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# IVES TRACKS

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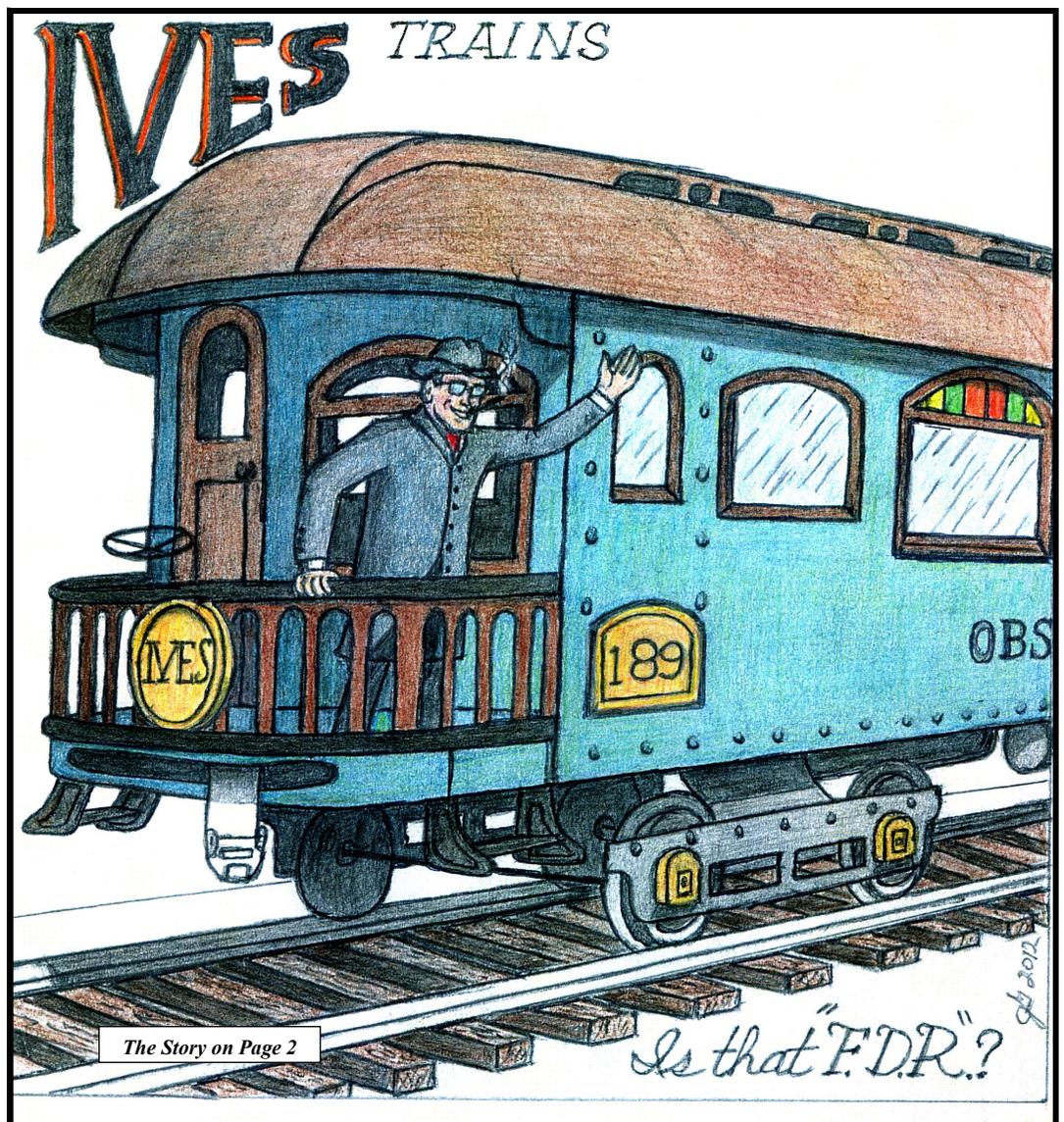
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The Story on Page 2

# IS THAT F.D.R.?

(See front cover illustration)

By John Gray I-6662

Disclaimer: *I.T.S does not support any one party or person. This article is a historical representation of when candidates used the train lines to get their message out to those small towns being serviced by the railroad.*

Is the figure waving from the rear deck of an IVES No. 186 Observation Car really F.D.R.? Well, maybe! At one time this was generally the most practical method of getting ones message out to the public at large. It was called "face-time". We had no TV, no internet, limited radio, and lots of newspaper articles to influence the American voter.

