

A PUBLICATION OF THE IVES TRAIN SOCIETY

March 2024



# IVES TRACKS

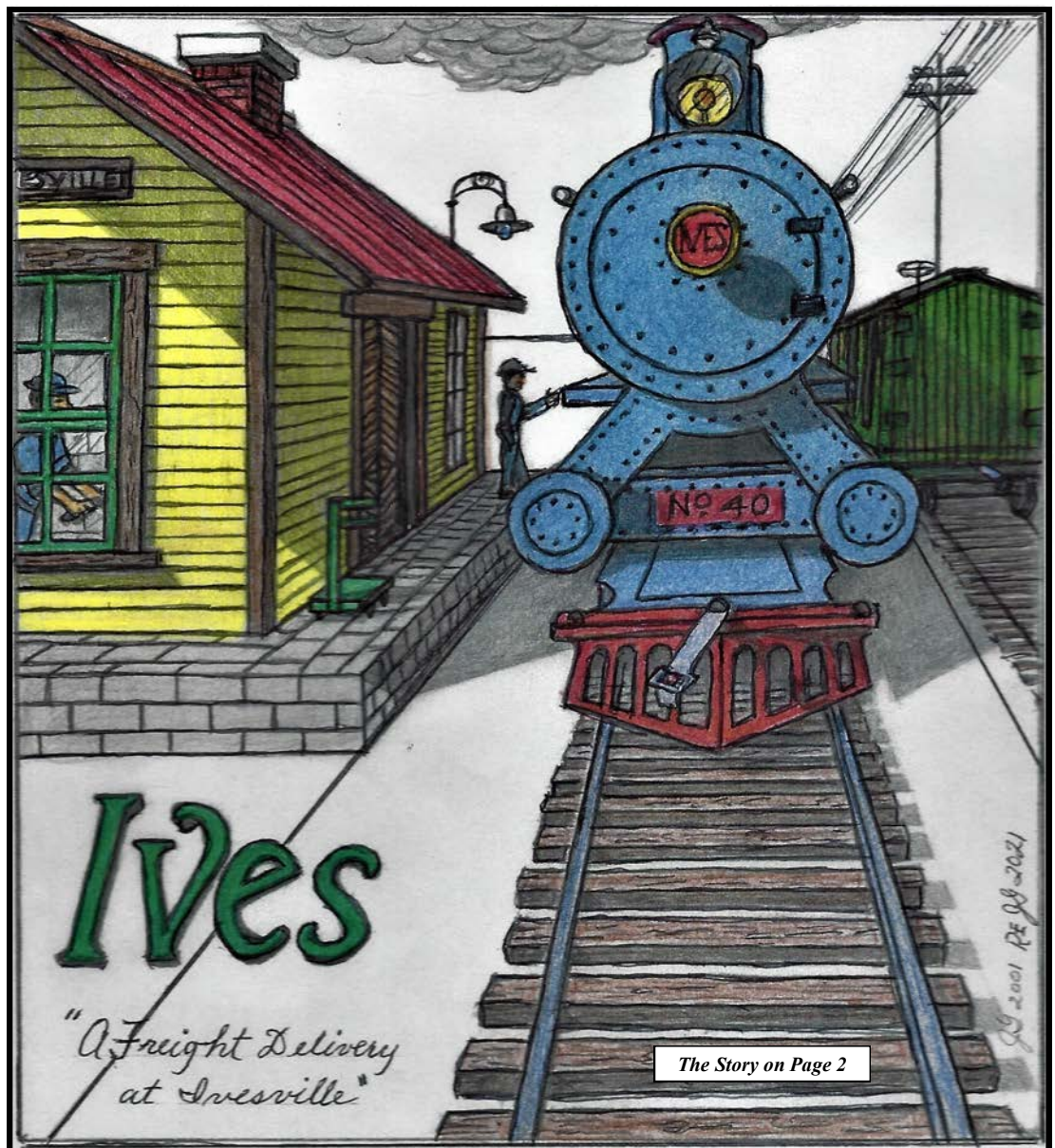
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# **A FREIGHT DELIVERY AT IVESVILLE**

(See front cover illustration)

**By John Gray I-6662**

*This is a reprint of a cover used in the Sept 2011 publication that has been colorized*

It's early morning, and the 6:55 a.m. freight delivery at Ivesville has just arrived, on time, but then, all IVES trains are on time. When has the IVES No. 40 cast iron steam locomotive, with its freight consist, (ever) not been on time?

