

A PUBLICATION OF THE IVES TRAIN SOCIETY

June 2020



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AN IVES No. 1129 STEAM LOCOMOTIVE APPROACHES THE OLD MOUNT AIRY STATION IN WEST PHILADELPHIA

The Story on Page 2



An IVES No. 1129 Steam Locomotive Approaches the Old Mount Airy Station in Philadelphia.

by: John Gray 1-6662 (see cover illustration)

Taken from the "Old Philadelphia" series

The front cover illustration depicts an IVES 1129 steam locomotive and passenger consist approaching the MOUNT AIRY station in the Germantown-Chestnut Hill section in west Philadelphia, which was designed by the Pennsylvania Railroads architect Frank Furness in the late 1800s.

The station was one of several in the region that was part of the old Reading Railroad's complex of train depots and terminals during the pre-electrification period.

Mr. Furness had a tendency to create a "residential" look to his stations; some had a large porch-like overhang for inclement weather, and a turret with windows (Gravers Lane station) to watch the incoming trains. The Gravers Lane station is still standing and in use; as is the Mount Airy station.

These fine structures received the same attention by the architect as did his own residence. Both stations are on the National Historical Registry.

President's Column

by: Don Lewis



As seen and reprinted from the Facebook group "Tinplate Toy Trains" on 7/2/2019

Comments by Dave Bashline: In 1910-11 and maybe into 1912 IVES used two colors of set boxes. The red shown here denoted electric sets, while the dark blue or black signified mechanical sets. Although any boxes from this period are rare, the red ones are extremely difficult to find. I have been after a nice example for awhile and finally stepped up for this one. Set 1114 of 1911. 1117 steam loco with an 11T tender with two Harvard Yale cars!



Comments by Dave McEntarfer: 30 years ago I was the under bidder on this locomotive and regretted it ever since as I've never had a chance at another until last month when the guy who outbid me called me up and asked if I wanted to buy it, well of course I said yes. For those that don't know this is the very first Ives No. 25 made in 1901. I am only aware of two others.



As seen and reprinted from the Facebook group "Tinplate Toy Trains" on 5/4/2019
Comments by Dave McEntarfer: Right: The individual accessories aren't rare but the 631 three pack looking like it's never been opened certainly is.



As seen and reprinted from the Facebook group "Tinplate Toy Trains" on 7/27/2019

Comments by Dave McEntarfer: Left: This 1929 Flyer bodied Ives caboose was originally in the Lou Hertz collection. Lou mentioned it in one of his books as a customer special order in red, white and blue. I would call it 'rookie tan', 'Cardinal Red' and Flying Colonel Blue.

As seen and reprinted from the Facebook group "Tinplate Toy Trains" on 7/23/2019

Comments by Dave McEntarfer: Right: Comparison between two identical cars from approximately 1924. The one on the bottom was lithographed in Wanamaker brown for the Philadelphia Dept Store. The orange one was regular production. If you look closely at the roof on the Wanamaker car it was originally orange before being painted in the deep maroon



The IVES 143 and 144 “0” Gauge Passenger Cars

This is a another article that started as a series of emails from Randy Burger to the group concerning questions about a pair of 143 and 144 passenger cars that were owned by Bob Boyer, Jr. What follows is a response to those emails.

Initial Email from Randy Burger:

Had dinner with Bob Boyer Jr. last night and he queried me about two IVES o gauge cars he had. They are black with red roofs and vestibules, brass plates and windows numbered 143 (coach) and 144 (obs). They are not in the '28 or '29 catalog. Talked with Alan Grieme about them for a short while, but thought I should query the group. vestibules are red and held on by tabs.

Email from Bob Boyer, Jr:

Below are pictures of the 143 and 144 cars. I originally thought they were for a 1929 Black Diamond Jr. with the 1122 loco, but then I noticed the car numbers didn't match the '29 catalog. When I looked at '28, there was no match there either. Also, I could find no reference to a 144 observation car in the publication "Made in the Ives Shops". Randy and I called Alan Friday night, and he opined as well that the cars were probably '28. So bottom line, these 1928 cars should be behind an 1120, which I can accommodate.