Franklin Delano Roosevelt was elected President of the United States in 1932, the year the IVES Corporation went out of business, under Lionel ownership. Mr. Roosevelt, one of the most accomplished presidents of the 20<sup>th</sup> Century, guided our country through the worst depression ever, and a World War that left many nations in shambles. The Roosevelt Administration's "New Deal" established the most successful Federal program ever, "Social Security, functioning as a financial safety net for millions of America's elderly and retired citizens, among others.

Only an IVES collector can fully appreciate the achievements that IVES accomplished in the field of toy train production. One could also ask what kind of toy trains did Mr. Roosevelt own as a young boy? Was it an IVES set? There may not be any historical information on this subject, but it could make for some interesting conversation among toy train collectors.

It's only fantasy, something toy train enthusiasts are allowed to indulge in, but the front cover illustration does pair-up two of the nation's most revered institutions: F.D.R. and IVES. Though both are long gone now, we continue to benefit today from their efforts, in different ways, and hope that their names will echo down through history

# PRESIDENT'S COLUMN

Don Lewis

## **Variations of the Fifth Avenue Special**

**By: Martin Fasack TCA 79-13548, ITS I-6699**

In the December 2011 Issue of "Ties" (pages 15 & 16) Prof. Andrew McIntyre and Dr. Barbara McIntyre wrote an excellent article on a **1928** 3235 Fifth Avenue Special set. It consisted of two **1926** brown, 184 and 186 cars, and a rare **1928** 3235 locomotive. The characteristics of this **1928** locomotive included a wide motor, embossed 3235 strap headlight, "IVES CORP." pickup roller plate, cab body without any side holes, narrow body weights, and a sheet metal frame. All locomotive characteristics typical of **1928**.

Since then a **1927** 3235 Fifth Avenue Special has been found and has formed the basis of this article. The characteristics of this **1927** locomotive included a narrow motor, embossed 3235 strap headlight, "THE IVES MFG. CORP." pickup roller plate, cab body with side holes, wide body weights, and a sheet metal frame. All locomotive characteristics typical of **1927**.

One would think an inexpensive set like this, cataloged for only one year, would have very little apparent variations; but one thing you can count on being an IVES train collector is what you thought was simple and understandable leads to an endless pattern of variations. These variations are borne by the IVES goal to insure that every item manufactured was distributed in some fashion, and the sets as described in this article proves that premise. The 5<sup>th</sup> Avenue Special, consisting of a brown 3235(-R) with a 184 buffet car and a 186 observation car was introduced by IVES in their **1926** catalog as a low end introductory train. It was meant to be a one year set being replaced by another two car set, the "Red Arrow" in **1927**. This article will show four major variations of this set, including items thought not to be made. All four sets will range from scarce to rare; as compared to the cataloged sets which we rate as common.

### **The Fifth Avenue Special 1926: non plated cars**

The first set variation is a Brown 3235 with 184 and 186 cars, recesses (scarce) in the bodies for plates but rubber stamping used in its place. What happened to the plates? We have seen other examples of this variation with both the red and green passenger cars. Sometimes holes for the plate tabs are also found along with the rubber stamping. The overall reasoning for this phenomenon is unclear. Some speculation is the plates were available but IVES didn't pay the supplier in time because they were short on cash. Another possibility is the supplier couldn't deliver them in time and the IVES product had to go out. Your comments will be appreciated.



