 12, NUMBER 5 - MAY, 1958 - WHOLE NUMBER 131

Mr. F. Gordon Smith (14 Miller Stile Road - Quincy 69, Mass.) has asked me to remind collectors once again about the special 10th anniversary medal he is having struck for the A.V.A. However, the cost of striking it is not cheap, and it is very important that members send in their \$1.00 orders now so that we can get this project going. We've received about 55 orders, but mostly from coin collectors. This medal will serve to publicize the A.V.A. in many places, and your one dollar order will help spread the word, as well as secure for yourself a very handsome medal. Send your orders directly to Mr. Smith.

It is my hope that the June issue will be published prior to the time I leave Boston for my summer home in Tacoma, Washington. I shall leave here June 16, so please send in your material for the June issue immediately. This is necessary if I am to use our mimeograph machine and thus save the high cost of farming out the job in Tacoma. The July and August issues will be mailed from Tacoma.

Any new collectors who desire the back issues of The Fare Box for 1958 should let me know immediately. Those who wish the complete file of the Foreign Check List, as published to date, are asked to send \$1 to defray expenses and postage. Speaking of postage, first class rates have gone up to 4¢ per ounce (airmail 7¢), so that is one more item of expense we have to take into consideration. It means an additional postage bill of about \$50.00 per year for us. You people who get your Fare Box mailed by airmail, with only a couple of exceptions, owe me some more stamps if you want to keep getting it that way. And remember airmail will be 14¢ per copy now, instead of 12¢.



THE OAKLAND BROOKLYN & FRUITVALE RAILROAD CO.

By Don T. Thrall

This company was a horse-drawn streetcar line, popularly called "the Tubbs Line." It was organized in 1871 with a capital stock of \$100,000. The Tubbs Hotel at 5th Avenue and East 12th Street was then one of Oakland's chief hotels. Its founder, Hiram Tubbs, played a large part in the building of this railway to provide transportation for his guests to and from the "local" at 7th and Broadway. The "local" was a steam train operated by what is now the Southern Pacific along 7th Street between the ferry slips on the mole and Broadway. F.K. Shattuck was also one of the promoters. The line was completed from 7th & Broadway north to 12th Street and east to 13th Avenue in 1873. Fares were 10¢ or 3 tickets for 25¢. These tickets are probably what we refer to today as tokens. This car line issued two different tokens which can be readily identified by counting the number of windows in the horse car pictured on the tokens. One type has seven windows while the other type has eight windows. They are both dated 1871 and were good for one fare. Senator Fair bought the Tubbs Line at the time he took over the Telegraph Avenue and San Pablo Avenue railways. This short railway offered the only street car service to East Oakland for nearly 20 years, or until the coming of the electric roads in 1892. Then after vainly trying to continue with a single car, it gave way to modern transportation.

The early streetcar lines in Oakland as well as other parts of the country were often built by owners of large tracts of land which they subdivided and then could readily sell if there were good transportation into town. Owners of large resort hotels and amusement parks similarly built streetcar lines with which to transport customers to their premises. Frequently persons patronizing the streetcar were owners of business on the line and could ride free, while others paid for the privilege of riding. When streetcar lines first began to make their appearance, each new line was built by a different corporation. This resulted, in time, in many duplicating and closely paralleling lines which frequently led to very keen competition. Since there were no transfer privileges between competing companies it could be an expensive trip to travel from one side of town to the other, as most lines ran from outlying residential sections to the main part of town only.

- reprinted from East Bay Coin Club
Tenth Anniversary Bulletin.

Lester Grady of Palmerton, Pa., reports that he has been given an article used by trolley conductors in the last century. It is a copper box two inches deep and $5\frac{1}{4}$ by $7\frac{3}{4}$ inches in size. It has a cover which slides open to show 4 unequally-sized compartments which do not extend to the bottom over the entire width, but 4 shelves $1\frac{1}{2}$ inches from the bottom, and of unequal size, have been constructed. There is an end-opening slide which allows access to the space under the shelves. The whole is made by soldering copper. This thing was used on the Phila. City Passenger Ry. (Pa 750 K,L), but the exact nature of its use is uncertain; certainly it was not a fare box. Mr. Grady figures it was for coins of varying denominations and that the end compartment was for paper money. But any further information that our readers can supply will be appreciated by Mr. Grady.

FINAL REPORT ON THE NEW CATALOGUE

I have been informed by the printer that the printing of our catalogues is scheduled to be completed on May 28. They will be sent to the bindery by June 1 at the latest, and the binding will take two weeks. The work, then, will be all finished June 15. I have written them, asking if they could send out the books directly to those who have ordered them. If this can be arranged, you will be receiving your catalogue around June 20, depending on how far you live from Ann Arbor. I am leaving Boston for the West on June 16, so if they cannot arrange to mail them out directly from Ann Arbor, I shall have the books mailed in bulk to Tacoma, Wash., and send them out myself as soon as I arrive there. I plan to arrive in Tacoma about June 30. At long last the end is in sight, so if you people can have just a little more patience, you'll have your catalogues in no time at all.

There may be some aspects of the new catalogue which will be disappointing. For one thing, of course, there is no space between cities for adding in listings. The cost of having such extra space would have been prohibitive, beyond anything we could afford to pay. The size of the printing will be a trifle smaller than that of the 1952 Check List--there being a 31% reduction from large-size Executive electric type. This, again, was necessary in order to squeeze all of our material into a 432-page book. There are, however, a number of blank pages--about 30 of them, for adding in new listings. Those who get their copies loose-leaf may, of course, get more paper and add it in. It is our hope to publish each year a printed supplement to the Catalogue, listing all tokens issued or discovered during the year. Thus by use of the Catalogue and the Supplement, you will be up to date.

The values have been improved somewhat. The new maximum price will be \$5.00; the minimum price 15¢. But there is still room for improvement in pricing of tokens. There is, unfortunately, a lot of pressure by some collectors to keep up the prices of their pet tokens, even though they have become quite common. Nevertheless, some of the most glaring inaccuracies have been corrected, and certain tokens that are very common have been dropped in price. Many others have been increased in price. There still remains the problem that many tokens we list at \$3.50 or \$5.00 would readily be bought by advanced collectors, if they could get them, for \$10 to \$15 each. And, of course, a few of our tokens listed at \$5.00--especially the rarest ones from New York and Baltimore--are worth from \$100 to \$350 each. In any event, I expect to see a tremendous surge of interest in old transportation tokens after this catalogue is published, and a corresponding increase in actual values of tokens.

Our actual expense in publishing this Catalogue is quite high: The printer's bill comes to \$1,602.18 (including binding). The typist charged \$325.50--giving us a total there of \$1,927.68. In addition there are shipping expenses, and all manner of miscellaneous expenses, including \$70.00 for photography. We have collected a total of \$1,550 in advance subscriptions so far (including \$500 from Stack) and the difference is coming out of the Treasury. However, we expect a large sale immediately after publication, and the Treasury should be reimbursed within a few months. I think it is to the credit of the A.V.A. that it has grown to such an extent that it can finance a large project of this nature, and thus provide a reference work of great value to all people interested in coins, tokens, and trolleys.

For Sale - at \$1.00 each or to trade for tokens, cancelled stock certificates of "the New England Street Railway" dated 1900, picturing an early four-wheel trolley, and having several documentary stamps of 1898 on the reverse.

Mel Scott - 1024 Knott Building - Dayton 2, Ohio

For Sale, stamp please. Cal 835 G (2) 20¢; Conn 290 M (7) 10¢; D.C. 500 AC (4) 30¢; Ill 475 C (7) 25¢; Mo 440 Q (3) 30¢; 440 S (7) 35¢; Mo 440 T (7) 40¢; NY 410 B (5) 20¢; NY 790 D (7) 15¢; Pa 70 A or B (7) 25¢; Pa 200 C or D (7) 15¢; Mich 75 D (7) 10¢; Nev 70 (8) 10¢.

John G. Nicolosi - 3002 Galindo St. - Oakland 1, Calif.

For Sale 1958 Uncirculated Canadian silver dollars, marking British Columbia's Centennial. A real collectors item; they are not minting a large number. As many as you want - \$1.50 each, cash if possible.

Ron O'Donovan - 1164 Hector Bay, Grant Park - Winnipeg 9, Man.

For Sale: Complete issues of THE FARE BOX, without the Foreign Check List pages, from October 1953 to March 1958 inclusive. New condition. \$12.50 postpaid to you. First remittance gets them.

L.A. Hensley - 1616 Spencer St. - Omaha 10, Nobr.

I have heretofore purchased the collections of Dal G. Andrews (#56), Clarence G. Brisee (#60), A.D. Jordan (#78), David H. Smith (#93), Frank G. Payne (#112), and many others. When you want to sell your collection for cash, it will be to your advantage to contact me.

Max M. Schwartz - 28 West 44th Street - New York 36, N.Y.

APPLICATION FOR MEMBERSHIP

267 Winfred G. Phillips - 997 Welch Street, S.E. - Atlanta 15, Ga.
Age 35; Clerk, Atlanta Board of Education. 600 tokens.

CHANGE OF ADDRESS

184 Robert A. Rieder - 1923 So. Institute Street - Colorado Springs, Colorado.

NEW ISSUES SERVICE NEWS

Soon to be coming your way: Md 560 D, Ill 720 I, N.H. 640 M,N. Our thanks to John Coffee for driving up to Manchester to get the N.H. tokens for us. Ill 720 I went into use Dec. 23, 1957. Antietam Transit Co. took over from Potomac Edison Co. July 1, 1957; the new token went into use 10/10/57. They have substituted tickets for school tokens. Antietam Transit was named for Antietam Creek, made famous by the Battle of Antietam, Sept. 17, 1862--the bloodiest single day's fighting in American history, some 25,000 being killed. The southerners call it the Battle of Sharpsburg, for the nearest town. Last month I sent you Kans 490 A (as it will be listed in the new Catalogue). The present 490 A is relisted as being from Leavenworth. Hope this clears up the problem some of you have been asking about. This month we welcome Mrs. D.J. Shaffer of Dunbar, W.Va., to the New Issues Service. Happy Collectings, Mrs. Shaffer!

- John G. Nicolosi

MAY SUPPLEMENT TO ATWOOD'S CHECK LIST
By Ralph Freiberg

ILLINOIS

Quincy 720 (reported by John G. Nicolosi)
QUINCY CITY LINES, INC. (BUS)
I WM 16 Ball Good For One Fare (bus)(2 slots) \$0.15

MARYLAND

Hagerstown 560 (reported by B.H. Baake, Jr.)
GOOD FOR ONE FARE
D WM 16 Sd (blank)(this is 560 C with other wording
/polished off on both sides) .15

NEW HAMPSHIRE

Manchester 640 (reported by Schwartz (K & L) and Ford (M & N))
PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE
/(SCROLL & TORCH)
K o WM 16 Sd Public Service Company of N.H. One Fare (Bz-pl.) .15
L o B 16 Sd " " " " " " " " " " .15
MANCHESTER TRANSIT INC.
M Bz 16 M Good For One Fare .20
MANCHESTER TRANSIT INC. (BUS)
N WM 22 Bar Good For One School Fare (bus)(type 3) .15

NORTH DAKOTA

Minot 600 (reported by Harold Ford, Jr.)
HACK, BUS & TRANSFER LINE J.L. SMITH MANAGER
/PHONE 91 MINOT, N.D.
D o A 30 Sd Good For Return Passage Between Leland Hotel
/& Depots 2.00

OHIO

Marietta 515 (reported by Melvyn A. Scott)
OHIO RIVER BRIDGE CO. RETURN FOOT PASSAGE
D o WM 28 Sd (blank)(obverse letters incuse) 3.50

PENNSYLVANIA

Philadelphia 750 (reported by Harold Ford, Jr.)
U.S.N. NAVY YARD, PHILA. PA. (ANCHOR)
AT o B 45 Sd Authorized to Take Passage on Yard Duty Tug.
/(signed) F.P. Brewer. F.P. Brewer Lieutenant,
/U.S.N., Asst. Captain of the Yard. 2.00

Philipsburg 755 (reported by J.M. Coffee, Jr.)
CENTRE & CLEARFIELD RAILWAY COMPANY C & C RY. CO.
A o WM 19 Sd Good For One Fare C & C Ry. Co. 2.00

PATTERNS

Oil City, Pa. (reported by Harold Ford, Jr.)
OIL CITY & PETROLEUM BRIDGE CO. GOOD FOR ONE
/FOOT PASSENGER
B Oc Sd (same as obverse)(26mm)

THE PROBLEM OF OBSOLETE TOKENS

By Ralph Freiberg

It is almost impossible to be inaccurate in cataloguing tokens as to whether or not they are obsolete. Fares change so rapidly these days that a token may be in use one month, be obsolete the next, and be back in use again the following month. Here are some examples of this:

Akron, Ohio. For more about this company see page 14 of the Feb. 1952 Fare Box and page 91 of the Nov. 1957 Fare Box. Fares of this company have been changed quite a few times since VJ Day when the fare was 10¢ or 4 tokens for 25¢. However, on July 15, 1956, when the fare went to 20¢ or 5 tokens for 90¢, they silverplated the tokens on hand (see listings in Aug. & Sept. 1956 Fare Box). Then when the fare went to 20¢ straight, and tokens were only used for convenience, the silverplating was washed off and the bronze tokens were used. On April 19, 1958, fares went to 25¢ straight, so tokens were silverplated again. So only the silverplated tokens are in current use.

Another company which changes tokens for fare changes is Springfield, Mass. (See article on older company in Sept. 1956 Fare Box, page 72) Anyhow, on VJ Day fares were 10¢ or 3 for 25¢, and the S-sc token was used. Then on Sept. 23, 1951, fare went to 15¢ or 2 for 25¢. The S-sc token was bronze-plated and shortly afterwards, to supplement the supply, some bronze tokens were ordered. Then the company went off tokens to a straight 15¢ fare; all tokens were obsolete. Then on Jan. 20, 1958, they went back to tokens with a 20¢ or 4 for 75¢ rate, and the company started to use the Ball type again, which had been used when the fare was 12¢ or 5 for 50¢.

So, from the above, you can see that no matter how hard we try, we shall never be accurate as to tokens being obsolete or current. It changes from month to month.

The Eastern Mass. St. Ry. Co. has silverplated all of its old bronze-plated tokens. So we have here a white metal token that has been bronze-plated, and then silverplated over the bronze plating. This for an increase in fare. So the bronze-plated token is obsolete, but the WM and Sv-plated Bz-plated WM tokens are current.

Kansas Turnpike Authority has issued two tokens, used as sort of zone checks to work turnstiles when re-entering the turnpike from a restaurant. They come in 2 different sizes, and are quite rare. It seems only a few were struck, and the supply is exhausted. Now they use unstamped brass discs for the same purpose.

It looks as though we shall never obtain the State Department token from Washington, D.C., in quantity. A letter to my Congressman obtained two specimens for myself, but the State Dept. informed him that they do not have enough of the tokens on hand to let them go in quantity. I tried to buy 100 for the New Issues Service, but no success. Harold Ford got himself one in D.C. from a source which wants to remain anonymous. F. Gordon Smith has obtained a few by writing high government officials. As time goes by, they will keep trickling out and eventually should not be rare. But meantime, they are hard to come by.

This month we have a token picked up by Melvyn A. Scott for a bridge on the Ohio River. We have been trying to make sure it is from the place listed. The following is taken from Poors (1936): Marietta & Parkersburg Bridge Co. incorporated Feb. 7, 1918 in W.Va. The company on July 1, 1919, purchased the property of the Ohio River Bridge & Ferry Co., owning and operating a toll bridge over the Ohio River between Marietta, Ohio, and Williamstown, W.Va. So from what we can figure, this token is one that was used on this bridge, probably prior to 1919.

We have a school token from Quincy, Ill., although the token doesn't mention "school fare" on it. On Dec. 23, 1957, fares were raised to 3 for 35¢ for adults (so the 23mm token is back in use), and 2 for 15¢ school fares. When Mr. Nicolosi first wrote the company they said they were using the same tokens as before, but another letter revealed that they had one of the new ball type tokens with 2 slots, for school use. It seems the parent company, National City Lines, uses a different size token for school fares from that used for adult fares. For a while their school or student tokens would say "school" or "student" on them, but possibly in the future new tokens will simply read "good for one fare" even when intended for use as school tokens. See last month's Fare Box about South Bend using tokens from Sioux City rather than have new ones made. Also, a while back we noted that Joliet, Ill., had 2 token rates, but they are using the 16mm school token of Saginaw, Mich. So with companies controlled by National City Lines, anything is liable to appear. It seems that during the war these companies had 23mm tokens for school use, but it is just the opposite now--23mm for adult and 16mm for students.

On the Hagerstown, Md., token, the Power Co. sold their bus franchise to Mr. Succa, who also operates a bus company in Lemoyne, Pa. He took over bus operations July 1, 1957, with the same rates as charged by the previous company. However, he took the 16mm tokens of the former company and polished off all the wording referring to this company, and all that was left was "Good For One Fare" on the reverse. The new company is Antietam Transit Company.

On the Manchester, N.H., tokens, we were unable to secure a supply of the 640 M and N, which we knew about, by writing the company. So John Coffee drove up there and purchased a supply for the New Issues Service. While there, he inquired about the possibility of plated tokens used prior to the new issues, as Max Schwartz had reported possessing a couple of them. While inquiries at first met with the usual negative reply: "No, we never used plated tokens," a little more prodding from a higher official produced the following information: It seems that about 1953 the local draft board wanted to purchase a quantity of tokens to be given to draftees who had to ride the bus over to where they took their physical exams. The company consequently had 5,000 of the old brass and white metal 16mm solid tokens sent out and bronze-plated. These bronze-plated tokens were then sold to the draft board, and used exclusively by draftees. About 1956 their use was discontinued, and the tokens were destroyed as they came back to the bus company. Their records indicate that all of the 5,000 have been destroyed except for exactly 777 of them, which are still unaccounted for. Consequently we have here a rare token. John was unable even to get one for himself while up there, although he secured

a promise of any that might come in in the future. While the bronze-plated tokens will always be rare, we have placed a 15¢ price tag on them for the simple reason than it would be very simple for anyone to take the common WM and brass tokens and have them bronzeplated. The genuine article is rare.

The two new Manchester Transit tokens were discovered by Harold Ford on a swing through northern New England while spending some time with John Coffee up there. The old Public Service Co. of N.H. was incorporated on Aug. 16, 1926, and on Nov. 1, 1926, acquired by merger and consolidation the physical properties of various companies. The older company, the Manchester Street Railway Co., had a rate of 10 for 75¢ (presumably tickets) in 1919. Public Service is still in the electric light business, but it sold the bus lines around Jan. 1, 1955, to Manchester Transit, Inc., which continued to use the old tokens. On Dec. 1, 1957, they obtained a fare increase to 20¢ cash or 4 tokens for 75¢, and issued the new tokens. It is interesting to note the size of the school token--22mm

The Minot, N.D., Philadelphia, and Oil City, Pa., tokens were discovered by Harold Ford while looking through the collection of the American Numismatic Society in New York. The only specimens known of these three tokens are presently in the ANS collection.

The Philipsburg, Pa., token was discovered by John Coffee while looking through the A.N.S. collection, and the only known specimen is in that collection. John has located some information on this token, as follows: the company operated from Philipsburg, in Centre County, to Winburne, in Clearfield County, a distance of 10 miles. It began operations in 1903 and went out of business in 1923. The fare was only 5¢, with tokens probably 6 for 25¢. It is interesting to note that this token is listed in the old Morganthau catalogue, and has gone unnoticed by us all these years. Morganthau listed it by mistake as from Clearfield, Pa., thinking that the "Clearfield" on the token referred to the city, rather than to the county, as it really does. Incidentally, the token has a large keystone on each side.

PLANK ROAD TOKENS

Some collectors may wonder what was meant by "plank road." This was a private toll highway, paved by the use of wooden planks. While the ride over such a road was bumpy, at least it avoided the mud in bad weather, thus affording a more rapid movement than the ordinary roads of the old days. Mr. C.B. Tyson wrote in to the Philadelphia Inquirer asking about the old Kensington & Frankford Plank Road, and the following reply was published in the paper: "This plank road was an old name for Kensington Ave., Philadelphia, back in the days when it was a turnpike to Frankford with periodic toll gates. It was freed from tolls in 1873..." Another plank road was the North Weh-
anicsville Turnpike, which issued Va 535 A. This road figured prominently in Grant's campaigns during the Civil War, as it is just outside Richmond. The only known specimen of this token is in Atwood's collection.

- J.M.C.

THE FARE BOX

A MONTHLY NEWS-LETTER FOR COLLECTORS OF TRANSPORTATION TOKENS

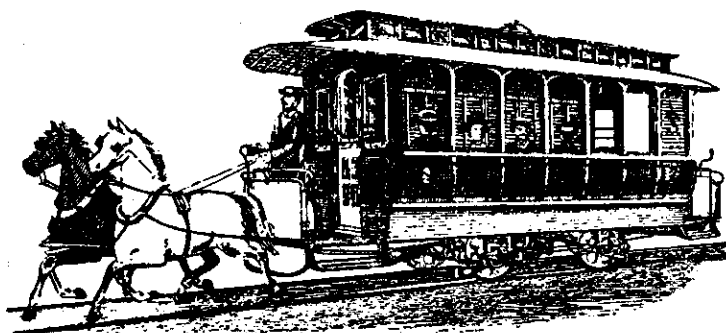
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Oakland 1, Calif.



Editor

J. M. COFFEE, Jr.
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• • •

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HARRY C. BARTLEY
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HAROLD FORD, Jr.



VOLUME 12, NUMBER 6 - JUNE, 1958 - WHOLE NUMBER 132

Until August 20 send all mail intended for The Fare Box or Editor to:
JOHN M. COFFEE, JR. - 4104 SIXTH AVENUE - TACOMA 6, WASHINGTON

In the last minute rush prior to leaving for the West, the Editor has been forced to limit the June issue to its present small size, and to omit the Foreign List pages. My thanks for the several articles sent in. I'm taking them West, and you should watch for them in coming issues.

I have received an unbound printed "check copy" of the new Catalogue from the printer, and they have done a beautiful printing job. I think there will be few complaints as to the printer's work on this book. Since the photographs of tokens had to be cut to size, some of them may not appear perfectly round. This does not mean that imperfect tokens were photographed. Rather, it indicates the uneven hand of those who cut the photographs. Considering our inexperience, I think the photographs are excellent, as well. Unfortunately, the first check copy was sent, on May 28, to Mr. Schwartz by mistake. He didn't realize what it was, and the result is that the printer did not get an authorization to proceed with the binding until I called long distance to ask about the delay. Consequently, as the result of someone's mistake, our Catalogues will be received two weeks later than was necessary. But by now they are at the bindery, and before you get your July Fare Box, you'll have your catalogue--unless, of course, someone else blunders. Let's hope not!

The sudden necessity of having more letterheads printed, plus the fact that the cut for the official A.V.A. seal is in Ann Arbor being printed on the Catalogues...has made it necessary for us to use the above somewhat different seal on our new mastheads. Aside from the altered seal, I hope you like our modernized mastheads.



