

A PUBLICATION OF THE IVES TRAIN SOCIETY
SEPTEMBER 2008



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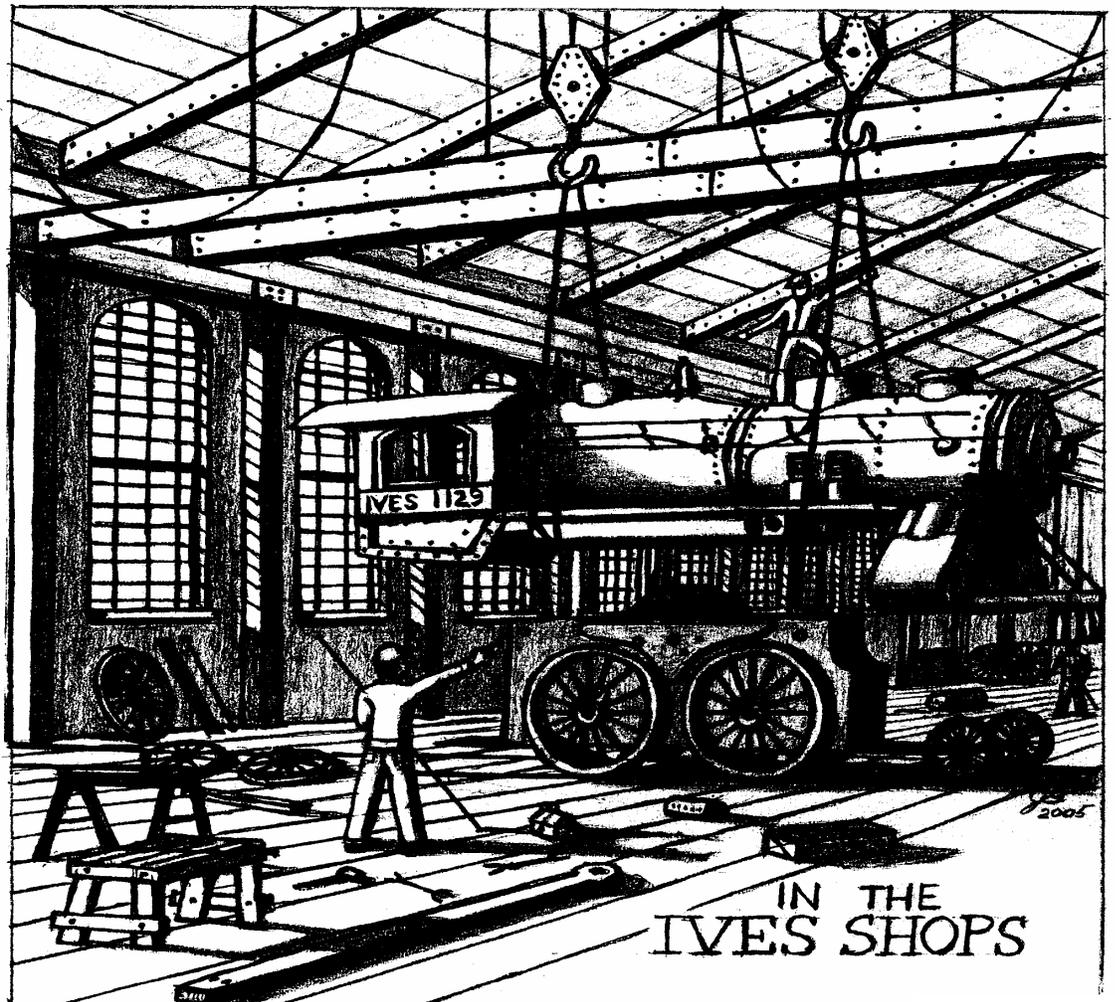
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The Story on Page 2

IN THE IVES SHOP

By John Gray I-6662

(See front cover illustration)

For those of us who appreciate, and even cherish, those old IVES trains, it sometimes is easy to fantasize about the production aspect of IVES' history and place it on a much grander scale than reality.