144 Observation with Red Vestibules



143 Coach with Red Vestibules

Response Email from Dave McEntarfer:

Those are 0-gauge Black Diamond cars from 1928. Yes I know the set listing in the 1928 catalog says that the Black Diamond came with 142 and 143 passenger cars, well apparently Ives (maybe Lionel) screwed up, it should have been 143 and 144. It is listed that way in the back of the catalog where the cars are listed for separate sale. The only difference in the 141 Pullman and the 143 Pullman was the outside vestibules. The only 1928 cars without the vestibules and the 141 number were the Greenway cars which are extremely scarce. Ives went back to the original numbers in 1929 and these cars were numbered 141 and 142. Go Figure.

Email from Peter Primiani:

Here are my black and red cars. Coach is numbered 133 and the observation 134. Vestibules are black. What cars are these? The engine I have with them is a #3255 Black with red frame with manual reverse.



3255 Locomotive



133, 133 and 134 Passenger Cars

Response Email from Dave McEntarfer:

The cars you have are Knickerbocker cars from 1930 - they were sold with a 3261 in black with a red frame. The 3255 you have with them appears to be a repaint from 1927 and was probably originally tan in color. The non-auto reverse motor would have only shown up on that longer cast iron frame in 1927

Response Email from Peter Primiani:

Dave, I have a Knickerbocker set with the correct engine. I thought this set was a different set that Ives came up with in 27 or 28. I've seen other black 3255s with the red frames and the manual reverse. Didn't the Red Hawk set have that engine?

Response Email from Dave McEntarfer:

Peter, Attached picture is a 3255 Red Hawk engine. This was sold in 1929 and the red frame on these is steel with die cast pilots. The last year Ives used any cast iron frames would have been 1926 or maybe 1927, your engine is definitely 1926 era with long cast frame on a manual reverse motor. The only engine to have a red cast iron frame was the early 3253 (1919/1920) which had a dark grey shell. I can't tell with your cars but they are unusual in that if they're late 133/134 cars they should have two brass plates, changed over from 1 to 2 plates 1928/29. Your cars also have window shades which shouldn't appear on those cars, can't tell but 133/134 cars should not have lights either. Ives did some weird things near the end and nothing is impossible, but your engine was definitely repainted once upon a time.



3255 Locomotive

Unique Variation on Black and Red from 1930.

Going along with the Black / Red theme here is a set that was found in a garage in California after the owner had passed away. The lawyer for the estate sold it and could provide no other history or background. The set is unique in that it came in the original set box with the number 573, which is the catalog number for the 1930 Knickerbocker set. The individual piece boxes appear to be from 1929 in that they are stamped on both end flaps. The engine is a standard black/red 3255 normally associated with the 1929 set called the 'Red Hawk Special' which came with red/black 135/136 cars. This set has just the opposite with the cars having black bodies and red roofs. The boxes are even stamped 'black/red' instead of the normal red/black. The Knickerbocker set did come with black/red cars but they were the 133/134 numbered cars that didn't have the window shades or internal lights. The last anomaly for this set was the price, which was the same as the Knickerbocker in 1930, even though that set contained a cheaper engine and cheaper cars. If it weren't for the 'different' color to the cars and their box markings I would have guessed that someone purchased a Knickerbocker set and for whatever reason put the 3255 locomotive with it. This is the only set like this I've seen and can't explain it.



