

A PUBLICATION OF THE IVES TRAIN SOCIETY

MARCH 2010



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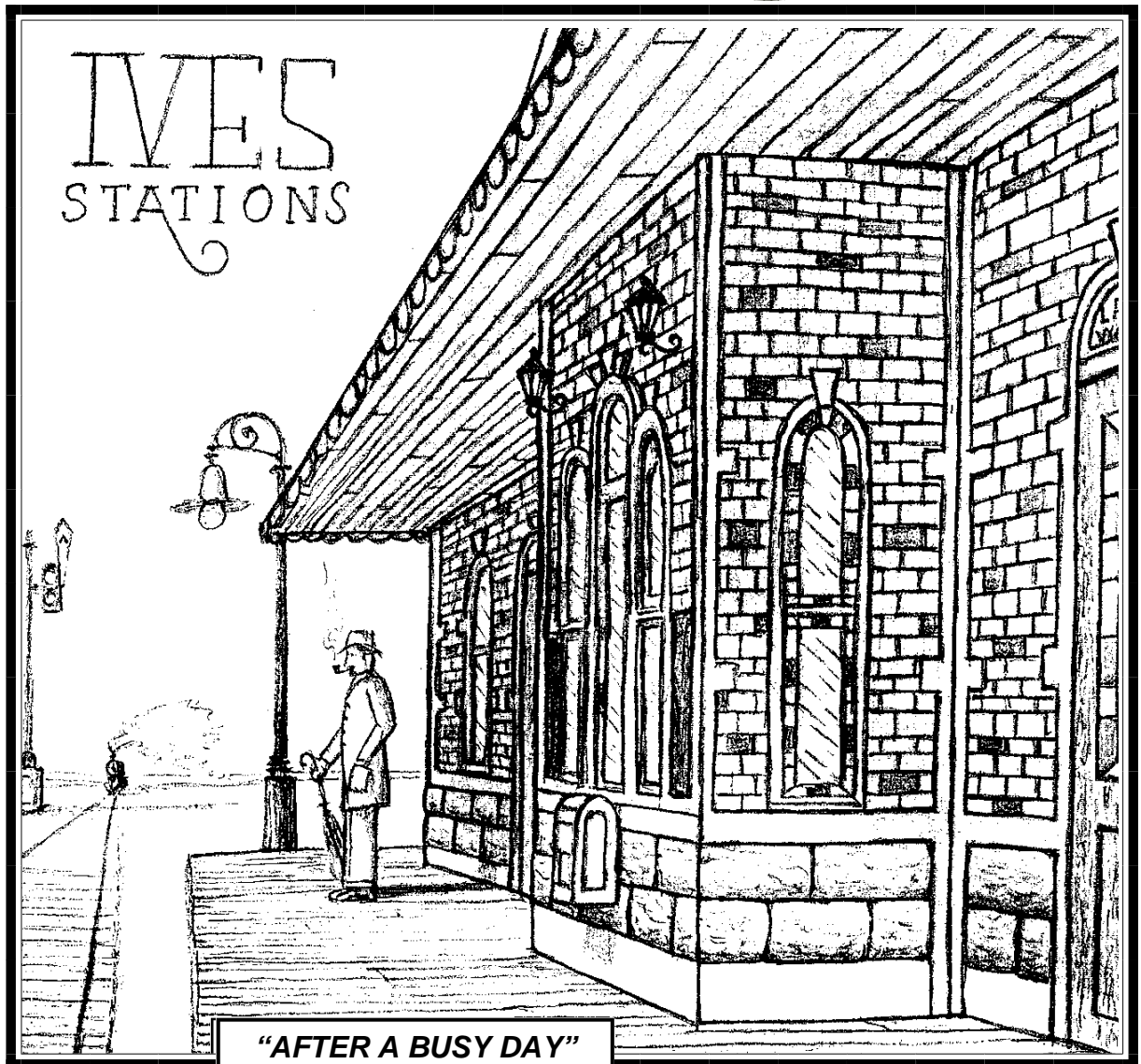
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"AFTER A BUSY DAY"

AFTER A BUSY DAY

By John Gray I-6662

(See front cover illustration)

Railway stations and train depots were among the major sign posts along the evolutionary path of America's railroads. From small, shed-like structures in remote rural areas, to the basilica like edifices of the largest cities, train stations represented the barometer of progress in the transferal of human and commercial cargo. They were at both the beginning and end of every railway journey, and by the early 20th Century, any town of consequences had its own railway station.