Last month I said I was sending you NH 640 K L along with others. I am sorry to report that K and L cannot be had for the Service, and instead you were sent M and N. This month you will receive Ark 360 G, Ill 455 J, Ill 795 T. Sorry we cannot furnish Ill 795 U. Also if I receive them in time, I shall send to those on my Canadian list one from Canada, and one from Alaska. I wish to thank Mr. Bowers of Springfield, Ill., for obtaining Ill 795 T for us.

Regarding Ark 360 G: these tokens went into effect Sept. 1956. Before that time a straight 10% fare was charged. "Twin City" refers to Fort Smith and Van Buren, the two cities being separated by the Arkansas River. Fort Smith is in Sebastian County and Van Buren is in Crawford County. This bus line also serves into the edge of Oklahoma, and goes to Fort Chaffee, Ark. There are no school tokens--children pay 10% cash fare.

Did you ever hear of a traveling sidewalk? It's a transportation system consisting of moveable, parallel, continuous platforms to carry passengers from one point to another. These were first practically tested at the Columbian Exposition in Chicago, 1893, and since then successfully installed in Berlin (this information taken from the reverse of a Rose City Transit Co. weekly pass). It would be nice to have a token from this transportation system. Thirty...

- John G. Nicolosi

FREE STATE DEPARTMENT TOKENS FOR A.V.A. MEMBERS!

Early in 1957 the Department of State had transportation tokens struck. "These tokens are issued to Department of State employees for their use on busses shuttling between the several buildings occupied by the Department in Washington. Their purpose is to limit riders of these busses to persons having legitimate reason to ride them, and to provide a daily count of riders."

There has been made available to me a sufficient quantity of these tokens for distribution to the membership of the Association. Therefore, for sixty days following the next issue of The Fare Box, if members of the Association will forward to me a small envelope for enclosing the transportation tokens, and a self-addressed stamped envelope, I shall make available free of charge two tokens per collector. Requests should be made to: Melvin Fuld - P.O. Box 6047 - Baltimore 31, Maryland.

As readers will see in the above article, Mr. Fuld has come to our rescue. Only last month I noted that the State Department tokens would probably be impossible to get in large numbers. But the miracle has happened! Mr. Fuld adds that he is doing this as a service to the Association as well as to free a friend of his in the State Department from the burden of handling it. This is one more advantage of belonging to the A.V.A., and I know that every member is more than grateful to Mr. Fuld for his kind thoughtfulness.

- J.M. Coffee, Jr.

PROPOSED LIST OF DEFINITIONS

As the result of a desire on the part of many members to clarify the "Definitions" as printed on page 66 of the August 1957 Fare Box, President Eisenberg asked for advice from the membership, and then appointed a Committee with Ralph Freiberg as Chairman, to draw up a revised List of Definitions, taking into account the original list and the suggestions received from the membership at large. The following Definitions List, only slightly altered from the original one, has been submitted by Mr. Freiberg's Committee:

VECTURES, or transportation tokens, are objects made of any substance other than paper, and associated with a right to the use of transportation or rights of way. Vectors include (a) Regular Issues, (b) Amusement Park Tokens, (c) Zone Checks, (d) Manufacturer's Samples, (e) Patterns, (f) Unidentified Tokens, or Mavericks, (g) Unpunched Solids, (h) Other Errors. Certain fibre, celluloid, and plastic tokens, although not struck with a die, are included in the definition "Vectors."

- a. Regular Issues: Pieces made for an operator in accordance with his instructions, or used with his authority over or on his facilities, equivalent to payment of fare in whole or in part.
- b. Amusement Park Tokens: The same as "Regular Issues" except that they are used on amusement facilities such as merry-go-rounds or miniature railways, which are not concerned with the actual movement of people from one place to another.
- c. Zone Checks: Identification pieces loaned to the user of transportation facilities by the operator, to indicate amount of fare either already paid, or to be paid. They are not good for payment of fare in themselves, and remain the property of the operator while in the possession of the passenger.
- d. Manufacturer's Samples: Pieces made to illustrate the nature, quality, and material, of the maker's product, which contain no reference to the user or place of use.
- e. Patterns: Pieces designed for and submitted to a particular transit operator which were not adopted by the operator for issue to the public.
- f. Unidentified Tokens or Mavericks: Pieces which appear to be transportation tokens, but concerning which the identity, origin or issuing company cannot be definitely established.
- g. Unpunched Solids: Pieces which, through error, have not gone through the punching process as intended.
- h. Other Errors: Pieces unintentionally mis-struck, or misplaced, or struck on the wrong planchet, or otherwise incorrectly manufactured.

THE LISTING of any piece will be the duty of the New Issues Editor, and his decision will be final in every case, unless conclusive proof is produced to alter the listing.

For Sale: National Check & Premium List of all U.S. Transportation Tokens. Compiled by Atwood. First Edition. Complete with two nice ring binders and indexes. New condition except some ink notations in four states. \$10.00 postpaid. First remittance gets it.

L.A. Hensley - 1616 Spencer St. - Omaha 10, Nebr.

For Sale in Uncirculated condition: 1958 Canadian silver dollars, marking British Columbia's centennial. Real collector's items as they are not minting a large number. I'll mail them to any member, in any number, for \$1.50 each--cash if possible. Thanks.

Ron O'Donovan - 1164 Hector Bay, Grant Park - Winnipeg 9, Man.

For Sale as unit only: all my collection except the State of Ohio.

M.B. McRobie - 1073 Pitkin Ave. - Akron 10, Ohio

Wanted: South Africa 200 B to complete the set from Capetown. Will pay cash or trade one of 16 different Capetown 200's. Also wanted from South Africa: 150 B C, 300 C, 350 A B, 400 B C D F G, 800 A. Cash also on these or trade Capetown 200 tokens at catalogue.

John G. Nicolosi - 3002 Galindo St. - Oakland 1, Calif.

For Sale: Complete issues of The Fare Box, with the Foreign Check List, from January 1956 to May 1958 inclusive. New condition. \$4.00 postpaid.

Frank J. Nemecek - 4 Margery Ct. - Clifton, N.J.

Wanted: New Hampshire, R.I., Vermont, S.C., and Pennsylvania tokens. Willing to pay over list in some cases.

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

I will trade good U.S. coins, including gold, for rare transportation tokens needed in my collection. Also have some good duplicate tokens for those I need. Write me at my summer address:

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

THE SECRETARY'S REPORT

APPLICATION FOR MEMBERSHIP

268 James G. Zervas - 1145 South Downing St. - Denver 10, Colorado
Age 30; Real Estate Salesman. 100 tokens.

CHANGE OF ADDRESS

217 W.D. Shupe - 1018 Berkeley Road (Apt. C) - Columbus 6, Ohio

NOMINATIONS FOR A.V.A. OFFICERS

In the Feb. 58 issue of The Fare Box, President Eisenberg issued a call for nominations for all 5 offices for the coming year. Nominations closed on Midnight, May 3, 1958. Those postmarked later than May 3 were not to be accepted. As Secretary, I have received the following nominations (all prior to deadline) for the coming year:

FOR PRESIDENT - William E. Eisenberg
R.K. Frisbee (declined)

FOR VICE PRES.- Julius A. Kurtz
Robt. M. Butler (declined)

FOR SECRETARY - Morton H. Dawson

FOR TREASURER - R.K. Frisbee

FOR CURATOR - B.H. Baake, Jr.
Harry C. Bartley (declined)

EACH NOMINEE was contacted & requested either to accept or decline his nomination in writing.

JUNE SUPPLEMENT TO ATWOOD'S CHECK LIST

By Ralph Freiberg

ARKANSAS

Fort Smith 360 (reported by Max M. Schwartz)
TWIN CITY LINES, INC. (BUS)

G WM 16 Ball Good For One Fare (bus)(2 slots) \$0.15

CALIFORNIA

San Diego 745 (reported by Thomas McDaniel)
STAR & CRESCENT FERRY CO. (CRESCENT)

Q WM 23 St-sc Good For One Fare (crescent)(Brass-plated) .15

ILLINOIS

Joliet 455 (reported by F. Gordon Smith)
JOLIET CITY LINES, INC. (BUS)

J WM 16 Ball Good For One Student Fare (bus)(2 slots) .15

Springfield 795 (reported by David Bowers)
SPRINGFIELD TRANSPORTATION CO.

T Bz 16 S-sc Good For One Fare (silver-plated) .20

U E 16 S " " " " " " .20

MISSISSIPPI

Laurel 500 (reported by Max M. Schwartz)
LAUREL CITY LINES

C o WM 23 Sd Good For One School Fare .15

NOTES BY RALPH FREIBERG

First we have a token for Fort Smith, Ark. Somehow this token was in use for almost two years before we heard about it. Mr. Schwartz picked up one and was curious as to what city it was from. Somewhere along the line this company changed its name from Twin City Coach to Twin City Lines. My 1949 Directory shows it to be Twin City Lines, so the name was changed before 1949. This is where we need co-operation from everyone to examine all tokens. Some of the newer collectors have not been able to tell if the token was listed or not due to a shortage of previous check lists. If you cannot find anything listed, please write me and let me know, as there is always a chance we don't know about it.

Next we have a plated token for a ferry company in San Diego. This token was previously listed in the Nov. 55 Fare Box, and they have been plated probably for a fare raise. Due to Mr. Coffee's being in Tacoma this summer, I want to list this token even though I don't have the exact fare rates yet. We have a collector down in San Diego who is trying to get some of them for the New Issues Service, but it may take a little longer for Mr. Nicolosi to get a supply to send out to everyone.

Next we have a student token for Joliet. Last month I mentioned they were using a Saginaw token for Joliet, but I guess these were only used till they got their own supply. All of which just goes to show that if you check a company one month and find nothing, they may still have something different a couple of months later. This token was originally picked up by Mr. Foitl who sent one to Mr. Smith, who noted that we had not listed it.

Next we come to some more plated tokens from Springfield, Ill. These are the ones which give us so much trouble about finding the correct metal underneath. It would have been great if they just plated the S-sc type, as then we'd know it was bronze underneath. However, as they have 4 or 5 varieties of tokens being used, it will be hard to find the ones with the brass metal, silver-plated. The only way we can do this is to keep buying tokens and file them till we find enough for everyone. This company in the past had bronze-plated their tokens. I'd have preferred to list these tokens after everyone had his new catalogue, so you could understand better. But please reserve comments on these till you check the tokens in the new catalogue which will arrive in a couple weeks. First, regarding the token in the 1953 check list listed as 795 J and obsolete. It seems they never did take these out of circulation and some of these were bronze-plated so that in the 1958 catalogue the 795 J token is listed as 795 I and 795 J is a bronze-plated. When these bronze-plated tokens were first listed, it was due to a fare change to 3 for 25¢, then with various fare changes since then, more tokens were bronze-plated and re-bronze-plated. Now with the fare going to 20¢ straight a couple of months ago, they took their tokens and silverplated them. So in the new 1958 catalogue 795 I would still be in use as a white metal token, as it is impossible to tell a white metal from a white metal silverplated, and the latter won't get a separate listing. This makes the bronze-plated tokens obsolete. Then 795 K would also be back in use as a white metal. 795 M would also be impossible to tell, so it will also be used. 795 L, the zinc ones, I don't yet know if they destroyed these or not. I doubt if more than a couple of these were ever bronze-plated (see 795 P) and if so, it was in error. However 795 S, the S-sc, would appear different as a silverplated token, and will be 795 T, and the brass 795 R will have the number 795 U as a silverplated token. As for the New Issues Service, we can get 795 T easily, but we may not get enough 795 U unless Mr. Bowers can buy tokens from time to time and file them. Of course, he fortunately can use the ones we don't need. In other words, if he buys 90 tokens for the New Issues Service and only comes up with 6 brass tokens, what do we do with the WM ones that were silverplated? At any rate, after this rather lengthy explanation, I hope you can be patient with the New Issues Service, and with the person who's getting the tokens for us. I was in Springfield a year and a half ago when fare was 17¢, but could not find any zinc bronze-plated ones. A few months afterwards the fare went to 4 for 75¢ and now it is 20¢ straight.

We also have a school token which we presume is from Laurel, Mississippi. It seems that all letters are returned with the notation that the company is out of business. So it is very possible that this company got a raise in fares for school children, and before we could obtain a supply they went out of business. If it is at all possible to locate any of these tokens, we'll do so. Mr. Smith of Jackson will also try the next time he gets over that way to see what he can find out.

There seems to be some confusion regarding the Editor's reference in the May issue to the increase in postal rates. This doesn't go into effect till August 1, and the A.V.A. Treasury will take care of the extra for the rest of 1958. Should it seem adviseable to increase the dues for 1959 to cover it, I am sure the Convention in Pittsburgh will do so. But members need not worry about it in any event. I was only conveying the information.

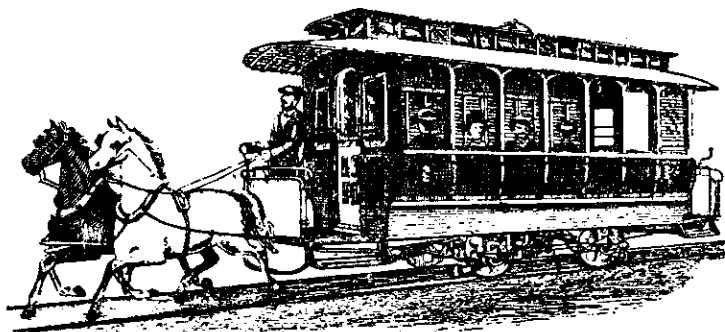
THE FARE BOX

A MONTHLY NEWS-LETTER FOR COLLECTORS OF TRANSPORTATION TOKENS

New Issues Editor

RALPH FREIBERG
632 Ashbury Street
San Francisco 17, Calif.

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J. M. COFFEE, Jr.
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ROBERT M. BUTLER
HAROLD FORD, Jr.

VOLUME 12, NUMBER 7 - JULY, 1958 - WHOLE NUMBER 133

Until August 25 send all mail intended for The Fare Box or Editor to
JOHN M. COFFEE, JR. - 4104 SIXTH AVENUE - TACOMA 6, WASH.

Copies of the 1958 Catalogue have now been mailed out to everyone who ordered them. If you have not yet received yours, it should arrive any day now. A cursory glance through the book reveals few mistakes. A couple I noted are: add (CAR) to obverse inscription on Ind 930 A. Remove (incuse) from obverse inscription for Pa 965 D and C, and place it after reverse inscription for C only. D does not have incuse letters. Page 348 in the Index is out of place and should come between 345 and 346. But it's all in the C's so it is not too bad. A few prices were left out, and these will be reported in an early issue of The Fare Box.

The Editor had a splendid motor trip across the country, with pleasant visits in Pittsburgh, Evansville, and San Francisco. More about this trip in a later issue. One thing I learned on the trip: there are still plenty of rare tokens to be found if one will take the time to look for them. The Philipsburg, Pa., newspaper gave your Editor a large write-up on page one when he passed through there, and it produced results in the form of the Centre & Clearfield token.

Mr. F. Gordon Smith (14 Miller Stile Road - Quincy 69, Mass.) once again appeals to A.V.A. members to send in their \$1.00 orders for the 10th Anniversary A.V.A. Medal. This project will be a great benefit to our society, but it can't succeed unless more of us order at least one. So far only 25 A.V.A. members have ordered, while 75 non-members have done so! 100 more orders are needed for success.

Ballots are enclosed with this issue. Be sure to use them, and then be sure to attend the Pittsburgh Convention!



ASSOCIATION OF CALIFORNIA TRANSPORTATION TOKEN COLLECTORS
- minutes of the meeting of June 8, 1958 -

The June meeting of the ACTTC was held Sunday, June 8, at 2 p.m. at Mannings Cafeteria, 3800 Wilshire Blvd., Los Angeles, Calif. Regular members attending included Cutler, Gallagher, Rohrer, Ross, and Kenneth Smith. Visitors included Mrs. Rohrer. The new catalogue and new prices were discussed as well as the souvenir token piece being handled by Mr. F. Gordon Smith. Mr. Rohrer also suggested that the club put together some type of frame containing tokens for a coming hobby show taking place in Long Beach, Calif. A sale and exchange of tokens followed for the balance of the meeting, and the meeting was adjourned at 4:30 p.m.

- Edrick J. Miller, Treasurer

The Pittsburgh District Token Collectors Club will hold its regular quarterly meeting on Sunday, July 20, 1958, at 2 p.m., in Room 1208, House Building, Smithfield Street & Ft. Pitt Blvd. Final plans and arrangements for the Convention will be made at this meeting, so all members are urged especially to attend. As usual, visitors are always welcome.

THE ORIGINAL FERRY TOKEN OF NORTH BONNEVILLE, WASH.

These tokens were only used during the construction of Bonneville Dam. The ferry was operated by a private individual, and its only purpose was to ferry workmen back forth, to and from work. This was done only until the coffer dams were completed and walkways built to accommodate pedestrian traffic. From all I can find out, the tokens were issued by the Corps of Engineers, U.S. Army, who had charge of the building and operation of the dam. Tokens were issued to the workers who, in turn, presented them to the ferry operator and he turned them in to the Resident Engineer for payment. That way they were able to determine the correct number of fares. Workers were not required to pay in cash, but in the absence of tokens were allowed to do so. There has never been any other ferry here except the one I have described, and that ceased operations early in 1934.

- Norman W. Senter, Postmaster
North Bonneville, Washington.

BOOK AVAILABLE ON MINNEAPOLIS TRANSIT HISTORY

Mr. Claude G. Thompson - 2445 Aldrich Ave. So. - Minneapolis 5, Minn., announces that a new book has been put on sale in the Twin Cities by Twin City Rapid Transit Co. The book, Transit and The Twins traces transit history of the Twin Cities from horsecars in 1875 down to the present day. There are about 65 pages with many pictures, maps, etc. The company is selling the book at cost, one dollar, and Mr. Thompson says he will be glad to secure a copy for any collector who wishes one. Just send him \$1.00 plus 10% for postage. You may have as many copies as you wish. Since many of our readers are avid trolley fans, I'm sure that quite a number of you will want to order this book. Write Mr. Thompson direct.

PRE-CONVENTION NOTES FOR THE 1958 A.V.A. CONVENTION AT PITTSBURGH

By Harry C. Bartley - Convention Chairman

Place...AVALon Room, 4th Floor, SHERWYN HOTEL, 3rd Avenue & Wood St.,
downtown Pittsburgh, Pennsylvania.

Time...Saturday, August 2, and Sunday, August 3, 1958.

Avalon Room will be open Friday Evening for lounging, etc.

Banquet...Saturday Evening, 6:30 p.m., in the Avalon Room. Cabaret
Style, individual tables, seating 4 to 6 persons each.

MENU: Baked sugar cured ham, pot roast of beef, or stuffed
pork chop.

PRICE: \$4.25 to \$4.50 with absolute maximum of \$5 per per-
son, counting all expenses (tax, tips, etc.)

The Committee here in Pittsburgh has spent time and effort to get things in shape for a real good convention, but one big item has us stumped: you, the members of the A.V.A. In spite of notifications in The Fare Box we have to date just 5 inquiries (5 out of 160 members, many of whom live close to Pittsburgh!) What's wrong? Are you coming? If not, why not? If so...why haven't you dropped us a line; just a post card addressed to me will do. Honestly, we are worried... we hope to put on a convention as good as any other one we have had previously but if you don't show up, how can we?

The hotel has been doing its part...they have given us good room rates and will put AVA members on the same or adjoining floors as much as possible. We have the AVALon room Friday night for our own use so there will be no trying to find places for meeting in the lobby as has been the case previously. We really have a nice set-up--all we need is a bit of cooperation from you. So...sit right down now, if you already done so, and send me a card letting us know that you are coming. We'll add your name to the list of those who have already applied for room reservation, and when you get here you will be accom-
modated.

As a reminder: be sure to bring along plenty of duplicate tokens as we have arranged for tables for trading purposes, and there will be many who want just the tokens you may have to offer. Then, too, make up a display case or frame of your better items and exhibit them. Everyone wants to see the rare horsecar check of Evansville or the plank road tokens of New York, we assure you.

We've been asked about bringing the wives and children; do bring them along. The Sherwyn is a family hotel in a good district so there is nothing to worry about on those scores. Pittsburgh, too, has lots to interest visitors...for one thing there are over a dozen good-size stores handy to the hotel as well as 5 big stores. As an added attraction the Pittsburgh Pirates will be at home Friday night, Saturday & Sunday afternoons, playing the St. Louis Cardinals, with the ballpark only 15 minutes trolley ride from the hotel. So, fellow members, let's have that card from you NOW.

Room rates are: single room \$6 to \$10.50; double \$11.75 to \$14; roll-away cot \$2.50 extra; suites \$14 up. All are outside rooms with bath, TV, radio, and air-conditioned if requested. Check-out-time is 3:00 p.m.

Harry C. Bartley - 7012 Ohio River Blvd. - Pittsburgh 2, Pa.

Atwood's Catalogue of U.S. & Canadian Transportation Tokens is just off the press and now available. 432 pages including 22 plates of photographs and index. The "Bible" of transportation token collecting. Special price to A.V.A. members, \$5.50 postpaid, either cloth bound or loose-leaf edition. Price to non-members, \$7.50. No collector should be without this book. Order from -

John M. Coffee, Jr. - 4104 Sixth Ave. - Tacoma 6, Wash.

Wanted: Ill., Penna., Wisc., tokens. For Sale: at catalogue, Ark 480 S, Ind 960 C, Ky 530 A, Pa 70 A B, Pa 775 B.

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

WANTED: Will buy or trade cardboard and metal provisional sales tax tokens of Illinois, Washington, and California. Would like to hear from other collectors of sales tax tokens.

Charles H. Lipsky - 1225 Day St. - Galesburg, Ill.

Ind 490 A for sale at 10¢ plus stamped envelope.

Frank C. Greene - 2838 Forest Ave. - Kansas City 9, Mo.

Wanted at catalogue prices to complete my city set of Saginaw, Mich: Mich 845 B E I M U. (1952 numbers)

Alexander P.V. Faubert - 3431 Webber St. - Saginaw, Michigan

N.C. 450 E (steel) - would like to trade this scarce token for one of the following tokens: Ill 150 V, Ind 460 O or P, Ky 85 A B D, Mich 225 C, 170 A, Minn 790 A, N.C. 680 C, Tenn 430 G, W.Va. 200 F, Wyo 150 A.

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

I still have some very desirable U.S. coins, including gold, to trade for rare tokens.

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

THE SECRETARY'S REPORT

APPLICATION FOR MEMBERSHIP

269 James G. Tanner, TD-2 - Box 25, Navy #127, c/o Postmaster, Seattle, Washington
Age 28; U.S. Navy. 120 Tokens.

REINSTATEMENT TO MEMBERSHIP

210 Harry Babb - 550 Maccabees Building - Detroit 2, Michigan

IMPORTANT NOTICE

Fellow Members: On June 12, 1958, I wrote Mr. Emzy L. Thompson, #135, that he has been expelled from the American Vecturist Association. This was the decision of the Executive Board and the vote was 5 to 0. All evidence from all parties concerned was presented to the Executive Board so that they could decide for themselves. I regret to have to take such action but for the good of the Organization I believe the Board did the right thing. Might I suggest that if you ever have any dealings in the future with Mr. Thompson PLEASE get your money before you forward any tokens or material.

