

A PUBLICATION OF THE IVES TRAIN SOCIETY  
**JUNE 2008**



# IVES TRACKS

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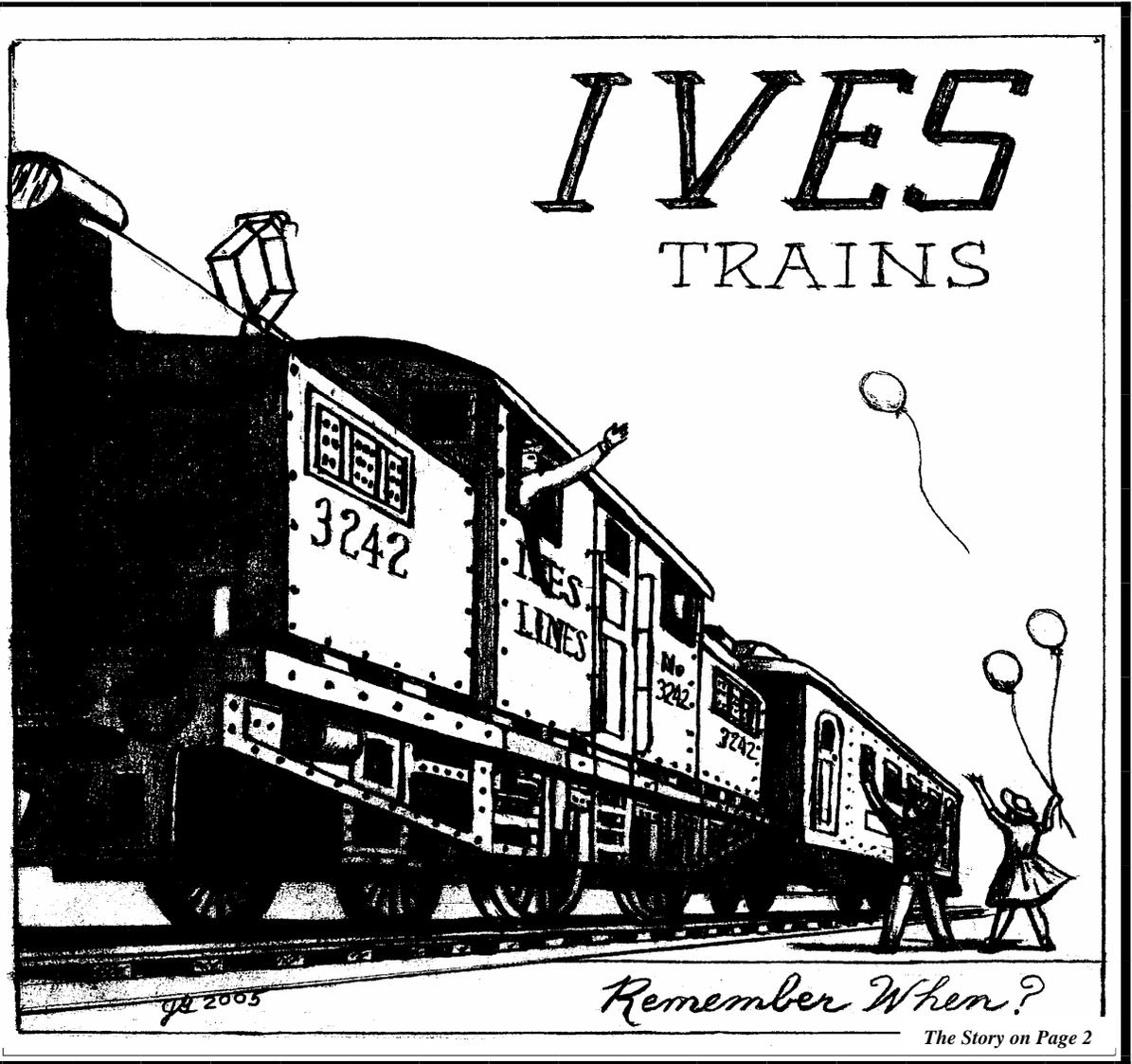
Dan Tomasian

TIES Editor

John Basile

TRACKS Editor

Martin Fasack



## REMEMBER WHEN?

By John Gray I-6662

(See front cover illustration)

Part of our connection to the past is remembering those salient moments in our lives that have special meaning. We all have them, for life is an amazing accumulation of experiences and events that brings us to where we are now.