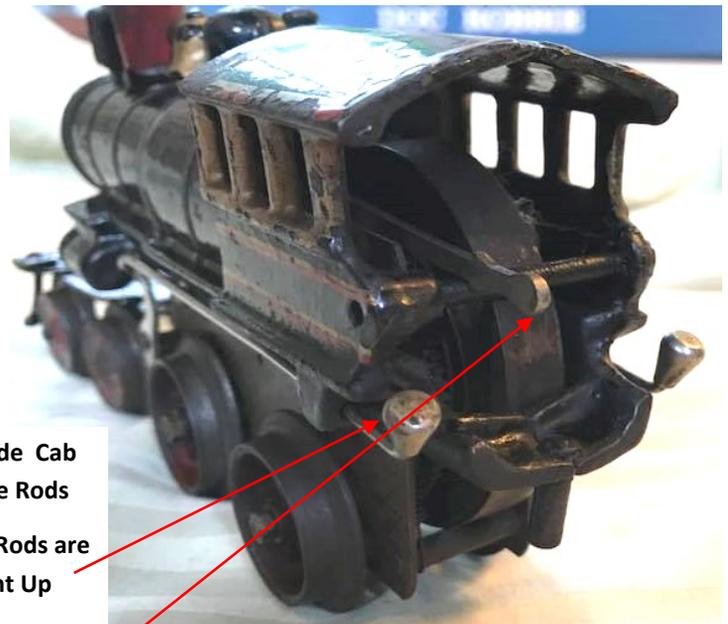
Comments by Don Lewis

As we all know sometimes we don't even realize what we have on our shelves until we actually stop and take a look. In this case a recently purchased Ives 6 band #25 encouraged me to compare the new purchase to the 6 band #25s already in the collection. The comparison led me to discover that one of the 6 band locos was actually a #20 (#25 w/o reverse) circa 1903/04. The top two photos are of that loco. Interesting to note that the brake rods are straight vs. being bent up on the back end.



Outside Cab
Brake Rods
w/o Reverse
Rods are
Straight

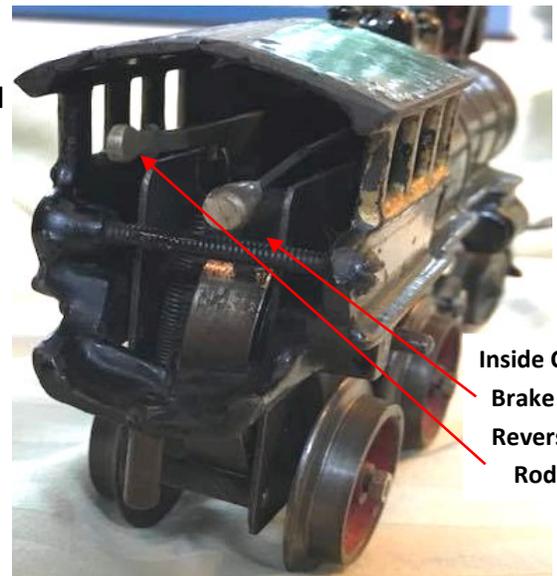
The 3 photos below are of a 6 band #25 circa 1904. If you look close in the 2nd photo of this loco you can see the slider assembly which is part of the reversing mechanism on the #25.



Outside Cab
Brake Rods
Brake Rods are
Bent Up
Inside Cab
Reverse Rod



The last two photos (below & right) are of the very last 6 band #25 which now has the brake rod (1 vs 2) on the inside.



Inside Cab
Brake &
Reverse
Rod

Comments by Dave McEntarfer

The Dixie Flyer set from 1929. Another collector got this from his neighbor who had been the original owner. The 1929 catalog called this color emerald green, collectors have referred to this color as baby puke green. Typical of Ives, the engine even though stored in it's original box for most of its 90 years has lost some paint and is only C5 or C6, The cars on the other hand are a full C8 and the boxes are bricks.



Comments by Dave McEntarfer:

Typical 1929 clockwork with an Ives cab and American Flyer mechanism, the cast wheels on these Flyer mechanisms decay badly and it's just about impossible to find one with 4 good wheels and the drive rods. The tender also has Flyer wheels and the coal pile first added in 1929.



As seen and reprinted from the Facebook group "Tinplate Toy Trains" on 8/22/2018)