Respectfully submitted,

WILLIAM E. EISENBERG,
President.

The new Catalogues are now being sent out. Please do not make any notations in your new Catalogue of any token listed in any Fare Box prior to the February 1958 issue. The Kansas City, Mo., tokens listed in some issues of 1958 Fare Boxes have been listed in the Catalogue, because Harold Ford was able to have the Kansas City listings done over at the last minute. If you make any notations of anything previous someone else might see your Catalogue and copy some item, and errors will creep in again.

A token listed under Mavericks as number 75 in the August 1957 Fare Box is now listed under Canadian Mavericks, so that was taken care of. The token listed from Monroe, Mich., in the December 1957 Fare Box may possibly be listed under the wrong state, but don't make any changes till we are more certain, and report on it in The Fare Box. We listed a Tuskegee, Ala., token in November 1957 as Bronze. This may turn out to be a mistake, we I didn't actually see the token, and now a white metal one has turned up. Maybe the original one should have been white metal, or maybe this is a new variety. The token listed under Covington, Ky., in January 1958 is now listed under Carlisle, Ky., in the Catalogue. The token listed that same month from Ithaca, N.Y., should correctly be listed as follows:

ITHACA RWY. INC. ITHACA, N.Y. I

B B 23 Sd (same as obverse) \$0.15

You can then pencil in or type in anything listed since then except the token listed in June 1958 which we listed incorrectly as brass-plated. It should be bronze-plated (San Diego, Calif 745 Q). Also, any token that still has a dime price on it should be changed to 15¢, as that is the new minimum price. Any token where the inscription has underlined letters, such as St or Co will appear in the Catalogue as St. or Co. -- this because in typing it is impossible to get that underline in the proper place and still make a neat job of it.

If you discover any other errors or omissions, please write them down on a government postcard and send it in to me. I prefer the postcard as I can file them all together.

- Ralph Freiberg
New Issues Editor.

TRANSPORTATION TOKEN EXHIBIT WINS PRIZE AT HOBBY SHOW

Further proof that transportation tokens are always prize winners comes from Lester D. Grady of Palmerton, Pa. Mr. Grady removed 8 pages from his token book, which was described in the Feb. 1957 Fare Box, placed them under glass, and entered them as an exhibit at the 6th Annual Alumni Arts & Hobbies Show at Lehigh University. The exhibit received a Bronze Cup Award. Mr. Grady, who has more plans for entering transportation tokens in exhibitions, would like to obtain some photos of horsecars, trolley cars, ferries, and buses. Any members who can help him out are invited to write him directly--Residence Park, Palmerton, Pa.

FROM THE PRESIDENT

To The Members of the Organization: It will be very shortly Convention time and I should like to extend an invitation to each and every one of you to attend. Our convention chairman, Herry Bartley, has been working very hard to see that it will be a very successful affair.

At this time I should like also to congratulate the entire Catalogue Committee for the excellent job done on the new Catalogue. I have seen it and most of you who have ordered them should be receiving them very shortly. To those of you who are new to the hobby, I sincerely urge each and every one of you to obtain one as it is the heart of the hobby. Merely contact the Editor of The Fare Box for a copy at the special A.V.A. rate of only \$5.50 postpaid.

There are still some of those beautiful lapel pins left and if any of you would like to have one, kindly send me \$1 plus a 3¢ stamp and it will be on its way. These pins would sell for \$5 on the open market and the nice thing about it is that every one sold means an extra dollar for our treasury.

Last, but not least, I should like each of you to read the list of Definitions which appeared in the June Fare Box and when you receive your ballot please take the time to indicate acceptance or rejection of the list. All ballots should be mailed to the election chairman, William L. Carr (2648 Felton Ave. - Akron 14, Ohio).

Hope to see you soon.

- Bill Eisenberg, President.

NEW ISSUES SERVICE NEWS

Last month you were sent Ark 360 G, Ill 455 J and 795 T, and also Alaska 450 M. The Alaska token is used as a school token and has been in use 5 years. Considering the usage they are in pretty good shape. As to the Canadian tokens I said I was sending, they will be in the mails this month, along with Conn 290 N and possibly a Conn 305 N, both of which will be plated tokens. Thanks to Mort Dawson for obtaining Conn 290 N. He, or Mr. Hofmann, will try to get the Conn 305 N for us, and as soon as I receive I'll forward to you. Thanks to both of these gentlemen. The Canadian tokens I'm sending you this month come in 2 varieties, one with the wording on top in English and one in French. I have already received the 620 R from Mr. Cassidy and will soon be getting the 620 S, thanks to Eddy Echenberg. The Victoria Bridge tokens are issued by Canadian National Railways, the owners of the bridge. These were first issued in May, 1958.

Another bit of news from "Rose City Transit." One of the fastest bus routes in the world runs from Beirut, Lebanon, to Bagdad, Iraq, by way of Damascus. Over 530 miles are covered in 12 hours by buses on this route. (Tokens????)

- John G. Nicolosi

ILLINOIS

Moline 580 (reported by L.A. Hensley)
MOLINE CENTRAL ST, RAILWAY CO ONE FARE
D o Cr 23 Sd M.C. St. Ry. Co. Electrical Eqpm't (cer) \$3.50

MINNESOTA

St. Cloud 730 (reported by Julius E. Sherr)
ST. CLOUD CITY ST. CAR CO.
I o B 23 Sd One Fare 3.50

PENNSYLVANIA

Zone Checks 997 (reported by William L. Black)
(BLANK)(used on Shaffer Bus Lines)

A	Pw	31	Sd	Fare Paid to Pittsburgh SCL	(black letters)
B	Pk	31	Sd	" " " McKees Rocks SCL	" "
C	Pm	31	Sd	" " " Glenn Willard SCL	(white letters)
D	Pi	31	Sd	" " " Stoops Ferry SCL	(black letters)
E	Po	31	Sd	" " " Coraopolis SCL	" "
F	Pb	31	Sd	" " " Neville Island SCL	" "
G	Py	31	Sd	" " " Stowe Township SCL	" "
H	Pr	31	Sd	" " " South Heights SCL	" "
I	Pg	31	Sd	" " " Aliquippa SCL	" "
(SAME AS REVERSE)(used on Shaffer Bus Lines)					
J	Pw	31	Sd	Fare Paid to Groveton SCL	(orange letters)
K	Pw	31	Sd	" " " Moon SCL	" "
L	Pw	31	Sd	" " " Norwood SCL	" "
M	Pw	31	Sd	" " " Kenmawr SCL	(green letters)
N	Pw	31	Sd	" " " Clinton SCL	" "
O	Pw	31	Sd	" " " Carnot SCL	(blue letters)
P	Pw	31	Sd	" " " Mooncrest SCL	" "

VIRGINIA

Alexandria 20 (reported by Julius E. Sherr)
A.B. & W. TRANSIT CO. 2
L B 23 B Fare Change Token 2 .25

WASHINGTON

North Bonneville 590 (reported by Cornelius B. Tyson)
ORIGINAL FERRY RETURN FARE (STAR)
A o A 26 Sd North Bonneville Wash. (small design) 2.00

ALASKA

Ketchikan 450 (reported by John G. Nicolosi)
NORTHERN BUS CO. KETCHIKAN ALASKA
M Fm 21 Sd Good For One Fare .15

CANADA - QUEBEC

Montreal 620 (reported by J.A.W. Cassidy)
CANADIAN NATIONAL RAILWAYS BRIDGE VICTORIA
/CHEMINS DE FER NATIONAUX PONT
R WM 22 Sd (same as obverse) .25
CHEMINS DE FER NATIONAUX PONT VICTORIA
/CANADIAN NATIONAL RAILWAYS BRIDGE
S WM 22 Sd (same as obverse) .25

UNIDENTIFIED

(reported by William L. Black)

GOOD FOR 10¢ IN A LUKOR CAB

61 A 23 Sd

Call Park 3000 Busses and Limousines For Hire

NOTES BY RALPH FREIBERG

This month we come up with some nice oldies. First we have a token from Moline. When Mr. Hensley found a small supply of these, and sold one to someone else, I was questioned as to why the color was called carmine. Upon further investigation it was found that this token was different from the one we have listed as Ill 580 A. It seems that 580 A is a transparent token, while this one is opaque, and much redder. We have been calling this material that these early tokens were made of a celluloid. There is, however, a possibility that some of our "celluloid" tokens may be something else. Plastic is out because it was not used back when these tokens were issued. There may be other cases where we should have two listings, but we can't be sure till two collectors get together and compare pieces.

Next we have a token found by Julius Sherr. Not too much is known about this token but we can refer to an article in August 1950 Fare Box, page 64, about St. Cloud tokens. This article leaves the door open to the possibility of earlier tokens, so we can surmise and hope that this token is actually from St. Cloud, used on the horsecar line referred to in the article.

Mr. Tyson wrote the postmaster in North Bonneville, Wash., for information on the Original Ferry token. This appears in another article.

Mr. Nicolosi discovered the Ketchikan token as the result of writing up there for dog tags. The token has been in use two years.

The Montreal, Que., tokens are for passage over a bridge owned by Canadian National Rys. over the St. Lawrence River to St. Lambert. Fare over the bridge is 25¢ but if you buy 50 tokens at once there is a reduced rate. Few would buy so many tokens unless they were regular commuters. As Canada has two official languages, both appear on the token--some with English wording on top, some with French wording on top, so that no one could complain that one language was being discriminated against.

The Alexandria, Va., token is for a new rate effective June 23, 1958, which is 25¢ or 4 for 95¢. Last previous fare raise was 1954.

Mr. Nicolosi just informed me he has received some tokens from Mort Dawson for the New Issues Service. Bus companies in Connecticut received a fare raise to 20¢ or 4 for 70¢. C R & L silverplated their brass tokens, but we don't know if the steel or zinc were also plated. They may have tried to pick these out, in which case any plated zinc or steel tokens would be errors. They try to pick them out because there is a chance steel & zinc tokens would dissolve in the plating solution, with the result the company would get a short count back. C R & L also operates, using the same tokens, in Bridgeport, Norwalk, Derby, Waterbury, and New Britain. Connecticut Company also got a fare raise, so their tokens may also turn up plated. I didn't have time to get the plated C R & L token in the supplement, but here is the listing:

CONNECTICUT

New Britain 290

C R & L LINES C R L CO

N B 16 Ball Good For One Fare C R L Co (Vars.)(Sv-plated) .20

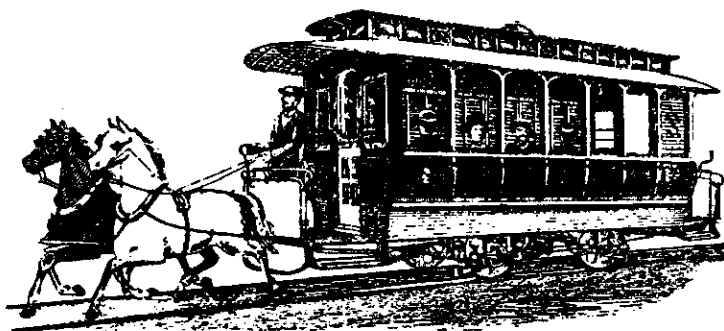
THE FARE BOX

A MONTHLY NEWS-LETTER FOR COLLECTORS OF TRANSPORTATION TOKENS

New Issues Editor

RALPH FREIBERG
632 Ashbury Street
San Francisco 17, Calif.

• • •



Editor

J. M. COFFEE, Jr.
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BOSTON 4, MASS.

• • •

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

VOLUME 12, NUMBER 8 - AUGUST, 1958 - WHOLE NUMBER 134

The Editor is returning to Boston on August 26, so henceforth all correspondence should be sent to our Boston address, as printed above in the masthead.

The A.V.A. Convention in Pittsburgh has come to a successful conclusion, one of the best ever held. Complete details are inside this issue. Next year we meet in Santa Monica, California.

Mr. F. Gordon Smith (14 Miller Stile Road, Quincy 69, Mass.) reports that only 46 A.V.A. members have so far ordered their 10th Anniversary Medals. Certainly this is a worthy venture--a medal which will be in existence for hundreds of years as evidence of our organization. Why not order now--send \$1 plus 6¢ postage to Mr. Smith. We need \$300 to make this project a success.

Response to our new Catalogue has been very gratifying. We plan to run ads in the coin collectors magazines in the near future, and I fully expect to sell hundreds of them to coin collectors. With the wide distribution of our Catalogue, we should gain many new members. Incidentally, all numbers used in The Fare Box from now on--in ads and in articles--are from the new 1958 Edition. The old Check List is now officially obsolete. Anyone who has ordered a Catalogue and not received it should notify the Editor immediately.

In the process of acknowledging contributions and help in the preparation of the new Catalogue, your Editor omitted mentioning that Mr. Albert Field had contributed the photographs in plate XXII of the 3 major bus-types. We are deeply indebted to Mr. Field for giving us these beautiful enlarged photos, at his own expense. By the way, the members of the Catalogue Committee welcome Harold Ford, Jr., as a new member of the Committee. Harold states he is anxious for us to sell our remaining copies of the 1958 book so that we can start to work on a new edition! But I hope not for a little while, anyway!!



NEW INFORMATION ON THE ORIGINAL FERRY TOKENS

Mr. C.B. Tyson, who discovered the Original Ferry token of North Bonneville, Wash., reported in the last Fare Box, has received another letter from Mr. Senter, Postmaster there. This new letter contains more information which adds to and corrects that reported in our previous issue.

"The ferry was operated by a man who now operates the largest tow-boat service on the Columbia River. Main commodities are gasoline and fuel oil and serves what is known as the Inland Empire. You may have read in the papers where he has just completed the largest barge for inland traffic to be used on the Columbia when the bottle neck here at Bonneville Locks is eliminated. To go on about the token, the ferry fare was 10¢ each way or 15¢ round trip, and a token was issued for the return fare, hence the "Return Fare" inscription. They were not used by the Corps of Engineers as originally stated. The Corps had their own boats and did not use the private ferry. The workers were required to furnish their own fare for transportation. It has been said that he was put out of business here by a competitor who dropped the fare to 5¢ but did not use tokens, only cash. This can not be verified, however."

The Editor, by means of an article published in a newspaper down there, has managed to obtain a couple of these tokens, but the condition is terrible. Apparently those tokens really saw a lot of use.

- J.M.C.

The Huntsville (Ala 470 A) Hotel burned in 1909, according to information obtained by John Nicolosi. Prior to that time, however, the tokens had been discontinued. It seems that a special train back in those days came to Huntsville from Memphis, and the hotel was unable to take care of the people down town. Therefore they were taken to Monte Sano Mountain on a little miniature-type of railroad, to another hotel in a section called "Memphis Row."

Milwaukee Bonded Carriers' Assn. (Wisc 510 K) was an organization of Jitney men operating in Milwaukee. Tokens were sold at 7 for 50¢, and a token was good for a ride on any jitney bus owned by any member of the Association. (information from Harold Ford)

One of the classic rarities is Wisc 910 A. According to Mr. C. A. Minshall, a descendent of the issuer of the token, the following is the story: "Dad started hauling freight between Sparta & Viroqua, a distance of 34 miles, soon after the Civil War. A railroad was built in the early 1870's and he then started what was known as Minshall's Dray Line. At first he only had 2 teams, one of which hauled a bus which transported passengers to and from the depot. Fare was 10¢ and he sold tokens 3 for 25¢. He operated the line until 1900 when he sold the complete outfit. At that time he operated two buses most of the time and 3 drays. The barn and contents along with 10 horses was destroyed by fire about 1912..." (from a letter to the Editor. No tokens available, of course)

EIGHTH ANNUAL CONVENTION OF THE AMERICAN VECTURIST ASSN.

- minutes of the meeting -

The meeting, in the Avalon Room of the Hotel Sherwyn in Pittsburgh, Pa., was called to order at 10:45 a.m., August 2, by Mr. Harry C. Bartley, Chairman of the Convention Committee. He asked Mr. Easterly for a short prayer. Mr. Bartley welcomed the members and guests to the Convention, and then introduced President Eisenberg who in turn introduced the other officers present: Vice-President Kurtz, Secretary Dawson, and Treasurer Frisbee.

The President requested the Secretary to read the minutes of the 1957 Convention. During the reading, Mr. Schwartz made a motion that a further reading be dispensed with, and that the minutes be adopted with the following changes: "That the word 'delegates' in the second sentence of the opening paragraph be changed to 'members' and that 'members' be used in the future." Mr. Kurtz seconded the motion. Motion carried. The President then appointed the following committees: Credentials - Schwartz (chairman), McRobie, Koller. Resolutions - Easterly (chairman), DiMichael, Heaton. Audit - Kimmons (chairman), Faubert, Axthelm. Election - Carr (chairman), Mullin, McKee.

A telegram from Mr. Barraclough was read in which he wished success to the Convention. Correspondence was read by the President from F. Gordon Smith with respect to the A.V.A. Medal that is being struck to commemorate the 10th Anniversary of the A.V.A. He also enclosed a picture of the medal for inspection by the members present.

A report submitted by Mr. Coffee was then read by the President. As it was a lengthy and detailed report, Mr. Eisenberg read only that portion pertaining to the financial aspect. Mr. Schwartz requested a reading of the complete report, but Mr. Eisenberg said he would refer the report to the Audit Committee where the complete report could be read by any member wishing to do so. Other correspondence was read from members who were unable to attend. Mr. Bartley read the names of several members who could not attend, and their various reasons.

Mr. Eisenberg asked the members to report their expenses for the past year, but he first read his report as President. He then read a report of expenses incurred by the Convention Committee. Mr. Kurtz said he had no expenses as Vice-President. The Secretary then read his report. Mr. Frisbee, Treasurer, stated that he had no expenses for the past year. The President asked for a motion to accept the bills as read. Motion was made by Mr. Mullin and seconded by Mr. Faubert. Motion carried. The Treasurer's report was then read by Mr. Frisbee, and was referred to the Audit Committee.

The President asked if there were any resolutions to be presented. Mr. Scott offered a resolution that a printed invitation and application to join the A.V.A. be inserted in each new catalogue to help increase our membership. Mr. Schwartz commented that this had been considered, and then offered a resolution that each book distributed by Mr. Coffee contain an offer on the part of the Association to send to the purchaser without additional charge at the end of 1958, and again at the end of 1959, a supplement containing all issues that come to light up to those respective periods, accompanied by a form which the purchaser can fill in with his name & address and send to the Editor of The Fare Box. Mr. Kurtz moved that these two resolutions be accepted. This was seconded by Mr. Axthelm; motion carried. Resolutions were referred to the Resolutions Committee.

The President asked the Catalogue Committee to remain effective with the addition of Mr. Harold Ford, Jr. He thanked the Committee for their outstanding work on the new Catalogue.

The President asked for a motion to adjourn the meeting until 10:00 a.m., Sunday morning. Mr. Schwartz brought up an order of business concerning the closing of the ballots. The subject was discussed relating to the closing date for mailing in ballots and the privilege each member has of casting his ballot at the Convention providing he does so before the end of the first session. Again the President asked for a motion to adjourn. Motion was made by Mr. Easterly, seconded by Mr. Kurtz. Meeting adjourned at 11:40 a.m.

Second Session - Sunday morning - August 3, 1958.

The meeting was called to order at 10:30 a.m., and was held in the Fayette Room of Hotel Sherwyn due to a breakdown in the air conditioning unit in the Avalon Room. The first order of business was the reading of the reports of the Credentials Committee, whose chairman reported a quorum existed so the convention could properly transact any business presented to it. The audit Committee chairman reported all statements to be in order.

Next the report of the Election Committee was read, as follows: For President, Eisenberg 71 votes; Frisbee 1 vote (write-in). For Vice-President, Kurtz 72 votes. For Secretary, Dawson 72 votes. For Treasurer, Frisbee 72 votes. For Curator, Baake 72 votes. The vote on the Definitions was 72 to accept, and none to reject.

The Resolutions Committee reported next. Mr. Easterly read a resolution to change ARTICLE V SECTION 4 of the Constitution & By-Laws, which now reads: "Immediately after the close of nominations, the Editor of The Fare Box shall cause all accepted nominations to be published on an official ballot and shall mail a copy thereof to each member entitled thereto, together with an envelope marked "official ballot" and a return addressed envelope to be mailed with the June issue of The Fare Box," to read: "Immediately after the close of nominations the Secretary shall cause all accepted nominations to be on an official ballot when there are two or more nominations for an office; when there is only one nomination for an office the Secretary shall cast a vote for that office and no ballot is required. The ballots when required shall be sent to each member entitled thereto, together with a return addressed envelope marked "official ballot."

A lengthy discussion followed. Finally Mr. Kimmons made a motion that it be adopted as read. Mr. Kurtz seconded. Before it could be put to a vote, Mr. Schwartz made a motion that the resolution be tabled due to some other changes to the Constitution & By-Laws that might be considered to bring it up to date. Mr. McKee seconded this motion. The President asked for a vote by a show of hands. The vote was 15 for and 4 against. So the resolution was tabled.

Mr. Easterly then read another resolution as follows: "Resolved that whereas the 1958 Convention of the A.V.A. has been one of the most successful on record, we wish to express our thanks to the Convention Committee, to Mr. Harry Bartley as Chairman, to the Pittsburgh District Token Collectors as host club, to the Hotel Sherwyn, and to the Convention Bureau of the City of Pittsburgh. We recommend that the Secretary of the A.V.A. be instructed to write to the above parties expressing our thanks and appreciation." Mr. Kurtz seconded and the motion carried.

The President asked the Resolutions Committee to continue their services to help revise the By-Laws. They will prepare a report for the President who will then have it published in The Fare Box.

Mr. DiMichael moved to accept all committee reports. Seconded by Mr. Irwin, the motion carried. Mr. Schwartz moved to thank Mr. Coffee for his outstanding work in connection with the publishing of

The Fare Box. Mr. Mackie seconded and the motion was unanimously carried.

The Convention Chairman, Mr. Bartley, read a list of the attending members as follows:

Eisenberg, Kurtz, Dawson, Frisbee, Easterly, McKee, Scott, Schwartz, Heaton, Super, Koller, Bartley, McRobie, Axthelm, DiMichael, Mullin, Kimmons, Carr, Faubert, Mr. & Mrs. Elack, Irwin, Mackie, and Ross (applicant for membership).

Relatives of members attending were: Mrs. Super, Mrs. Koller, Mrs. McRobie, Mrs. Bartley & daughter, Mrs. Axthelm, Mrs. Mullin, Mrs. Carr & family, Mrs. Faubert, Mrs. Dawson, Mrs. Kimmons & family, Mrs. Eisenberg, and Mrs. Melchior.

The President read two invitations for the 1959 Convention site. One from Mr. Phillips to hold it in Atlanta, Georgia, and the other from the Association of California Transportation Token Collectors, to hold it in Santa Monica, California. The Convention votes 16 for Santa Monica, and 3 for Atlanta. So the 1959 Convention will be held at Santa Monica, Calif.