It was something of a matter of pride for a community to see its very own railway station built, putting the town "on the map" as it were. But today, except for larger cities, the railway station is a fading phenomenon in America, due to the rise of private transportation and the modern trucking industry.

Although most railway stations were constructed by the railroad companies that operated them, the size and style of a station usually reflected the economic status of the community it served, some barely containing a bench for waiting passengers to sit on, to huge complexes housing ticket agencies, cavernous waiting rooms, restaurants, and yes, even fine art and luxurious appointments.

This issue's cover illustration shows a well-off businessman waiting on the platform of an IVES No. 116 (F) station, "after a busy day" at the office. An IVES No. 306 (C) electric light stands at the far end of the waiting platform. In the distance approaches an evening commuter train consisting of an IVES No. 1132 Standard Gauge steam loco and passenger coaches.

Like the prototypes serving the nation at that time, IVES produced a wide range of railway stations to please the tastes of its young and not so young customers; from simple structures, to gloriously lithographed masterpieces with their complex detailing and vivid colors.

No toy manufacturer ever approached the expertise and care that IVES used in producing its toy trains and accessories.

Presidents Column:

Dear Fellow Society Member:

I am writing this the day after the blizzard of the year bypassed my part of Connecticut. I worked from home so it really wouldn't have mattered if we had received the predicted amount of snow. Unfortunately in between "work-type-work" I dismantled the Holiday layout which was still on the living room floor.

My Grandson (13 months) thoroughly enjoyed the trains making the rounds on their respective loops. As with all children his age, the lights and movement of the trains fascinated him. Needless to say, Grandpa had as much fun as he did, and some have even accused me of having more fun than my Grandson. However, he still has a train running since I put down a small loop of LGB track with the LGB rendition of the Ward Kimball Grizzly Flats Railroad (easy to pick up when we have guests).

I hope you were all pleased with the latest issue of TIES that you received in December. As promised we put in additional color photos, but more importantly, the content was great. John Basile did a great job. Hopefully you can drop him an email to let him know that.

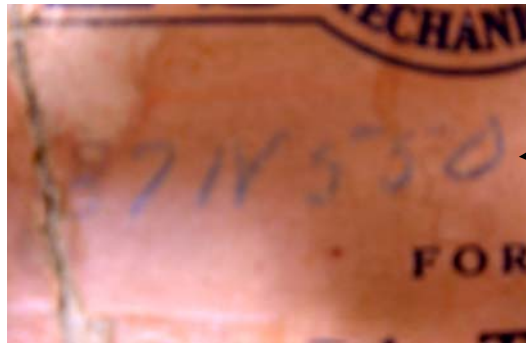
The Society continues to do well. Our membership continues to remain strong and extremely interested in the information which we continue to share. We know some of you are goldmines of information and we'd love to help you share it. Please let us know what the key is to unlock the treasure chest of information.

As always we will again be having the York IVES group meeting in the Orange Hall in meeting rooms A & B. The date will be Friday April 23 at 12 PM. We look forward to seeing you there. The format will again be show and tell.

York Bound.
Don

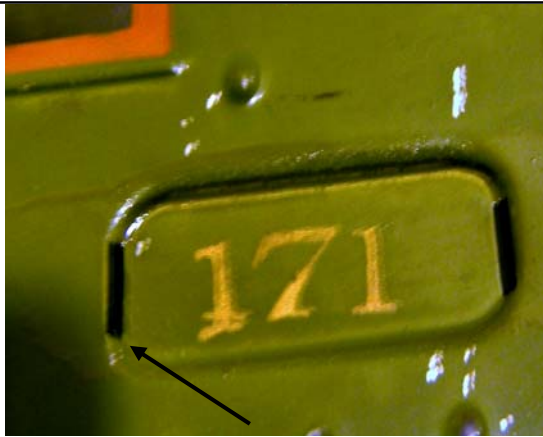
IVES 1926 UNCATALOGED 692s set continued.....by Martin Fasack

