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IVES TRACKS

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The Story on Page 2

WAITING FOR THE 4:10 P.M.

INBOUND – 1906 (See front cover illustration)

By John Gray I-6662

Life in America during the early years of the 20th Century was wonderful. The first automobiles were already showing up on the nation's roads, and the Wright Brothers were on their way to developing the first aircraft that could actually fly. It was at least a decade until World War I, and America was just beginning to flex its growing industrial muscles.

The Victorian era was behind us, but women still wore long dresses and high hats, and men sported moustaches and bowler hats. America's railway system was expanding rapidly, while the old style steam engines, that once dominated the nation's railroads, were giving way to the more modern electric engines and trolley cars. While most homes were still lit by gas light, electrification was already on its way. The nation was between wars, and enjoying relative peace and prosperity.

The railroads were still the only form of long distant public transportation, and the IVES Company dominated the American toy manufacturing scene; its only real competitors at the time were the Bing and Marklin toy companies of Germany.

IVES produced a wonderful array of toy trains and line-side accessories that complemented each other back then. Some of the larger, more interesting accessories were the early covered platforms, or canopied train stations, the earliest of which had metal coverings. But starting in 1905, until 1923, IVES produced the large, very realistic, glass-covered canopy waiting platforms numbered, the 121 (A) and the 121 (B), which closely resembled the glass domed prototypes used in America and Europe at the time. They even included metal waiting benches.

The eight support pillars holding up the canopy were of turned wood, mounted on a lithographed metal base, and the entire structure fit nicely over a set of O or I gauge tracks.

The current cover illustration depicts an IVES 1906 I-Gauge cast-iron steam engine entering a No. 121 (A) canopied station, with several passengers standing on the platform, waiting to board. The approaching train, due in

at precisely 4:10 P.M., is two minutes early, as you can see by the high mounted station clock.

It is a glimpse into the past when afternoon tea was still in vogue. Life was less stressful and hurried, and people could enjoy the "little moments" that came their way each day; a distant dream I'm sure we all wish we could recapture.

PRESIDENT'S COLUMN

Don Lewis

IVES, #704, #705, #710 BOXES

By Martin Fasack

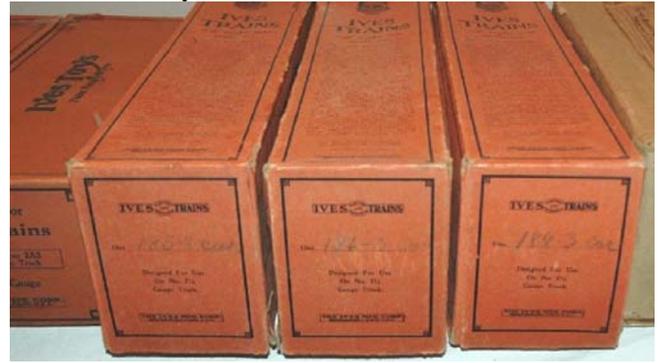
This article started out as a simple question pertaining to the IVES #710 cataloged set. What set did a #710 box contain in 1926? That was the question. What evolved was an email discussion on low profile and high profile boxes for the #710 set, expanding to the #704 set box, and winding up with information on a Wanamaker set box. The following emails represent this dialogue.

To Dave; you missed a cataloged 1926 1132 set on the web site. Set #710 or 710R, with 1132 tan/buff and 184, 185 and 186 tan cars. The catalog shows a black engine and tan cars, but I believe the engine was also tan and not black. Also: How did Ives pack their 1132, with a tender and three cars into a box that has only three dividers? Have you ever seen a factory packed set, either passenger #705, or freight #710? Marty

To Marty; I know that the 1926 catalog listed the set number as #710 and the freight set as #705, but from 1921 to 1925 it had been just the opposite. The freight set was #710 and the passenger set was #705. I don't have any price lists from 1926 to match it against, but I've always assumed that the 1926 catalog just reversed the numbers and actual set boxes would carry the catalog number that they had since the beginning. It wouldn't be the first time Ives mixed up the set numbers in the catalog, but I don't know - I guess we're going to have to find an original set in the box? The only boxed #705 set I've ever seen is that one Alan G. has with the Wanamaker engine and tender. I don't know how it was packed, you can ask Alan if he can find it again. Dave

To IVES technical team; I agree the #710 box from 1926 should contain an 1132 locomotive, with 191, 192 195 freight cars. I have attached a sheet for you to review and comment on (See page 4). Does anyone have a different box than what is attached? It appears the low profile box does not have enough room to contain a single set with track in a single box, and therefore had to come in two boxes. Does anyone have a sample of a track box that might of come with a low profile box, and if so, we need a picture? I conclude this observation because the High profile box has the same number of compartments as the low profile box with the addition of a tray for the track. When IVES was using the low pro-

file boxes they had to stuff the track somewhere.