The President requested members to observe a half minute of silent prayer for our departed members, and for those too ill to attend.

A Motion to Adjourn the Convention was made by Mr. DiMichael and seconded by Mr. Easterly, and the motion carried. Convention adjourned at 11:25 a.m.

Respectfully submitted,

MORTON H. DAWSON, Secretary

NEW ISSUES SERVICE NEWS

All kinds of tokens will be coming your way soon. This month you'll receive the following: Va 20 L, DC 500 AC, both obtained by Mr. Sherr for us...thank you, Mr. Sherr! I've finally received word that I can purchase Ala 820 A; these should be in your possession now. No word yet on Miss 500 C; will keep trying. Had a hard time getting Cal 745 Q, but by now you have received it, thanks to Messrs. Atwood, Ford, and McDaniel. Have received 3 Johnstown tokens, Pa 495 S T U, which soon will be on their way to you, thanks to Mr. & Mrs. Black who spent hours sorting the right ones out from thousands. Condition of Pa 495 tokens isn't so good, but this is the best we could do, no better ones being available...495 U is used as a school token. They were taken out of the vault and Bz-plated. Another variety of Que 620, the Victoria Bridge token, has been found by Mr. Echenberg. If I can get these in quantity, I'll send them on to those of you on my list for Canada. As things stand now, there are none to be had. "It's a transit fact" from Rose City Transit: streetcars were first developed in the U.S. in 1855. The idea was imported to France, then to England in 1869. The originator, an Irishman named John Stephenson, was a New York Coach Builder.

- John G. Nicolosi

CHANGE OF ADDRESS

94 R.K. Moulton - 4127 Bedford Road - Detroit 24, Michigan
190 William R. Tyson - 406 Kershaw Place, S.E. - Aiken, S.C.

HAVE YOU OBTAINED YOUR COPY YET? Atwood's Catalogue of U.S. & Canadian Transportation Tokens, 1958 Edition, is now ready for immediate distribution. Every token collector should own a copy. Price \$7.50 postpaid. Special price to A.V.A. members: \$5.50 postpaid - either cloth-bound or loose-leaf edition. 398 pages plus 22 plates.

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

FOR SALE at 1958 catalogue prices postpaid: Ala 120 G, 560 G, 680 Aa, Ab; Ariz 80 A B, 640 Ba Bb, C, 840 A C; Ark 360 D, 435 J, 450 B, 480 A P Q, 720 B, 885 G; Calif 110 Aa Ab Ba Bb C, 205 E, 275 A Ba Bb, 300 F, 320 A J, 395 G, 435 A, 445 B, 450 F G H, 525 C D, 540 A, 545 A, 575 Ab E F K L.

Max M. Schwartz - 28 West 44th St. - New York 36, N.Y.

FOR SALE: Calif 395 A, 395 B, 450 F D; Ind 800 A; Mont 480 A; Fla 840 A, 110 A B - all at new catalogue prices. Have several of each. Please include stamped envelope.

Roland C. Atwood - 2818 Colorado Ave. - Santa Monica, Calif.

FOR SALE, stamp please: Pa 70 A B (15¢ each). Mfg sample #23 A at 10¢. Minn 600 A B at catalogue price. ND 600 B (unc., no rim) at cat. price.

John G. Nicolosi - 3002 Galindo St. - Oakland 1, Calif.

HAVE YOU CHECKED YOUR NEW CATALOGUE? I can still get Mass 115 O P Q S T - 660 A - 960 A - at 35¢ each, or all 7 for \$2.35. Also have many common varieties. Send want-list. Have you ordered your 10th Anniversary A.V.A. token? If not why not send for it today? \$1.00 plus 6¢ postage.

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

FOR SALE OR TRADE FOR TOKENS: 36 back issues of The Fare Box for 1955, 1956, and 1957. \$5.40 postpaid. TOKENS FOR SALE: (10¢ each)- Calif 450 G, 760 D F; Ill 10 D, 440 B; Ind 660 E; Ia 930 I; Kans 970 G; NY 230 J; Pa 705 A, 200 C (15¢), 765 W; R.I. 700 E; Tenn 710 A; Va 580 S, 660 B.

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

I have Fla 380 E; Ind 275 A; Calif 535 A D; Minn 760 H; Mo 420 B; Ore 700 B; Tex 565 A, 690 A - all to trade for U.S. Mavericks except numbers 3,4,35,39.

F.W. Guernsey - 3138 S.E. 78th - Portland 6, Oregon

WANT TO BUY NEW JERSEY TOKENS.

Leon S. Rosenblum - 36-24 Ferry Heights - Fair Lawn, N.J.

APPLICATIONS FOR MEMBERSHIP

- 270 Allan Fargeon - 6077 Sherbrooke St., West - Montreal, Quebec
Age 40; Realtor. Beginner.
- 271 Theodore W. Robbins - 108 So. Hopmeadow St. - Simsbury, Conn.
Age 57; Insurance.
- 272 F.J. Bingen - Ringbaan West 260 - Tilburg, Netherlands
Age 41; Manufacturer.
- 273 Connie T. Andersen - Henderson, Illinois
Age 38; Grocery Store Owner. 200 tokens.
- 274 J. William Ross - 214 Main Street - West Newton, Pennsylvania
Age 40; Restaurant Owner. 200 tokens.

REINSTATEMENT TO MEMBERSHIP

- 74 W. Gordon Robertson - Box 329 Q Silver Spring Road - Fullerton, Maryland.

AUGUST SUPPLEMENT TO ATWOOD'S CATALOGUE
By Ralph Freiberg

CONNECTICUT

New Haven	305	(reported by Mort Dawson & W.C.L. Hofmann)	
CONNECTICUT COMPANY			
N	WM 16 C	Good For One Fare (bronze-plated)	\$0.20
O	B 16 C	" " " " " "	.20

MISSOURI

Chillicothe	200	(reported by Johnnie W. Jones)	
LITTON'S TRANSFER LINE CHILLICOTHE, MO.			
E o A	Oc Sd	Good For One Ride Telephone 343 (25mm)	3.50

PENNSYLVANIA

Johnstown	495	(reported by Chas. Houser & William L. Black)	
JOHNSTOWN TRACTION CO.			
S	WM 16 J	Good For One Fare (in 1 line)(bronze-plated)	.20
T	WM 16 J	" " " " (in 2 lines) " "	.20
JOHNSTOWN TRACTION COMPANY ONE FARE			
U	B 20 Ch	(same as obverse)(bronze-plated)	.15

DISTRICT OF COLUMBIA

Washington	500	(reported by R.K. Frisbee)	
WASH. VA. & MD. C. CO. ARNOLD LINES			
AC	WM 23 W-sc	Good For One Fare	.25

CANADA - QUEBEC

Montreal	620	(reported by Eddy Echenberg)	
CANADIAN NATIONAL RAILWAYS BRIDGE VICTORIA			
/CHEMINS DE FER NATIONAUX PONT			
T	WM 22 Sd	Chemins de Fer Nationaux Pont Victoria	
/Canadian National Railways Bridge			.25

NOTES BY RALPH FREIBERG

The Convention is over, and I regret my inability to attend. There are still some collectors on the East Coast I'd like to meet, and hope to do so one of these times. First of all this month we have a nice old token from Chillicothe, Mo. Johnnie Jones got this token from an elderly woman who had made a visit to Chillicothe when she was a little girl about 60 years ago--so there isn't much chance of picking up any more of these.

Next we have a token from Washington, D.C. This line operates in the Arlington-Falls Church area. With a new rate of fare they first appeared July 7, 1958.

We also have another token for the Canadian Railways bridge. Last month we mentioned one which had the English wording on top on both sides, and one with French wording on top on both sides. Now we have one with French wording on top on one side, and English wording on top on the other side. It may take a little time to get this variety for the New Issues Service because it may mean going through several hundred tokens before enough of them can be found. Be patient; we're working on it now.

We have a few more bronze-plated tokens for changes in fare. Connecticut Company plated their WM and brass tokens and tried to pick out all the steel ones so as not to plate them. Fare is now 4 for 70¢ Mr. Hofmann is busy picking up lots of these tokens and filing them

in an effort to get an equal quantity of each to send the New Issues Service. There seem to be a greater amount of one metal than the other...so be patient on these, too.

We also have some other plated tokens from Johnstown. These have been in use for over a year. Why they dug out the oldest tokens they had to plate we haven't been able to figure out. Anyhow, as they had a lot of use before they were plated, they are pretty worn. Mr. Houser made a trip up there early last month and was told about them, but it was on Sunday so he wasn't able to do much. Mr. & Mrs. Elack went up a little later to get some for the New Issues Service, and in the process discovered that they also had plated the brass 20mm school tokens for school use. You will probably have received these tokens by the time you read this, but when there are more than one variety being plated, it makes headaches for the New Issues Service, except in places where a member can do something about them. Strangely enough, sometime back we were told that the brass 20mm tokens had been destroyed, and now they come up with them plated. So it makes us look a little foolish with a 50% price on the brass token. Even with the best of information we can be given a bum steer.

Every token that is plated for a change of fare is given a new number. Those steel and zinc tokens that are mentioned as "plain & coated" were usually issued about 1943. Some steel tokens rusted too fast and in a reorder, or second shipment, they were given a plating to see if it would prevent rusting. However, since there was no change in fare involved, they were not given a separate number. In fact, I have my doubts on some of the tokens we list as "plain & coated." I think in a lot of cases they never were issued "plain," and the "plain" tokens anyone would have are really plated tokens on which the plating has worn off.

Mr. Hofmann questions the existence of the "shellac-coated" steel token for Conn 305 M, because in going over the company invoices he found mention only of zinc-plated steel. I don't have the token myself, and would like to know who does have it.

The Tuskegee, Ala., company claims they never had any bronze tokens, so possibly the one that Mr. Hofmann picked up is either a pattern or a freak. Change Ala 820 A to White Metal.

As for the token listed in June 1958 Fare Box for Laurel, Miss., we are still trying to find a supply of these. David Smith has found out that the company there did use a school token before they went out of business in August, 1956. If he can find out what they did with their tokens, he'll try to get us some. He also mentions that the Monterey Bus Lines of Jackson, Miss., has gone out of business.

BROWN BEAR BUS LINE TOKENS NOW USED AS HAT CHECKS

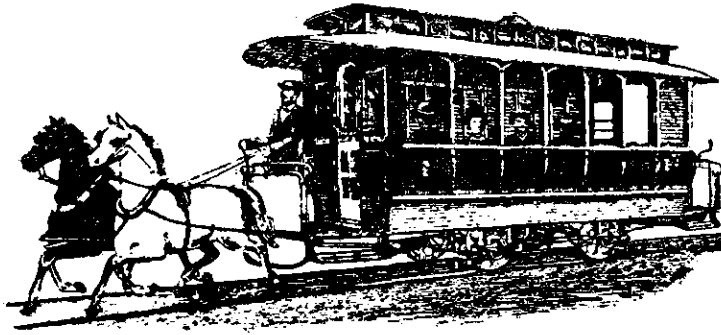
As the result of some investigating, Paul Fouts of Seattle has learned that the Brown Bear tokens of Kodiak, Alaska, are being used in a local night club up there as hat checks. The tokens have had a hole punched through them, and various numbers have been counterstamped on them. Once quite rare, a few more of these tokens turned up in recent years. But whoever had the supply of them up in Alaska has now found a more practical use for them. They were first used as hat checks about 1945, so even the altered ones may now be gone.

THE FARE BOX

A MONTHLY NEWS-LETTER FOR COLLECTORS OF TRANSPORTATION TOKENS

New Issues Editor

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VOLUME 12, NUMBER 9 - SEPTEMBER, 1958 - WHOLE NUMBER 135

Mr. F. Gordon Smith informs us that the A.V.A. 10th Anniversary Medals will be delivered to us October 23. The number struck will be limited, and those of you who wish to own this historic medal, which has a picture of a horsecar on it, should order from Mr. Smith immediately (14 Miller Stile Rd. - Quincy 69, Mass.)...\$1.06 altogether.

Inside this issue, under "News, Views and Comments" the Editor has given a brief account of his travels this summer. Harold Ford, in another article, has done likewise. We are always interested in the token-hunting expeditions of our members. If you have made a similar trip, please let us hear about it. One of my most interesting experiences this summer was a round trip on the Westmont Borough Inclined Plane, in Johnstown, Pa. This is one of the most frightening trips in the country--nearly straight up the side of a mountain, with only a little cable holding up the car. This line issued Pa 495 A B C and P Q R. No tokens used now.

One aspect of transportation token collecting given little attention is the fact that the tokens fall into definite categories: street railways, taxicabs, buses, depotels, toll roads, bridges, and ferries, or variations of these. The depotels ("hotel to depot" tokens) are definitely the rarest, with toll roads probably next, since most toll road tokens date from the 19th century (only 2 are current, the New Hampshire turnpike tokens). Ferry tokens as a class stand by themselves, and a good collection of them is difficult to obtain. A few are quite common, but most of them are extremely rare. Perhaps the most valuable are the Fort Benton, Montana, tokens, along with Oak Hall Ferry of Sacramento and Hoboken Ferry of New York City. Also the Canton, Mo., octagonal token is a classic. Because they are usually odd-shaped, there are probably many ferry tokens still to be discovered. The same is true of depotels; there must be dozens of them still undiscovered. Every small town in the Midwest with a hotel in it is potential territory for a depotel token.



NEWS, VIEWS AND COMMENTS

Transportation token collectors are one of the most well-travelled groups of people in the country. Token collectors, because of the nature of their hobby, are naturally quite familiar with the geography of the country. They have found that one of the best ways of adding tokens to the collection is by travelling--by visiting first hand the places where the tokens were issued. If you are new to the hobby, you should remember this: take advantage of your trips to search for tokens. Visit the various local bus companies and ask to see their "foreign" or "odd" tokens. Look especially for the "junk boxes" of miscellaneous slugs and counterfeits, which every bus company gets. After the bus companies, visit the City Hall, and ask to go through the slugs that come into the parking meters. Some of our rarest tokens have turned up in parking meters. Then visit coin dealers; ask to see any tokens they have. Don't ask only for transportation, as many dealers can't tell a transportation token from a tradesman's token. Also, visit an occasional antique shop, and ask to see "medals and tokens." You'd be surprised how many rare tokens have been found in antique shops. Junk shops and even laundries have also been sources of tokens. Don't forget to ask any taxi drivers you see if they know of any taxi companies that use tokens.

My trip west this summer provided a number of interesting experiences. There was the fine visit with those wonderful people, the Blacks, in McKeesport. There was half a day spent in Philipsburg, Pa., visiting dozens of people looking for Pa 755 A...and finally a large article on page one of the newspaper, which produced, eventually five of the tokens (there are two die varieties). There was the search through rural areas for the Lock Haven, Pa., tokens (very successful--a woman had a whole jar of them). There was a successful visit to Scranton, where I found that Pa 840 F and G are now in use, at 2 for 35¢. A visit to Zanesville, Ohio, where they insisted that Ohio 995 A has been obsolete for years. A visit to Lancaster, Ohio, where the man gave me a handful of the red celluloid token, and told of a whole sack full of the tokens of other colors ("locked up in a bank vault"). Unsuccessful visits to coin shops in Louisville. A pleasant visit (and an excellent dinner) with the Clines in Evansville. Thru Stockton, Kans., which is so small I can't see why they ever needed that depot token. No luck in Provo, Utah, or Salt Lake City (visited every coin shop and die stamping firm, but no luck). Nice visits with Ralph Freiberg, John Nicolosi, and Harold Ford, in San Francisco. A side trip to North Bonneville, Wash., which produced a nice front-page article in a paper there and, eventually, a few of the tokens.

I had less time for exploring on the trip back to Boston. Tried to see Mr. Hensley in Omaha, but missed him. Searched out the Lough family on Sunday morning in Nevada, Ia., but no tokens. Everywhere I went in Iowa I was told that "a nice young man" had been there just before me. It turned out to be Harold Ford. An article in the Toledo, Ia., paper (got the Editor out of bed Sunday morning and dictated it to him), but no soap on those interurban tokens (which will be listed next month). A fine visit with Richard Beimer down in Fort Madison. His father was an engineer on the "Super Chief" on the run from Fort Madison to Kansas City.

All of which goes to prove that travelling pays off--both in tokens for the collection, and in meeting some very nice people!

NEW ISSUES SERVICE NEWS

First of all let's welcome to the New Issues Service this month the following new members: R.H. Smith, R.H. Burns, W.C. Gallagher, Loren Ross, and Bill Hofmann. Happy hunting, gentlemen! This month you will receive Conn 305 N O thanks to Mr. Hofmann for the time and effort put into getting them for us. To those of you on my Canadian and foreign list, you will receive another new one from Montreal (Que 620 U) thanks to Mr. Cassidy. Cannot get 620 T as yet. Also coming your way will be Pa 10 F, which is the same as 10 E but silver-plated--thanks to Mr. Schwartz for getting us these. Pa 10 F was plated Jan. 1958. Conn 305 N O went into use June 12, 1958.

Did you know that about 6,000,000 children the world over go to school by bus? Most of them go to rural centralized schools. Costs for this transportation amount to more than 4% of the total school expenses.

- John G. Nicolosi

FRIENDLY PEOPLE BUS LINE

By W.G. Phillips

This line is owned by Mr. O.J. Hurd who lives in East Point, Ga. Mr. Hurd tells me he opened this line in 1952 and is now using 2 buses similar to the old type of rural school bus. He does not have scheduled runs, but his route originates around the City Hall of East Point and terminates about 2 miles from town in a Negro residential area. Mr. Hurd is a Negro, and nearly all of the patrons of the line are Negroes.

Mr. Hurd tells me he had only 500 of the 20mm tokens struck, and some time later he had 500 school tokens struck, which were 16mm in size. I do not have any of the 16mm tokens, but Mr. Hurd says he will try to locate me one or two. Six of the 20mm tokens found their way into Atlanta parking meters. These I have in my possession. I asked Mr. Hurd how many of the tokens he could account for, and he replied "less than one hundred."

He does not seem to be doing much with this line and says he thinks he will have to stop running soon, but hopes the Atlanta Transit System will purchase his rights. He has no other assets of the business except the two old buses, and I'm sure the Atlanta Transit would not be interested in them. I am going to purchase the remaining tokens he has, and anyone interested in securing one of them may do so either cash or trade for other tokens I need.

W.G. Phillips - 997 Welch St. S.E. - Atlanta 15, Ga.

Mr. Phillips adds to the above remarks that he doubts if the token we have listed in the Catalogue as Ga 905 A is really from Georgia.

In addition to the two Friendly People tokens located by Mr. Phillips, Mr. Nicolosi has discovered a 24mm aluminum school token also used by them. Efforts are being made to secure them for the New Issues Service.

Offer 18 varieties high denomination German inflation banknotes from 1923 totaling 1,252,000,000 Marks. All very fine condition. Will trade for 12 tokens I need from your list of duplicates, (or for \$2 cash). Several sets available.

George W. Schroder - 78-14 160th St. - Flushing 66, N.Y.

Top prices for good collections. Paid over \$2,000.00 apiece for Ray Cooper's collection, Holmberg's collection, Daniels-Wood collection, and the great British Empire metal pass collection...lesser sums for other collections.

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

Want to buy: Penna 525 E F J K; Penna 600 A.

John H. Kitch - 258 Seneca St. - Harrisburg, Pa.

FOR SALE: 24 back issues of THE FARE BOX for 1955 and 1956. \$3.60 postpaid or will trade for tokens of same value. Tokens for sale: 25¢ - Pa 775 B. 15¢ - Alaska 450 A; Ala 680 A; Cal 450 G, 760 D F, 855 A; Ga 60 O P; 450 A G; Ill 10 D, 440 B, 600 B, 665 A, 765 A.

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

Have several each of Iowa 390 A and B for reasonable trades for tokens I need in my collection.

Richard H. Belmer - 3225 Avenue L - Fort Madison, Iowa

Wanted: Conn 305 E G I J, 320 B; Ga 70 C; Ida 100 F; Ind 330 E, 860 K; Ia 230 E; Kans 820 C; Maine 40 B; Md 60 AD; Mich 525 I, 845 G; and all the zinc-plated Minneapolis tokens. These are all fairly common tokens I discovered I needed on rechecking the collection. Will pay cash or trade.

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

APPLICATIONS FOR MEMBERSHIP

- 275 Gerald E. Johnson - 210 10th St. N. - Wisconsin Rapids, Wisc.
Age 30, Paper Technician. 2,000 tokens.
- 276 Edgar W. Keller - 3443 W. Jackson Blvd. - Chicago 24, Illinois
Age 48, Railway Express. 1,200 tokens.
- 277 Henry H. Krause - 200, 1060 Bishop St. - Honolulu 13, Hawaii
Age 56, Office Clerk. 150 tokens.
- 278 Barry M. Barash - Bittersweet Farm R.R. 2 - Galesburg, Illinois
Age 21, Cornell University Student.
- 279 Fred Bowman - 210 53rd Avenue - Lachine, Quebec, Canada
Age 68, Engineer.

REINSTATEMENT TO MEMBERSHIP

- 41 Richard H. Burns - 3865 Brunswick Ave. - Los Angeles 39, Calif.

CHANGE OF ADDRESS

- 111 William E. Eisenberg - 3728 Mayfair St. - Pittsburgh 4, Penna.
- 124 Harold Ford, Jr. - 2406 Dana - Berkeley 4, California

Kokomo City Lines discontinued operations June 26. City Council offered a \$24,000 subsidy per year to anyone who would take over and operate the line. There were no takers, so the city remains without transit service.

CONVENTION PICTURES AVAILABLE

The group picture taken at the Pittsburgh A.V.A. Convention turned out very good. Our local camera shop is making a special for the month, a 5 x 7 enlargement in natural color, postpaid, for \$1.25. If you desire one of the above, send me your remittance as soon as you receive this copy of The Fare Box. This offer will expire very shortly.

Eroy L. Kimmons - 521 East Live Oak St. - Austin 4, Texas

THE NEW ISSUES SERVICE

A number of new members have inquired about the New Issues Service. This is a special service operated by Mr. Nicolosi whereby new issues of transportation tokens are secured and mailed to each "subscriber" to the service at a small increase over face value. Mr. Nicolosi endeavors to obtain every new issue, and subscribers to the service have received dozens of new tokens for their collections as a result. Although you pay slightly over face value for the tokens, you still save money, because in order to get tokens directly from the company by yourself, you have to pay postage both ways, and often you must buy a dollar's worth of tokens in order to get one. Also, many companies, which are willing to sell Mr. Nicolosi a large quantity of tokens at one time, will not bother themselves with individual requests from collectors.

The actual charge to subscribers comes to 5¢ over catalogue price, per token. (Catalogue price is face value, on current tokens, or 1¢ or 2¢ over face, if face value is an odd amount.) This 5¢ charge goes to pay such expenses as postage (which has gone up now), check charges, stationery, telephone bills (Mr. Nicolosi has to check dozens of times per week with Mr. Freiberg, who lives across the bay in San Francisco). Then there are personal trips to companies in the vicinity of Oakland, and dozens of letters written to companies to discover whether or not they are using new tokens. You will notice how many new issues are reported by Mr. Nicolosi--the result of his writing companies inquiring about tokens. For every letter that produces a new issue for us, there are ten which are blind alleys. Personally, I don't know how Nick avoids losing money. The New Issues Service for him is really a Labor of Love, just as The Fare Box is for me, and the Catalogue is for Ralph Freiberg.