In the June 2009 issue of "Tracks" an uncataloged set # 692s was presented, and since then, another set has surfaced with some interesting characteristics that differ from the first. Both of these sets are scarce and rare in the condition presented. The earlier 1926 set has two 1925 bodied cars without indents for plates. The later 1926 set has only one 1925 bodied car and two 1926 bodied cars with indents for plates. The later set is totally varnished including the engine. The earlier set only has the 170 and 172 cars varnished. The set box for both differ greatly with the later set having a non-IVES number. This later set could be a department store catalog number (maybe Sears) but not sure. If anyone knows what this number represents, please inform us of this fact. Below are some key characteristics that differentiate the earlier set from the later set.



SET NUMBER
371V550
or
37IV550
FROM THE PHOTO THE
FIRST CHARACTER MIGHT
BE AN 8 AND NOT A 3

EARLIER 692s SET BOX AS COMPARED TO THE STRANGE NUMBER ON THE LATER SET BOX.



EARLIER 171 WITH OPEN TABS AS COMPARED TO LATER 171 WITH SOLDERED TABS



172 OBSERVATION ON LEFT FROM EARLY 1926 SET COMPARED TO LATER 1926 OBSERVATION CAR ON RIGHT. THE CAR ON THE LEFT HAS A 1925 BODY. THE CAR ON THE RIGHT HAS A 1926 BODY (NOTE THE INDENT FOR PLATES).

THE GREAT WESTCHESTER TOY AND TRAIN SHOW

By: MARTIN FASACK

As editor of this publication I normally spend most of my time writing and photographing items related strictly to IVES. Recently I came across some old photographs of friends of the hobby, some of whom are no longer here, and decided to sway from IVES and tell a simple story of a Toy and Train Show, The Great Westchester Toy and Train Show.

Our story starts with Frank Fusco and I sitting at a sparsely attended train show in New Jersey where we both agree that we could do a better job than the show we were attending. That statement led to the formation of the Westchester Toy and Train Associates, Inc., also known as the W.T.T.A, and The Great Westchester Toy and Train show.

The Associates consisted of (11) collectors, most of whom lived in Westchester County. The picture on the right was taken at Frank Fusco's home, as noted by the trains in the background. To keep this in line with this IVES publication you can see an IVES 3243 in orange on the back wall. You will note the President of the IVES train society, Don Lewis (with hair), and I (when I still had brown hair), standing in the background, to the right of the IVES 3243 (again keeping in line with this publication). Only Ted Valis and John Marron are not visible in this picture. If I remember correctly Ted had already left the group by this time, due to his relocation to California, and John for some reason was unable to make the meeting.

We decided to join together as a group to offset the show's initial cost, and to use the group to help influence dealers to attend this pioneer event. From the start this show was a success. On November 6, 1983, we launched by utilizing the lower level of the Westchester County Center (see picture at right). We quickly outgrew this venue and used the 30,000 sq foot main level of this facility for the next show and those thereafter. We had great cooperation within the group, most of whom were mutual friends and true train hobbyists. Dealers flew into the show as well as the public. For the first

fifteen years this was the finest show in the New York Metropolitan area. Based on its success we ran the show three times each year. In some years we ran dealers on both the main level and lower level to accommodate the dealer demand. As the hobby started to change we reduced the frequency to only two shows per year, and in the last 10 years have not used the lower level at all. As the train collecting hobby continues to change in conjunction with the current economic times it has become increasingly difficult to fill the main level with dealers. Eventually we may have to reduce the frequency to only one show per year. Attendance is not what is used to be, but the ratio of dealers to attendees has stayed fairly consistent with each other.

This show was launched during the heyday of train collecting and toy train shows themselves. You can see from the picture on the right, the excellent attendance and a full complement of experienced dealers. These were the days when people actually brought trains from their attic to get them appraised, or to sell a particular item. The sport of buying personal items at a show is no longer there, and will never return. The internet has replaced those private sale transactions. This was a time when 400E's were less than \$900 and MTH was a vision in someone's imagination. This was a time when I personally saw a circa 1905 one gauge, three car, "Marklin Armor" train sell for \$500 because no one in our circle wanted, or cared about Marklin trains. This also was a time when you would see a room full of collectors 25 years younger than those of today. In today's environment it is difficult to get new younger collectors into the hobby of collecting toy trains; they are more interested in the operation of them.

