

A PUBLICATION OF THE IVES TRAIN SOCIETY

June 2019



IVES TRACKS

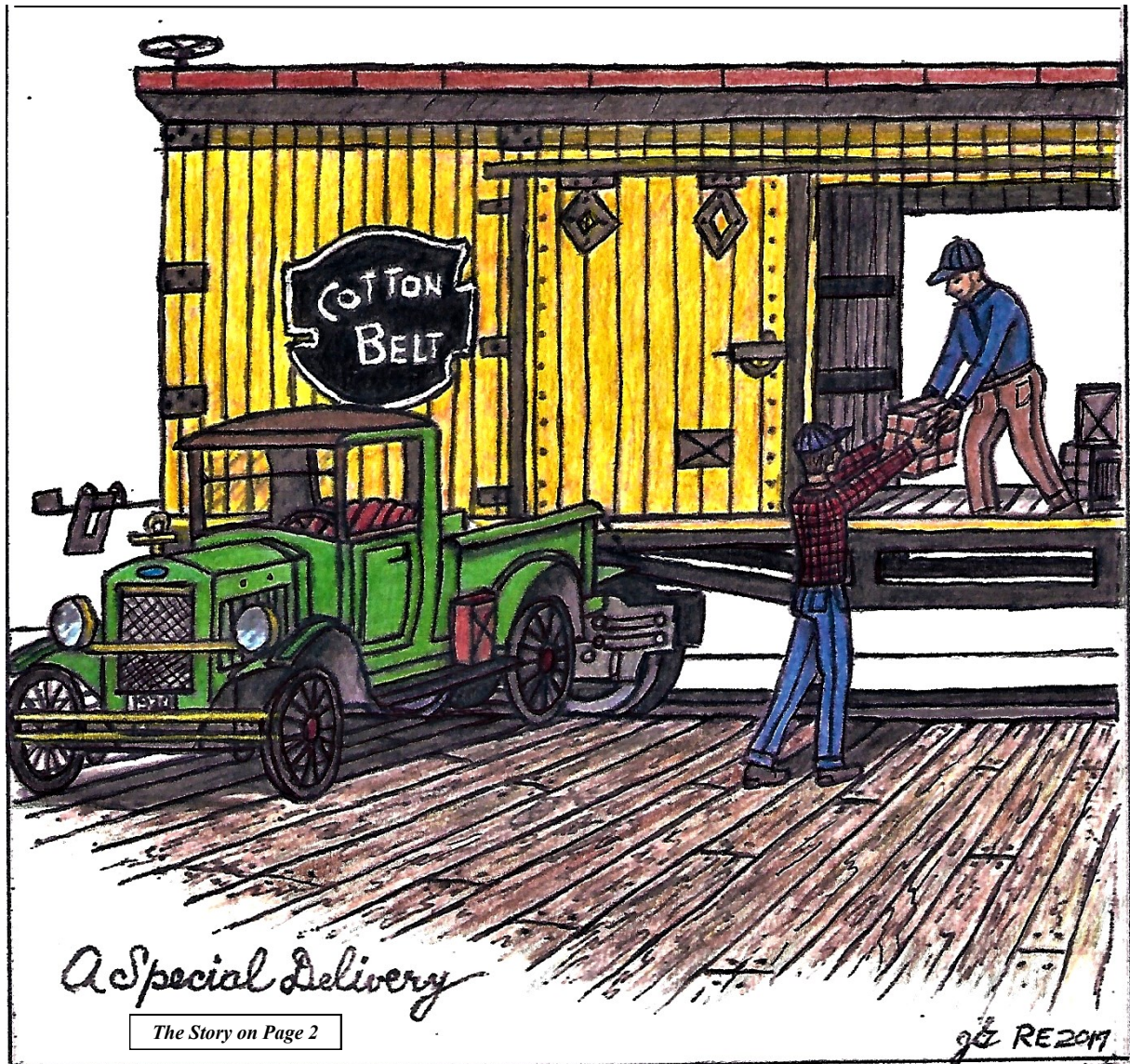
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A SPECIAL DELIVERY

By: John Gray I-6662

During the 1920s and 30s, many rural residents across America relied on the railroads for "special deliveries". Unlike today, they didn't have the convenience of door-to-door, overnight delivery companies like Fed-Ex and UPS. More often than not, the local train depot served as the pickup point for special packages and parcels.