Because of the beauty and detail of many of IVES's larger scale electrics, steam locomotives, and rolling stock, one can almost envision them actually being assembled in a real locomotive shop, as would have been found at the Baldwin, Alco, Patterson, Rogers and other large locomotive works.

The front cover illustration depicts an IVES one-gauge, number 1129 cast-iron steamer from 1918, being assembled, full scale, in a large locomotive shop; the workers carefully positioning the boiler and cab section over the large drive wheels and motor assembly. The rear pony truck wheels lay on the floor, awaiting assembly and positioning under the cab. The worker, balancing himself atop the locomotive, guides it over its target, with the help of several floor workers.

This of course is fantasy on a grand scale. However, IVES toy locomotives received no less care and attention on the work benches at the IVES Bridgeport facility during their assembly, which makes them some of the most charming and desirable of all the early toy trains. The aforementioned IVES one-gauge, number 1129 cast-iron steamer was one of the finest electric toy trains ever produced.

President's Column

By Don Lewis

Dear Fellow Society Member:

As you're reading this you come to the realization that yet another summer has come and gone. I trust you enjoyed yours. It's always at this time of year we begin to focus on the October York, which is 5-6 weeks away.

The summer was fairly quiet for IVES trains. Only one significant event happened that I can share. I was at the TCA National Convention in Vermont. A good friend approached me and said he had looked at an IVES Train No. 11 in the original set box with the original catalog. This set was cataloged in 1901-1902 and consisted of an IVES # 11 locomotive and tender, a # 50 baggage car, and a # 51 coach. There was also an extra # 51 coach with this set. The loco was accented in red and gold, but in this instance extra gold was added to the pilot, meaning it was almost all gold. The tender was black with gold trim on the top and bottom. However the most interesting thing about the tender was the fact that three gold dabs were on each axle support thus giving the illusion of spring detail. The hand painted cars carried the green and white paint scheme. The set, the box and the catalog were all in fine condition. He was questioning whether he should make the purchase. I told him he should and he did. Great set!

Our Friday meeting at York will still be in the Orange Hall in meeting rooms A & B. The time has been changed to avoid scheduling conflicts with other TCA meetings. We will now meet at 12 PM on Friday October 17, 2008.

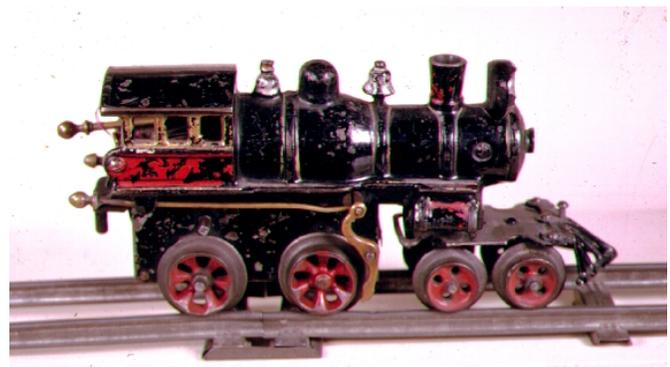
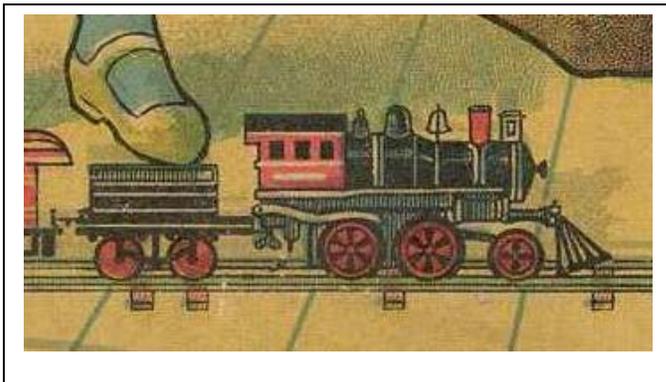
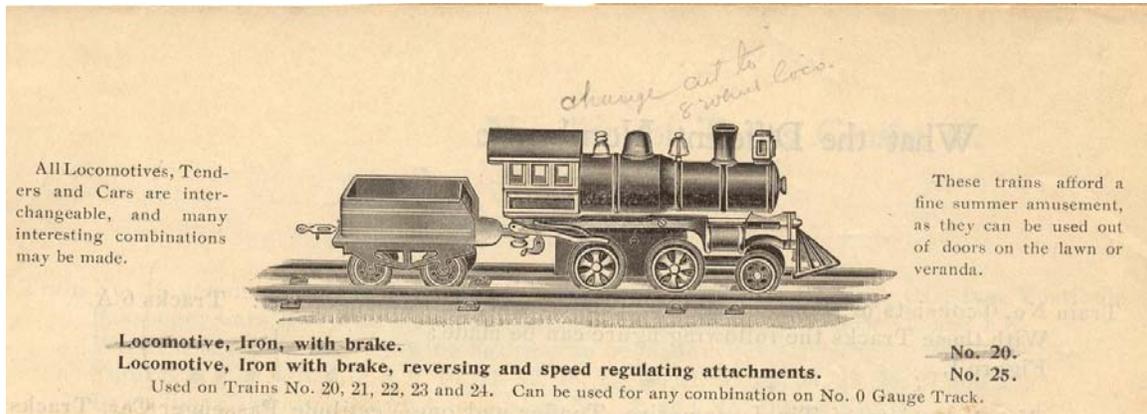
Continued on page 6