The timely IVES No. 115 freight station typifies an early 20<sup>th</sup> Century, small-town, depot. The station master, standing on the loading platform, is engaged in lively conversation with the locomotive's engineer, while inside, as can be seen through the station windows, a worker prepares the freight cartons scheduled for shipment.

The scene is typical of rural America, when little communities everywhere depended solely upon the nation's railways for the movement of goods and mail, not to mention the traveling public.

Like no other toy manufacturer of its time, IVES accurately and charmingly reflected these trends in their toy trains and lineside items.

## **President's Column**

by: Don Lewis



# IVES

## Southern Pacific

As seen and reprinted from the Facebook group "The Ives Trains Society Virtual Show & Tell " on 5/26/2022  
Several weeks ago I posted some pictures of a Greyhound set with Southern Pacific plates. The only other 0 gauge set that can be found with Southern Pacific plates is shown below; set 503 "The Ives Limited". All Southern Pacific sets were sold out on the West Coast, probably from the San Francisco showroom only. The set below came in the original box and as you can see the only difference from the cataloged sets were the plates..... Dave McEntarfer



Greyhound set with Southern Pacific Plates - May 3rd





Comments by Dave McEntarfer:

To the best of my knowledge Ives didn't make any 1 gauge bridges until 1908, the large 1 gauge double bridge (99-1) was not shown in the catalog until 1911. The first two pictures are what the large double bridge looked like prior to 1911, the last 2 show a post 1911 1 gauge double bridge and the same bridge in wide gauge.



Above: Early one gauge bridge with unusual cross bracing on top spans



Above: One gauge bridge post 1911



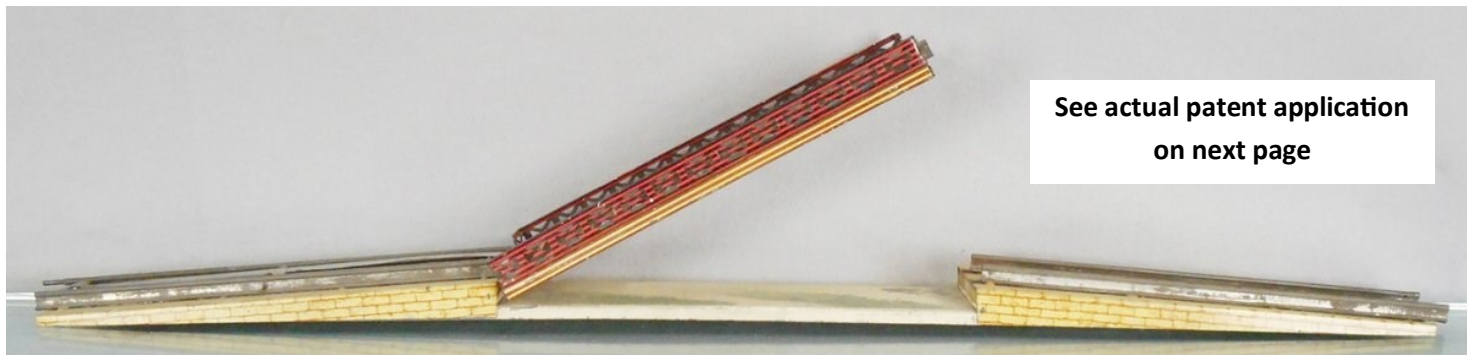
Above: Wide gauge bridge

Below: One of my favorite trackside accessories is the 109 double semaphore. First shown in the 1905 catalog, probably only available for 3 years, the 3rd photograph shows the updated version