The front cover illustration depicts a farmer in Virginia collecting a "special delivery" package from the local train depot. After arriving home, he, his wife and children will excitedly unwrap the package to find the family's very first set of Ives Trains.

The "Cotton Belt Route" herald on the Ives freight car represents just one of the many railroads serving the nation at that time. Literally dozens of railroads such as the Santa Fe, Erie, Rock Island, New York Central, Union Pacific, North Western, Pennsylvania, Soo, B&O, and others, just to mention a few, were in competition for the nation's freight business.

The Ives Manufacturing Corporation was quick to apply the railroad heraldry to its line of toy freight trains, with eight different railroad heralds available on its 1 Gauge freight cars and no less than fifteen available on its 0 Gauge sets.

Ives was especially good at reproducing the intricate details associated with this heraldry, along with many other aspects of the car's exterior, thanks to their expertise in lithography.

Today, modern railroads and toy railroading are but shadows of an earlier time when real railroads were the very life line of our nation, and the toy trains that represented them energized the imaginations of countless young boys everywhere.

PRESIDENT'S COLUMN

By: Don Lewis

Editor's Note:

This issue represents two articles on the same subject, the IVES unique/prototype Ice Cream Car and the IVES unique/prototype Crane. The Tomato Soup cars also discussed in this issue cannot be considered prototypes since they were made for a specific purpose like the Harmony Creamery Cars, and never intended to be placed into normal production. David Otth wrote his article back in September 1987; mine was written in February 2015 as a result of my visit to view these pieces back in 2012. The pieces in question have since been sold and reside in another collection.

IVES PROTOTYPES? BY Dave Otth

(T.T.O.S. article September/October 1987: Reprinted with the permission of Dave Otth)

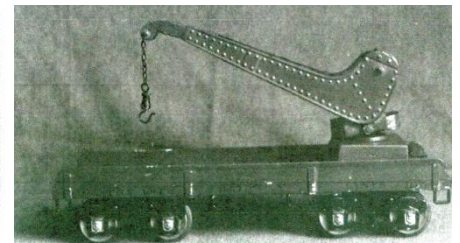
A number of articles have been written about Lionel Prototypes from both the postwar years and standard gauge era. Less frequently Ives factory prototypes appear, and the associate story usually ends in a need for more information. Reasons for this result from an earlier factory demise (1930 versus 1966 for Lionel fewer trains and a smaller group of dedicated collectors. However, the desire for train production and background history is a fervent as for any Lionel piece and thereby basis of this article.

The tomato soup tanker, ice cream box car and crane cars shown below belong to Ed Garacochea and were obtained in 1930 from the Ives factory and represent prototypes for the production and a specialty car. The crane car and ice cream box car (style from the Ives circus set) were never put into production and are considered true prototypes. However, the tomato soup car had a limited production of thirty tank cars, without faucets for a convention or company meeting.

For the same meeting one car with two faucets (for each side) was made. The same car has no dome cover so one could fill the car and then drain off tomato soup as desired. The 30 tomato tankers had normal tank dome covers. One can only speculate what the tomato soup car was made for and to what set the ice cream box and crane cars were destined. Other collector have further information on these rare Ives cars, if so we welcome your input.



Ives Tomato Soup with faucets on either side; note top cover of dome is off.



I have been hesitant to publish my article since some on the board of the association are skeptical about the legitimacy of these prototypes and rightfully so. Finding David's article in an old issue of the T.T.O.S. publication "Bulletin" has rekindled my desire to put this information out to the society members, and to allow you to make up your own mind about these pieces.

On the pages that follow I will discuss the provenance of these pieces, as best known to me after discussions with other collectors. Also included is an article on the Tomato Soup cars, reprinted from the March 2016 issue of Tracks. This article is being used again since it is pertinent to the timeframe when the prototypes were discovered, and finally, we have an article on the prototype pieces themselves and the counterfeits that were created.