**The IVES Clockwork # 25
(The early years)**

By Dave McEntarfer Part 1

The best clockwork IVES had to offer in 1901 after the big fire and their first year making 0 gauge clockwork trains that ran on tracks, was the cast iron beauty No. 25. The 1901 and 1902 catalogs showed a drawing of a 25 locomotive that we believe was never made. The engine pictured was a 2-4-0; the actual examples that have survived are 4-4-0s. Pictured below is the 1901 catalog cut, a drawing from a 1902 box top showing the engine and

an actual photograph of a surviving 1901 No. 25. Except for the change in the brake and the addition of two extra pilot wheels, the drawings are actually very close to the real thing. The pilot truck is just an extra piece that screws into the main casting and could have easily been changed to the 4-wheel version without having to make any changes in the other tooling. The brake was probably changed from one with the top drag (catalog) to the wheel front hold (actual) because it just wouldn't be very functional.



My 1901 catalog came from Lou Hertz. Lou claimed to have retrieved this along with a whole file cabinet full of catalogs from IVES family members years after Harry IVES had passed away. According to family accounts recorded by Lou, this box of catalogs was the only thing Harry took with him when he left the IVES Company. The catalog cut on page 3 shows the No. 25 from this catalog. Hand written in pencil above the picture of the 25 is in what I believe to be Harry's own handwriting "Change out to 8 wheel Loco".

Also of note is that all the catalogs from 1901 to 1903 listed both a No. 20 and a No. 25; the difference being that the No. 25 came with a reversing clockwork. Looking at the catalog cut on page 3 it appears that Harry had crossed out the No. 20 on his catalog. The actual set listing contained in both the 1901 and 1902 catalogs, lists all the larger sets, No. 20-24 as containing a No. 20 (without reverse?) as the locomotive coming with the set. All known (to me) surviving examples of the 1st series No. 25 appear to have the reverse? Also note that the

catalog cut shows the cast tender post on the engine with a 'T' or hook bottom, while the actual example has a straight or 'I' post on the engine. This is something that can also be seen on the 1st series No. 11 and 17. The very earliest examples have this 'T' tender post.