We see this phenomenon at the York show and other local events today. In many cases, at a local show, a table of Standard Gauge is the Marklin of yesteryear. That's what makes the IVES Train Society so great. It is a group of 250 members that all have the same interest. It is the collection, history, display and operation of the greatest toy trains ever made, IVES!

**NINE OF THE ORIGINAL ELEVEN
FOUNDERS OF THE WTTA**



TOP ROW: ED CLARK, VINNY GRAZIUSO, FRANK FUSCO, DON LEWIS, MARTY FASACK
BOTTOM ROW: DICK TESORO, FRANK CAMILERI, GEORGE TEBOLT, VICTOR GRECCO



**STANDING IN FRONT OF THE STREET
SIGN FOR OUR FIRST SHOW**



FIRST SHOW NOVEMBER 6, 1983 - LOWER LEVEL OF COUNTY CENTER



TED AND JOHN - ORIGINAL FOUNDERS OF THE WTTA

**ABOVE
DON LEWIS
AND TED VALIS
DOING THEIR
JUAN VALDEZ
IMPERSONATION**



**ABOVE
JOHN MARRON
IN HIS BASEMENT
WITH HIS TRAINS**



**SECOND SHOW MAIN LEVEL
COUNTY CENTER - JANUARY 8, 1984**

THE BLACK DIAMOND TROLLEY PROTOTYPE

BY: David McEntarfer

Editor: This is a story about an IVES prototype Trolley and its evolution into a notable train collection. We have a touch of larceny in this story and because of hearsay evidence; I have eliminated or changed some names from this article. The story itself is fascinating and hope you all enjoy the legend.

The black trolley prototype now belongs to John Desantis. I have handled it several times over the past 12 years as it passed through several owners, it's a Black Diamond car that has been fitted with duo motors and a couple of headlights. The inside is a mass of wires and I don't know if John ever tried to get it to run or not?

What I can tell you is from a story told to me by my friend Jerry (not his real name), about how the trolley came to be. Jerry is probably one of the better story tellers and this story may have been enhanced over the years. According to Jerry, a scale model railroad club from the Connecticut area decided to break into the old IVES factory sometime in the late 1930s. This was a time when most of the IVES production had already moved to the Lionel Irvington New Jersey plant. Once in the factory they located the old Research and Development room where this Trolley and several other pieces were still lying around. They took these prototype items and made their escape. Apparently they got a little scared after making off with the pieces and the guys that had stolen the items decided not to tell anyone what they had done. They decided to hide the prototypes away without showing them to anyone else for fear that word would get back to the authorities of what they had done.

The Trolley was supposedly hidden away for close to 20 years before the train robber decided to retrieve the piece from its