The provenance of The IVES PROTOTYPE PIECES

by Martin Fasack and assistance from Joe Palermo

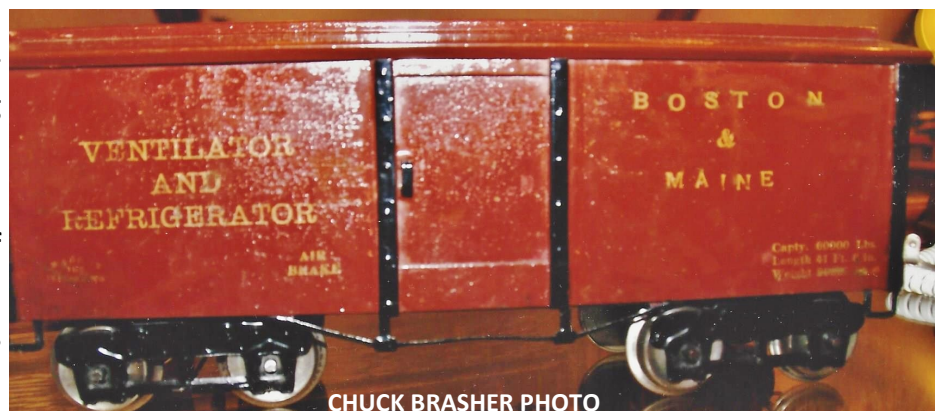
Around 1984 Jerry Blaine received a lead from a hobby shop about a storage locker that contained trains. The items in that locker were in there since the 1950's and lay dormant until the owner died and the estate took over its ownership. In that locker were IVES 1134's in nickel, a Dorfan 1134, some Prosperity pieces, a box of IVES parts including sample engineers for the cast iron 1134s, (4) Tomato Soup cars (3) without spouts, and (1) with a spout, a unique Crane Car, a unique Ice Cream Car, a black 3236, a black 3243 and other IVES related items. All the items were in "display" condition and not "played-with" condition leading to the speculation that these items were possibly from an employee of IVES on the West coast.



Jerry Blaine bought the contents of the locker from the estate. Jerry moved the storage chests from the storage locker to his home. The first pick of the liter was to Edmond Garacochea who got the nickel 1134, the Dorfan 1134, the unique Crane, the Tomato Soup tanker (not sure how many), the unique Ice Cream car, and possibly some other select pieces. Chuck Stone got the parts chest which was recently sold at a Ted Maurer Auction, and the bulk remained with Jerry selling off just enough to pay for the deal and keeping the remaining items.

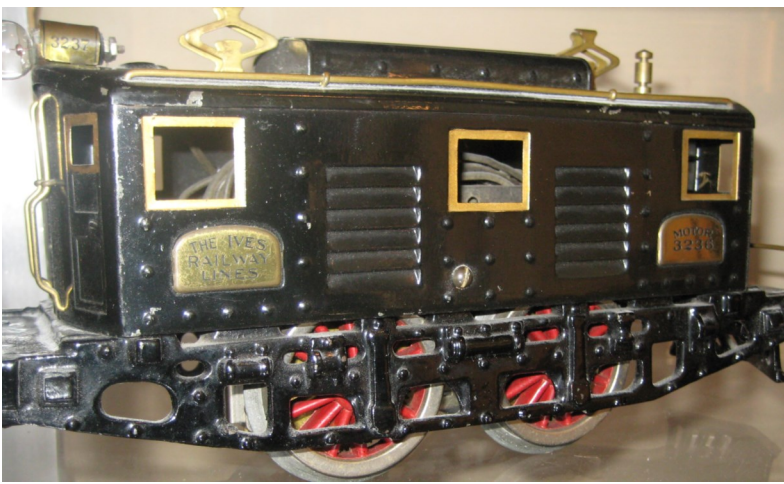
Sometime later after Ed Garacochea past away Jerry Blaine reacquired these pieces with the purchase of Ed's train collection from his estate. Jerry eventually sold off two of the pieces to Chuck Brasher which included a Tomato Soup car without the spout and the unique Ice Cream Car.