### **The Fifth Avenue Special 1926 - with extra 185 Parlor car**

The second set variation is a Brown 3235 with 184, 185 (rare) and 186 cars. Since we do not have the set box, and unaware of any IVES 3235 three-car set, we can only speculate on its appearance. In the **1926** catalog on page 19 you will find a brown 185 available as a separate sale item. I will assume that IVES assembled some cars and offered them to dealers during **1926** just to get rid of them. They were blown out to make room for the red arrow cars, and customers bought them on the cheap. Very few 185 brown parlor cars have ever shown up and therefore probably very few were made.



### **The Fifth Avenue Special 1927**

The third set variation is a rare **1927** Brown 3235 with 184, and 186 cars (see picture next page). Without factory records we can only surmise why this set was made, but I will offer an opinion on its existence. We complete **1926** with the two car brown sets and go into **1927** with the two car red sets. Sometime in late **1927** they may have run out of red 184 and 186 cars. We know that cash is short and a decision is made to use old assembled inventory of **1926** brown passenger cars by painting some 3235 cabs brown, and therefore satisfying any orders for a 3235 two car passenger set. Other than that I cannot fathom why IVES would paint these 3235 cabs and offer them for sale in **1927**. We must remember in **1927**, as a result of substantial financial losses, IVES goes through a top management shakeup with Harry Ives stepping down as president and being replaced by Charles R. Johnson. It is during this turmoil and lack of cash that forces IVES to use up everything they had to satisfy any pending orders, and ultimately results in variations, variations, and more variations. The next variation will further support this premise with a **1928** set.



### The Fifth Avenue Special 1928

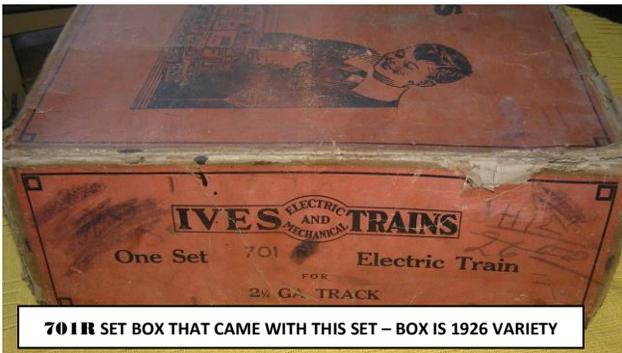


In the December 2011 publication of "Ties" It describes a rare brown **1928** 3235 using the same brown **1926** 184 and 186 passenger cars. *As reprinted from 2011 edition of TIES:* Here again IVES had these cars left in inventory and decided to sell them in either a dealer special uncatalogued set, or for use as a set for foreign export. Late **1928** was a time to use up old assembled inventory in whatever way they could. They were transitioning to the Lionel bodied 3236 and therefore these assembled IVES cabs had to go. IVES bodied cabs without the side holes are from 1928 as is the use of the Corporation Motor plate. Therefore we have **1926** cars along with a **1928** 3235 locomotive. This means the 3235 continued in some form into 1928 and did not end in **1927** as was previously thought. I believe we have covered all the variations of the Fifth Avenue Special. Please email if any member has another.

**A RARE and UNIQUE IVES 701R SET**  
**by Alan Grieme**

*Editor's note: We just saw some of the variations for the Fifth Avenue Special that supports the premise IVES being short on cash did everything it could to get product out-the-door in some manner. Well here is another one of those out-the-door variations.*

The set box is marked **701R**, then has panned on prices by the store with an H 12 number added over the price.



**Above 1927, 3242 bottom , wide motor, sheet metal frame**  
**Below - 184, 185, and 186 cars that came with the set**



Inside the box, almost hidden, are two stickers side by side. They state Columbia Music Store, Newburg, NY. Those two stickers are applied over two more stickers, over one other sticker (see picture) and what you can see of the other stickers, they are different. I know this sounds silly, but it looks like a new store name or location was trying to be established.