Can you remember your early school days? Your first friend you had on the block? Those early birthday parties your mom had for you? Can you remember your first car and your first date? And even all those high school dances and that big graduation party?

For some of use, it was when we encountered a real-life, full-size, train for the very first time. Maybe it was when you visited a train station as a kid to pick up grandma. Or maybe you were just hiking along a railroad track with a friend, at a safe distance hopefully, and witnessed your first steam locomotive thunder by with its long freight consist in tow.

Or maybe you would wander down to the local train depot with little brother or sister and just sit on a bench and gaze in awe as those huge steam or electric locomotives passed through, with friendly their friendly engineers waving at you from the cab window. Remember when?

Of course many adults hold dear the memory of their first set of electric trains. To some, it was a defining moment that somehow connected then to the real-life trains they saw.

Real-life, or as toys, trains have always held a special place in the lives of so many. The current cover illustration shows and IVES wide-gauge number 3242 electric locomotive, ca 1924, standing idle as the engineer waves to two happy youngsters who, perhaps for the first times, are getting a close-up glimpse of the electric behemoth. Even the little girl's attention, maybe the boy's sister, is momentarily diverted from her balloons to the engineer and his locomotive.

This IVES electric, as were most, was a very close replica of the prototype used by the New York Central during the first half of the 20<sup>th</sup> Century. Quality and detail were the hallmark of every IVES product.

## President's Column

By Don Lewis

Dear Fellow Society Member:

April York seems like such a distant memory. Although distant it is good for the Society members (about 60) who attended the Friday afternoon meeting. They were treated to Marty Fasack's presentation on Ives items that were common, but became not-so-common due to an added/subtracted feature in the manufacturing process. The interaction between Marty and the attendees was excellent. The presentation just continues to prove that there is still plenty to learn about this company that manufactured Ives trains.

Another plus to the meeting was the response to Marty's request to bring an odd or rare item for the new "*Ives interview*" sheet which is now inserted in the Tracks publication. It is great to know that our members thoroughly like this feature and are excited to participate.

The Society is stable and continually has new members joining. Our York meeting is the best recruiting tool that we have. Those who sign up are excited about the amount of information they learn in such a short period of time. They are also amazed at the willingness of our members to help answer a question, or share their knowledge.

In October Society member Richard Hooper is stepping onto to the presenters podium. He will be analyzing some rare and different Ives O Gauge items which he has collected. Thank you Richard for your willingness to present. Richard as a new presenter for us further supports the importance of these Friday meeting. We look forward to the October meeting.

The summer approaches. Trains usually fade into the background during these months of golf, barbecues and family vacations. That's fine as family time is important. The Ives trains will always be there when we renew our search towards the middle of September.

Have a Great Summer!

Don

## MY YORK ADVENTURE

By BILL KOTEK

*(Editors note: In keeping with the nostalgia theme we bring to you another great article remembering those significant times.)*

Fifteen years ago when my collecting appetite matured and I began to quest for IVES trains, I had an experience at the York Fairgrounds, which I feel is worth telling.

My usual approach to the York meet is, and has been, to make a circuit thru the various halls about two hours after the opening, on the first day of trading. As I was making my rounds at this particular show my route took me to the Black Hall. As I was passing one of the train tables my eye locked onto an intriguing series of green roofs. Fortunately the roofs were attached to car bodies with wheels and axles, and everything else that would form a toy train. Curious, I stopped and asked the owner if I could pickup the trains for a closer inspection. What I discovered was an IVES #3258 locomotive in green and buff colors, along with a coach and observation car in the same color scheme. Also included was the baggage car in the same color scheme. At the time I was not aware that the set never came with a baggage car. I negotiated a mutually agreeable price with the owner, and as I was happily walking away, the owner, stopped me to tell me that he had forgotten something under his table that came with the set. To my surprise what was pulled out from under the table was the set box. I had never seen this box before. This box has a funny shape with red and black printing on the sides in an attempt to depict a tunnel. The portals to the tunnel had not been touched and there were no seam separations. When I opened the box to put the trains in, I was further surprised to find the individual boxes for the loco, coach and the observation car. To my disappointment there was no box for the baggage car (*note: The baggage car is not shown. It was traded to another collector in California*) I was tempted to ask for my money back? I'll let the reader answer that question.