Sometime later Chuck sold these pieces to another collector on the West coast along with the unique Boston and Maine Box Car. The Boston and Maine car was not part of the locker find, but showed up at the Sheraton in York. This unidentified collector then proceeded to buy up other



pieces, including the Crane car from various recipients of Jerry Blaine's estate. Authenticity comes into question as a result of the many fake Ice Cream Cars and Tomato Soup cars that have surfaced in recent years. All these original pieces that Jerry Blaine procured were in this locker since the 1950's and therefore none of them could be repaints since the repainting phenomena did not start until the 70's. As an aid we have included an article showing the difference between an original and one of the fakes for both the Ice Cream and Tomato Soup tank cars

THE RARE and UNIQUE PIECES ON THIS PAGE ALL RESIDE IN ONE COLLECTOR



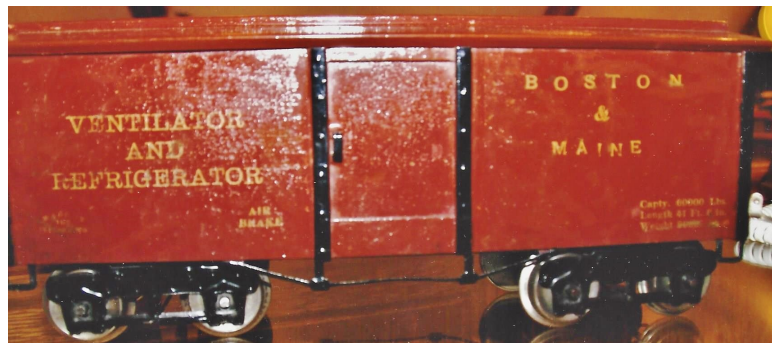
Rare Black 3236: Note embossed 3237 lamp — circa 1926



Rare Black 3243: Note 3242 plates – circa 1927



Unique Crane Car on 196 Bed



Unique Boston & Maine Box car



Unique Ice Cream Box car



Tomato Soup Tanker another view - no spout



Rare Tomato Soup Tanker Car with Spout



Rare Tomato Soup Tanker Car without Spout and Two Window Caboose in the background. Note the two window caboose is using brass steps, railing and ladder.

“IS IT REAL OR IS IT NOT”

BY Martin Fasack I-6699, TCA 79-13548

There have been occasions when I see a unique IVES piece that I also hear in the same instance “Jimmy” made those, Jimmy Cohen that is. In many instances because of the reproductions by Jimmy and others, the original piece gets lost, and all assume that everything that was made is not original to IVES. It would have helped if Jimmy had stamped his reproductions as such but that is not the case.

Jimmy was good and in some instances so good that it is hard to tell the difference between a Jimmy piece and an IVES piece. The effect is it taints the original piece and brings into question “is it real or is it not”?

I had an opportunity to visit a collection that contained many of these unique and rare IVES items, see page 5. How they all ended up in one location is described in a review of their provenance on page 4.

With an examination of this IVES collection I can attest with certainty to the originality of the following;

3236 Black – with gold trim and cast iron frame, c. 1927.

3243 Black - with 3242 plates no window panes, c. 1927.

192 Brown – Boston & Maine Box Car, c. 1927.

195 Red – Two window caboose, c. 1928

Two “Tomato Soup Tankers” are shown in the collection. These cars were made for a special IVES dinner that is described in detail on page 8.

We know at least 12 Tankers were made according to the IVES article. In addition, possibly a few extras were made for backup, and if you include some prototypes with and without spouts

you probably have around 25 – 30 tankers produced in total

The person who previously owned these tank cars from the collection attested to their originality. Unfortunately because of unsigned reproductions a cloud of skepticism is created over these marvelous pieces. On page 7 is a comparison of various real Tomato Soup Tankers to a reproduction.

That brings us to the IVES purportedly prototype IVES CRANE CAR that was never produced, and the IVES ICE CREAM BOX CAR which was also never produced. Everything I ever heard about the ICE CREAM BOX CAR was that it was a fake. If all of them were fakes, and all of them were made up by Jimmy, then they would all have the same rubber stamping, but they do not. See page 9 comparing the Ice Cream Box car to a fake Jimmy reproduction.

Another unique/prototype car is the IVES CRANE CAR. The IVES CRANE CAR remains a mystery to me. One major problem I had with this car was the rubber stamping (196) remained the same as a normal flat car. If this was a prototype wouldn't they show the new stamping on this piece? Don't know the answer to that question and until we have further investigation we cannot truly answer that question. One thing that is true, a photoflash of the car does support the same paint used on both the body and the cranes boom, indicating painted at the same time with the same paint.

One day the Society would like to get the Crane and Ice Cream car in a room with some of the purported reproductions to offer a thorough analysis as to their originality. The use of black-light would help in this analysis. All the pieces in the collection are from various collectors whom I've personally interviewed that have touched these unique items and from Joe Palermo who has helped me decipher the provenance of all these pieces from a storage locker to their current home.

