

THE FARE BOX

A Monthly Newsletter for



Transportation Token Collectors

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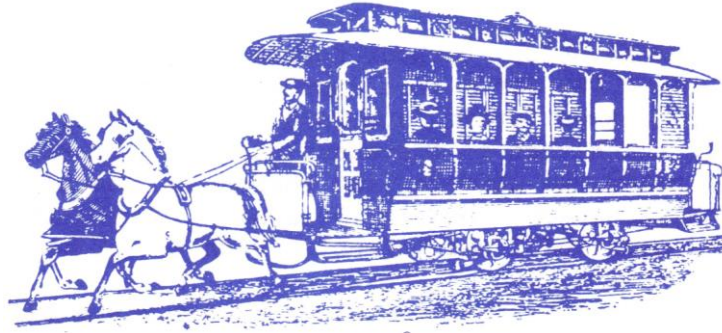
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OUR 891ST ISSUE

AVA Temporarily Acquires Two Names - FOR THE FARE BOX

During the Wilmington convention there were two occasions where our beloved AVA temporarily acquired a pair of new names.

The first occurred during the late-afternoon of Friday, August 6, when during an elevator ride to the lobby, Keith and Kelly Baron and I shared the car with two men. One questioned Keith to the name of the organization on his shirt, and thought that it said "American Vasectomy Association."

On Saturday, as we were nearing the end of our ride on the Wilmington & Western Railroad, the train's conductor thanked the "American Vecturistic Association" for riding the railroad today. A short time earlier, he had questioned Joel Reznick about the group.

Randy

CLEANING TOKENS with NEVR-DULL

Rich Mallicote, Past President AVA

While it is common practice not to clean coins, it is perfectly acceptable to clean transportation tokens. In fact, sometimes cleaning the token is necessary to tell the difference between a brass and a bronze token. When clean, brass tokens appear yellow in color, while bronze tokens appear more orange in color. At the Wilmington convention, I demonstrated a method of cleaning tokens that I have used for years. It was recommended to me by the late Bill Sowell, past President of the AVA.

I use Nevr-Dull to clean my tokens. Some people use dips and other chemicals to remove the outer layer of the token, but that can accidentally remove part of the metal from the token and usually takes longer to perform the cleaning. Nevr-Dull comes in an aluminum can and contains cotton swabbing that has been soaked in a cleaning chemical. It only removes tarnish from the token - not the metal. I place the token on a flat surface that will help hold the token down (I use a piece of leather) and use a small piece of the cotton swabbing to scrub the token. After rubbing the token several times on one side, I flip it over and rub the token on the other. Then I wipe



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off any remaining chemical using either a paper towel or cloth towel. Nevr-Dull removes most of the tarnish from the token and leaves it polished to almost how it looked when it came off the die. It works well on White Metal, Brass, Bronze, Copper, Aluminum, and Steel. As a side note, I usually use a steel brush to clean zinc tokens and to remove the rust from steel tokens.

Nver-Dull can be purchased from Wal-Mart in the automotive section with the cleaning supplies. It was made mostly for cleaning engine parts, especially chrome. If your Wal-Mart does not stock it, it can be ordered.

St Francisville Illinois Ferry Token 12 ½ Cents Ferryage – Atwood’s Illinois 768-C
By Curtis Judge # 1566

The St. Francisville Ferry when in operation, crossed from a Knox County, Indiana landing at the base of the Sixth Street Road from Vincennes to St. Francisville on the Illinois side. A ferry had been in operation by various owners at this site for at least 115 years. Early ferries were poled across, later boats were pulled by teams of horses kept on each side. The modern ferryboat was powered by a diesel engine. W. C. Gillespie, the final owner, continued operations until 1997 when a modern four lane highway bridge was opened on Highway 60 making the ferry obsolete.

The interesting token shown below is one of three different varieties issued by Gillespie. It is listed as Illinois 768-C in Atwood’s catalog. Struck in brass the 22 X 31mm token was good for 2 ½ cents in ferryage. This example has a die crack from 5-4:00 on the perimeter. Catalog valuation is given as \$90.00, no recent sale results could be found to indicate current market valuation.



This image shows the ferry shortly before it was made obsolete by the highway bridge.



St Francisville Ferry Catalog valuation is given

In a scrapbook donated to the Museum is a undated newspaper article describing the loss of the St. Francisville ferry--the Julie Ann. (If any reader can furnish the year that the ferry left, the editor would much appreciate it.--1970?)

Monday June 22, at 5:00pm St. Francisville residents gathered on the Illinois side of the Wabash River to get a last glimpse of the Julie Ann as it made its way down the Wabash River to its new home in Dayton, Tenn. The new owners, James Sinclair and Wilford Caraway accompanied by Sinclair's son, Berry, plan to make the 700 or so mile trip in seven to ten days.

Owner Isaac Caldwell named his steel-framed ferry after
granddaughter, Julie Ann Newman.