# HIGHLIGHTS OF York's COMMON, TO-NOT-SO COMMON PRESENTATION

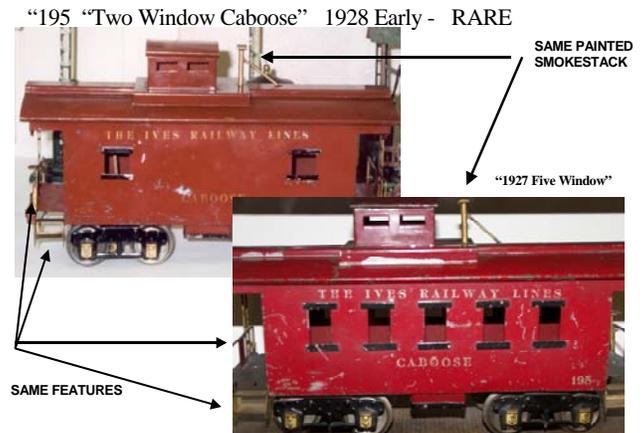
By Martin Fasack

Some of you requested a copy of the slides from my presentation at York. I am not able to reproduce the 52 slides presented, but I have included in the newsletter some of the key slides that generated a good deal of interaction within the meeting.

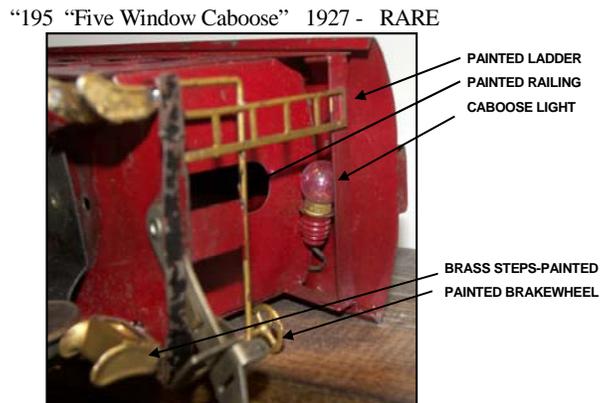
On the right is an example of a red 195 IVES caboose that has different characteristics than normally seen. A question was raised as to why don't we see more cabooses with journal boxes. We know that in 1926 many freight sets were sold, and these sets had cars with journals, but we do not find journals on the cabooses. Why? We all theorized, but no definitive conclusion was reached. If you have a theory then please email me at [fasttrack@rcn.com](mailto:fasttrack@rcn.com)

On the right is an example of a brown 184 Club Car from 1926 (Fifth Avenue Special set) with indents for plates, and rubber-stamping in lieu of plates. This car does not have a cutout to accept a plate. We also presented some examples of rubber-stamped indented cars with cutouts in the car's body to accept a plate. A Discussion followed concerning the reason for the missing plates. Again, we all theorized, but no definitive conclusion was reached on this issue also. If you have a theory then please email me at [fasttrack@rcn.com](mailto:fasttrack@rcn.com)

## NOT-SO-COMMON - 195 COMPARISON



## NOT-SO-COMMON 195 CABOOSE



## NOT-SO-COMMON 184 BROWN



Rubber Stamped 184 and 186 (Not Shown) Instead of Plates Indentations For Plates, Tab Slots Not Cut

## NOT-SO-COMMON 3235 BROWN SET

(3) CAR "FIFTH AVENUE SPECIAL"



185 BROWN PULLMAN

On the right is a three car, brown, 3235 set which was cataloged as a two car set. The Parlor car was available for separate sale, but the existence of this third car is very rare. It is the only one I have ever seen in 40 years. If any member has one in their collection, then please email me at [fasttrack@rcn.com](mailto:fasttrack@rcn.com).

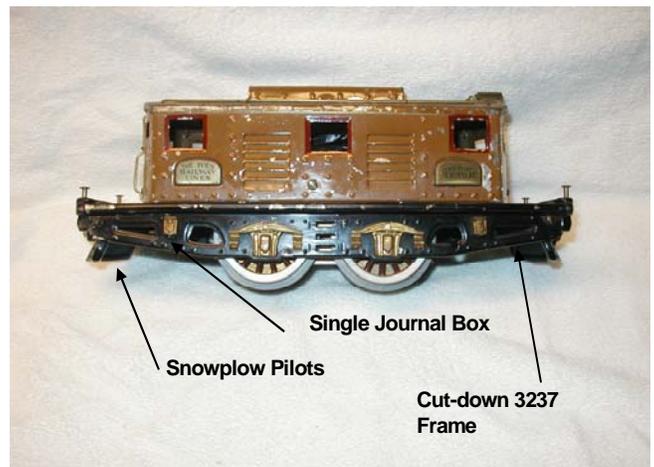
## NOT-SO-COMMON 3241 MEDIUM GREEN (3) CAR SET