Since it is a one-man operation, the New Issues Service henceforth will be limited to 100 subscribers. There are only four or five vacancies left, so if you are interested, now is the time to join. In order to join, send \$3.50 to John Nicolosi (address on our masthead) as a deposit; when it's used up, send another \$3.50. I understand some subscribers let it go till they are a couple dollars behind. If you are one of these, please try to keep your balance on the black side of the ledger in the future.

Nick has done a great job the past few years with the New Issues Service, and we all owe him a debt of gratitude. In order to encourage him to keep on with it, why don't you subscribers drop him a note?

- J.M.C.

PITTSBURGH DISTRICT NOTES

With the Convention now history, the Pittsburgh District Token Collectors Club can now return to normal. The next meeting will be held Sunday afternoon, October 19, 1958, in Room 1208 House Bldg., Pittsburgh at 2 p.m. (daylight saving time) Again all members of AVA within traveling distance of Pittsburgh are urged to attend. It will be an interesting meeting; for one thing the movies taken by a local TV station will be shown.

Speaking of the Convention there are several items not covered by the official report which I, as chairman, would like to mention. Mention should be made of, and thanks given to, the following: all those AVA members who so kindly sent word back to me concerning attending or not attending. It helped a lot in planning...the members from Ohio, particularly Akron, Canton, Cleveland, who attended our PDTC meetings of April 20 & Jul 20; their suggestions & help were valuable; let's hope they will keep attending PDTC meetings....special mention to Mrs. Carr and Mrs. Black for getting us the favors and novelties for the gift bags presented at the banquet; also for making up these gift bags as well as the favors....thanks to Mr. Naylor of Fidelity Trust Co. for donating the pens and book matches; also to Allegheny Airlines and other companies who so kindly donated material for the banquet....our appreciation to the hotel and Mr. Cassel for splendid cooperation; mention too of the handling of the banquet by the Committee headed by Pres. Eisenberg; those attending will attest to this....last but not least all our thanks to the AVA members and guests who attended sessions and the banquet. Wish we could have had many more at all three events, but very glad we had as many as we did.

We regret that again due to circumstances beyond our control, no official pictures were taken of the convention. However, Charlie Mullins and Eroy Kimmons did take shots of the events. If interested contact them.

Our congratulations and best wishes to the California group; let's all get behind them and make the 1959 Convention at Santa Monica the best AVA affair yet.

Will close this report with the following item: On August 5 a copy of the 1958 Atwood Catalogue was presented to the Western Pennsylvania Numismatic Society by the PDTC in memory of the late William C. Piper who was a member of all three organizations (AVA, PDTC, and WPNS) The gift was well received, and comments were made on the excellence of the Catalogue. ...remember the date of our next meeting: Sunday, October 19 at 2:00 p.m. - 1208 House Building.

One final note: We recommend those members living near the Pittsburgh District make it a point to visit the Fall PENN-OHIO COIN CLUBS CONVENTION which will be held at Webster Hall Hotel, Pittsburgh on Friday, Saturday & Sunday, November 14,15,16, 1958. In addition to displays of rare and valuable coins such as the 1913 Liberty nickel there will also be two frames of transportation tokens by the Pittsburgh District Token Collectors Club. AVA members Harry Bartley and J. William Ross are on the committee to greet you, while other AVA members & PDTC members will be present at various times during the show.

- Harry C. Bartley

NOTES ON A TWO MONTHS TRIP

By Harold Ford, Jr.

Your Associate Editor this Spring completed a rather extensive trip of the East and South, seeing the sites, checking for tokens, and visiting a number of collectors along the route. He felt that this excursion was justly earned after spending 1956-57 with the U.S. Air Force in the Arctic interior of America's last frontier, Alaska.

Departing the Kansas City area the middle of March, first stop was Indianapolis. The city bus lines here had been off tokens for about 8 years so did not have much to show. Did manage to pick up some of the postmen's token, no longer in use, which were the feature of an ad run earlier in The Fare Box. The coin shops in this area are rather loaded with the Muncie, Ind., tokens.

Pittsburgh, Pa., and a visit with the very hospitable Bill and Corinne Black out in suburban McKeesport. Truly one of the best man and wife collecting teams in our hobby. The cream of their collection is housed in frames, which many a convention-goer will remember. The frames contain some of the classic rarities. Also a chat with our president, Bill Eisenberg, on the phone, and a get-together with Harry Bartley down at the hotel.

New York City the weekend of the National Invitational Tournament. Several meetings with Max Schwartz. John Coffee down from Boston. Several days looking the city over and a trip with John up to the American Numismatic Society to view bits of the Morganthau collection. Seeing several shows, including the popular long-run hit "My Fair Lady."

Up to Boston where I was your Editor's house guest. On the way up we stopped in Hartford to renew our friendship with our Secretary, Mort Dawson and his charming wife. While in Boston took delivery on a Karmann Ghia (how many know one when they see one?) Seeing the sites of Boston and side trips throughout New England: Portsmouth, Portland, Manchester, Keene, Brattleboro, Greenfield, Plymouth, Cape Cod, Fall River, New Bedford, Providence, and Newport. Even added a few tokens to the collection. Work on the new Catalogue...the April meeting of the Boston Numismatic Society...an evening with the eminent authority on American tokens in General, George Fuld. Also a talk with Foster Palmer on his recent publication, and a trip down to Quincy to see F. Gordon Smith. Helping John with the March issue of The Fare Box. It is hard to imagine the time and effort that go into each issue of this publication: cutting stencils, operating the mimeograph machine which is cantankerous at best, stamping and addressing envelopes, sorting same as to airmail and regular, and the special trip to the downtown Boston Post Office. It would take an average person over a week to produce an issue of like quality, but John manages it in about four nights--but he works practically from sundown to sun-up, thru the wee hours of the morning.

Leaving Boston, heading back to New York. Stopped off in Hartford for 2 days and spent time with Mort Dawson, viewing his collection and swapping tokens. Also saw the State Capitol and other buildings. New York City for another week. Several get-togethers with Max Schwartz; seeing the city to my heart's content; 3 days up at the A.N.S. checking the Morganthau collection extensively (the trip up to 156th & Broadway is well worth while even though the collection does not quite compare with some of the leading collections of the day).

-September 1958-

-page 74-

Making rubbings of some of Morganthau's classics. The staff of the Society is very cooperative in showing the tokens. A side trip up the beautiful Hudson valley to West Point and Hyde Park.

Down to the Philadelphia area and a short visit with Daniel Di-Michael. We toured the U.S. Mint together and looked around down-town Philly (including the leading coin shops). Saw Dan's collection and he has some nice ones. Dan is one collector who really earns his tokens in all the effort that he puts into correspondence.

Baltimore next stop--Maryland Historical; the B & O Hall of Transportation, and an evening with the Baakes. Then to Washington, D.C., for several days. Many sights for the tourist: Capitol, White House, Smithsonian, numerous others. Checked with D.C. Transit and the State Dept. for tokens. Found that at one time the DC 500 Y had been silver-plated, if you can tell the difference, on 200 specimens, to celebrate the inauguration of the "Silver Liners." At State Dept. they did not welcome token collectors with much enthusiasm. In fact, they were darn right unfriendly. Did manage to get one of the DC 500 AB. Discovered that most of the tokens that they were using were the DC 500 AA, so I'd judge that the AA and AB were interchangeable.

Down into Virginia, the land of beautiful scenery and beautiful women. The Blue Ridge Parkway, Charlottesville, Monticello, University of Virginia, Lynchburg, Roanoke, Martinsville, Danville, and into North Carolina. Then west into Tennessee and hitting practically every city and town that ever used tokens. Elizabethton the mystery: all that they have used is tickets, so where is the token from? In checking parking meters farther west I found several of them, however, so what can we make of it? Floods of rain in western Virginia and Tennessee. Thank God the Karmann Ghia can float if it has to.

Then west into Arkansas and north to Missouri. Springfield and an evening with Johnnie Jones and his family. Johnnie has some nice tokens from the state of Missouri, including a number of unique items. Johnnie recently had a write-up in the Springfield newspaper on his collection, and the AP noted it and carried it over its wires nationally. A little publicity often finds a few good tokens.

Since writing the above, Harold has left Kansas City and settled down in Berkeley, Calif., where he is studying Business Administration at the University there.

The Editor has received a number of queries as to how many complete sets of all issues of THE FARE BOX are in existence...and also as to how much such a complete set is worth. I can think of about 8 such complete sets off-hand, but would appreciate it if everyone who owns all 135 issues would drop me a post card--a sort of "census" of complete sets. If you wish, add how much you think such a set is worth. Also, those who are desirous of completing their sets should drop me a post card (not a letter) listing all issues (by volume & number) that you still need. With such a file readily available, my office can serve as a clearing house for those who want to buy back issues, and those who have back issues to sell.

- J.M.C.

SEPTEMBER SUPPLEMENT TO ATWOOD'S CATALOGUE

By Ralph Freiberg

GEORGIA

East Point 360 (ex Unid. #39, location reported by John Nicolosi)
FRIENDLY PEOPLE BUS LINE

A B 20 Sd One Fare \$0.15

IOWA

Fort Madison 390 (reported by Richard H. Beimer)
FORT MADISON STREET RAIL WAY CO.

D o B 28 Sd Childs Fare 3 (Sc) 2.00

PENNSYLVANIA

Aliquippa 10 (reported by Max M. Schwartz)
WOODLAWN & SOUTHERN MOTOR COACH CO. W & S

F Bz 23 Bar Good For One Fare W & S (silver-plated) .20

WASHINGTON

North Bonneville 590 (reported by John M. Coffee, Jr.)
ORIGINAL FERRY RETURN FARE (STAR)

B o A 24 Sd North Bonneville Wash. (small design) 2.00

CANADA - ONTARIO

Ottawa 675 (reported by E.L. Thompson)
OTTAWA POLICE DEPARTMENT POLICE

G o Fd 32 Sd (same as obverse)(white incuse let.)(3mm thick) 1.00

QUEBEC

Montreal 620 (reported by J.A.W. Cassidy)
CANADIAN NATIONAL RAILWAYS BRIDGE VICTORIA
/CHEMINS DE FER NATIONAUX PONT

U WM 22 Sd National Harbours Board Bridge Jacques Cartier
/Conseil Des Ports Nationaux Pont .25

NOTES BY RALPH FREIBERG

First of all, we have located one of the mavericks. John Nicolosi had found the location of the Friendly People Bus Line through correspondence. Later Mr. Phillips of Atlanta sent additional information on this line to Mr. Coffee, who will probably have more information elsewhere in this issue.

Mr. Beimer of Fort Madison has discovered a supply of Iowa 390 A and B, and also in the same batch there were a few of a new discovery--a scalloped-edge child's fare token. This goes to show that there are still tokens to be found that were used some 50 years ago.

The Woodlawn & Southern raised their fares in January, 1958, and so plated their tokens. Mr. Schwartz came across one of them, and then later was able to get a supply of same for the New Issues Service. It seems the majority of tokens reported for different rates of fare are either in the 20¢ or 25¢ class. This also means that certain tokens which we have reported at minimum price would actually cost you a nickel or dime more than the listed price, if you were to write the companies for them.

-September, 1958-

-page 76-

It seems that when Mr. Coffee picked up a couple of those North Bonneville tokens he did not notice that they were of a different size from the one reported. However, when he obtained another one, he compared them and noticed that not only were they struck from altogether different dies, but they also were 2mm different in size. It would appear that the 24mm token is the older of the two, because all those that have turned up have been very worn, whereas the 26mm ones are all in excellent condition. Seven of the 24mm token have been discovered, but only three of the 26mm one.

Some time back Mr. Thompson reported to me another of those police tokens of Ottawa, but I held up listing it until I actually saw one of them. This token is the same as 675 C, but with a new color.

Then we have another of those Canadian Railway bridge tokens. Mr. Cassidy in reporting this last token gave quite an account of it.

I am trying to make a list of all corrections for the new Catalogue. I am not getting through my own collection as fast as I'd like, but am giving another double check against tokens listed. I hope to get through in another month or so, and then will list corrections. Would prefer to make one big list of corrections so that collectors won't have to refer to various issues of The Fare Box to see if corrections were made...so I am trying to get them all in one issue. Those of you who have sent in corrections have my thanks, as it's possible I have overlooked many in looking over my own collection.

CALIFORNIA COLLECTORS MEET

The August meeting of the Association of California Transportation Token Collectors was held Sunday, August 10, at 2 p.m., in Clifton's Cafeteria in Lakewood, Calif.

Regular members attending included: Roland C. Atwood, Richard Burns, E.M. Cutler, Harold Ford, Jr., Ralph Freiberg, W.C. Gallagher, E.J. Miller, John G. Nicolosi, B.J. Rohrer, Loren Ross, Kenneth E. Smith, R.H. Smith, and G.W. Ticknor. Visitors included B.J. Rohrer.

Mr. Atwood informed members that our invitation extended to the A.V.A. to hold their 1959 convention in Santa Monica had been accepted. The new Catalogue was discussed, and it was pretty well agreed that it will give the hobby a shot in the arm. The main objection to the unbound copies seemed to be the spacing of the three holes on the pages. No one seems able to locate a binder to fit them.

A sale and exchange of tokens followed for the balance of the meeting, and the meeting was adjourned at 4:30 p.m.

- Edrick J. Miller, Treasurer.

Fort Wayne, Ind., has increased token rates from 5 for 90¢ to 5 for \$1. Cash fare has gone up from 20¢ to 25¢.

THE FARE BOX

A MONTHLY NEWS-LETTER FOR COLLECTORS OF TRANSPORTATION TOKENS

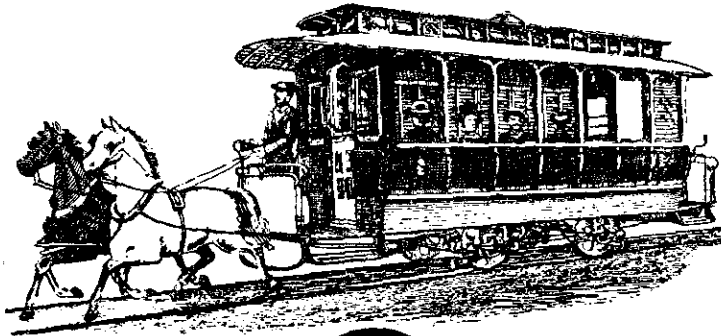
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HAROLD FORD, Jr.



VOLUME 12, NUMBER 10 - OCTOBER, 1958 - WHOLE NUMBER 136

Mr. F. Gordon Smith has received the 10th Anniversary medals from the manufacturer, and if you haven't received yours yet, you will in the next few days. The medals are quite handsome, and have excellent workmanship on them. There are a few left, so if you have not yet ordered one, there is still time to do so. Just send \$1.04 to F.G. Smith - 14 Miller Stile Road - Quincy 69, Mass. You will receive it immediately.

Inside this issue there is an article about the new commemorative tokens which are to be issued by Brattleboro Transit Corp., in honor of the A.V.A. 10th Anniversary. Remember to order yours by December 1 if you wish a set.

One of the obligations of membership in the American Vecturist Association, and there are not many obligations, is to follow the Code of Ethics. In general, this means only that we owe courteous and honest conduct in our dealings with other collectors. However, one of the provisions includes the obligation of being reasonably prompt in settling our debts with other members, when asked to do so. It has been brought to my attention that three or four collectors are a little tardy in this respect, probably due merely to forgetfulness. Wholly apart from any Code of Ethics, I think the simple obligations of courtesy and friendship should prompt us all to make settlements when we owe tokens or money to other collectors, when we are asked to do so. To let an obligation go unpaid for over a year, without a word of explanation, when we have been asked to do something about it--this certainly is not following the Golden Rule. In case any of you have not seen the Code of Ethics, it is printed on the front page of the February, 1950, issue of The Fare Box. I hope it will be reprinted again in the near future. Should enough collectors ask for it, we'll run it again in The Fare Box. Let us hear from you.



A LETTER FROM THE NETHERLANDS

Mr. F.J. Bingen, A.V.A. #272, of Tilburg, Netherlands, recently wrote to our Foreign Check List Compiler, Mr. Smith. Mr. Bingen also sent a copy of his letter to the Editor of The Fare Box. Because his remarks throw some interesting light on the tokens we unfortunately listed on page 18 of the March 1958 Fare Box, we quote him below:

"I give you some notes on the list of foreign tokens reported by Mr. Thompson on page 18.

"BERLIN. Mitropa tokens ("Mitropa" is short for 'Mitteleuropäische Schlaf- und Speisewagen-Gesellschaft'). These tokens are not transportation tokens as such, but they were used in the dining cars by the waiters. During World War I the brass-plated iron token was used as emergency money in the dining cars. I know 3 different tokens, the brass-plated iron one, a brass and an aluminum token. Mr. Thompson reports the aluminum tokens are now in use. As far as I know this can't be so, for this company expired in World War II.

"ANTWERP (Belgium). I don't know from whom Mr. Thompson got his information about this token. It's a nice story but it is fabricated from A to Z! In 1894 there was held in Antwerp a world exhibition and on this exhibition there was built a small old Antwerp. 'Wijck' is the Flemish word for 'district' and not the name of a man! This token has no connection whatever with transport, but it is solely a memory token for the visitors of this 'Wijck.' There are 3 of them, brass, copper, and nickel (or perhaps zinc, nickel-coated) If you like I can send you one.

"BUDAPEST (Hungary). I still need some information about these tokens, which are in my possession, and I will inform you further, but by now I already can tell they were not used by the Budapest State Railways but by the Budapest Electric City Railways.

"Can you tell me something about the following token: It's a vulcanite one with AUTOVIACAO Na. DO ROCIO on obverse; and E FAVOR COLOCAR CAIXA AO DESCER N A. on reverse. It's a Brazilian or Portuguese token."

We are grateful to Mr. Bingen for this information, which throws interesting light on the Berlin and Antwerp tokens listed in our March 1958 issue. Obviously, then, these are not transportation tokens. One of the advantages of publicizing tokens in The Fare Box is the hope that someone who knows the full story will enlighten us. With regard to these tokens and the misinformation that accompanied them, we have been enlightened!

Fla 860 A was used on a bridge that spanned Matanzas Bay, connecting Anastasis and St. Augustine Beach. It was constructed of palmetto palm piling with iron turn-table draw. Built in 1898, it was abandoned in 1925. In addition to the tokens, paper tickets reading "One Way Passage 5¢" were used. A modern "Bridge of Lyons" was completed on April 27, 1927, to replace the old bridge. Toll on the new bridge is free.

BRATTLEBORO TRANSIT CORP. TO ISSUE SPECIAL TOKENS FOR A.V.A.

The 10th Anniversary of the American Vecturist Association has already been commemorated on a special medal which we have had struck in a limited quantity. In addition to the medal, the Editor felt it would be appropriate if some transit company were to issue and use regular fare tokens which would, on one side, bear some reference to our 10th anniversary. This Spring Harold Ford visited the Brattleboro (Vermont) Transit Corp. office, and found that the president of the company was receptive to the idea. Three weeks ago therefore, I drove up to Brattleboro to discuss the project in greater detail with the president of Brattleboro Transit. As a result of our conversations, I have been given written permission to have tokens struck for Brattleboro Transit Corp., with the promise that these tokens will be placed in actual use.

The President of Brattleboro Transit felt that special tokens bearing the name of the A.V.A. would stimulate curiosity in Brattleboro, and therefore would also stimulate riding on his buses. The fare at present is 20¢ cash. These tokens will be sold on the buses at 6 for \$1.00 for a limited time, but will be accepted as fares indefinitely, that is, the tokens will always be good for a ride.

The tokens will be slightly larger than a 25¢ piece, and will read on the obverse: BRATTLEBORO TRANSIT CORP. ONE FARE. On the reverse they will read: AMERICAN VECTURIST ASSN. TOKEN COLLECTORS 10th ANNIVERSARY 1948-1958. This is about as many words as can be squeezed on tokens of this size.

1,150 of these tokens will be struck in aluminum. 1,000 will be delivered to Brattleboro for use on the buses. 100 will be sent to the New Issues Service, which will send them out to all of its members at the regular price (probably 25¢ each). The extra 50 will be retained and sold by the A.V.A. to anyone who belongs to A.V.A. but is not a member of the New Issues Service, and who wishes to buy one.

In addition to the aluminum tokens, a small quantity will also be struck in Brass, White Metal, and Copper. Some of each of these three metals will also be sent to Brattleboro, and they will be officially placed in use there on the buses, along with the aluminum tokens. There will, therefore, be four varieties of tokens: one of which will be common (aluminum), and three of which will be very scarce (brass, white metal, copper).

Because we do not wish to take advantage of this situation to create artificial rarities, we are giving every A.V.A. member an opportunity to order sets of the brass, white metal, and copper tokens. The number struck will depend on the number of advance orders we receive: only enough will be struck to take care of advance orders, plus a very small quantity which will be struck for actual use on the buses in Brattleboro.

Therefore, any A.V.A. member who wishes to obtain a set of the brass, white metal, and copper tokens, (3 tokens) should send two dollars (\$2.00) to the Editor of The Fare Box. All orders must be received no later than December 1, 1958. Send orders to P.O. Box 1204 - Boston 4, Mass.

BRATTLEBORO TOKENS - continued from previous page

The reason for the two dollars for the brass, white metal, and copper tokens, is to defray the cost of having the tokens struck. Brattleboro Transit is going along with the project on condition that we pay for having all tokens struck. The cost for having the 1,150 aluminum, and 50 each of Brass, White Metal, and Copper, tokens struck, comes to about \$90.00. In order to avoid the necessity of having the A.V.A. foot the bill for this project, it was decided to charge a slight premium over face value for three of the tokens, and limit the amount of these tokens struck to a number sufficient to cover advance orders. Should a profit be realized on this venture, it will be turned over to the A.V.A. Treasury.

I have already discussed this arrangement with our President, Mr. Eisenberg, who is in full agreement. Mr. Freiberg has also been given the details, and he has agreed to list all four tokens in the Catalogue. I have contacted, in addition, several other prominent collectors for their opinion, and all are favorable, providing that all tokens struck are made available to any member who wishes to obtain them. There was, of course, no desire on anyone's part to create rarities for only a privileged few. Therefore we are giving every member an opportunity to obtain the Brass, White Metal, and Copper tokens, as well as the aluminum one. Only these four tokens will be struck, and all will be officially placed in use by Brattleboro Transit. The only catch is that you must order in advance, by December 1, if you want the three scarce ones. The two dollars you will be paying for the set is less an actual payment for the tokens, than a kind of contribution to the total cost of having all the tokens struck.

In this way, the American Vecturist Association will be commemorated on four varieties of regularly issued transportation tokens, three of which will be scarce. This is the first time in history that anything of this kind has happened. Needless to say, Brattleboro Transit will not answer any letters sent directly to them, regarding these tokens.