He was shown here leveling the dock, a chore necessitated by high water.

The ferry when in operation, crossed from a Knox County IN landing at the base of the Sixth St Road from Vincennes to St. Francisville on the Illinois side. A ferry has been in operation at this site for at least 115 years. The first ferry at St. Francisville was established in 1805 or '06 by a Frenchman, Joseph Tougas. This vessel carried tow carts and was poled across the river. Its location on the westward trail make it one of the most famous ferries on the Wabash.

Today's ferryboat is powered by a diesel engine. The early ferries were poled across the river and later ones were pulled by teams which were kept on each side of the river.

The Julie Ann operated by Isaac Caldwell and named for his granddaughter, is of steel construction and was purchased from Pearl in 1965 by Caldwell and Bob Kohlhouse. They made the 500 mile trip down the Illinois river and the Mississippi river and up the Ohio to the Wabash, taking two weeks. They were greeted by a large crowd of spectators who were enjoying a Memorial Day celebration at the River Park.

Ike Caldwell has operated the ferry for the past 32 years his brother, Clyde Caldwell. At the death of his brother, he bought the ferry from Mrs. Clyde Caldwell and Mrs. Pauline Gillespie.

For the past few years he and his son Fred have operated the ferry constantly with only high water and freezing of the river stopping it. In 1936 the river froze over 17 inches thick and cars were able to drive across the river on the ice.

More information about the Ferry can be found in the Historical Society's *Lawrence County Illinois 175th Anniversary* book for sale at the Museum. A limited amount of research by this editor seems to point to the fact that the Julie Ann continued to be in use at the Site of Blythe's Ferry, Dayton, Tenn as part of Tennessee Hwy 60 until it was replaced by a new 4 lane Bridge 1997.

Posted by [Donna Burton](#) at 4:30 PM

Labels: [St. Francisville](#), [transportation](#)

Ill 768-C \$90 3 vars brass 22X31

SEPTEMBER 2021 SUPPLEMENT TO THE ATWOOD-COFFEE CATALOGUE

Joel Bernstein

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DELAWARE

wilmington 900

GOOD FOR ONE RIDE ON THE WILMINGTON & WESTERN
RAILROAD SATURDAY AUGUST 7, 2021
70th ANNUAL CONVENTION WILMINGTON, DELAWARE
(STEAM TRAIN)

K B 39 Sd American Vecturist Association \$20.00
Organized 1948 (trolley car)

IOWA

Denison 290 (reported by Larry Dziubek)

HILTON'S TRANSFER./DENISON, / IA.

D B 27 Sd Good From Hotels to Depots Only 475.00
(18mm aluminum center through token)

PENNSYLVANIA

New Castle 695 (reported by Larry Dziubek)

LIVING TREASURES WILD ANIMAL PARK

E Pr 39 Sd Good For One Camel Ride (camel) 6.00
(white printing)

TRANSPORTATION RELATED

Dubuque IA TR IA 200 (reported by Frank Sherkow)

CITY OF DUBUQUE KEYLINE (BUS GARAGE)

A B 38 Sd Keyline Restoration Token 1990

Philadelphia PA TR PA 650 (reported by Joel Reznick)

PHILADELPHIA RURAL TRANSIT COMPANY PRT

(DOUBLE DECKER BUS)

A B 23 Sd Aug.C.Frank Philadelphia Pa.

Tacoma WA TR WA 950 (reported by Joel Reznick)

TACOMA SUBURBAN LINES

B Pg 31 Sa Tacoma Du Pont (white printing)

CORRECTION TO A-C 7

(reported by Joel Reznick)

Add the following note below IN 1000 E:

IN 1000 C, D, and E were from Fort Wayne IN and were given to bus
riders to be used for discounts from various merchants. The tokens were
not used for fares.

(reported by kris olson)

CA 185 D remove the word "village" from reverse.

(reported by Bob Schneider)
PA 605 K,L, and M- triangle logo is on both sides of the tokens.

(reported by Larry Dziubek)
CA 525 A - add the following note below CA 525 A
Also exists with a V counterstamp under the N on the reverse.

CORRECTION TO A-C 7 and A-C 6

(reported by Kris Olson)
MN 460 F telephone number is 1-877-457-4318 not 8-877-457-4318.

CORRECTION TO A-C 7 SUPPLEMENT

(reported by Richard Mallicote)
WI 300 G - obverse should say "ONE YOUTH FARE" rather than just "YOUTH FARE". Also, obverse contains a tree.

Discussion

DE 900 K is the recently issued 2021 AVA convention token.

IA 290 D is similar to IA 290 A except that the reverse lettering is all on one line and the obverse contains a comma after DENISON.

Living Treasures Wild Animal Park is located near New Castle PA. A sister park with the same name is located in Jones Mills PA near Donegal off the Pennsylvania Turnpike east of Pittsburgh. Camel rides are offered for \$6.00 at the New Castle park.