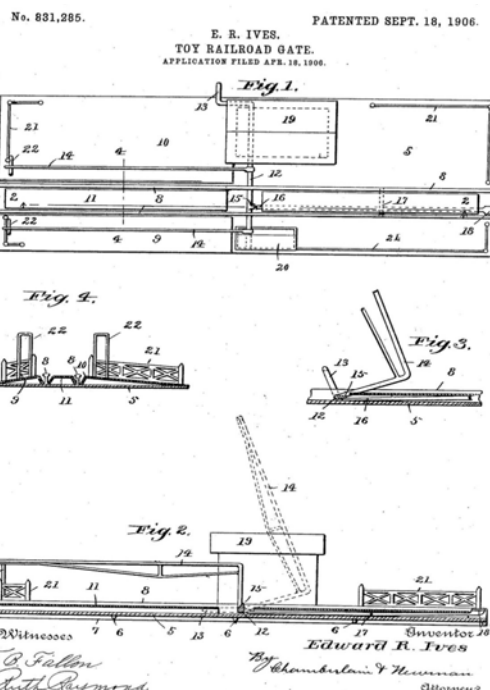
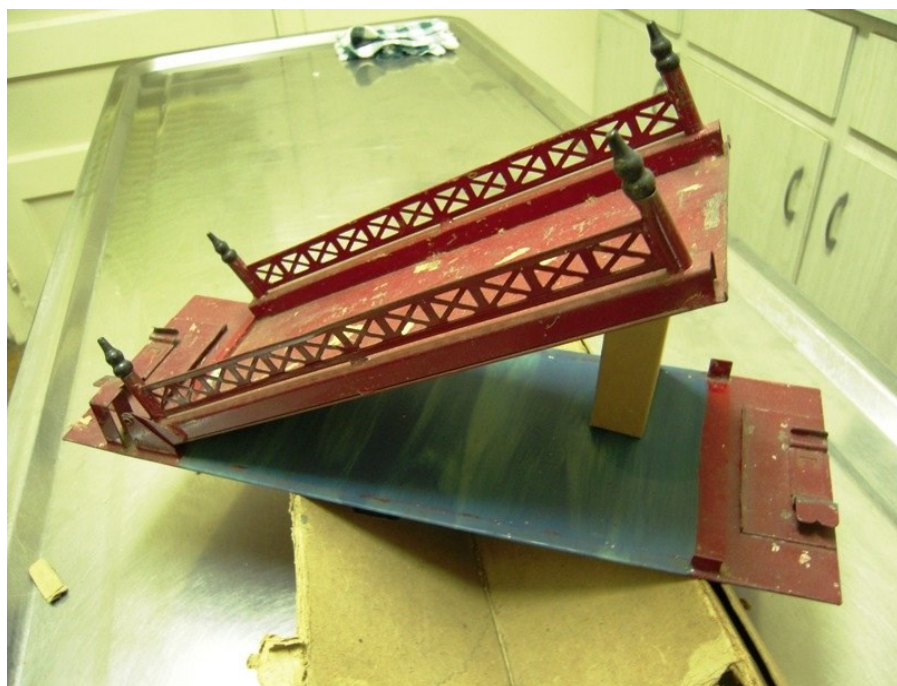




Comments by Dave McEntarfer: Another very early Ives operating accessory is the lift bridge which was first shown in the 1905 catalog and lasted 7 years until 1911. The operator had to lift the bridge by hand, there was a trip in the approach that when the train hit it, the bridge section dropped down. For some reason Ives in 1929 under Lionel/Flyer ownership resurrected it as the 90 'drop bridge'. Both early lithographed one and the later cardinal red version are hard to find.



See actual patent application  
on next page



Comments by Dave McEntarfer: One of the really neat Ives accessories is the drop gate. The little crank in the house lifted the crossing gate. A track trip on the front caused the gate to drop when the train hit it. This one is an early example for clockwork trains around 1906. Ives continued to make these right up until 1920 selling painted electric versions after 1910.



# UNITED STATES PATENT OFFICE.

EDWARD R. IVES, OF BRIDGEPORT, CONNECTICUT, ASSIGNOR TO THE  
IVES MANUFACTURING CORPORATION, OF BRIDGEPORT, CONNECTI-  
CUT, A CORPORATION OF CONNECTICUT.

## TOY-RAILROAD GATE.

No. 831,285.

Specification of Letters Patent.

Patented Sept. 18, 1906.

Application filed April 18, 1906. Serial No. 312,354.

*To all whom it may concern:*

Be it known that I, EDWARD R. IVES, a citizen of the United States, and a resident of Bridgeport, in the county of Fairfield and State of Connecticut, have invented certain new and useful Improvements in Toy-Railroad Gates, of which the following is a specification.

This invention relates to toy-railway tracks upon which are operated miniature trains; and the invention relates more particularly to gates for crossings of said tracks, as in imitation of gates used in street-crossings for steam-roads; and the invention further resides in automatic means whereby the gates are operated by the approaching train.

It is the purpose of my invention to produce a crossing for toy railways in imitation of the steam-road street-crossing and to provide therefor gates at either side of the track adapted to be disposed horizontally or raised and held in an open position, and, further, to provide automatic means whereby they are lowered by the movement of a train over the track; to design said crossing with approaches and adjoining gate-houses and inclosing fences in close imitation to those of an up-to-date street-crossing, and to construct the device in a simple, durable, and comparatively inexpensive manner.