In general the 1st series No. 25 has cast in boiler bands (3 of them), outside brakes on both sides, dished out cast iron pilot wheels and painted black motor plates. It came with a hand painted (No. 4) wheel tender with cast wheels. The catalog listed 5 sets with the large No. 20, containing one, two or three of the early Princess Cars. Set No. 24 was prominently displayed on the cover of every box from 1901 to 1903, showing the artists drawing of the 2-4-0 No. 25 with three hand painted 60 series cars. It is my belief that the set as pictured on the box (page 5) was probably only available in 1901. By 1902 it has become apparent that IVES had started using lithography on these trains and that the hand painted cars were no longer used on the best sets. Examples of hand painted No. 60 cars are extremely

rare. Historically the 1st Series No. 25 is listed as made in 1901-1902. The 1903 catalog still showed the early cut of the engine, but under the description of the engine the catalog states, "These locomotives are much improved over last years styles, having 8 wheels and are much better finished". This would tend to indicate that IVES had now

discontinued the early cast-in-band 25 for what we call the 2nd series 25 or 6 boiler band version. The catalog in 1903 also made special note that the 5 sets containing the larger engine could be purchased with the non-reversing locomotive or the same set could be purchased as the 'R' version with the reversing locomotive. To be continued.....



Set box cover from 1901 – 1903

- IVES INTERVIEW -

Last April during the IVES meeting at York I had the opportunity to photograph a great No.0E, elevated boxed set brought in by Lynn Smith. This set is comprised of a mechanical windup No. 0 engine and tender, along with a single passenger car. It contains 6 elevated poles to support a corresponding number of track that forms a complete circle of operation. This set is in excellent condition with its very rare set box. For this interview I went to the expert David McEntarfer.

Editor: What makes this set so rare?

David: Mainly the elevating posts and the original box make this rare and unique. The four elevated sets sold by Ives always contained the smaller 50 series cars and except for largest of the four, contained a tin locomotive. This set was cataloged as 0E ('E' for elevated) and was identical to a No. 0 set except for the elevating posts. A No. 0 set sold for \$1.00 in 1901, the No. 0E sold for \$1.50. I know of only two other boxed elevated sets that have survived.

Editor: When was it made, and for how many years was it manufactured?

This set dates between 1906-1907. The elevated sets were cataloged from 1902 to 1907. Ives apparently considered the elevated sets to be some of their premier sets during this period. In the 1902 catalog it was the only set that was actually pictured and a full page was given to them. John Wanamaker and other catalog outlets featured at least one elevated set in their catalogs. Why Ives only cataloged these sets for 6 years is not known, but it may be that these sets didn't 'play' well with all the new, colorful accessories that started showing up in the Ives catalogs around 1904-05. It wouldn't be possible to use a glass dome station or a twist bridge or a drop gate with the elevated tiers

Editor: Did the set always come with a yellow passenger car or are there variations.

David: The short answer is No! As I previously mentioned Ives cataloged 4 different elevated sets from 1902 to 1907. These sets were the No. 0E, 2E, 3E and 11E, all of these sets came with the exact same contents as the non-elevated sets the same year. At least that's what the catalog showed. All of these sets contained either 1,2 or 3 of the small 50 series cars; only the big 11E contained a cast iron locomotive. The first picture we have in an Ives catalog of any lithographed trains is the picture of the elevated 11E set first shown in the 1902 catalog. The set pictured clearly shows a cast iron No. 11 locomotive (1st series) with an LVE 11 lithographed tender and a lithographed baggage and Mohawk passenger car. Popular wisdom until very recently was that the 'Mohawk Indian series cars' weren't made until 1903. Since we also know that the hand painted 50 series cars were around in 1902 and probably 1903, it may be that these small lithographed passenger cars were only used in the elevated sets or it could be that the lithographed cars were used in the more expensive sets like the No. 11 with the cast iron locomotive; and the hand painted cars were used with the smaller sets like the Number (0) or Number (3).

Editor: The elevation poles are complete to form a circle. Is this the way most kids at that time used this set, and how did it perform?

David: The only time I set this up with the elevating posts and attempted to run the train around the track attached to the tops of these poles, I found it to be a pretty bumpy ride and not wanting my nice No. 0 locomotive to crash on the floor, I just took some photographs and didn't wind up the locomotive again. Maybe the setup worked better 100 years ago, before it spent all that time packed away. The track was a little creased and even though the posts are anchored by a heavy cast iron base, they do tend to tip and wobble as the engine banks around those curves. Another point that many collectors may not realize is that the windup track that Ives sold with their sets prior to 1910 had a much smaller radius. It only took 6 sections of track to make a circle that was only 20" in Diameter. The early track was banked, but even on the floor, a fully wound engine could produce speeds to cause the wheels to leave the track. One note, in 1908 when Ives discontinued the elevated sets in their catalogs, they were replaced by a pair of equally rare sets listed as A0 and A3. The A stood for Accessory and these contained the new Ives scenery panels, plus signal, telegraph pole and 1 post station. The difference between the two sets above was the number of scenery panels and track. The scenery panels are rare enough, if these Accessory Sets actually came in a single set box, no surviving examples have ever been found.