Philadelphia Rural Transit existed in the late 1920s and early 1930s. I have not been able to find what routes were operated by the company nor have I been able to determine the use of the token. Since it does not indicate that it was good for a fare, I am listing it under the transportation related category. The token was minted by August Conrad Frank (1864-1946). Frank was born in Germany and came to America in 1892 to see the Chicago World's Fair. He later settled in Philadelphia and founded his engraving company in 1894. The company was continued by Frank's sons after his death but was sold to Medallic Art in 1972.

From the early 1950s to the mid 1980s, Tacoma Suburban Lines operated between Tacoma, Fort Lewis, and McChord Field. In the 1959 Hitchcock Passenger Transportation Directory, it was listed as having 17 buses.
I suspect that the token was either used for fares or as a fare check but cannot prove it.

NIS news and report

Well back home and working on getting the Convention token out to members that get them through the mail. I hope to have it all complete and mailed by Tuesday or Wednesday so most everyone should have this fine token by early September.

I had an interesting trip to and from the Wilmington Convention. I took the train. I had to be up around 4:30 AM to catch the Carolinian, a state sponsored train that runs from Charlotte to New York City daily with top speeds of 103/110 mph. The diesel goes slower than the electric. Departure time was set for 7:15 AM. I had to shower and finish packing the car to get to the Station early to get my bags checked. Turned out I needed every minute extra I had built in my timeline as I had an overweight bag by 12 pounds and Amtrack does not allow that. They have a 50-pound max per bag. I had to buy a shipping box (from Amtrac) and shift some heavy stuff to it. I had found out the night before that I my ticket had been upgrade to business class and was happy with the prospect of the cushier seats. I had bid for the upgrade with a \$39.00 bid, the minimum bid allowed.

The Crescent has a shorter route but is schedule to leave Charlotte an hour earlier. After getting my heavy suitcase and box check (they went on the Crescent which was running late) while I traveled on the Carolinian(which left Charlotte within seconds of schedule time). The Crescent was actually behind us leaving Charlotte, (it was at the platform when we left Charlotte). The Carolinian had no baggage car, so I got lucky to not have to deal with my two carry-ons, a 40 odd plus pound suitcase and twenty something pound box. The 11 stops the train made in North Carolina took up much of the trip time and resulted in our being about a thirty minute late getting into Washington. The eight stops after leaving North Carolina seemed to go faster. The GE P42DC diesel locomotive that pulls the train from Charlotte to Washington is replaced by a Siemens ACS-64 electric locomotive for the rest of the trip. One advantage of business class is free nonalcoholic beverages which I discovered when I got a sandwich in the cafe car around 1 PM. Live and learn. The Carolinian is getting the view liner baggage car back soon. They were removed last year when service was stopped.

I must say the staff and crew aboard the train and at the stations was most helpful and friendly. Even though I had to carry my two suitcases and two carry-ons aboard the train, it went well. (Amtrac staff did much of the work for me). They were stored in the front end of the business coach. I had decided to bid on the upgrade for the return and I got it. Worth every cent.

To summarize, I took a train to the Convention where one of the highlights was a train ride, then took a train home. It was fun a fun experience . T

Starting on Monday August 30 Charlotte will start a new streetcar service running about 4 miles using 6 new Siemens S-70 streetcars. The service will operate revenue free time January 1, 2022. I hope to have time Monday to ride but may wait a day or so to get the NIS Convention tokens shipped.

FARE BOX ~ BUY ~ SELL ~ TRADE

September 2021

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

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

#05 Auction: I have a complete set of AVA Convention Tokens. The set includes 68 tokens from 1958 (Brattleboro, VT) to 2019 (Mesa, AZ). Catalog Value is \$670. I will accept bids starting at \$600 by mail or email until October 31, 2021. I will pay shipping costs. Art Desnerck, 5897 Rt 380, Sinclairville, NY 14782-9657, arthurmd5@yahoo.com

#35 For Sale: Selling a large, comprehensive transit collection. Soliciting your transit want lists for any states. Have many less scarce tokens available for sale. Can also provide starter sets or flea market inventory. Larry Dziubek, P.O. Box 235, Connoquenessing, PA 16027 or LCDZIUBEK@zoominternet.net

#35 For Sale: Convention Token Set 1962-2007 (A total of 50 tokens). Also have some extras of most years. Write to Jim Tanzer, 13531 Clairmont Way, Unit-76, Oregon City, OR 97045-4258 or call (971) 340-6586. If I don't answer, leave a message and I will get back to you as soon as I can.

#70 Wanted: Still looking for MN775-A (F.C.I. / ONE / FARE) and any other scrip or tokens related to prisons or jails. Send offers to: Bob Hewey, 307 Seabury Drive, Bloomfield, CT 06002, 860-643-5701 or boltonbob@aol.com