It actually gets better. Inside, there was a box for a conductor's outfit even though it didn't specify its existence on the set box. Included, but not shown, were some play tickets and a conductors punch.

If Columbia Music Store had something to do with Columbia records, there were probably many locations. This might be the way they identified point of sale.



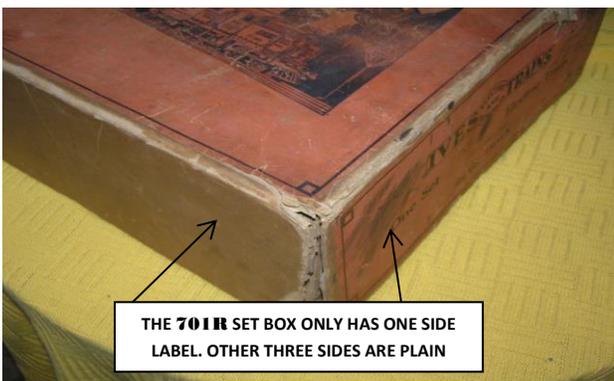
**RED 3242 THAT CAME WITH THIS SET**

There were also three IVES hang tags (above). One was the typical oil tag, but the other two had (4) digit rubber stamped numbers on both sides of their tags, 7846, and 8389. Only one shows evidence of having the string cut and I bet it was originally tied to the locomotive. The second one with (4) digits might have been in the transformer box.

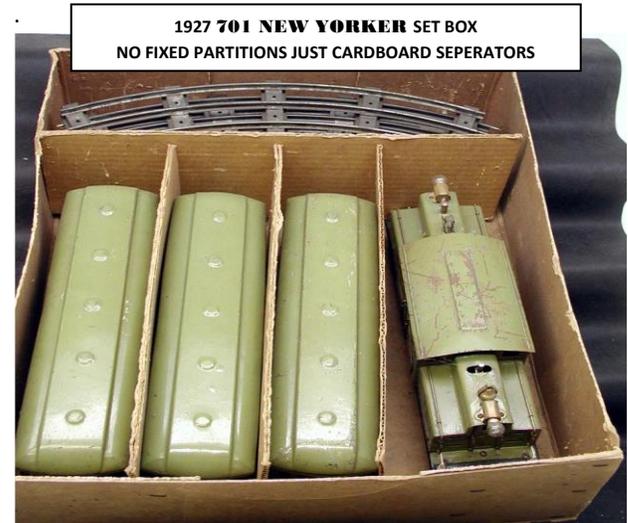
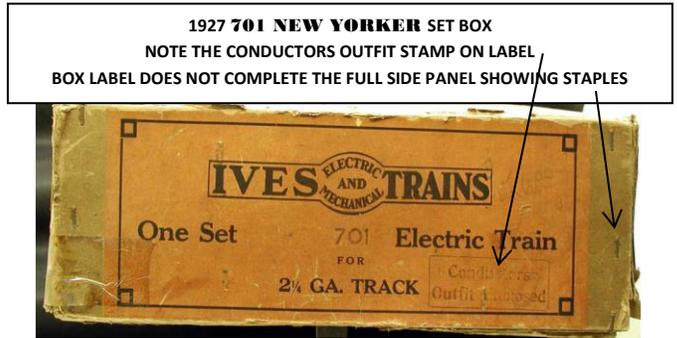
We know a different (4) digit number was used by Montgomery Ward and others for each of their IVES sets. These were stamped on the outside of the carton sometimes without an IVES catalog set number. Montgomery Ward then added additional digits for their catalog numbers; however they were for mail order sales. It looks like it is possible that a special IVES in-house (4) digit number was the way IVES identified a "special" for many of their customers. This question is certainly up for discussion?

This set box I believe is from 1926. It should be noted the IVES set box was manufactured out of plain cardboard and had orange labels affixed to the top and sides for completion. It was then rubber stamped with a set number. I am only talking about the "typical" orange boxes used from 1924 to 1927 in "2 1/4" gauge with the depiction of the boy and the 3243 set. When they stapled the lid together, the staples are hidden under the orange paper decorative sheet, or label, that covers the entire box. If the label applied is not long enough to cover a complete side you will see the corner staples. This is evidenced in the 1927 box on right where you can see the corner staples.