Maybe they just placed some separate sale track boxes (above) along with the low profile set box at time of sale. I have also found two types of #704 boxes, one high and one low profile. (See page 5). Could use some more pictures (Don need yours) of #704 boxes. I assume you can see where this is going. Marty

To Marty; I do not know if any conclusions were reached but I will add this to the "stew" pot. I have two boxes, (See page 6) one being the 1132 Wanamaker passenger set and the other being a #710 cloud box freight set. Both have the "typical" total of five openings, four openings for a locomotive and cars and the fifth at 90 degrees for track. The cloud box shows quite a bit of distortion in both ends of what we would think of as the track storage area, like a transformer spent its life their and probably the tender filling the rest of the slot. The transformer being in there could also be the owner's idea; maybe a nice light rheostat would have made more sense when it left the factory. So could it be that the track came separately in its own boxes when the set was purchased; considering the fact that this might be that style of box used with these sets? Dave has some great pictures of some individual track boxes on the CD where the track boxes had the quantity even changed on the label with a pen, I presume the change was by IVES. Alan G

To Surmise: The #710 set and #705 set numbers are swapped in the 1926 catalog. Were sets sold without track? The low profile set boxes might have been used to sell sets without track or possibly a separate box was used for the sale of track that is different from those pictured above. I would appreciate your input and any photos on this topic; especially any set that has been factory packed and unaltered.