“IS IT REAL OR IS IT NOT”

BY Martin Fasack I-6699, TCA 79-13548

As was shown in the article on page (6) IVES made up these cars for a special IVES dinner Below is a comparison of various Tomato Soup Tankers to a reproduction. We know at least 12 factory tankers were made according to the IVES article; possibly a few extras were made for backup, and if you include some prototypes with and without spouts you probably have around 20 tankers produced in total. Jimmy Cohen was responsible for many of these reproductions. Unfortunately because of unsigned reproductions a cloud of skepticism is created over these marvelous pieces.



FAKE TOMATO SOUP TANKER CAR

The lettering “190” is to far above the tankers railing, “TOMATO SOUP” Lettering is thicker than it should be
Paint Patina appears not to be correct.

REAL TOMATO SOUP TANKER CAR
Doc Robbie Collection
Missing Tanker Cap which is correct
Correct Lettering
ISSUES: Missing Spout



REAL TOMATO SOUP TANKER CAR FROM OUR WEB SITE

Correct Lettering
Correct Missing Tank Cap
Correct Top Vents
Correct Spout
issues: Condition is to good but possible

From Our Web Site: During the 1927-28 period the "Tomato Soup" car and others were shown in a 1929 IVES MINIATURE RAILWAY NEWS under an article called "Dinner is Served Via Ives Trains". It documented a special dinner held for the sons of railroad engineers where 12 boys were seated at a big table with track running from the kitchen to an oval of track around the table. Each boy had a semaphore (spelling from paper) that he would set when he wanted the food train to stop at his place. According to the article different freight cars were used to serve different courses, until the "ice cream, nuts, and raisins". The article actually showed the tank car below dispensing soup to a bowl and a line of Coke cars and what would appear to be a couple of hoppers loaded with something edible. According to the article there were 12 of these tank cars that obviously had to be specially painted and fitted with a working valve. We've never seen any hopper or coke cars that would appear to have been made for this special dinner

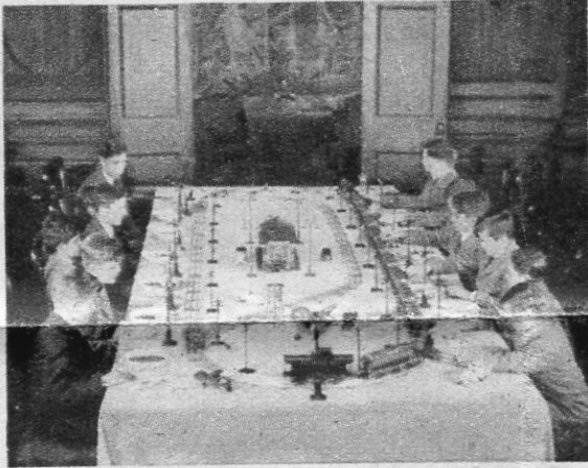
**IVES
TOMATO
SOUP
TANKER
CARS**

Dinner is Served Via Ives Trains

Perhaps one of the most unique ways that dinner has been served at a dinner party is through the means of Ives miniature trains.

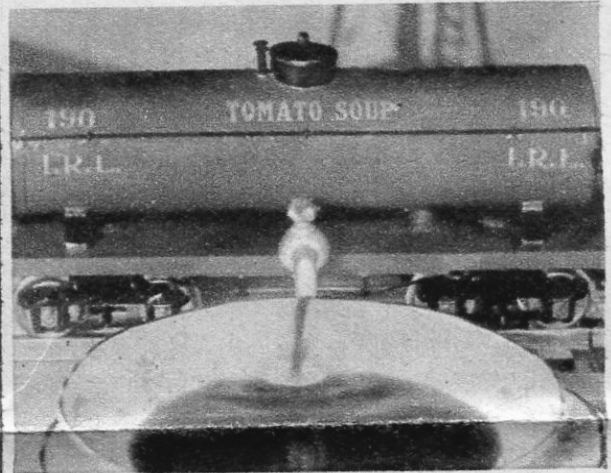
Ives trains have often been employed to give a novelty feature to a dinner on special occasions.