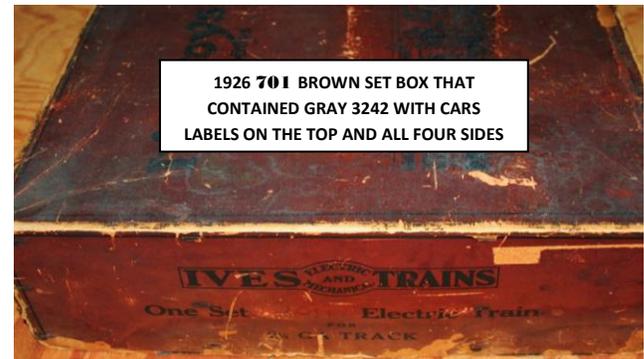
Most likely IVES received the cartons flat (just cardboard color) but scored for easy bending and applied the paper (both top and sides) after assembly at the factory. It appears that sometime in 1926 IVES changed their methodology by applying the orange decorative sheets on one end and the top, rather than all four sides like the earlier orange box lids. This was probably a cost saver. This particular 1926 set box supports that theory having the normal top orange paper label showing the boy and train, one end flap with a label and set number, and the other three sides being just plain cardboard.



I have a second **701 R** set with a gray 3242R engine with a cast iron frame and gray cars. This box has the same type of cover with only one orange labeled flap as well. Some 1927 **701(-R)** boxes, like the "New Yorker" set catalogued in green (pictured on right), had a rubber stamp on the applied decorative orange end flap to tell that the box contained the conductors outfit which was only included in 1927 sets.



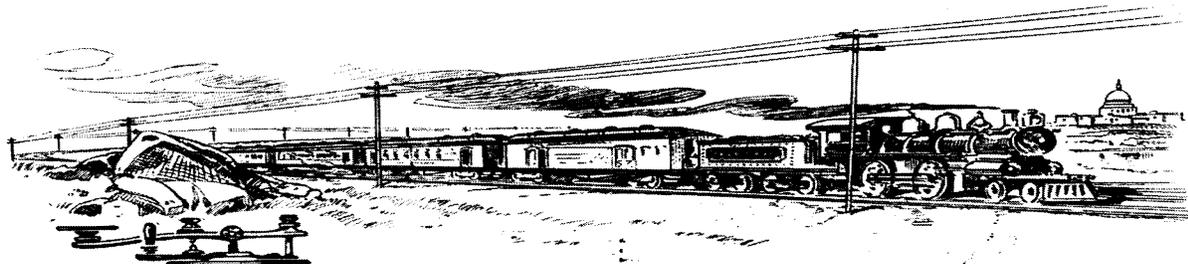
There are also other boxes including the dark brown one below that came with a 1926 **701** gray set, so packaging can vary. This particular box has labeling on all four sides.



In conclusion what do we have? We have a locomotive manufactured after March in 1927 that was not catalogued in red. There is a rubber stamp on the bottom of the frame that state, "PATENT Mar 29, 1927 No.1622815" which was the date the patent was granted for the "R" Automatic Reverse Unit originally applied for on Dec. 17,1923. A conductor's set that was catalogued in 1927 sets only. We have three gray cars that were probably manufactured in 1926. A 701R set box also probably made in 1926, some stick on labels that could indicate point of sale, and two hang tags with (4) digit numbers which may indicate a factory special...???. Does anyone have any knowledge about red 1927 3242's in this set with gray cars or any other way? Or---- has anyone seen the (4) digit hang tags used? Hopefully there are some thoughts among the "group".

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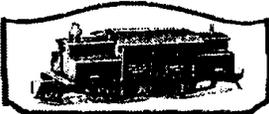


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