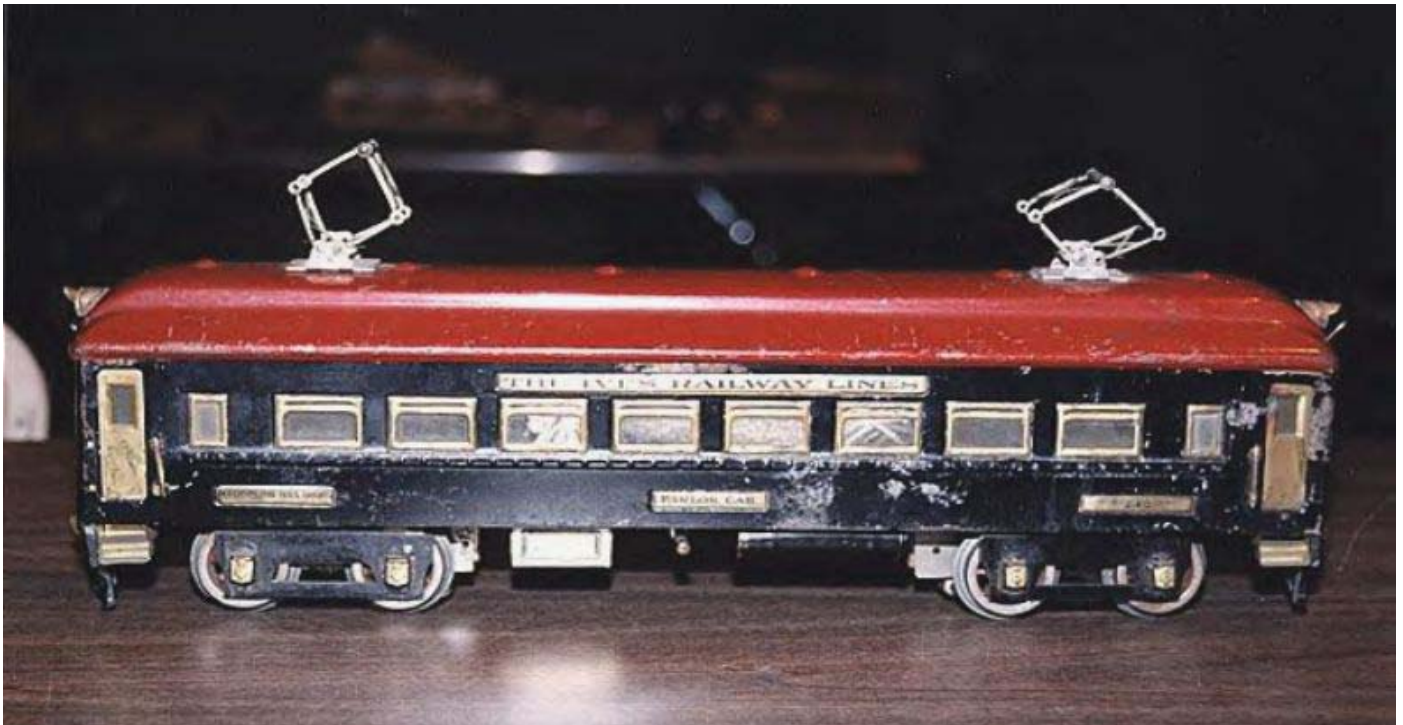
hiding place and brought it to Jerry who promptly offered to buy the ill-gotten gain from the now older and wiser thief - to relieve his conscience as he put it. Jerry took his new piece to a couple train shows to show it off. Not long after that he got a call from Lou Hertz, who hadn't seen the Trolley, but had heard through the grapevine what Jerry had gotten. Lou preceded to tell Jerry that he, Lou, being the grand historian of all things train needed to have that piece in his collection and that it was Jerry's duty to sell it to him. That's the story!

Apparently Jerry was convinced and for the right price, the trolley could become part of the Lou Hertz collection, and so it did. There is an O gauge version of this piece that is still out in a West Coast collection. I tried to sell it for the guy at the same time John Desantis purchased the Wide Gauge piece, but couldn't find a buyer. How the two pieces made it out West is probably another story or how both pieces were part of several local auctions back in the 1990s. Just a warning, this story may be just that, as I said it was told by my friend Jerry who dealt with this particular auction house at the time. He informed me the trolley was going on the auction block the next day. At least that's my story. I regret that I can't aid in "filling the missing blanks"...

John Desantis comments:

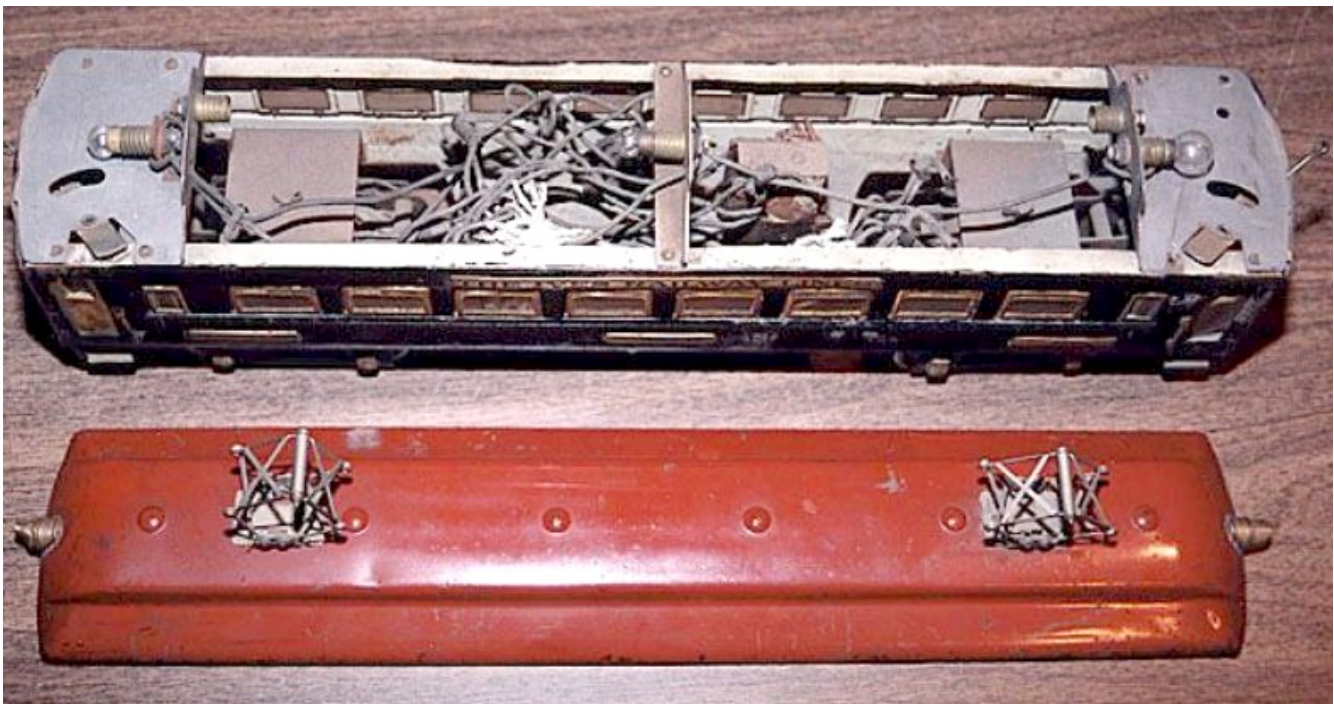
This trolley has the feel of a "Fixen", but is not a Fixen unit. I would call it a pre-production sample or prototype for a wide gauge trolley, presumably 1928/29. The body is a Black Diamond car, with 3245 nickel pantographs and two modified IVES O-Gauge motors with extended axles. You have all seen the piece, in some cases across many years, is there consensus on the authenticity? Is the provenance Hertz? Comments appreciated!

SEE PICTURES ON PAGE 7



From the IVES CD

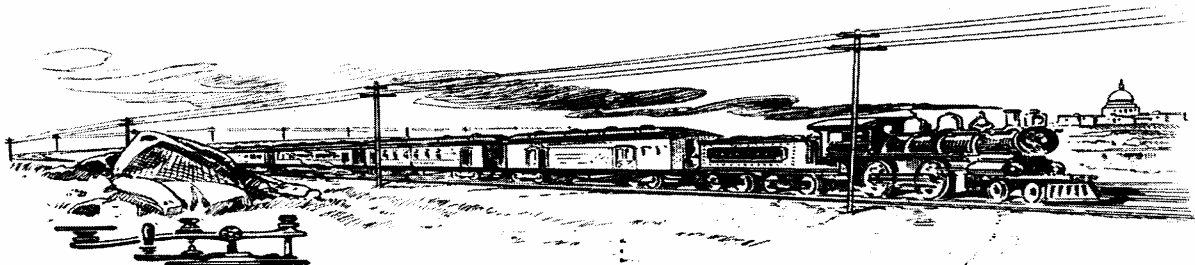
It would appear that sometime around 1929 IVES was considering making a Wide Gauge interurban. The sample pictured on this page is the 'prototype'. Long part of Lou Hertz's collection, this piece was actually 'stolen' out of the IVES factory in the 1930s and remained buried again until 1955. This piece uses what looks like a standard Black Diamond coach car which has been modified with an elaborate dual motor (below) power system, Lionel stock pantographs and unique 'hood lights' found in this and other IVES prototypes from this period.



KEY SOCIETY POINTS OF CONTRACT

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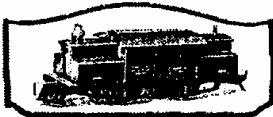
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FIRST CLASS

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