These unusual occasions have consisted of banquets at home, elaborate get-togethers of executives of large



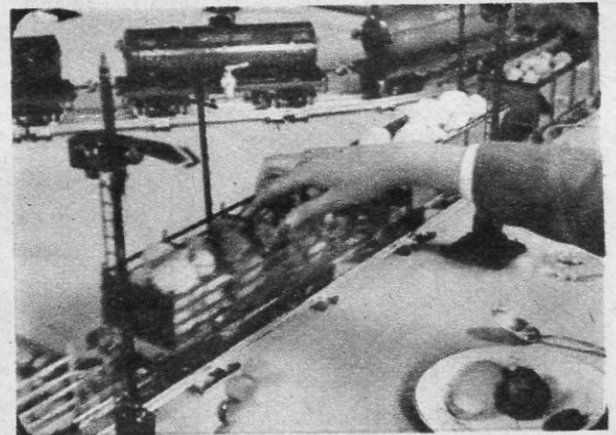
institutions, many banquets of railroad executives and railroad employees, and dinners of clubs and societies. Perhaps one of the most unique dinners was held not so long ago. The sons of railroad engineers had planned a dinner, and it was but fitting that the dinner should be surrounded with railroad atmosphere. A very clever table layout was arranged and opposite each of the twelve boys' places a semaphore was placed. The track ran from the kitchen to the table and as the boys were seated a train of twelve tank cars automatically was run in from the kitchen and stopped at each of the boys' places in turn. Each boy drew from the tank car red hot soup, and after each boy had been served, the train returned to the

kitchen automatically. Various courses were served in turn until the ice cream, nuts, and raisins. If the boy was anxious for a second helping, he merely had to set his semaphore against the train and it stopped for him to help himself.



The various types of freight cars can be used for the different courses, and as many cars in a train as there are guests at the table. Each car carries one course for each guest.

Hundreds of dinners have been served in this manner for various important occasions, and always the dinner has been voted a huge success.



CLOSEUP OF ICE CREAM CAR FROM THE COLLECTION ON PAGE 4. THIS CAR IS A REAL PROTOTYPE



CLOSEUP OF ICE CREAM CAR FROM THE IVES TRAIN SOCIETY WEB SITE. THIS CAR IS A FAKE



“MADE IN THE IVES SHOPS” AND “AIR BRAKE” ARE LARGER AND CLEARER AS COMPARED TO THE CAR ON OUR WEB SITE WHICH IS A FAKE. ALSO NOTE THE ROOF COLOR DOES NOT MATCH THE CAR AT LEFT.

THE ELECTRIC TROLLEY

By: John Gray I-6662



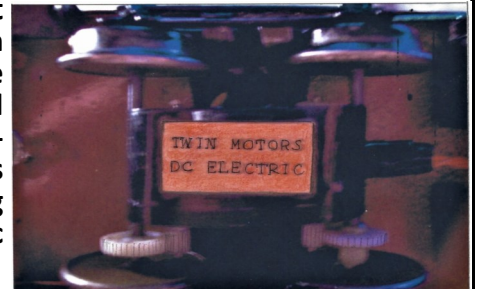
During the winter months here in Pennsylvania, when the weather is usually awful, there's time for indoor interests, one of which this past season, for me, was to construct an operating, electric trolley car.

I started with an old IVES 184 combine car for the body. After a repaint with colonial red for the body, and brown for the roof, I installed cellophane window panes, and use apple green for the transoms.

I was able to assemble two trolley poles with the spring-action mechanisms, plus the two electric insulators between them on the roof. I also mounted eight wheel journals with outside truck beams and painted them green.

The two cowcatchers mounted on either end were taken from an old Lionel electric Locomotive – good bye Lionel.

Inside the coach I installed a bridge rectifier to adjust the track voltage down to operate the front and rear headlamps, the interior lights, and the two 6-volt electric motors that I geared to both axles on one of the trucks, as in a real trolley car, Everything operates as intended, including the twin electric motors.



THE ELECTRIC TROLLEY.....cont'd

Although the car lettering says "B & O Electric R.R.", the car with its livery resembles the old Red Arrow Lines of Philadelphia, but in particular the vintage Pacific Electric's Red Cars, (see below), that were used during late 19th and early 20th Centuries in the Los Angeles area. This was the street car that I originally intended to duplicate.

As you probably know, most of the nations cities used electric urban and interurban transit systems during the late 19th and early 20th Centuries. I remember riding the old PTC trollies in Philadelphia as a kid in the early 1950's and was captivated by them. Even now, the charm and fascination of seeing and riding one of these vintage American street cars remains with me today.