185 MEDIUM GREEN PULLMAN

On the right is a three-car, medium green, 3241 set, which was cataloged both as a two-car and three-car set. It appears the three-car set was produced in red, and the two car set in medium green. Therefore the three-car, 3241 set is not very common. Similar to the Parlor car in the brown set, the Parlor car was available for separate sale, but the existence of this third car is scarce.

## NOT-SO-COMMON BUFF 3236



On the right is a buff color, 3236 locomotive with a cut-down 3237 frame. This was factory done as evidenced by its photo plate in the 1927 catalog.

## IVES TRAIN SOCIETY

### Board of Directors Meeting

April 16, 2008

In attendance; Don Lewis, Marty Fasack, Rod Cornell, Dave McEntarfer, and John DeSantis Meeting was called to order at 5:35 PM.

Minutes of the Oct. 18, 2007 were accepted.

*Tracks* – Marty reported that he had material for the June issue. Marty urged that we continue to urge members to submit material and/or bring unusual items to our meetings so that we can further expand our knowledge of Ives Trains.

*Ties* – Dave discussed the status of the 2008 edition of Ties and indicated, “everything was under control”.

*Technicians* – No Report

*Membership* – Currently there are 259 members. Dave and Don will work with JoAnne to assist her in developing a membership database that will simplify our information process.

*Financials* – We are currently in good financial condition with a cash balance of over \$7,000 at the end of March 2008.

*Museum Display* – Due to unexpected commitments the Ives Society display at the TCA Museum was not updated this past winter. The subject will be discussed at our Oct. 2008 meeting. We have undertaken a project of acquiring by purchase or donation Ives Herald Cars. 10 of these cars were acquired during this past winter and we would like to expand the number as part of an effort to create a permanent display at the TCA Museum.

*New Business* – Don proposed that John Basile, Editor of our Ties publication, and Randy Berger be invited to join the Board. Everyone was in favor of this suggestion and Don will talk to John and Randy. Other potential changes were discussed and will be proposed at the fall meeting. Also, Bill moved that Don be reimbursed for the Herald Cars purchased as discussed above. The average purchase price was approximately \$60. per car. Dave suggested that a detail accounting be submitted to JoAnne. Motion passed.

Meeting adjourned at 6:15 PM.

Respectfully Submitted,  
Bill Kotek

## 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
<b>COUPLER NEEDS</b>			
<b>(6) AUTOMATIC</b>			
<b>(2) HOOK</b>			

We need a total of 7 roofs and 8 couplers to enhance our display at the museum. Please send your parts 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 15<sup>th</sup> 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

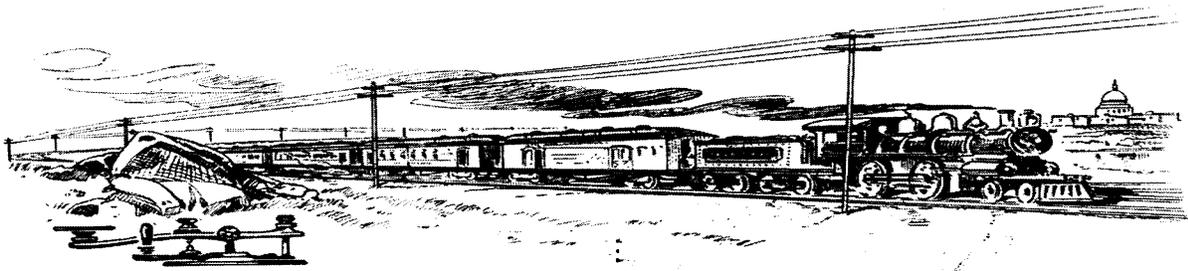
Visit our website at <http://members.aol.com/ivesboy>