Therefore, if you wish to obtain a set of the 3 scarce-metal tokens, send \$2.00 to the Editor of The Fare Box, and be sure it gets here by December 1. On that date the order will be placed with the die stamper, and no orders received after that date can be honored. No extras will be struck. There will be a limit of 3 sets to any one member. Expect delivery before Christmas.

THE HOBOKEN FERRY

Hoboken Ferry, plying the Hudson River between Hoboken, N.J., and lower New York City, was established Feb. 21, 1775. The first trip was on May 1, 1775. Equipment consisted of a row boat for passengers and a sort of 2-masted canal boat with lee boards for horses and wagons...which could be used only when a stiff wind blew. The Hoboken Ferry tokens first came into use July 16, 1836 (NY 630 W).

Letters on Wisc 510 A stand for "Milwaukee, Watertown, Madison."

CALIFORNIA COLLECTORS MEET

The October meeting of the Association of California Transportation Token Collectors was held Sunday, October 12, at 2 p.m. in Clifton's Cafeteria, 5000 Lakewood Blvd., Lakewood, California. Regular members attending included Atwood, Burns, Cutler, Ficklin, Miller, Rohrer, Ross, K. Smith, and R.H. Smith. Visitors included Mrs. Ficklin, Mrs. Rohrer, and Mrs. R.H. Smith.

The treasurer informed members that the club currently has 33 members and a \$25.00 balance in the treasury. And plans for next year's A.V.A. Convention were also discussed. Mr. Kenneth Smith announced that our token exchange currently has 4,000 tokens in 700 varieties. All want-lists should be sent to Mr. Smith. And all tokens are at catalogue price to the buyer plus postage and insurance, and at catalogue less 5% for expenses to the seller. The Exchange is being operated as a non-profit service.

December 14 was chosen as the date for the next meeting, and the meeting was adjourned at 4:30 p.m.

- Edrick J. Miller, Treasurer

NEW ISSUES SERVICE NEWS

Two tokens coming your way this month: 1 from Canada, listed last month, and one from Pennsylvania. As soon as I receive it from Mr. Schwartz I shall forward to you on my Canada list Ont 675 G. Thanks to Mr. Schwartz for getting these for us. The Pa. token will be 985 E. This token was actually used for only 2 weeks, from Feb. 2, 1924 to Feb. 15, 1924. When the tokens with the correct company name on them arrived (Pa 985 A-B) these tokens were withdrawn from service and returned to manufacturer, probably to be melted down. The few remaining tokens (that I received from the company) are the ones that were presented as fares by patrons over the years, drifting in one by one. If you don't get one of these tokens you will know that we hardly have enough to go around and I am sending to subscribers according to the date they joined the Service. This month we welcome to the N.I.S. Julius Kurtz, Floyd Johnson and James G. Tanner. Welcome aboard, Gentlemen.

Did you know that the last streetcars operated in Lynchburg, Va. in 1941, and the last cars to operate in Virginia were in Richmond in 1949? The Lynchburg Traction & Light Co. was bought in 1946 by Trailways Bus Co. of Charlottesville, Va., which also operates bus service in Roanoke and Charlottesville.

- John G. Nicolosi

Signs of the Times (inflation department): Johnson Fare Box Co. is advertising a revolutionary new model that makes fare box history. The innovation? As well as all other coins and tokens, this fare box registers half dollars!

- Foster M. Palmer

WANTED to improve upon condition in my collection. Will buy, or trade if possible, for small lots. Will trade a scarce census type token for 15 or more different from this list. Wanted: Ariz 80 F; Ark 480 H; Calif 320 E; Fla 840 A; Colo 760 L; Ill 10 B, 270 C, 285 D; Iowa 110 I, 310 E; Mass 115 K; Mich 370 H, 375 A, 930 B; Minn 540 Z; NY 25 G, 631 M, 735 C,F; NC 830 A; Ohio 85 A; Okla 210 A; Wisc 70 C. Harold Ford, Jr. - 2406 Dana - Berkeley 4, Calif.

Want to buy - Pa 525 E F J K, 600 A.
John H. Kitch - 258 Seneca St. - Harrisburg, Pa.

Offer 18 varieties high denomination German Inflation Banknotes from 1923 totaling 1,252,000,000 Marks. All very fine condition. Will trade for 12 tokens I need from your list of duplicates (or for \$2 cash). Several sets available.

George W. Schroder - 78-14 160th St. - Flushing 66, N.Y.
Have in exchange only Mich 845 C for 845 B; also want Mich 65 A C D E, 845 B E I M U. Have extra from Saginaw & Bay City, Mich.

Alexander P. Faubert - 3431 Webber St. - Saginaw, Mich.
Have 100 Kentucky 530 A tokens, postpaid for \$4.50.

Ivan B. Cline - 808 W. Illinois St. - Evansville 10, Ind.

For Trade or Sale - collection of 104 all different Merchants Trade Tokens and Medals, some very interesting pieces. Best offer takes it. All pieces are in separate envelopes.

Foster B. Pollack - 1841 Broadway, Rm 201 - New York 23, N.Y.
For Sale - Illustrated booklet on "INDIANA CIVIL WAR TOKENS" by Ray Haggengjos. \$1.10 postpaid.

Charles H. Lipsky - 1225 Day St. - Galesburg, Ill.
For Trade for tokens of equal catalogue value: NC 630 A & ND 600 B also have duplicates to sell. Send want list (common tokens).

John G. Nicolosi - 3002 Galindo St. - Oakland 1, Calif.
I need Fla 130 A, Ill 150 U, Ind 510 A B, Ohio 535 B. I have to trade NC 450 E, Ohio 520 C, Unidentified #60, Fla 380 H, Wisc 410 F. Maybe we can help each other. Write -

M.H. Dawson - 182 Whiting Lane - West Hartford 7, Conn.
Have copies of THE FARE BOX to sell: October and December, 1947, and all of 1948, plus January & February, 1949, and January, 1950. Price for all 17 issues: \$10.00 postpaid.

Roland C. Atwood - 2818 Colorado Ave. - Santa Monica, Cal.
For Sale - 100 all different tokens \$8.00. Add postage and I will add several tokens of 25¢ and up value.

Chris J. Cook - 2794 Revere Drive - Cuyahoga Falls, Ohio

APPLICATIONS FOR MEMBERSHIP

- 280 Francis Contino - P.O. Box 52 - Narbeth, Pennsylvania
Age 40; Barber. Beginner.
- 281 John C. Glymer - 2631 Alaska Avenue - Dallas 16, Texas
Age 51; Laboratory Analyst. 150 tokens.
- 282 Prosper DeVos - P.O. Box 454 - Carnegie, Pennsylvania
Age 51; Wholesale Distributor.

CHANGE OF ADDRESS

- 241 Lt. Charles E. Axthelm - USS Canberra (CAG-2), FPO New York, NY
- 262 Agnes Rinehard - R.D. #1 - Cleveland, New York

OCTOBER SUPPLEMENT TO ATWOOD'S CATALOGUE

By Ralph Freiberg

ILLINOIS

Chicago	150	(reported by Rod Moulton)	
		CITY OF CHICAGO CALUMET SKYWAY	
AA	Ez 16 T	Good For One Axle	\$0.20

IOWA

Toledo	890	(reported by Cecil G. Jefferson)	
		TAMA & TOLEDO ELECTRIC RY. CO. L.H. ONG GEN'L MG'R	
A o A	25 Sd	Tama & Toledo Electric Ry. Co. One 10 /Cent Fare	3.50
		TAMA & TOLEDO ELECTRIC RY. CO. W.C. WALTERS /GEN'L MG'R	
B o A	Oc Sd	Tama & Toledo Electric Ry. Co. One 10 /Cent Fare (30mm)	3.50

OHIO

Cincinnati	165	(reported by Rod Moulton)	
		CINCINNATI TRANSIT (BUS & TROLLEY COACH)	
AE	B 16 Bsl1	One Adult Fare (bus & trolley coach) /(2 slots)(silver-plated)	.25

PENNSYLVANIA

Wilkes-Barre	985	(reported by Michael Super)	
		WYOMING VALLEY BUS CO. (BUS)	
E o WM	23 Bar	Good For One Fare (bus)	.50

NOTES BY RALPH FREIBERG

In checking over some tokens at a local bus company office, Rod Moulton came across these tokens we've listed from Chicago and Cincinnati. I had not thought to check, but when Cincinnati raised their fare on July 1, 1958, to 5 for \$1.15, they also silver-plated their tokens. The Skyway token is for the Calumet Skyway which has only been open for a couple of months. If I get the exact date I'll mention it later. This Skyway is an extension from the State Line of the Indiana Turnpike--the final lap of the Chicago-New York series of toll roads. Passenger cars pay 25¢ toll, but trucks and buses pay a toll of 20¢ per axle, so that means the larger trucks and buses will therefore pay accordingly. We have a couple of New Hampshire turnpike tokens listed, so maybe this means that when there is a fare of 25¢ or less there may be a possibility of tokens. So if there is a toll road in your vicinity check to see if they use tokens. This Skyway token is 16mm, and apparently someone had one in his pocket, perhaps a truck driver or somebody else who knew that Detroit Tunnel tokens were the same size. But in the case of tokens other than 16mm size, we might wait months or years before finding out about it, unless collectors get busy and ask around.

We have two obsolete tokens this month from Iowa and one from Pennsylvania. Cecil Jefferson obtained these two tokens as the result of a write-up about his collection in a Seattle paper. Further inquiries about this company brought forth the information that the Tama & Toledo Railroad Co. was incorporated July 10, 1919, as successor to the "Tama & Toledo Company." The road operated from Tama to Toledo, Ia., a distance of 3.95 miles. Passenger service was dis-

continued June 17, 1925, and buses were substituted. Harold Ford visited there in August and was told by a few people that tokens had never been used. Sometimes such an answer will convince collectors and they will discontinue their search. However, as two of the octagonal tokens are in the museum there, memories were improved, and some folks allowed as how, after all, tokens had been used. As far as Harold could find out, this line was started by a Mr. Walters whose son later became the general manager. In the meantime, however, Mr. Ong was the general manager, so the token with Ong's name is probably the older of the two. This railroad was mentioned once in Ripley's column as one of the shortest railroads. This all should remind us that a visit to a museum often will provide a lead to an otherwise unknown token.

The Wyoming Valley Bus Co. token is the same one referred to in the note on page 240 of the Catalogue. This note in the Catalogue was based on an article in the July, 1949, Fare Box in which Mr. Super stated that this token was an error and had never been placed in use. After the Catalogue was published, Mr. Super decided to do some more investigating, and produced the following information: The Wyoming Valley Auto Bus Company began operations February 2, 1924, and a supply of tokens was ordered. However the tokens arrived with the wrong inscription, reading "Wyoming Valley Bus Co." instead of "Auto Bus" as they should have. It was too late to do anything about it, and the tokens with the incorrect name had to be used till a new batch of corrected tokens arrived. On February 15, 1924, the correct tokens arrived and all the tokens with the incorrect name were gathered up and returned to the manufacturer. However, as the erroneous tokens had been put into use, some of them were still outstanding when the bulk of them were sent back to the manufacturer. Mr. Nicolosi managed to obtain a number of these from the company, which had been keeping them over the years as they were turned in. Although there are not quite enough tokens to supply all members of the New Issues Service, there are almost enough of them. Members will receive them in order of when they joined the N.I.S. Finally, it should be added that this token bears Bus Type #1--the kind of bus generally in use around 1924.

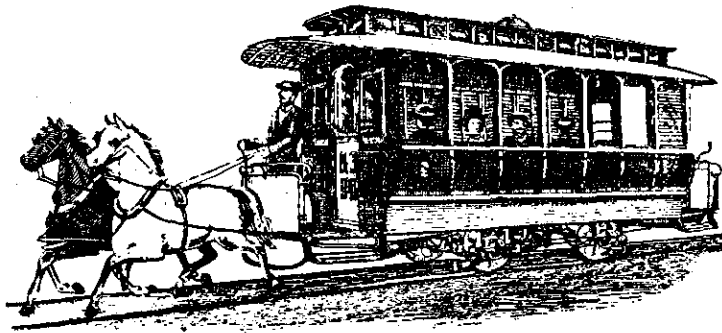
I have been spending my time lately looking thru some old electric railway magazines. In a 1920 issue I ran across this: Mobile Light & Power Co. went on a 7¢ fare or 4 for 25¢ tokens that year. As it was doubted that everyone would be honest and not hold back a penny or two in paying his fare, they decided to do this: fare boxes were rigged up for 3 sizes of tokens, all 16mm or smaller. A device was placed in top of the box so nothing larger than 16mm would drop in. If a token fare was dropped in it would register as such. If you were some sort of employee you dropped in a token a size smaller (note employee tokens and trackman tokens we have listed after 1920). Then if you would pay a cash fare you would hand the conductor 7¢ and he would give you a 14mm token which you would drop into the fare box. Previous to this the company had used a 20mm token for employees and such, but when the top of the fare box was fixed to prevent pennies from being dropped in, they had to switch to the smaller size. I hope this will explain to collectors why there are so many sizes, and such small sizes, of tokens from Mobile, Alabama.

THE FARE BOX

A MONTHLY NEWS-LETTER FOR COLLECTORS OF TRANSPORTATION TOKENS

New Issues Editor

RALPH FREIBERG
632 Ashbury Street
San Francisco 17, Calif.



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

VOLUME 12, NUMBER 11 - NOVEMBER, 1958 - WHOLE NUMBER 137

There are still some of the 10th Anniversary Medals available from Mr. F.G. Smith (14 Miller Stile Rd. - Quincy 69, Mass.). If you haven't ordered yours yet, you should do so right away. Just send Mr. Smith \$1.04.

The special Brattleboro Transit tokens were more popular than anyone figured, and I received orders for a total of 121 sets of the Brass, White Metal, and Copper tokens. I waited an extra day beyond the December 1 deadline, then placed an order for 125 sets with the die stamper, and they will be delivered about Christmastime. The extra four sets will be placed in use at Brattleboro. In addition to the 125 special sets, I ordered 1,150 aluminum tokens, of which 1,000 will be sent to Brattleboro for use on the buses there. I regret that several orders came too late to be filled.

Several collectors have reported foreign new issues to The Fare Box. We are glad to publish these new foreign tokens, but they also should be reported to Mr. Smith, who is in sole charge of the Foreign Catalogue. Speaking of foreigners, one of these days I hope we shall have a companion catalogue to our U.S. one, but for foreigners. Any volunteers?

The Editor recently addressed the Boston Numismatic Society, one of the oldest coin clubs in the country, on transportation tokens. Many of the A.V.A. slides were also shown, and everyone present agreed that our token slides are the finest slides they had ever seen. These slides are available to any member who may wish to use them in similar lectures. Just write the Curator, Mr. Baake.

With this issue you will find an envelope addressed to Mr. Dawson our Secretary. Put your \$3 1959 dues in it and send it into him, first thing. Why wait? It won't be any cheaper if you wait!



THE FOREIGN CHECK LIST
By Kenneth Smith

To straighten out the confusion that has been aroused lately concerning the Foreign Check List I shall repeat the points of agreement made when I undertook to do this list.

(1) The Foreign Check List is to be issued in 3 parts. Part 1 is regular tokens and they are being listed now. Part 2 consists of errors, patterns, commemoratives, advertising pieces, dining car checks, unidentified, etc. Part 3 consists of historical material. Parts 1, 2, and 3, are to be issued separately for any country, except in the cases of some countries where Part 1 will not fill 2 pages, in which cases Part 2 or some of Part 3 may be used.

(2) As I am to do the pricing of foreign tokens alone, I guaranteed all prices above \$2.50 on extra fine or better condition tokens except when a quantity of any item is discovered. To date I have not used this exception clause, so at present all tokens so far listed are guaranteed above \$2.50.

(3) All Part 1's for all countries are to be listed before any exclusive Parts 2 or 3, and I shall try to issue them in such order that collectors can straighten out their collections. In other words, the countries with the largest percentage of errors are listed first, if possible.

(4) I am to be the Foreign New Issues Editor, and after The Fare Box has published all Part 1's and before Parts 2 & 3, I shall issue additional pages of items reported to me after the countries are published. All items of foreign new issues and discoveries should be reported directly to me, and not to the Editor of The Fare Box.

The number of pages to be issued per month is not at my discretion, and shall be left up to the A.V.A. Board and the Editor of The Fare Box.

(5) Only questions concerning rubbings which are enclosed with the questioner's letter, will be answered, and a stamped, self-addressed envelope must be enclosed. Ditto for acknowledgment of tokens to be listed. (The A.V.A. Board then did not feel that the majority of members would approve postage for acknowledgments or my writing to companies. My postage to companies outside the U.S. to acquire knowledge, in order correctly to price these tokens, has amounted to over \$20 and the amount of information covers several books stapled together in my files.)

The late B. Morganthau, in an article published in 1941, explained the reason why the Baker Street Ferry tokens of Fort Benton, Montana, were issued: It appears that the cowboys back in the 1880's were a hale and hearty lot from south of the river. Finding no use for money on the range, they might as well spend it all while in Fort Benton. Mr. Lynch, operator of the ferry, soon learned from experience that most of his fares had no money for the return trip. He thereupon had the tokens struck, and sold them to the cowboys at the time when they took the ferry across the Missouri River on their way into town. A bridge has long since replaced the ferry, which went out of business in 1886.

A MESSAGE FROM THE SECRETARY

I hate to bring this subject to your attention but our dues for 1959 become due and payable on January 1. I have asked our Editor to enclose a return envelope with your November Fare Box which I hope will remind you to write out a check for \$3.00 payable to me, place it in the envelope and mail it to me today. If you do it now, you cannot forget. For the newer members, in case you are uncertain, all dues become payable on January 1 regardless of when you joined during 1958.

Our membership is now over 185 and growing every month. Let's see if we can reach the 200 mark early in 1959.

By the way, have you ordered your 10th Anniversary Medal? I received mine and it is a beauty. They are only \$1.04 so before they are all gone, better contact Mr. Smith.

Respectfully,

MORTON H. DAWSON, Secretary.
182 Whiting Lane
West Hartford 7, Connecticut.

NEW ISSUES SERVICE NEWS

The following tokens were sent you last month and should all be in your possession by now: Ohio 165 AE; Ill 150 AA; Pa 985 E; Ont 675 G. I purchased the Canadian tokens at 75¢ each, so that is why you were only charged 80¢. Ohio 165 AE first went on sale July 1, 1958. The Illinois AXLE token is a little different from the usual run of tokens, but it's strictly a transportation token.

I have only one token to send this month, NC 40 A. Am waiting on another, also. If I succeed in getting it I'll forward both to you; if not it will be sent you after the holiday season, so it looks as though this month, so far, will be a tokenless month for new issues. Have to expect it once in a while. After all we've been doing pretty well as far as new issues are concerned.

Those of you who have NIS numbers up to 90 inclusive have received Pa 985 E; others will not, as I was only fortunate enough to get 90 tokens. Welcome this month to the following new members of NIS: Henry Krause, Agnes Rinehard, and Leon Rosenblum. Happy Hunting!

Did you know that the roads of ancient Rome are the earliest known highways? One of the largest is the Appian Way built 312 B.C. Roman roads are known for their straight course, regardless of obstacles which might easily have been avoided.

Initials on NY 630 F (reverse) stand for Bale & Smith, New York.

- John G. Nicolosi

San Jose City Lines (Calif.) has abolished 5/45¢ tokens and gone to a straight 10¢ fare....Citizens Transit of Oil City, Pa., is going out of business because of dwindling revenues....Cheyenne, Wyo., Motor Bus Co. is out of business; new bus co. there is "City Transit Co."

Wanted to buy: obsolete Wisconsin tokens. Will pay double catalogue, and in some cases more.

Gerald Johnson - 210 10th St. N. - Wisconsin Rapids, Wis.

For sale, stamp please--- (5-6 only of the following, each): Montreal, Que 620 U, 30¢...Ont 675 G, 80¢...Pa 70 A B, 25¢ each...Ohio 165 AE, 30¢...Ark 360 G, 20¢...Ill 150 AA, 25¢...Mich 75 D, 15¢...Conn 290 M, 15¢.

John G. Nicolosi - 3002 Galindo St. - Oakland 1, Calif.

Old Trolley Transfers 1900 to 1930 - send stamp for list. 175 different towns.

William R. Gordon - 811 Garson Ave. - Rochester 9, N.Y.

Merry Christmas - Happy New Year!

Will trade a nice packet of used US stamps, large, small, commemoratives, etc., with postmarks, many from small towns, for 1 token catalogued at 25¢ or better. Tokens for sale: 25¢ - Pa 775 B. 20¢ - Minn 540 AC. 15¢ - Ala 680 A; Calif 760 D & F, 835 A; Ga 60 O & P, 450 A & C.

Claude G. Thompson - 4333 Vernon Ave. So. - Minneapolis 24, Minn.

Atwood's Catalogue of U.S. & Canadian Transportation Tokens, 1958 Edition, still available to members at \$5.50 postpaid (either cloth bound or loose-leaf edition). \$7.50 to non-members. 432 pages.

American Vecturist Assn. - P.O. Box 1204 - Boston 4, Mass.

For Trade: Mo 860 B slightly damaged. Would prefer Missouri token I need. Also Kans 550 A (one only), Mo 860 D F G for tokens I need.

Johnnie W. Jones - RR #2, Box 78 B - Springfield, Mo.

For Sale or Trade: Calif 535 A B C D; Nebr 440 D E, 980 B (both varieties) \$1 each. Nebr 540 N; Wash 720 A (both varieties), 880 A, 50¢ each. Nebr 420 A (both varieties) \$1.50 each. Nebr 980 C, \$2.50. Have one or several of the following scarce tokens, prefer trades only: Calif 945 E; Mo 430 C, 440 R S; Nebr 420 H; Tenn 250 A, 345 A. Return envelopes with postage PLEASE.

Harold Ford, Jr. - 2406 Dana - Berkeley 4, Calif.

Recently thru the Boston parking meters I picked up about 15 of Mass 695 A, but silver-plated with 3 holes punched thru the token. I don't know what they are; they were never used I do know. Perhaps they are patterns. If any of you collectors would like one of these things, I'll let 'em go for 25¢ plus a stamped envelope, as long as they last. ...I still have a few nice U.S. coins, including gold, to trade for rare tokens I need.

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

APPLICATIONS FOR MEMBERSHIP

283 Miss Irene Smith - P.O. Box 2467 - Vancouver 5, B.C., Canada Adult; Clerk. 250 tokens.

284 Leonard H. Paul - 311 Parsons Ave. - Bala-Cynwyd, Pennsylvania Age 47; Chemist. 200 tokens.

CHANGE OF ADDRESS

145 Claude G. Thompson - 4333 Vernon Ave. So. - Minneapolis 24, Minn.

Hereafter, to insure quick service on your ad, please write all ads on a separate sheet of paper; include your name & address, and the date, and how many times you want it to run (limit 3 for same ad).