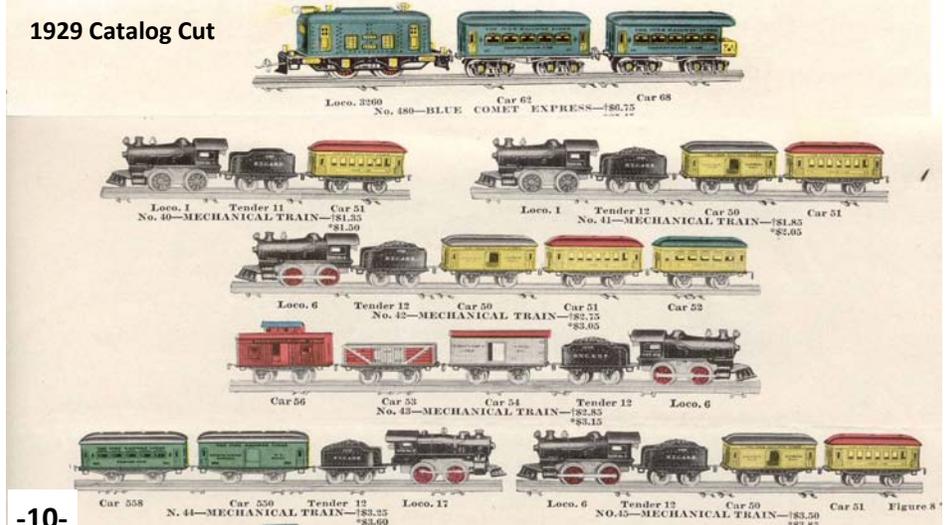
Comments by Dave McEntarfer

Sometimes the cheaper sets are the hardest to find complete and nice. The set on the right is a clockwork, simply listed in the 1929 catalog as No. 42. I call it the little rainbow set because of the different colored roofs. The set on the left is the first Blue Comet, yep, a year before Lionel came out with their first Standard Gauge Blue Comet, Ives cataloged this little version of their own. Not lost on the collector was that Lionel was part owner of Ives in 1929

The 52 Parlor car with the green roof only came in this set and is very difficult to find. I looked for 20 years for the first one I had.



1929 Catalog Cut



Comments by Dave McEntarfer:

Here's a set you won't see everyday, from 1928 Outfit 476 was one of the variations of the Black Diamond set that was listed in the catalog but according to the catalog this set was painted gray with a black mottled effect to simulate an alkali dust covered train having passed through the Mojave Desert. This was Ives Girls Train, it was 1928 and it was ugly, no one bought it. Basically the train was painted gray and they speckled it with black paint.



I'm only aware of 3 of these engines that have survived. This one was early probably prior to the bankruptcy sale, It has a cut steel pilot. Later ones had a die cast pilot.

1928 was the first year for the snake pull coupler. Again in this early set Ives didn't have these new couplers yet so they took two couplers, cut them and spliced them



This was a No. 143 car according to the catalog, but because this was an early set prior to bankruptcy the plates are blank, apparently they hadn't paid their bills and the plates hadn't arrived yet.

PLAYTHINGS 1922 by Carey Williams

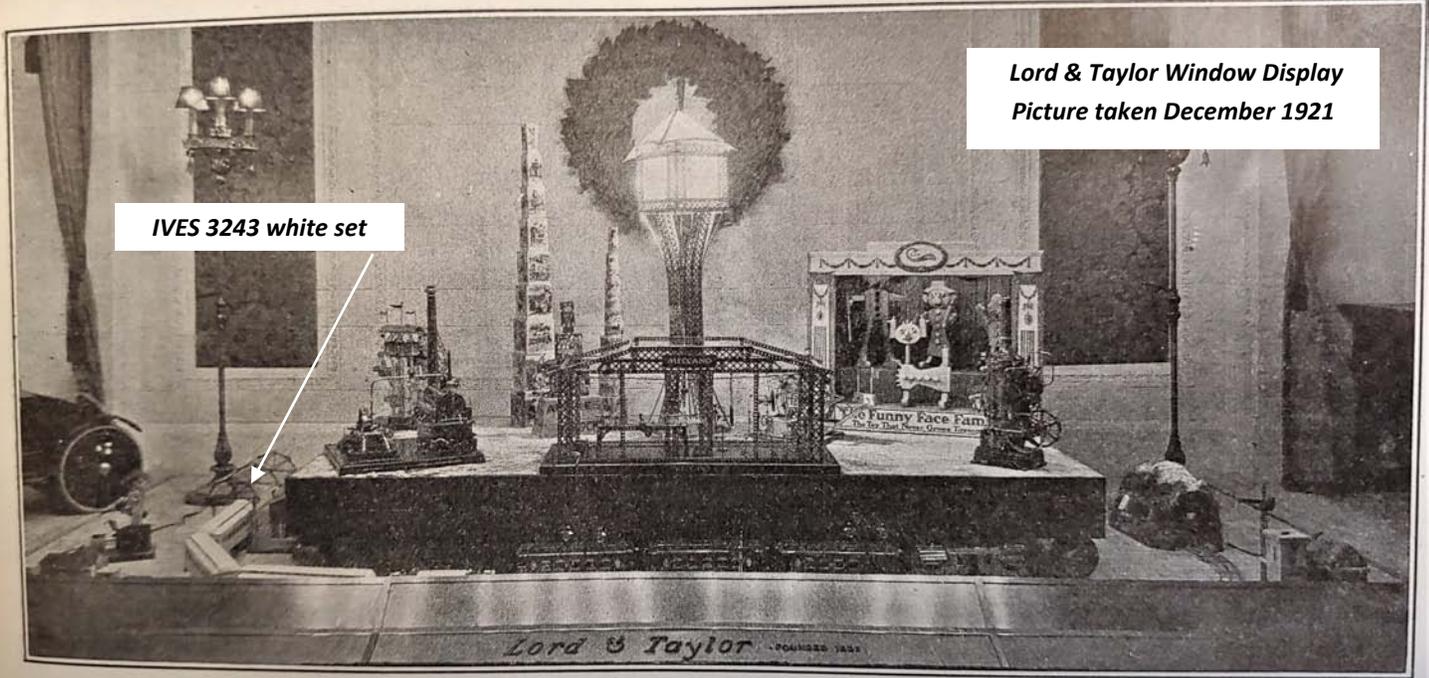
I thought you might like to see some of the Ives items of interest found in Playthings from 1922-3. The image of the White steamer is found both in February with no location given, and March with the location, as shown on the right. The pictures were taken during the Christmas of 1921, as was the Lord and Taylor shop window with the #54 and the "White" Ives set coexisting on the next page. interesting that in both displays Lionel and Ives are shown side by side. Later there were notes that some department stores had two toy train sections with Ives and Lionel separated. I'm sure Josh was much happier about that. Nothing yet noted in text about the use of the "White" Ives sets found in Playthings. With luck more of the White sets will appear in the following years.