IVES #0E SET AS DISPLAYED IN SET BOX



CLOSE UP OF LOCOMOTIVE



CLOSE UP OF TENDER



CLOSE UP OF PASSENGER CAR



VIEW OF ELEVATED TRACK

Richard C. deDufour
 53 Crusher Road
 Hopewell, NJ 08525
 609-466-3933

**FOR SALE (7) ITEMS
 PREWAR, NO BOXES, ALL ORIGINAL**

NO.	MFG.	DESCRIPTION	COND.	COST
17	IVES	FIRST SERIES CASTING	Good	\$1800
40	IVES	FIRST SERIES 4-4-0	VERY GOOD	\$7500
121	AMRR	AMERICAN MIN. RR	GOOD	\$1750
245	IVES	GREEN NORTHERN LIMITED	GOOD	\$3000
244	IVES	GREEN NORTHERN LIMITED	GOOD	\$3000
249	IVES	NORTHERN LIMITED OBSERVATION	VERY GOOD	\$3000
1694	IVES	DELUX ELECTRIC 4-4-4	VERY GOOD	\$3200

President’s Column—contd. from page 2

We are still working hard in our effort to upgrade the 6” and 9” lithographed boxcar collection that is in the TCA museum (view table on the right). To that effort we will use the Society treasury, but we also continue to reach out to you, the Society members, with two possible suggestions; 1) Make a monetary donation to the effort; 2) If you have a clean duplicate of one of these cars, donate the car to the effort. These options are definitely still open. Should you have any questions, please contact Bill Kotek at (978) 390-1721 or wjkotek@gmail.com.

That’s all I have for now.

Look forward to seeing you at York.

Don

**IVES HERALD CARS
 WE NEED CAR UPGRADES TO IMPROVE
 THE MUSEUM DISPLAY**

HERALD	Wh	Cond	ROOF NEEDS
Pennsylvania	8	C6	Gray
Northern Pacific	8	C8	Lt Gray
Atlantic Coast	8	C5	Lt Green
Illinois Central	8	C6	Lt Gray
Canadian Pacific	8	C6	
Santa Fe	8	C7	
Lehigh Valley	8	C8	
Lehigh Valley	4	C7	
Northern Pacific	4	C6	Black
Santa Fe	4	C7	Gray
Northern Pacific	4	C7	Black
COUPLER NEEDS			
(6) AUTOMATIC			
(2) HOOK			

HELP! HELP! HELP!

WE STILL NEED THE ABOVE ITEMS AS REQUESTED IN THE LAST ISSUE OF “TRACKS”

We need a total of 7 roofs and 8 couplers to enhance our display at the museum. Please send your parts or cars to:

Bill Kotek
 10654 Pelican Preserve Blvd
 Unit 101
 Fort Meyers, FL 33913

THE IVES TRAIN SOCIETY *Ives Tracks* Member Advertising Form

Please submit before the 15th of month prior to *Tracks* Newsletter (Feb. May Aug. Nov.)