CENSUS TOKENS

As most collectors know, Harold Ford used some of his spare time up in Alaska to compile a "Census" of rare tokens: that is, he made a list of all tokens of which 10 or less are known to be in the hands of collectors. With the help of several other collectors, this list has been kept up to date, and we think that currently it is fairly accurate. As many collectors have expressed interest in this list, we have decided to run a complete list of all census tokens in this issue of The Fare Box. What follows, then, is a complete list of all tokens of which 10 or less are known to exist. It would be too difficult to list the number known of each token; however, in cases when only 3 or less of any given token are known to exist, the letter for that token is underlined. An underlined letter, then, denotes an extremely rare token. Many of these will surprise you, and show how our prices in the Catalogue do not always reflect an accurate guide to rarity:

ALABAMA 120 A, 220 F, 470 A, 560 D I K O M S, 800 A B.
ARKANSAS 150 A B, 300 A, 315 A, 405 A.
CALIFORNIA 220 A, 450 A B, 525 A, 575 B D, 615 A, 630 C, 715 A B C
D E F G, 745 A, 760 A B C I, 775 C, 815 A.
COLORADO 20 A B, 380 A, 440 B, 760 A I, 860 A.
CONNECTICUT 55 A, 160 A, 230 A, 235 A B C, 305 A B C.
FLORIDA 230 A B, 310 A, 380 I N U, 530 A G.
GEORGIA 60 A B C D E F G, 270 A, 750 A B C D F, 905 A.
ILLINOIS 25 B, 95 A, 100 A, 135 C D E, 150 E F G H I K L M N O S U,
190 B, 195 A B, 200 E, 220 D, 350 A, 415 A, 420 A, 425 A, 435 A,
455 G, 460 B C, 580 A, 605 A B, 620 A, 680 A, 763 A, 768 A B, 795
D E F, 820 A B.
INDIANA 20 A, 180 B, 200 C, 405 A, 450 C, 460 A B C E G M O, 510 D,
520 A E, 610 D, 680 A, 685 A B, 700 B C D F, 860 A, 900 A, 930 A
B D, 980 C, 995 A B.
IOWA 30 C, 75 A, 110 B, 130 A, 150 C, 180 A, 230 A K, 240 A, 300 A
B C F, 310 A B, 590 B, 630 A, 640 B C D E F G H I K L M O P, 660 A,
710 A B, 740 E, 850 A B C D E F G H I, 880 A, 890 A B, 930 A.
KANSAS 40 A, 85 A, 120 A, 450 A, 620 A B C D, 690 A, 910 A, 970 A.
KENTUCKY 10 A B D E, 80 A, 85 A B D, 100 A B C, 270 A B C, 480 A B
C, 510 B E F G L M R S U V W AA AD AF AI AS AT, 640 A B C D, 670 A,
680 A B C G H I J.
LOUISIANA 240 A, 470 A, 670 B, 810 A B.
MARYLAND 60 A B C E G R V O, 600 A B C.
MASSACHUSETTS 115 C D E F G H, 260 B C, 305 A, 550 F.
MICHIGAN 65 A C D E F, 170 A, 225 A B, 370 A E, 525 AB, 530 A B C D
F K, 560 A, 590 A B, 605 A B C D E F G H J N P, 680 A B C D, 735 A,
845 A B C I M, 935 B, 945 A.
MINNESOTA 50 A B C D E F G H I J, 60 A B, 110 A, 230 A B C E F, 290
B, 400 A, 490 A, 540 B C D E F, 620 D, 660 A, 730 I, 760 C D E F,
790 A.
MISSISSIPPI 320 A B, 620 B, 720 A B E F, 900 B F H.
MISSOURI 130 A B, 140 C, 160 A B, 200 A B C D, 370 A, 640 B, 665 A,
700 A B, 830 B C, 860 A B C, 910 A.
MONTANA 320 A B, 660 A.
NEBRASKA 120 A B, 420 H, 440 A B, 540 A B C D E F G H I J K L M,
700 C, 980 A.
NEW JERSEY 20 A, 290 B C D E, 555 E, 605 A, 675 A B C, 730 A B,
945 A, 995 A.
NEW MEXICO 40 A, 430 C.

NEW YORK 35 A B, 140 A B C, 230 A, 285 B C, 445 A B, 595 A B, 629 A D, 630 A B D E G H I J K M N O P Q R S T V W Z A Q, 640 E, 785 C, 800 A, 890 A B C, 935 A B C D.

NORTH CAROLINA 140 A, 280 A B C D, 390 A, 700 A, 710 B, 770 B, 950 A.

NORTH DAKOTA 260 A, 600 A C.

OHIO 10 F G H, 15 A, 30 A, 35 A, 85 B C, 165 B C D E F G H I J K L M N O P Q, 175 A B C D E F G H I J K L M N O P Q R S V Z, 200 A, 230 A C D E F G H I J K, 240 A B, 410 A, 515 A, 535 A, 590 A, 660 A B C D, 700 A, 725 B, 730 A, 745 A, 785 A, 790 A B, 815 B, 830 A B.

OKLAHOMA 330 A B C.

OREGON 160 K, 800 A.

PENNSYLVANIA 15 A C D E, 115 A B, 125 A, 130 A B C D, 165 B D E, 195 H, 305 A, 315 A B, 320 B C D, 340 B, 350 A, 355 A, 385 A B C, 395 A B, 400 A B, 405 A, 455 C, 495 D E F H, 525 A B C D E F G H I J K, 585 A, 590 C, 605 A, 675 A, 680 A, 725 B E G, 745 A B C D E, 750 C D E H I M P Q R S T U W, 755 A, 765 F G H I J K L M N O P Q R S T, 770 A B, 785 A, 840 A B C D, 875 A, 940 A, 965 A B D E F, 975 B C.

RHODE ISLAND 620 A B C, 700 A.

SOUTH CAROLINA 310 A.

SOUTH DAKOTA 370 A, 950 A.

TENNESSEE 120 A, 415 B, 430 C D E I J, 490 A, 600 A C, 690 A.

TEXAS 5 B, 30 A, 50 A, 65 B D, 135 A C, 255 E, 290 A B, 320 A, 340 A B C D, 360 A B, 445 G H, 555 A, 710 A B, 810 A B, 950 A B, 955 A.

UTAH 525 A, 750 A.

VIRGINIA 20 B C, 65 B, 110 A, 350 A, 500 A B, 535 A, 580 A B C D E F G H I J K L M, 620 C D E F M O, 660 A, 700 A, 730 A, 840 A.

WASHINGTON 80 A B, 150 A, 230 A B, 300 A, 340 C, 590 A B, 690 A, 710 B, 780 I, 840 I, 850 A B, 880 K.

WEST VIRGINIA 20 A, 100 A B, 200 E, 830 A, 890 A B C D E F G H I J K L M.

WISCONSIN 20 B, 95 A, 170 A, 180 A C D, 250 A, 330 A, 360 B C, 410 A B C D E, 420 A, 500 A, 510 A C E G H I K M, 600 A B, 700 A B D, 790 A C, 820 A, 870 A B, 880 A B D, 910 A, 930 A B, 935 A B C.

WYOMING 100 A, 120 A, 660 A, 810 A.

DISTRICT OF COLUMBIA 500 G M.

ALASKA 300 A B, 450 C, 500 B.

HAWAII 210 A D F G H J K L M N O P, 540 A E.

PORTO RICO 560 A B C.

GUAM 25 A.

A few late additions to the Catalogue have been left out. Add in NY 780 A and Va 600 M. Also some recent listings in The Fare Box may not be included. It is hoped that the above list will help somewhat in your trading, as now you will know which are the rare tokens. Any underlined token is really in the \$5 category regardless of the value it carries. All others in this list are really in the \$3.50 category, but for various reasons may have lower values--such reasons as the fact that they were recently discovered and may turn up in larger quantities in the near future. Of course, any token is always liable to turn up in quantity. A good barometer of your collection is the total number of Census Tokens you have, this being a far more accurate barometer of value than the gross number of tokens in a collection.

How many do you have? As of last summer, Roland Atwood was leading with 556, which was 132 higher than the next best collection.

UNKNOWN TOKENS

There are several tokens listed in our Catalogue which, as far as any of us have been able to find out, are not in any presently known collection. In other words, nobody knows who has these tokens or, indeed, if they even exist at all. There follows a list of all "unknown tokens," and if any of our readers knows the whereabouts of any of these tokens, please notify the Editor...otherwise eventually they may be dropped from the Catalogue.

Ala 120 A; Ark 315 A; Calif 450 A; Conn 305 B; Ind 460 C, 995 B; Iowa 850 A B D, 880 A; La 240 A, 470 A, 810 B; Mass 115 G; Minn 400 A, 490 A; Nebr 540 F; NJ 290 D; NY 630 A O; Ohio 535 A, 700 A; Pa 130 A, 130 C, 320 C, 395 A, 525 J K, 680 A, 725 G, 765 P Q S, 770 A, 875 A; S.C. 310 A; Tex 340 D; Va 580 E; W.Va. 20 A, 890 J K M; Wisc 700 A; Hawaii 210 M N O.

Undoubtedly many of the above are in the collections of some of our readers and we just missed getting the data for our Census. We certainly shall appreciate it if you will let us know if you have any of the above tokens.

On some of these "unknown tokens," we do know the story. For example, Ala 120 A is supposed to be in the possession of some fireman in Birmingham who showed it, I understand, to Mr. Atwood. Our total information on Calif 450 A is the story of a former coin collector who says that he once owned one of the tokens (obtaining it by purchase of a small collection in 1913) but sold it in 1919 to an unknown collector. This hearsay evidence is the only basis we have for the listing of Calif 450 A. Conn 305 B is listed because the President of Orange Street Bus Line says that they used aluminum tokens with numerals 1, 2, and 3, on them. However as no one has ever seen the "2" token, I am beginning to have my doubts. Iowa 850 A and B may very well never have existed. Their listing seems to be based on hearsay evidence of a very poor nature. Several others may be listed solely on hearsay evidence.

It is important for definite records to exist of these rare tokens--either rubbings or definite careful descriptions made by a collector. Otherwise it is always possible that tokens which actually existed will disappear and later collectors begin to doubt that they ever did exist. For example, Iowa 850 E is unique (only one known to exist) and at present is owned by someone who collects neither coins nor tokens but who, nevertheless, will not part with this token for less than \$50.00. As a result, Iowa 850 E may get misplaced and disappear entirely over the next few years. All of which is one more reason for the importance of keeping tabs on the rare tokens by means of our Census.

Boston is doing the unusual these days: extending a streetcar line. The Metropolitan Transit Authority is taking over the old Highland Branch of the Boston & Albany Railroad, and at the moment is busy building connecting tracks to present lines and stringing trolley wire. Streetcars will be running on the new line by next summer, and it promises to be one of the most interesting streetcar rides in the country.

PITTSBURGH DISTRICT NOTES

By Harry C. Bartley

The Pittsburgh District Token Collectors club held its regularly scheduled meeting Sunday, October 19, 1958, in Room 1208, House Bldg. Members Corinne & Bill Black, Bartley, Eisenberg, and Mackie, plus Bill Carr and family of Akron, were present. R.A. Byrne, P. DeVos, and I.B. Lando of the Pittsburgh Numismatic Society attended as visitors and were roundly welcomed. Mr. DeVos had announced his intention of joining AVA (he is now member #282) and will become a member of PDTC soon. The biggest item was of course a rehash of events connected with the AVA Convention. Chairman Bartley gave a complete and final report of his activities and read several communications received. He showed a complete set of Banquet pictures he had received from AVA member Chas. Mullins as well as the films taken by the Pitt Parade-TV show cameramen of both the 1958 and 1953 Pittsburgh AVA Conventions. Mention must be made that the movie projector service was made possible thru the courtesy of visitor Mr. Lando.

There was a report on, and settlement made for, the copy of Atwood's Catalogue which was presented to the Western Penna. Numismatic Society by PDTC in memory of the late William C. Piper. Letters of thanks from the society and Mrs. Piper were read. Mention was made, too, of a letter sent to the California Club which had requested suggestions pertaining to the 1959 Convention there. Mr. Ray Byrne, visitor and chairman of the coming Penn-Ohio Coin Clubs Convention also spoke on this event. This is of interest to us inasmuch as we'll have an exhibit there. Mr. DeVos also spoke on it, and offered 4 rare Peruvian transportation tokens for inclusion in the exhibit, which were accepted with thanks. The usual selling and trading tokens followed, with everyone seeming to be pleased with this meeting, and we're looking forward to an even better session Sunday, January 18, 1959, our next meeting.

We wish to report further that the Penn-Ohio show was very successful. Our exhibit was entered into competition and, while it did not receive any prize, was prominently placed, given plenty of publicity and favorably commented on by the many who saw it. Quite a few District members attended the show as well as out-of-towners. We enjoyed participating and wish to thank the Penn-Ohio officers for their permission and cooperation. It is quite possible that we shall enter the next Convention in Cleveland in 1959.

THE TOKEN EXCHANGE OF THE CALIFORNIA CLUB

This is a non-profit exchange operated by the California Club, to which AVA members may send tokens for sale at Catalogue; the charge to consignors being 5% of the selling price of tokens sold. Tokens are for sale at Catalogue plus postage & insurance. (At present there are 4,000 tokens in 700 types on hand.) Every AVA member is welcome to send in his want list of items of 15¢ to \$1 value. Please don't include wants above \$1 as the number of these submitted is small, and to save time checking lists (which takes time) omit. A short list will be circulated of items above \$1 for sale.

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

NOVEMBER SUPPLEMENT TO ATWOOD'S CATALOGUE
By Ralph Freiberg

ALABAMA

Montgomery 570 (reported by Morton H. Dawson)
MONTGOMERY CITY LINES, INC. (BUS)
F WM 16 Ball Good For One Fare (bus)(2 slots) \$0.15

GEORGIA

East Point 360 (reported by John G. Nicolosi)
SCHOOL BUS SERVICES
B A 25 Sd Good For 1 Fare ?

NORTH CAROLINA

Asheville 40 (reported by Morton H. Dawson)
EMMA BUS LINES (BUS)
A WM 16 Ball Good For One Fare (bus)(2 slots) .15

TEXAS

Patterns 998 (reported by Max M. Schwartz)
SAN ANTONIO TRANSIT COMPANY
B B 16 Ball Good For One Full Fare

UNIDENTIFIED (reported by Emzy L. Thompson)

BEN GRANDE GOOD FOR 1 RIDE
62 B 21 Sd (blank)

NOTES BY RALPH FREIBERG

I was holding up some of this month's listings in the hope that I might get further information on them, but it doesn't seem to be coming. First we have a token from Montgomery. Mort Dawson picked one up in the fare box of another company and a couple weeks later Max Schwartz was also able to pick up a couple in another city. However, letters by the New Issues Service do not seem to be able to get any results. If we get anything, it will be mentioned later.

As for the East Point, Ga., token, it was mentioned on page 69 of the September Fare Box. I have been trying to find out if this is the token referred to as a 16mm school token. Mr. Nicolosi was trying to get some of both the 20mm brass, and 25mm aluminum tokens for the N.I.S. but has run up against a blank wall. All I can go by is an article in The Fare Box which Mr. Philips wrote to Mr. Coffee, but if he actually obtained a supply of them, I do not know. I don't want to put a price on the aluminum tokens till I find out how many of them there are. As far as I know at the present time they should only be listed at a minimum price, but I'll hold up the price till I hear something.

The Emma Bus Lines of Asheville is listed as an inter-city bus line serving Asheville, Johnson School, Bingham Heights, and Alexander, N.C. Possibly the token is good for 20¢ fare; I don't know, but the N.I.S. was told to send 15¢ straight for some tokens, and these should be had in the near future.

Regarding the Texas pattern, I can find no information yet as to whether or not it was ever used as a regular issue. The name of

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this company was changed to its present name in December, 1942, and I can only surmise that they were given a choice between this pattern and the one they finally accepted and used.

As for the Maverick (Unidentified) token we have listed, I cannot find any city named Ben Grande, or record of any person of that name. However, if anyone should recognize where it might be from, let us know.

COPPER STRIPE TOKENS

Among the pattern tokens we have listed in our Catalogue you will note a few with "copper stripes" such as Mass 998 A B, Mo 998 P Q, NY 998 H I. It seems that up to 1918 there was pretty much a stable fare of 5¢ all over the country, but right after World War I a lot of companies asked for fare raises to rates such as 4 for 25¢ or 3 for 25¢ with possible 7¢ or 8¢ cash fares. This meant the necessity of a lot of new fare boxes to register tokens or pennies.

This was just about the time that our 16mm or 17mm tokens came into use. You will find most of the tokens were made just slightly larger than 16½mm. I have listed a few of them as 17mm. This was done mainly to show that some of these tokens appeared in the early 1920's or thereabouts. However, in later years, we have come to a more uniform size of token which usually measures 16.48mm and is therefore listed as 16mm in the Catalogue.

About this time, in the years just after World War I, companies beginning to use metal tokens feared that someone might try to counterfeit the tokens. Consequently an experiment was made with metal having copper stripes through it. Since paper money has fibres running through it to help prevent counterfeiting, it was felt that metal tokens with copper stripes in them would discourage potential counterfeiters of these items. Samples were submitted to a few companies, which in turn found their way eventually into the hands of collectors. But the whole idea was abandoned when it was discovered that it would cost too much and be impractical.

I had received a letter from Bill Hofmann about these patterns, and then came across the same thing in an article in an old copy of the Electric Railway Journal. I doubt if many collectors ever knew why some tokens had copper stripes in them, so I thought it would be worth mentioning here. There may, of course, be other copper stripe tokens which we don't know about yet, and there may be variations in pattern as to where the stripes appear in the tokens.

McPherson (Kansas) Street Railway operated from 1890 to 1896 only.... The Spring & Sixth tokens of Los Angeles (Cal 450 B) were used on the first street railway in L.A. The company owned 1 horsecar and 2 horses; tokens were issued in 1874, and passed as small change for many years due to scarcity of coins....those old New York City transfer tokens (NY 630 M thru U) were used in the 1840's and 1850's.... Peoples Street Railway of Scranton, Pa. operated from 1863 to 1892... In 1930 a streetcar raced an airplane--and won!....Safe Bus Co. of Winston-Salem, N.C., was founded in 1919; tokens sold originally at 6 for 25¢ (the big brass ones).

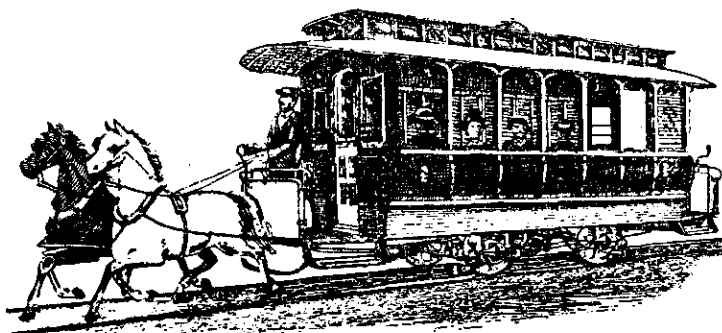
THE FARE BOX

A MONTHLY NEWS-LETTER FOR COLLECTORS OF TRANSPORTATION TOKENS

New Issues Editor

RALPH FREIBERG
632 Ashbury Street
San Francisco 17, Calif.

• • •



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• • •

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HAROLD FORD, Jr.

VOLUME 12, NUMBER 12 - DECEMBER, 1958 - WHOLE NUMBER 138

All Brattleboro tokens have now been mailed out to those who ordered them. A total of 1,150 aluminum, 125 brass, 125 copper, and 125 white metal, were struck. 1,000 aluminum, and 4 each of the copper, white metal, and brass, have now been delivered to Brattleboro Transit Corp., and they will shortly be placed in use on the buses there. Their use will be accompanied by newspaper publicity about the A.V.A. and other special mention there. Needless to say, those writing directly to Brattleboro for the special-metal tokens will not get them, as the President of the firm personally guaranteed to see that they are placed in actual use on buses. 100 aluminum tokens have now been sent to New Issues Service, and subscribers to that service will shortly receive them. The Editor has retained about 40 extra aluminum tokens, and collectors desiring extras of them may have them for 25¢ each plus a stamped envelope, by writing the Editor.

Unfortunately some collectors in Southern California did not receive their copies of the October issue before the December 1 deadline for ordering Brattleboro tokens--although all copies were mailed by November 8. It doesn't seem fair that these collectors should be deprived of these tokens through no fault of their own (the fault was that of the postoffice). Therefore I have been asked by our President to request some of you who ordered 3 sets to sell one set to a collector in Southern California. If you are willing to do this, please contact the Editor. We need about 4 sets.

While we do have a small backlog of unpublished articles for future issues, we still need more articles for publication in The Fare Box. Why not send us an article about how you became interested in collecting tokens? All articles are appreciated. Remember that the size and interest of these issues depends on you.



BACK ISSUES OF THE FARE BOX FOR SALE

There follows a list of all back issues available from the Editor at this time. Those not listed are not in stock. Members desiring to complete their sets are advised to use their free ad privilege.

- 1951 (Volume 5):..March, July, December (also 1 January copy).
- 1952 (Volume 6):..February, March, April, May, June, July, September, November, December.
- 1953 (Volume 7):..April, August, September, October, November, December.
- 1954 (Volume 8):..February (1 only), April, June, July, August, September, October, December (1 only).
- 1955 (Volume 9):..February, March, April, May, June, July, August, September, October, November, December.
- 1956 (Volume 10):..April, May, July, August, September, October, November, December.
- 1957 (Volume 11):..January, February, March, April, May, June, July, August, September, October, November, December.
- 1958 (Volume 12):..April, May, June, July, August, September, October, November.

Back issues are for sale at 30¢ each, postpaid by First Class Mail with commemorative stamps. First come, first served.

New members desiring complete sets of pages for the Smith Foreign Check List, up to the current pages, may purchase them for 50¢ each, postpaid by First Class Mail (includes the 5 pages of English types). The 50¢ pays for all pages to date, and barely covers the postage.

MEMBERSHIP & SUBSCRIPTION INFORMATION

Persons desiring to join the American Vecturist Association may do so by contacting Mr. Dawson, the Secretary. Dues is \$3 per year plus \$1 initiation fee when you first join. Membership includes subscription to The Fare Box. Non-member subscriptions to The Fare Box are \$3.00 per year. All issues of The Fare Box are sent by First Class Mail. Those desiring airmail may have it for 75¢ extra.

ADVERTISING RATES IN THE FARE BOX

A.V.A. members are entitled to 6 lines of advertising per month at no charge. Your free ad may run up to 10 lines if there is room. On larger amounts of space, A.V.A. members are entitled to 10% discount. For larger amounts, the regular rates are as follows:

One-third of a page.....	\$4.00	All previously listed advertising rates are hereby canceled. Count 58 lines, pica type, to the page.
One-half of a page.....	5.50	
One full page.....	10.00	

The Fare Box reserves the right to reject any subscriptions or advertisements which would not, in the opinion of the Editor, be in the best interests of the hobby or Association.

All catalogue numbers used in The Fare Box are from the 1958 Edition of Atwood's Catalogue of U.S. & Canadian Transportation Tokens.

A MESSAGE FROM THE SECRETARY

Many thanks for your fine response to my call for our 1959 membership dues. Over one-third of our members have already submitted their dues to me. If you have not already done so, why not send me your \$3.00 right now and have it over with.