Playthings pushes the art of display so the "White" Ives set being a unique stand out piece would therefore be deemed as the perfect display piece as a Christmas item. More to follow!



Exploded view of 1132 "White" set.
March 1922 Playthings
Picture taken December 1921

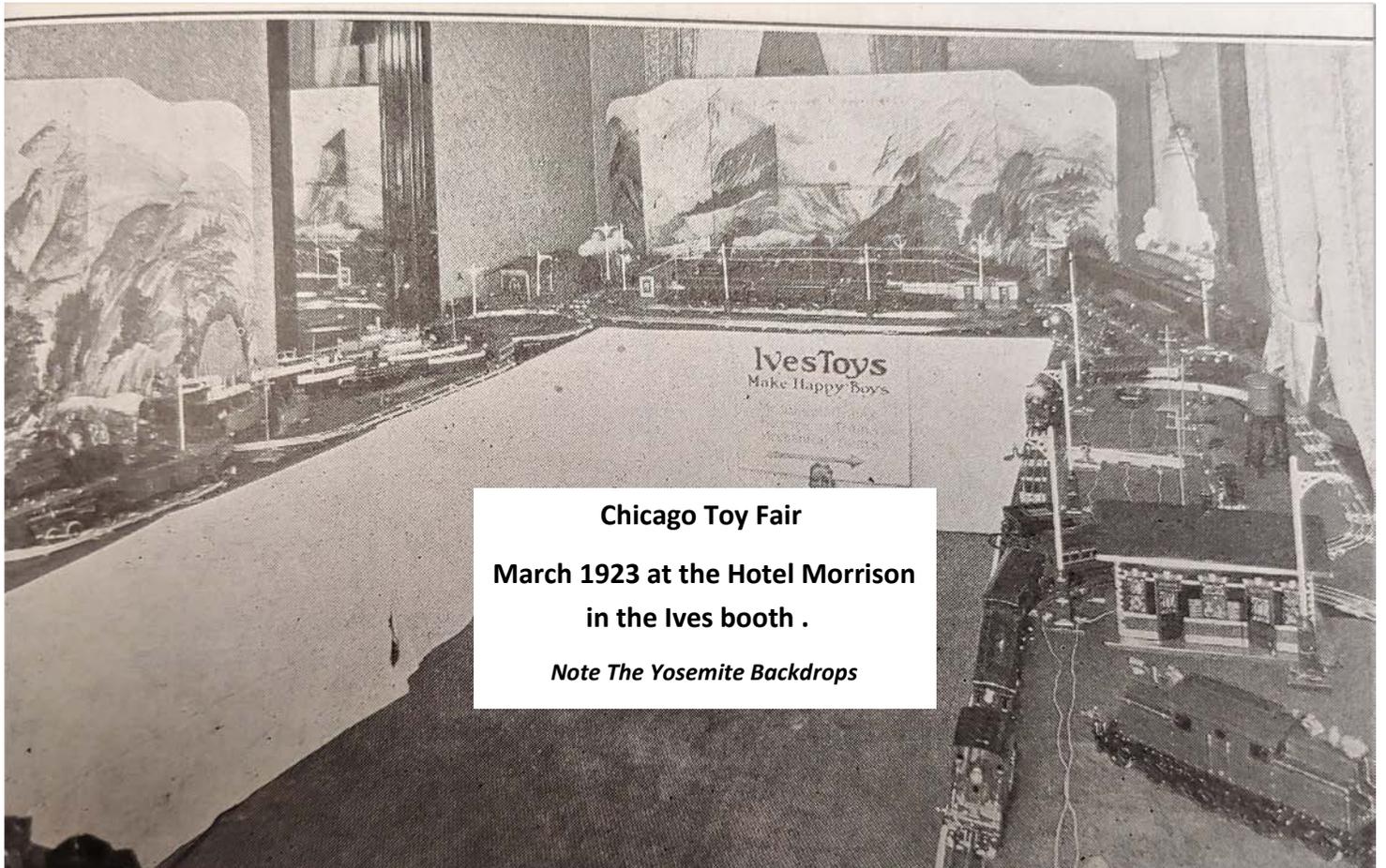




Lord & Taylor Window Display
Picture taken December 1921

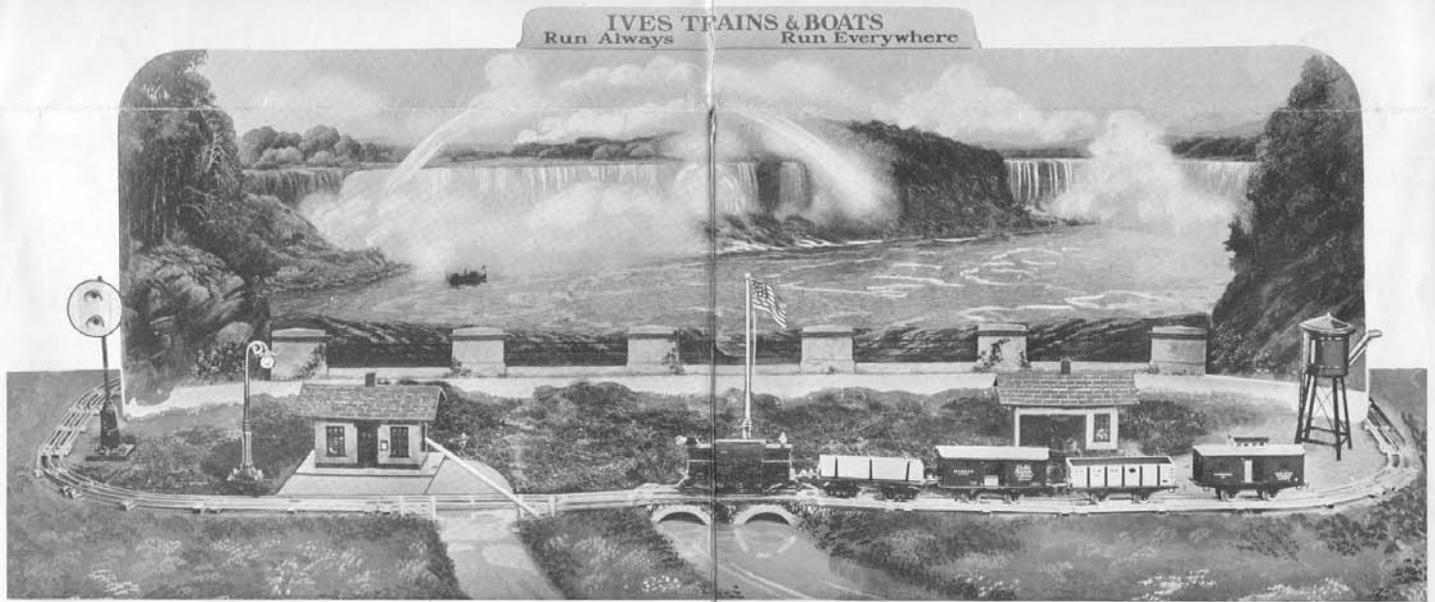
IVES 3243 white set

How Lord & Taylor (New York) Place Emphasis Upon a Limited Number of Toy Lines. This Is a Relief from Many That Are Invariably Overcrowded.