Name		Member #	
Address		E-mail	
City, State, Zip			
Phone (1)	time/day	Phone (2)	time/day
Run Time (circle one) Every issue		Next issue only	
		Other	

SEND ADS TO:
MARTIN FASACK
P.O. BOX 937
PLANDOME, NY 11030
Fax: 516-627-6632
email : fasttrack@rcn.com

INSTRUCTIONS FOR ENTERING ADS: Please fill out completely – please type or print NOTE: Only train related items would be listed

IVES ITEMS MUST BE LISTED FIRST You must use this form to submit all member ads...Limit 1 form per issue/member

- ❖ Under AD TYPE use "H" for have and "W" for want
- ❖ Fill in the ITEM #, MANUFACTURER, circle ERA (if other than Ives)
- ❖ List a DESCRIPTION
- ❖ Indicate if item is RES/REP (restored) or ORI (original)
- ❖ Circle the CONDITION (N-new, L-like new, E-excellent, V-very good, G-good, F-fair, P-poor)
- ❖ State the PRICE, whole dollars only, no cents
- ❖ Circle whether or not there's a BOX (Y=yes, N=no, R-reproduction or non-original)

Shipping Instructions:

AD TYPE	ITEM NUMBER	ITEM MANUFACTURER	ITEM ERA	ITEM DESCRIPTION	RES/REP ORI	ITEM CONDITION	ITEM PRICE	BOX
			Pre Pos Mod			N L E V G F P		Y N R
			Pre Pos Mod			N L E V G F P		Y N R
			Pre Pos Mod			N L E V G F P		Y N R
			Pre Pos Mod			N L E V G F P		Y N R
			Pre Pos Mod			N L E V G F P		Y N R
			Pre Pos Mod			N L E V G F P		Y N R
			Pre Pos Mod			N L E V G F P		Y N R

IF LISTING MORE THAN 7 ITEMS CONTINUE ON ANOTHER SHEET

NOTE: keep top copy and photocopy for future use

THE IVES TRAIN SOCIETY

APPLICATION FOR MEMBERSHIP

(Please print information)

The Ives Society was formed in January of 1935. Kenneth R. Baldwin, Alfred Alain, Frances Cook and Edward Hoffman formed this organization to promote the Ives Toy Train's ownership. To foster friendship among the hobby and to allow the Ives toys to endure. Ives Toys are among the finest toys produced in the world.

WHAT GAUGE IVES TRAINS OWNED:

"O" gauge Wide Gauge

WHAT IVES TRAIN SET DO YOU OWN?

WOULD YOU LIKE TO HOLD OFFICE IN THE SOCIETY?

CAN YOU REPAIR TRAINS?

HOW DID YOU HEAR ABOUT THE SOCIETY?

Referred by: _____

Additional information about you:

COMMENTS, ARTICLES, ARTWORK, ARE WELCOME, PLEASE ATTACH

Date _____ Expiration _____ MEMBER # _____

Name _____

Nickname _____ Age _____ E-MAIL _____

Address _____

City _____ State _____ ZIP _____

Telephone Number _____

FAX Number _____

Applicant _____

Signature _____

Please mail membership application and fees to:

The Ives Train Society

P.O. Box 488

Victoria, VA 23974

New Members \$25.00 total (\$10.00 set-up fee & \$15.00 Membership)

Renewals \$15.00 yearly

Visit our website at <http://members.aol.com/ivesboy>

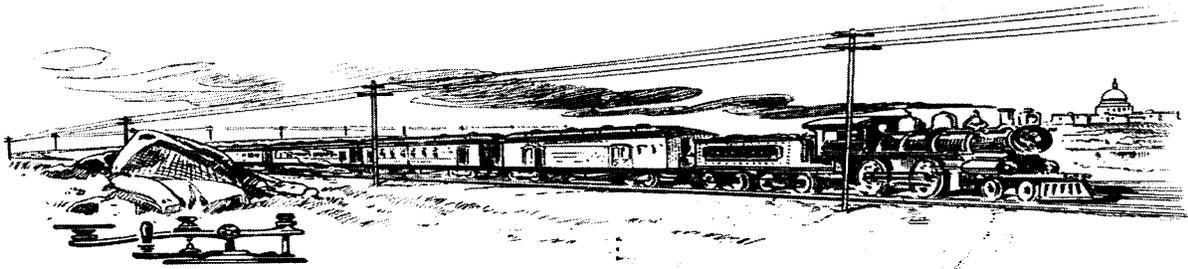
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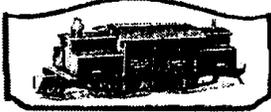
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Make Happy Boys