A BRIEF HISTORY

One of the earliest builders of electric street cars in America was Frank J. Sprague, who in 1888 constructed the first large scale trolley system, in Richmond, Virginia, using a trolley pole to collect DC current as a pick-up, and discharging it through the wheels to the tracks.

Some other early electric trolley systems to be established were in Montgomery, Alabama on April 15, 1886; Scranton, PA on Nov. 30, 1886, giving it the name "Electric City"; the Lakeshore Electric Railway in northern Ohio in 1890; and Omaha, Nebraska in 1887, which were among many other American cities to install early electric trolley systems.

Some of the earliest trolley manufacturers in the United States were:

1. American Car Company (1891-1931)
2. J.G. Brill Company (1868-1956) of Philadelphia; one of the largest street car manufacturers in America.
3. Cincinnati Car Company (1902-1938)
4. Jewett Car Company (1894-1918)
5. G.C. Kuhlman Car Company (1892-1932)

6. Pullman Company (1891-1952)
7. St. Louis Car Company (1887-1973)
8. John Stephenson Company (1831-1917)
9. Perley A. Thomas Car Works (1917-1936)
10. Gilbert Car Company (1840's—1895)
11. Niles Car and Mfg. Company (1901-1917)

As I understand it, some American Cities have become enamored about re-establishing public electric transit systems, using updates technology, and modern, sleek coaches, some gliding quietly along the streets of American cities already.

THE IVES 0 GAUGE TROLLEY CARS



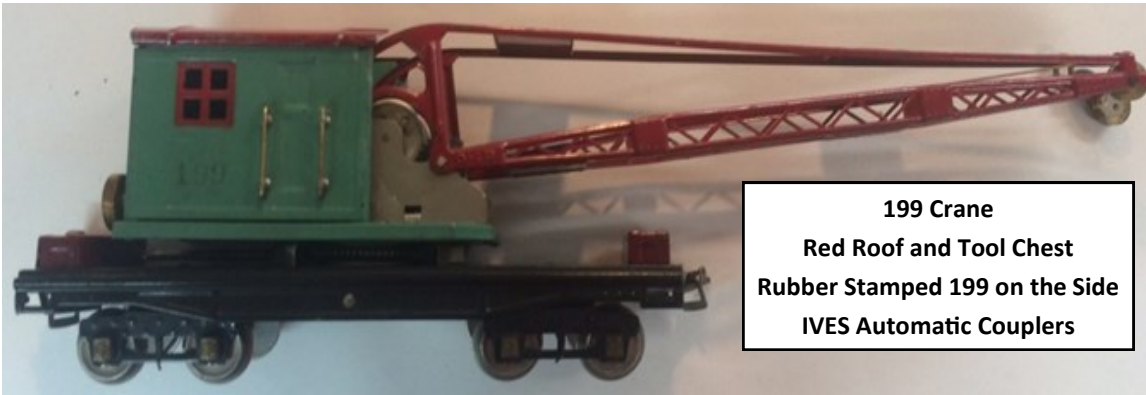
The first 0 gauge trolley cars produced by IVES were introduced in 1910. They were numbered 800, 801, 805, 809, 810 with the 800 and 801 being mechanically powered. The 805 was an unpowered trailer, and the rest were electrically powered, with trolley poles. One actually drew power from overhead wires.

The IVES trolley and street car sets were produced from 1910 to 1916. All were beautifully lithographed and were reasonably prototypical. Today they are rare collectibles.

I know we've had this discussion before and I'm not sure we have completely resolved this issue. See the email from Jerry below. Before I attempt to answer his question, give Jerry your opinion: Dave McEntarfer