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

GORST & KING OF COOS BAY, ORE.

Edward M. Cutler recently received a letter with some information on the firm that issued Ore 130 C, which follows:

"Vern C. Gorst, my father, started a stage line between Jacksonville and Medford, Oregon, in late 1910 with a 1909 Packard. In 1911 Chas. O. King joined him with a 1911 Cadillac. Then in the spring of 1912, moved to Coos Bay, and operated between North Bend and Marshfield, then later to Charleston, Englewood, and Empire. These Englewood tokens and the line were discontinued in the late 1920's; although we still take them in as a G & K token we plan on discontinuing all of our tokens about a year from now."

THE LOUISVILLE TAXI TOKEN

Inside the Supplement this month is listed a new discovery of a large aluminum (with bronze center) taxi token from Louisville. Mr. Freiberg gave me the go-ahead to list this token this month (as well as the Bremerton toll bridge token) but didn't have a chance to add any notes on it. This taxi token was used some 35 years ago as a 25¢ token. However up until last year they were still being given out by the Yellow Cab Co. there, but only to important visitors to town, and as such honorary tokens, were apparently good for full payment of taxi fare to any point in the city. Hence they were really worth several dollars face value. Mr. Freiberg learned of this token after casually mentioning his hobby to an officer of the taxi firm.

THE BREMERTON TOLL BRIDGE TOKEN

This token also was listed too late for Mr. Freiberg to add any notes about it. It is used from Bremerton to East Bremerton on a newly constructed bridge. The token went into use November 25, 1958, and sells at the rate of 15 for \$1 (good for 10¢ toll). They seem to be made of very soft aluminum, hence uncirculated ones will probably become scarce. The New Issues Service has already received a supply.

Portland (Oregon) Traction Co. early in November dumped 1,250,000 tokens (Ore 700 G & H) into the ocean off the Oregon coast (2½ tons of tokens). The company first tried melting them, but found it too difficult; then tried to have them embedded in a concrete bridge pier, but found out it would weaken the concrete. So they chartered a boat and dumped them in the ocean off Newport Harbor.

WANTED: 100 A.V.A. members each to purchase 1 10th Anniversary horse-car token at \$1.04 now. Only 75 members purchased, but over 125 went to your numismatic (non-member) friends. I am told this token will be a collector's item. So get yours while you can. 300 were struck and 200 are gone; no more to be had at any price. Order at once. Also have Mass 630 A B C D E F at \$1 per set; Mass 115 O P Q R S T, 660 A, 960 A B (9 tokens) at \$3.00 per set. Both sets postpaid.
F. Gordon Smith - 14 Miller Stile Rd. - Quincy 69, Mass.

For sale at catalogue, stamp please: Minn 600 A B; Pa 70 A B, ND 600 B; NC 630 A; Conn 290 M; Mich 75 D F K; Ohio 165 U W X, 830 D, 860 E; NY 630 AS; Iowa 930 I. And many others. Send want lists.
John G. Nicolosi - 3002 Galindo St. - Oakland 1, Calif.

For Sale: Scotland 300 B at \$4.00; 360 BN at 15¢. Ohio 175 X, 35¢.
Foster B. Pollack - 1841 Broadway, Rm 201 - New York 23, N.Y.

For Sale: Ind 490 A at 10¢ plus stamped envelope.
Frank C. Greene - 2838 Forest Ave. - Kansas City 9, Mo.

Will Trade: Pa 25 D for Pa 25 A B or C. Will buy: back issues of The Fare Box, need October 1951 and others. For Sale at catalogue: Ark 480 Q; ND 440 B, 960 A; Pa 70 A B, 775 B; Ky 530 A.

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

I have complete issues of The Fare Box from the first issue (July, 1947) to December, 1957. How much am I bid for the entire lot. Will exchange duplicates, value for value. Also for sale: 2x2 envelopes at \$2 a thousand, postage extra.

Chris J. Cook - 2794 Revere Drive - Cuyahoga Falls, Ohio

I have 2 scarce NC 450 E worth \$1.00 each to trade for NC 680 C (15¢) Tenn 250 A (15¢), W.Va. 200 F (50¢), Wyo 100 C or D (50¢), DC 500 F (25¢). Will trade token for token. Please write

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

For Sale at catalogue: Ala 570 D, 750 C D H M N. Have several of each. Stamped envelope will be appreciated.

Roland C. Atwood - 2818 Colorado Ave. - Santa Monica, Calif.

I have been sent a complete set of the 45 diff. Nurnburg, Germany, commemorative octagonal tokens, on consignment. Quoted price is \$15. Set is housed in the original German holders of issue.

Harold Ford, Jr. - 2406 Dana - Berkeley 4, Calif.

Atwood's Catalogue of U.S. & Canadian Transportation Tokens for sale at \$7.50 postpaid. \$5.50 to members. 432 pages, either cloth-bound or loose-leave edition. You need this book to understand tokens.

American Vecturist Assn. - P.O. Box 1204 - Boston 4, Massachusetts

APPLICATIONS FOR MEMBERSHIP

- 285 William R. Gordon - 811 Garson Ave. - Rochester 9, New York
Age 59; Postman. 20 tokens.
- 286 Leonard H. McVity - 18 Colonial Ave. - Larchmont, New York
Age 52; Assistant Controller. Beginning collector.
- 287 Ralph A. Hinde - 225-30 106th Avenue - Queens Village,
Age 46; Estimator. Beginner. /Jamaica 29, New York
- 288 W. Von Boltenstern - 973 So. Ardmore - Los Angeles 6, Calif.
Age 54; Salesman. 120 tokens.
- 289 W.K. MacLeod, Jr. - P.O. Box 249 - Thetford Mines, Quebec
Age 26; Geologist. 1,000 tokens.
- 290 Louis Berwitt - 2400 Superior Ave. - Cleveland 14, Ohio
Age 46; Secretary, Gray Drug Stores Inc. 75 tokens.

At the back of certain states in the Catalogue we have what we call Zone Checks, which are pieces of metal given to people as receipts of fare paid, which are to be returned to the operator when they leave the vehicle. Because nearly all vehicles using tokens these days have only one operator, this is the only practical way in situations where the bus or car traverses several zones. However, in the days when streetcars had conductors as well as motormen we had a different system. That is, people would pay their fare when getting on the car, and when the car passed a zone boundary the conductor walked thru the car and collected another fare. Nowadays most extra zone fares are 5¢ a zone, but at that time the zones might be 2¢ or 2½¢. I have come upon some information regarding these zone fares, and in certain cases where zone fare tokens were actually used they were good for payment of the fare itself, so are listed in their correct place in the body of the Catalogue.

First, Conn 345 B from Norwich. In April 1, 1919, this firm changed its 3¢ zone to a 2½¢ zone and came out with tokens which sold at 2 for 5¢. When people boarded the car they paid a nickel; then when they crossed a zone line the conductor walked thru the car with a hand register called the Rooke Register. He would sell these tokens and people would insert them in the hand register.

Next, Mo 440 G from Kansas City, which was used as a half fare token, as well as to pay a zone fare. In spite of Mr. Coffee's and my efforts to list tokens in chronological order, I note now that we missed in some cases. Kans 440 C and G were the first tokens used in Kansas City, appearing in December, 1917. The fare was 5¢, so either a nickel or the token registered the same. 440 G was sold as a half fare token. However as there was one line running to Independence where the fare was 15¢ round trip or 7½¢ one way if tokens were used, a 5¢ token or nickel carried you to the zone line and then the half fare token was used for the balance of the fare. 440 C was used for various reasons in later years, but 440 G isn't as common as I thought it should be. Next we have RI 700 B & C. In 1918 the streetcar company in Providence was the Rhode Island Co., the name being later changed to United Electric Railways Co., and now to United Transit Co. On May 5, 1918, this company issued metal tokens for zones, and they used Rooke Registers. When people came to the zone line the conductor came thru the car and in exchange for 2¢, or in making change, gave people one of these tokens which they'd place in the register. First they used a 12-sided token (700 B), but it didn't work too well in the registers so they later replaced it with a round token (700 C).

Wisc 510 H is another such token. During 1918 fare in Milwaukee went to 5¢. Previously they used a ticket rate of 4¢. On December 1 1918, they issued 2 aluminum tokens. 510 I was mainly a convenience token, not sold on streetcars but purchased only at the company office, and mainly used by telegraph & telephone companies, department stores, etc. I listed 510 J which had a hole, as I was told by a collector that some were holed for ½ fare use, but have no verification on this. At the same time 510 H was placed on sale at 25 for 50¢, being good for 2¢ zone fare. Milwaukee used the Cleveland lock box type. When fare was raised a couple years later to 6¢ cash and a token rate, they decided to use tickets instead of tokens, and to this day Milwaukee still uses tickets rather than metal tokens.

- Ralph Freiberg

MORE ON THE CENSUS

As the result of last month's article on Harold Ford's Census of rare tokens, we have obtained some further information. First of all, Roland C. Atwood writes that he definitely can vouch for the existence of the following tokens: Ala 120 A; Ark 315 A; Ia 880 A; La 240 A, 470 A; Minn 400 A, 490 A; Nebr 540 F; Ohio 535 A, 700 A; Pa 395 A, 525 J K, 680 A, 725 G, 875 A; SC 310 A. He says he has had rubbings of most of these. A man in Chicago, a non-member, has two of them. He saw some of these tokens in the collections of Mullen, Burkett, and James, three long past collectors.

Harold Ford writes that Frank Greene has a rubbing of La 470 A, but doesn't remember who sent it to him. Harry Porter has SC 310 A. Harold also sends the following additional information on the census:

"Listed below is the latest information that I can supply concerning the census. I regret that there were some errors in Mr. Coffee's copy of the census which was made some time ago. Corrections are listed below along with the latest dope as to what is census and what is not. The census, as listed last month, is not of course supposed to be completely accurate, but only a rough approximation based only on information currently at hand or accumulated from the past. I hope to play fair with you, the collector, if you will play fair with me. If you keep me posted, I'll keep you posted and will periodically keep the census up to date in The Fare Box. Write and let me know what census tokens you find and I'll give you the latest count and, if you are interested, who owns them. Fair enough? Your want-lists are welcome." - Harold Ford, Jr. - 2406 Dana - Berkeley 4, California.

DROP FROM CENSUS (over 10 known to exist): Colo 20 A B, 440 B; Ill 100 A, 150 U; Ind 460 E; Ia 590 B; Ky 510 AD, 680 C; Md 60 A V, 600 B; Mich 605 B D H P, 845 M; Minn 790 A; Miss 720 B; Neb 420 H; NJ 605 A; NY 800 A; Ohio 15 A, 175 O; Pa 165 E, 305 A, 405 A, 765 F; Tenn 415 B; Tex 5 B, 30 A, 65 B, 255 E; Wash 340 C; Wyo 660 A, 810 A; DC 500 M; Haw 210 D.

ADD TO CENSUS & UNDERLINE: Ark 15 A; Conn 290 A; Kans 620 A; Mich 65 G, 650 B; Miss 500 C; Mo 200 E; NY 780 A; Ohio 515 D; Pa 750 AT AU, 985 D; Va 600 M; Wis 510 J, 870 E.

SHOULD BE UNDERLINED: Ind 930 B; Ky 680 A; Minn 490 A.

SHOULD NOT BE UNDERLINED: Ill 460 C, 580 A; Ky 480 A; Mich 525 B; NY 630 I; Ohio 85 B; Pa 765 M.

CORRECT: Kans "620" A B C D should be 680 A B C D.
W.Va. 200 E should be 200 D.

CHANGES OF ADDRESS:

9 Ione E. Kibbe - 529 Driftwood Road - North Palm Beach, Florida
17 Michael Super - 3647 Raymonn Avenue - Baltimore 13, Maryland

Remember to send your 1959 dues to Mr. Dawson - it's only \$3.00 still

CORRECTIONS TO ATWOOD'S CATALOGUE, 1958

By Ralph Freiberg

1. Ala 40 B - size is 21mm, not 18mm.
2. Ala 560 J - (open & closed diamond) is singular (not "diamonds").
3. Ala 820 A - should be White Metal, not Bronze.
4. Ariz 680 A - Obv. - there is a period after JNO.
5. Calif 825 G - Rev. - "Ticket" is singular.
6. Calif 945 K - remove ditto marks, as token is not plated.
7. Colo 340 B - add period after RAILWAY.
8. Conn 305 L - add in price (valuation) of 15¢
9. Fla 105 A - add C to reverse side.
10. Fla 230 A - DUNNELLON is spelled same way as name of city.
11. Ga 60 H remove period after CO
12. Ga 780 J - should have same obverse as 780 G; it is same as G but with Sq-sc.
13. Ga 880 A - remove comma after LINES
14. Ill 10 B - Obv. reads A.G. & ST. L. T. CO.
15. Ill 70 I - Remove (P & C)
16. Ill 120 A B - make it (sides curved) as all 4 sides are curved.
17. Ill 135 F G - add (BUS) to Obverse.
18. Ill 150 A - add period after TREAS'R.
19. Ill 150 V - add in price of 25¢
20. Ill 195 B - remove comma in DECATUR ILL.
21. Ill 220 A B - make it (sides curved).
22. Ill 270 B - add (Rev. A)
23. Ill 600 B - add (Rev. A)
24. Ill 605 A - the size is (26mm).
25. Ill 768 B - remove comma in ST. FRANCISVILLE ILL. on Obverse. On Reverse, this token has FERRAGE instead of "ferriage." (768 A is correct as listed).
26. Ind 290 C - should read GOOD FOR ONE CITY FARE (add in "city")
27. Ind 930 A - on Obverse add (STREETCAR)
28. Iowa 30 A - COLLEGE LINES should appear only once.
29. Iowa 300 F - add "on" to reverse; it should read ACCEPTED ON EACH TRIP
30. Iowa 640 L - remove period after CO on Obverse.
31. Iowa 930 C - change "S-Ov Ch" to read "2-Ov Ch"
32. Ky 85 E - on Obverse change NEWBURGH to NEWBURG
33. Ky 150 A B C D - add GEN. MGR. to Obverse.
34. Ky 150 E - add period after MGR.; delete 2nd GEN. MGR.
35. Ky 680 I - comes with & without periods in K.U. CO.
36. Ky 680 J - has periods in K.U. CO.
37. Ky 998 B - change "City Far" to CITY CAR
38. Ky 998 D E - add letter "O" to Reverse.
39. Md 60 M - add period to C. & S. R'Y CO.
40. Md 560 B C - Obverse should read THE POTOMAC EDISON CO. PE
41. Mass 260 A B - delete period after CO
42. Mass 997 - these zone checks are Bronze, not Brass.
43. Minn 50 - in explanation correct name is CUYUNA RANGE
44. Minn 230 C - put ditto marks under (HORSE)
45. Minn 230 G H I - correct name is REICHERT, not "Reichers"
46. Minn 680 G - Obverse should be 707 CAB CO. RED WING, MINN.
47. Mo 430 C D - has (white incuse letters) on both sides.
48. Neb 540 L - change NEER. to NEB.
49. Neb 700 B - remove period after CO
50. NJ 555 D - change c to ¢
51. NJ 825 - correct number of Salem is 825.
52. NY 385 - correct number of Hudson is 385

53. NY 629 - in the note about the error, it should read "similar to 629 J"
54. NY 780 C - word "electric" appears on the streetcar.
55. NY 890 C - should be 32mm, not 31mm.
56. NY 980 A - change name to LAWRENCE C. BRENNAN, JR.
57. NC 660 B - should read (dots & no dots)(plural dots)
58. NC 830 A - should be (Rev. A and D) and not (A and B)
59. Ohio 440 F G H - add (Rev. A)
60. Pa 320 D - there is no apostrophe in DIRECTORS; add period after TICKET. and correct title reads PREST....and add a period after RINEK. (no period after PREST)(20x32½mm)
61. Pa 355 A - add period after TRIP.
62. Pa 405 A - add ELECTRIC as it appears on the side of the car.
63. Pa 725 B - comes both with blank reverse, and obliterated letters on reverse.
64. Pa 725 D - correct spelling to "Passenger"
65. Pa 745 B - add (dark brown)
66. Pa 745 D - add (light brown)
- (67. Mich 885 C - add in price of 15¢)
68. Pa 750 W - change period to comma after Police,
69. Pa 750 X Y Z - remove period after PHILA
70. Pa 750 AA - remove comma in OCT. 3 1941
71. Pa 750 AN to AQ - have (emblem) on both sides
72. Pa 965 C is incuse, but 965 D is not.
73. SC 997 ZC-1,2,3 - obverse letters are (incuse)
74. Tenn 430 G - should read (same reverse as F)
75. Tex 145 C - there is no comma after DRY GOODS
76. Tex 810 E - add (Zinc-plated)
77. Vt 520 A - change "Lines" to LINE
78. Va 65 B is 24mm, not 23mm.
79. Va 730 A is 24mm, not 23mm.
80. Wash 840 M N O P - on Obv. remove comma and INC. to make it read simply SPOKANE CITY LINES
81. Wash 990 A - add (large letters)
82. Wash 990 D - add (small letters)
83. Wisc 180 C - add apostrophe before 'BUS to make it read WOLF'S 'BUS LINE
84. Wisc 510 A - add period after COMPANY.
85. Hawaii 210 J K are 32mm.
86. Manitoba 900 A - is 26mm.
87. Nova Scotia 350 E - add (Sc-clover-leaf)
88. Ontario 400 B - correct order of wording is B. 2401
89. Ontario 650 A - should be (25mm)
90. Ontario 875 A - add apostrophe in BURN'S TRANSFER
91. Quebec 150 B - is 22mm.
92. Quebec 345 E - there is no period after CO on obverse.
93. Quebec 850 D F - there is a period after A. in A. Laramee

THAT GAP IN THE FOREIGN CHECK LIST

The Editor admits that he goofed badly by omitting several English cities between Rochdale and Shipley. To rectify matters, we are re-doing pages 29-30 and putting the skipped cities in proper sequence. So you can throw away your old sheet of pages 29-30 and substitute the enclosed new 29-30. However save 31-32 which accompanied the Nov. issue, as we shall catch up to it and it will only be necessary for you to renumber it. My apology; but I must plead my total ignorance of foreign tokens (well, almost total ignorance, anyway).

DECEMBER SUPPLEMENT TO ATWOOD'S CATALOGUE
By Ralph Freiberg

KENTUCKY

Louisville 510 (R.F.)
 LOU. TAXICAB & T. CO. FOUR CAN RIDE THE PRICE OF
 /ONE TWO MILES FOR 25¢ (bronze center)
 BS o A 35 Sd Royal Blue Yellow Cab Good For 25¢ on Taxi
 /Ride City 1600 (bronze center)(numerals
 /stamped on edge of token) \$1.00

NEW JERSEY

Zone Checks 997
 ZONE TOKEN
 ZC-6 Bz 23 Sd (same as obverse)(red in center)
 ZC-7 Bz 23 Sd (same as obverse)(blue in center)
 ZC-8 A 23 Sd (same as obverse)(painted blue)

VERMONT

Brattleboro 150 (reported by J.M. Coffee Jr.)
 BRATTLEBORO TRANSIT CORP. ONE FARE
 B A 25 Sd American Vecturist Assn. Token Collectors
 /10th Anniversary 1948-1958 .20
 C B 25 Sd (same as B) .75
 D K 25 Sd (same as B) .75
 E WM 25 Sd (same as B) .75

WASHINGTON

Bremerton 80 (reported by Clarence Heppner)
 WASHINGTON TOLL BRIDGE AUTHORITY OLYMPIA WASHINGTON
 /STATE OF WASHINGTON (BRIDGE)
 J A 26 Sd Port Washington Narrows Bridge Project .15

WEST VIRGINIA

Wheeling 890 (reported by Dr. Emrick (O), and M. Scott (P))
 THROUGH 10 WEST
 O o B 28 Sd (same as obverse) 2.00
 THROUGH 15 EAST.
 P o B 30 Sd (same as obverse) 2.00

NOTES BY RALPH FREIBERG

This month I shall clean up some odds and ends that have been hanging fire. With regard to the Wheeling, W.Va., tokens, we had a beautiful explanation regarding these tokens and why they are all copper, but it seems that there must have been others struck in brass. I asked Mr. Scott to take his token to the Pittsburgh Convention and those who saw it all agreed it was brass, so all I can do is list the one that Dr. Emrick reported, as well as Mr. Scott's token. I am pricing these at the same price as the others, but evidently at the present time they are much scarcer than the price would indicate.

I have an article on Zone Checks elsewhere in this issue. The New Jersey items above are known as zone fare checks even though the word "token" appears on them. Since it has been decided not to change any more sequence numbers, I'll have to list the aluminum one as ZC-8. In any case, there are four aluminum ones, one painted red,

one green, one blue and one gold (some might call it yellow). Maybe these aluminum ones didn't hold up so well and they then got the same color sequence in bronze with the center painted the various colors: red, green, blue, gold. These four bronze tokens are identical to the ones listed under Massachusetts which, by the way, should have been listed as Bronze instead of Brass. I have not been able to find out just how far these zones extended, but there does not seem to be much cooperation from the company and the New Issues Service has been unable to get certain ones to send out.

I have been holding up the list of corrections to the Catalogue, because I wanted to run one long list rather than a series of little ones. After hearing from various collectors and checking over my own collection carefully, I have drawn up the list of corrections which appears elsewhere in this issue. I have not at this time tried to make a list of varieties to be added, as it is a long way from being complete. I have also refrained from adding other (plain & coated) varieties as I believe in the striking of certain tokens, a certain type of material was used on some of these steel tokens, and as soon as the coating wore off they looked black and had the appearance of "plain" or "uncoated" steel. There are many of steel tokens made of this same type of metal, which possibly could be called plain or coated steel. My personal opinion is that there is no such animal as a plain steel token. I shall probably step on a lot of toes by this statement, but I have ignored a lot of corrections for this category to be added.

NEW ISSUES SERVICE NEWS

As we go to press I still have only one token to send you, and this will be sent after the first of the year (to avoid the Christmas mail rush). This will be N.C. 40 A, Emma Bus Line. It was first put into use at the rate of 2 for 25¢ on September 15, 1957 (now obsolete) but will soon be put into use again on the Johnson School Line in Asheville at the rate of 2 for 30¢. This company first started operations with 3 buses in 1950; they are now using 7 buses and do a lot of charter work in and around Asheville. There is also a possibility of 2 more tokens. If successful I'll send all 3 to you at the first of the year; more on these 2 later. Also I shall be sending your way the aluminum Brattleboro token, thanks to Mr. Coffee for sending to me for the Service.

Last month I mentioned that the initials on the reverse side of NY 630 F stood for Bale & Smith. I forgot to mention that this was a well known firm of engravers at that time, and it was they who manufactured NY 630 F. The German silver was also called "Feuchtwanger silver." The token was used in the 1830's. While on subject of initials, Mo 830 B initials stand for the owners' first names: Ernie Walters and John Krebbs.

Welcome this month to the New Issues Service to John Clymer of Dallas. And I hope that you all have had a joyous Christmas and a prosperous New Year in prospect.

- John G. Nicolosi

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