Chicago Toy Fair
March 1923 at the Hotel Morrison
in the Ives booth .
Note The Yosemite Backdrops

Dave McEntarfer: Great Pics again, thanks. I'd always put that particular backdrop into 1922-23, not sure why but this pretty much affirms it. The long survivor that we know of is this particular backdrop, The backdrop in these pictures is the Yosemite backdrop, supposedly they also made one of the Grand Canyon and Niagara Falls. (next page) One can only wonder if the white 1132 set in the picture on page 12 is the same one that has survived and if there were other ones out there. -13-

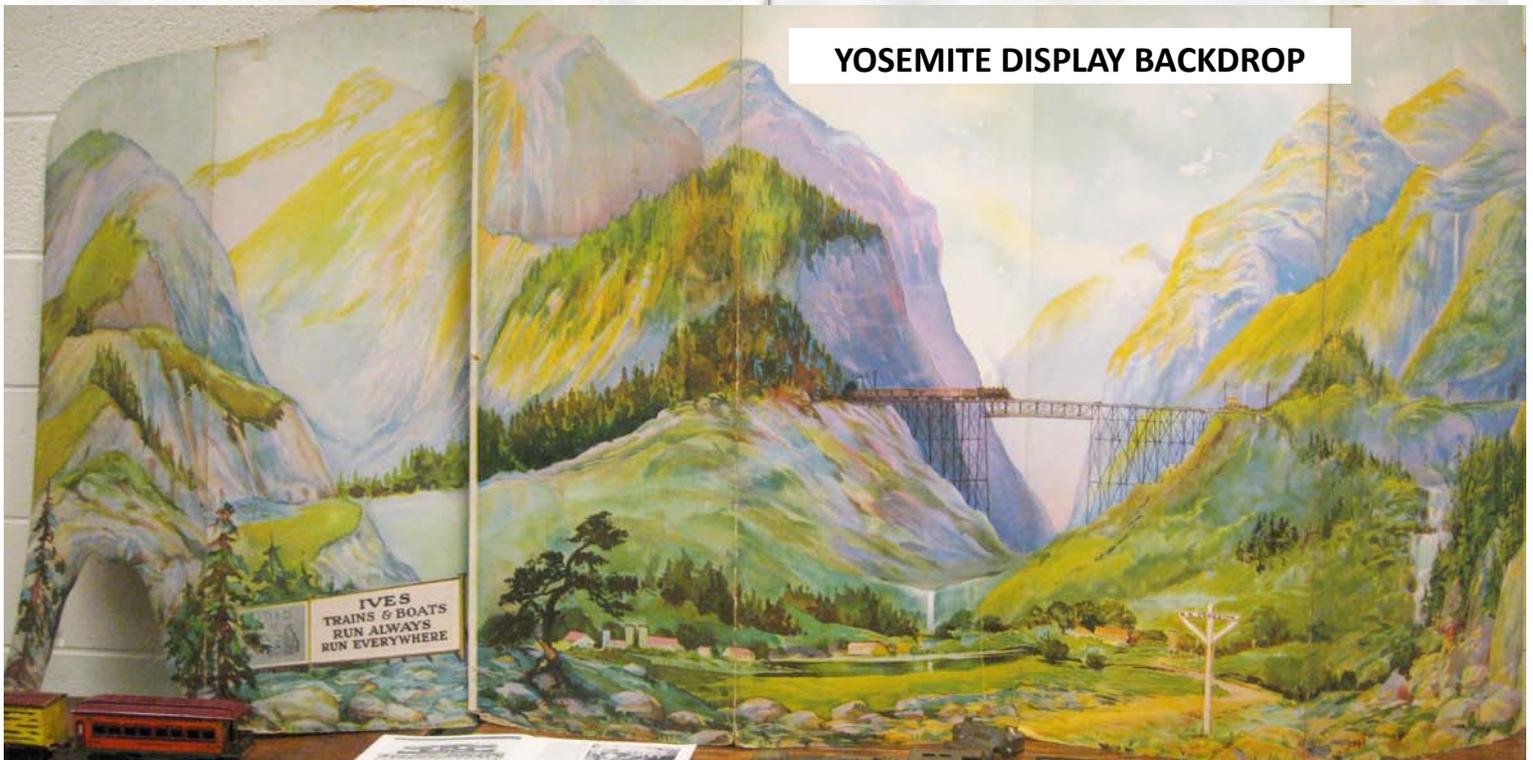


INCREASE YOUR 1924 TRAIN BUSINESS WITH THIS BEAUTIFUL NIAGARA FALLS WINDOW DISPLAY

Dealers familiar with Ives 1923 scenic display of Yosemite National Park can easily visualize the effectiveness of this new display for window or department use.

The length of this display is 7 feet 6 inches and height

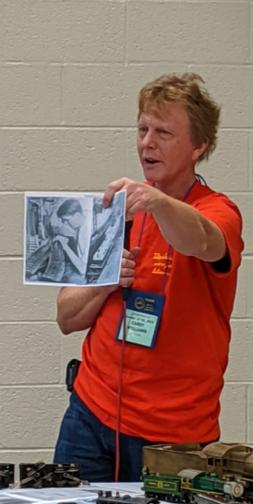
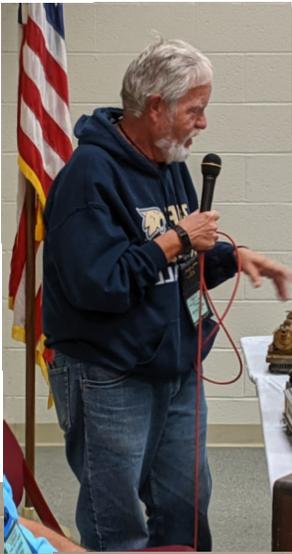
38 inches. The use of fourteen colors in the reproduction process has resulted in a display that for artisticness and attention value has never been surpassed. The supply of this unusual display is limited and is offered to the trade at cost—\$6.00.