From: Jerry Wagner TCA 74-6574
Subject: 199 Transition Derrick Cars

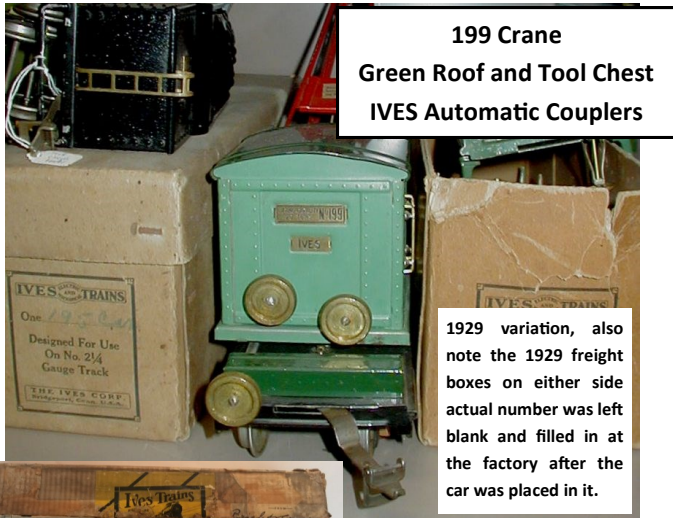
Could you forward this to folks who are intimate with 199 derrick cars. I own a couple. My question is which came first – the red-roofed, rubber stamped model, or the full Lionel colors and 200-series trucks model with long Ives couplers. Your transition pages say the Lionel color came first followed by the red roof model. Three points (1) The Lionel color model has brass plates that say 199, if it came first why did Ives have to rubber stamp the red roof model? (2) Sometime in 1928-29 the Ives four-wheel trucks were made stiffer and the cross-brace wire was no longer used. My earlier transition cars have the cross-brace wire, and later ones do not. They have the stiffer truck. My Red roof derrick has the earlier cross-brace wire trucks, and (3) The 1929 catalog shows what looks like the Lionel colored/trucked 199, and the 1930 catalog shows the Red roof RS 199? I believe that despite the catalogs, the Red roof 199 derrick preceded the Lionel colored 199. Correct?



199 Crane
Red Roof and Tool Chest
Rubber Stamped 199 on the Side
IVES Automatic Couplers



I agree with Jerry's assessment. The red roof crane has earlier automatic couplers, earlier trucks, as well as more unique features, such as cardinal red painted roof and over painted boom. Ives transition cars evolved from earlier more uniquely Ives to less uniquely Ives, and 1779 is a Lionel version entirely with Ives plates. The green roof 199 is an intermediate version. This evolution was probably a cost saving measure. - Gary Bolgar.



199 Crane
Green Roof and Tool Chest
IVES Automatic Couplers

1929 variation, also note the 1929 freight boxes on either side actual number was left blank and filled in at the factory after the car was placed in it.



1779 Crane 1931-32
Green Roof and Tool Chest
Lionel Latch Couplers



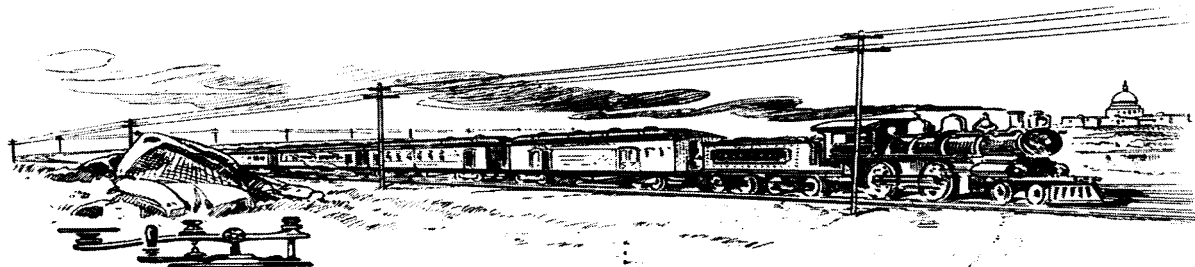
1930 199 Original Box

I no longer am sure which came first. The discussion went back and forth after that last one that Gary Bolger bought at auction in the original box. I originally thought that the rubber stamped one was later or 1930, because it shows it that way in the 1930 catalog and I've always felt the 1930 Ives catalog was gold in that everything pictured in it was exactly what was sold that year. It was probably the only catalog they published that was totally accurate, but I also think it makes sense that the rubber stamped one was first before they were able to get the brass plates completed and once they did they used the plates and didn't have to rubber stamp it anymore. At this point I don't have any confidence in which one came first. Dave McEntarfer

Additional thoughts by our members would be appreciated: send to - fasttrack@rcn.com

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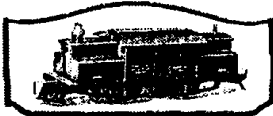


**THE IVES TRAIN SOCIETY
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