## KEY SOCIETY POINTS OF CONTRACT

<b>Donald J. Lewis, President</b> 35 Harwood Drive Danbury CT 06810 (203) 792-5090 dorfan@aol.com	<b>Bill Kotek, Vice President</b> 10654 Pelican Preserve Blvd Unit 101 Ft. Myers, Fl. 33913 (239) 362-3568 wjkotek@gmail.com	<b>JoAnne Baldwin</b> Secretary/Treasurer/Director Membership Secretary PO Box 488 Victoria, VA 23974 (434) 696-3201	<b>Martin Fasack</b> Director/Tracks Editor PO Box 937 Plandome, NY 11030 (516) 627-8804 Fax (516) 627-6632 fasttrack@rcn.com
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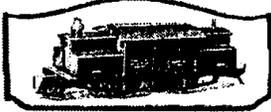
THE IVES TRAIN SOCIETY  
 HEADQUARTERS  
 P.O. BOX 488  
 VICTORIA, VA 23974

*FOUNDED IN 1935*

ADDRESS SERVICE  
 REQUESTED

PLACE  
 STAMP  
 HERE

**FIRST CLASS**

**Ives**  **Toys**  
**Make Happy Boys**

## - IVES INTERVIEW -

Last April during the Ives meeting at York I had the opportunity to meet fellow member, John Gilmer I-6822. He brought with him an, Ives #1120, "O" gauge, locomotive and tender. This, one year only, 1916 locomotive, is probably one of the rarest of all the early IVES electrics. It usually came with outfit #1112. For this interview I had Dave McEntarfer talk to Mr. Gilmer about his fine locomotive.

*Dave:* Can you tell us how you came to own the 1120 locomotive

*John:* I purchased it at York in October of 2007.

*Dave:* Did you purchase it as a set or just the locomotive?

*John:* When I purchased it, it came with two passenger cars; a 60 baggage and 62 parlor car both in olive green with T-trucks and automatic couplers.

*Dave:* That's exactly the way it was shown in the 1916 catalog.!

*John:* I don't have a 1916 catalog, but from what I've read the 1120 was made one year only, according to Doc Robbie's book it is the rarest of the early electrics! I understand that Ives made a 3220 electric outline locomotive that year only?

*John:* Is that locomotive as rare as the 1120?

*Dave:* The 3220 is also very hard to find, but in my experience more of these show up than to the 1120.

*Dave:* To put it somewhat in perspective, Ives cataloged the 1120 with two 8-wheel cars (Set No. 1112) and the 3220 with three 4-wheel cars (Set No. 1112x). They listed both locomotives separately, but didn't picture them. In 1917, set No. 1112 and set 1112x were still listed, but the locomotive numbers had been changed to 1116 and 3216 respectively. The other difference in set No. 1112 in 1917 was it came with three 4 wheel passenger cars as opposed to the two 8-wheel cars from 1916. It also came with the No. 11 tender (because 4 wheel cars have hook couplers). John can be pretty certain that his set was sold in 1916 as it came with the two 8-wheel passenger cars with the T-Trucks. 1916 was the last year for T-Trucks. In almost 40 years the number of original 1120s I've seen would be less than 10. Of the 4 or 5 I've managed to get pictures of, every one of them is slightly different. John's locomotive has gold rubber stamping, No A/D switch and No coupler on the front. Most 1120s have silver rubber stamped letters, some have the A/D switch and some have a hook coupler on the front of the engine. The catalog showed the locomotive with an automatic coupler on the front of the pilot, I've never seen one like that! The 1116 replaced the 1120 in 1917. 1917 was the first year of the 'New' castings that used a more rounded boiler as opposed to the old 'straight' boilers of the 1120. Here's my theory and it's only a theory! Ives still had 1120 boilers left over from 1916, as Ives was apt to do, they used up any old inventory laying around. The left over 1120 castings were used to complete sets in 1917 with the three 4-wheel cars (thus the hook coupler on the front). I have also located a few 1116s that used the old casting (like the 1120). 1917 was one of those pivotal years when Ives was going through a 'make-over' in their line. New castings, new trucks, boats were in the works and the old cast iron electrics were about to be replaced by stamped steel. John's Set No. 1112 is historically significant in that we can pretty much date it to a single year (1916). The set is a barometer of how things were made that year.

Thank you John for bringing this fine piece for us to discuss!, and thank you Dave for your great reporting.



**IVES #1120 LOCOMOTIVE AND TENDER**



**CLOSE UP OF CAB**



**CLOSE UP OF TENDER**



**ANOTHER VIEW OF #1120 LOCO & TENDER**