YOSEMITE DISPLAY BACKDROP

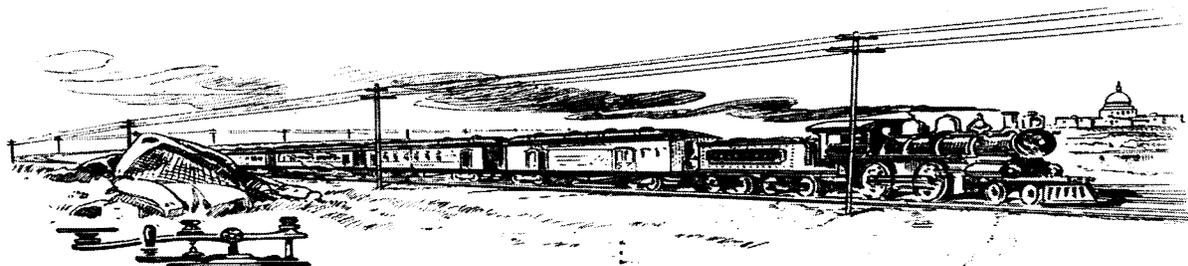
[From Playthings: Ives "Train Display at Hotel Morrison"](#) - see page 13 Among displays calculated to help the retailer sell more trains, it would be hard to create a more effective scenic window than the one provided by Ives Mfg. Co. The camera fails to do justice to the one shown in this photo. It is a striking reproduction of a scene from Yosemite Valley, which has been obtained by the use of twelve colors and the highest class of art work. The display piece measures ten feet in length and 44 inches high. Tunnels at both ends provide for the disappearance of train, which increases the effectiveness of the display. It is a practical exhibition piece for either window or department store use. From John Basile; Carey, thank you for the Playthings information. The 1923 date for the Yosemite backdrop on the previous page is confirmed. See the article in the 2010 TIES of the only known example. Also see back cover of 2016 TIES. There are two backdrops shown in Playthings (Lord & Taylor 1923 Store Display) and I couldn't decide if they were identical or different.

**IVES MEETING YORK
4/17/2019**



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