#710 LOW PROFILE BOX
1132 W #40, 191, 192, 195
"CLOUD BOX" 1921 - 1923
FOUR COMPARTMENTS - NO TRAY



#710 HIGH PROFILE

#710 LOW PROFILE

MARTIN FASACK COLLECTION



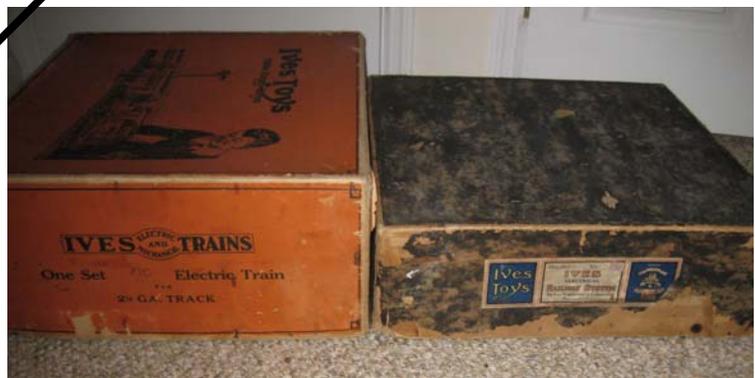
#710 HIGH PROFILE BOX
"CLOUD BOX" 1921 - 1923
FOUR COMPARTMENTS - WITH TRAY



DON LEWIS COLLECTION



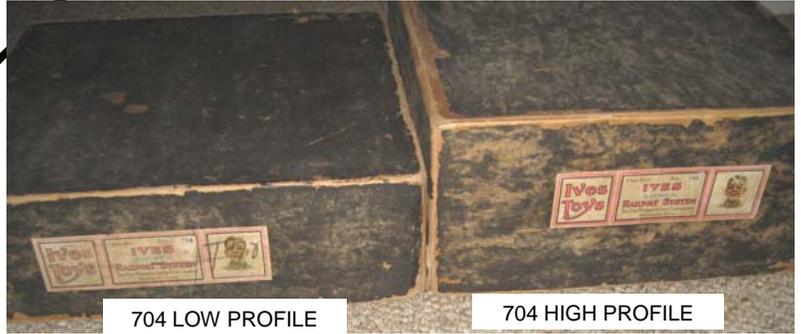
#710 HIGH PROFILE BOX
1924 - 1927
FIVE COMPARTMENTS - WITH TRAY



MARTIN FASACK COLLECTION



#704 LOW PROFILE BOX
3243 w 187, 188, 189 cars
"CLOUD BOX" 1921 - 1923
FOUR COMPARTMENTS - NO TRAY



MARTIN FASACK COLLECTION



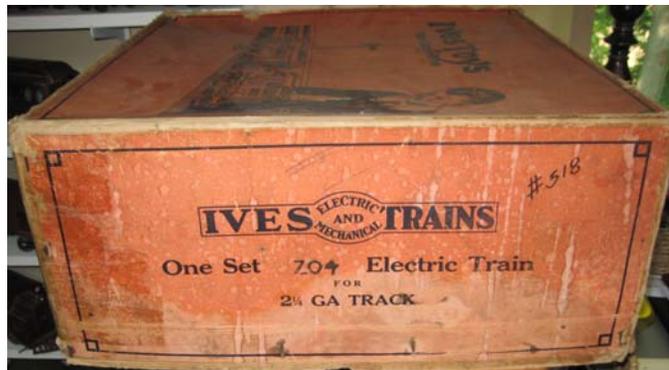
#704 HIGH PROFILE BOX
"CLOUD BOX" 1921 - 1923
FOUR COMPARTMENTS - WITH TRAY



MARTIN FASACK COLLECTION

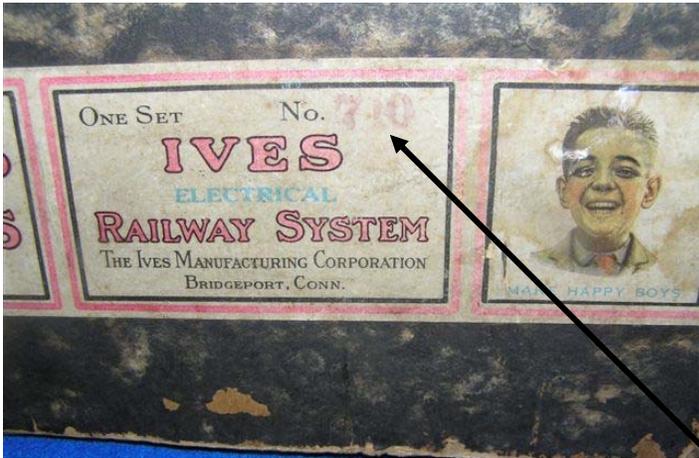


#704 HIGH PROFILE BOX
1924 - 1927
FOUR COMPARTMENTS - WITH TRAY

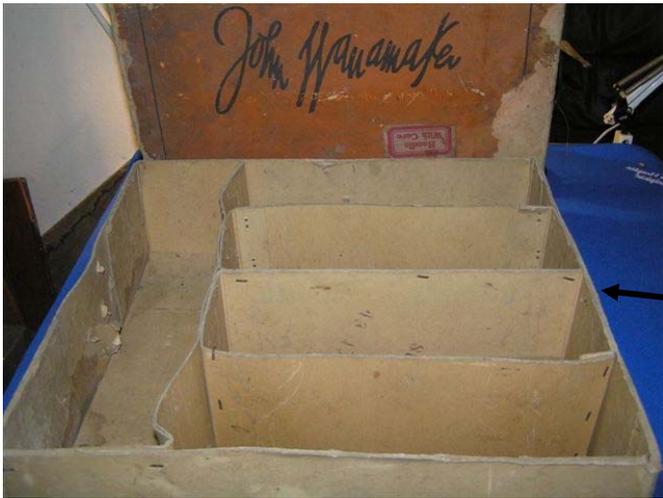


DON LEWIS COLLECTION

ALAN GRIEME'S BOXES



710 BOX LOW PROFILE
1132 W #40, 191, 192, 195
1921-1923
STAMPED 710 DIRECTLY ON BOX
INSTEAD OF USING A SEPARATE
AFFIXED LABEL WITH A 710 STAMP
FIVE COMPARTMENTS - NO TRAY



705 BOX LOW PROFILE
WANAMAKER - 1924
1132, 40, 184, 185, 186
FIVE COMPARTMENTS - NO TRAY

EARLY ONE GAUGE IVES FREIGHT SET

By Randy Berger

Early in the year 2000 I was given a chance to bid on a very rare early #40 passenger set. It had one maroon and two straw-yellow passenger cars. This was a silent auction where the bids were written down in secret, and the highest bidder won the item. I probably bid more than it was worth, but the set did contain a very rare maroon car. Needless to say, I was the high bidder, and when I went to pay for the passenger set I saw this outstanding freight set. I asked if they were also selling it. Not at this time I was told, but they would keep me in mind.

Fast forward 12 years and I get a call asking if I was still interested in the freight set. This time there was no secret auction, but the price was very high. I remembered the condition as being very good. I agreed to the price and a few days later gassed up the Packard and set off to pick up a duplicate freight set. Believe it or not, I had the identical set which I purchased from the Gibbs family estate in 1984. I paid for the freight set, bought a lone IVES 3239 loco that was the last piece of IVES they had, and drove away very happy with my new acquisitions. I compared my new freight set with my original from 1984. The 1984 set was slightly better in all respects. I did offer this set when I needed money for a Studebaker Golden Hawk, but the Hawk deal fell through and I held onto the set for a while longer. A member of the IVES Train Society had offered to buy the set when I first offered it and I contacted him just before the York October 2012 meet. He still wanted it and so I bundled it up and he purchased it at the meet. Now we are both happy with our 1909 freight sets. They are truly unusual in this condition.