The class of toy-railway tracks for which this crossing is designed is manufactured in both straight and curved portable sections adapted to be set together to form various designs of track, and this gate-section is obviously designed to be used intermediate of any of said sections. In length it is preferably substantially that of two standard sections, or about twenty inches long.

Upon the accompanying drawings, forming a part of this specification, similar characters of reference denote like or corresponding parts throughout the several figures, of which—

Figure 1 shows a plan view of my miniature-railway street-crossing gate mechanism complete. Fig. 2 is a longitudinal vertical sectional view taken on line 2 2 of Fig. 1 and also indicating the raised position of the gates by dotted lines. Fig. 3 is a detail fragmentary longitudinal sectional view corresponding with Fig. 2 and designed to show

the gates in an open position. Fig. 4 is a detail cross-section through the rails and street-approaches therefor, taken on line 4 4 of Fig. 1.

Referring in detail to the characters of reference marked upon the drawings, 5 indicates a base-plate which may obviously be formed of sheet metal—such, for instance, as tin—and is provided with suitable transverse and longitudinal stiffening-ribs 6 and 7, respectively, to form a rigid portable structure upon which the several parts of my gate may be connectively supported.

To the top of the base and longitudinally thereof I attach the parallel rails 8 8, which may be of the usual or any preferred design. Upon the outer side of one end portion of these rails are situated inclined approaches 9 and 10 to bring the surface of the street up substantially even with the top of the rails. These approaches are also preferably formed of sheet metal and in practice are decorated in imitation of street-paving. Intermediate of the rails and adjoining the said approaches I insert a bridge-section 11, which is of an inverted trough-like formation, secured to the base-plate intermediate of the rails to fill in the roadway even with the surface of the rails at the point of crossing. A rocker-shaft 12 is journaled in the before-mentioned rails and at a right angle with respect thereto and is provided upon its outer end with a crank 13, by means of which the shaft may be operated, as in the setting of the gates 14, attached to said shaft. These gates are preferably formed of wire and of substantially an L shape, with light brace-sections attached, the whole being so proportioned, designed, and set as to be disposed one upon each side of the track and parallel with the rails when closed and projected upward at an angle when open, as shown in dotted lines in Fig. 2.

To that section of the rocker-shaft lying intermediate of the rails is attached a projecting short arm 15, which is designed to engage the inner end of the lever 16, pivoted to rod 17, and to support the gates in their open or raised positions, as indicated in Figs. 2 and 3. By this means the gates are also operated when a wheel of the locomotive or car strikes the opposite or outer end 18 of said lever, forcing it down and forcing up the inner end in a way to throw the gates over



and down to be caught and supported by the rests 22, secured to the fence-sections 21, as indicated in Figs. 1 and 2. The outer sections of the rocker-shaft are also journaled in the side walls of the gate-house 19 and the box 20 on opposite sides of the track, the latter serving to inclose the inner L end of the near gate. Both said house and box, as well as the fences 21, are designed in imitation of the surroundings commonly found at street-crossings of steam-railways.

From the foregoing it will be obviously apparent that the gates can be readily hoisted from the horizontal position shown in Fig. 2 to the dotted position shown in the same figure by manipulating the crank 13 and that said gates will remain thus disposed as by their own weight when supported by the engagement of the arm 15 with the lever 16. When in such position the weight of the gates is very accurately balanced, and it requires but little power to throw them, which is obviously obtained from the moving train by the engagement of a wheel with the outer end of the trip-lever 16, which forces up the inner end and trips the gates, leaving the streetway closed until again set by the attendant.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In a toy-railway gate, the combination of a portable base-plate, rails attached to the plate, a rocker-shaft, gates secured thereon, an arm extended from the shaft to support the gates in a vertical position, and a lever to engage said arm and adapted to be operated by a passing train.

2. In a toy-railway gate, the combination of a portable base-plate, rails attached to the plate, a pair of connected hinged gates adapted to be raised and lowered together, an arm for supporting the gates in a raised position, and a lever to engage said arm and extended in the path of travel of the wheels of a train to operate the gates.

3. In a portable toy-railway gate, the combination with a portable base-plate, rails attached to the plate, a rocker-shaft, a pair of gates attached to said shaft, an arm to support the gates in a lowered position, a lever to engage the shaft to support the gates in line with the travel of the wheels of a train and adapted to operate the gates.

4. In a portable toy-railway-gate section, the combination of a portable base-plate, rails attached to the plate, a pair of hinged gates on the outside of the rails, means for supporting the gates in a lowered position, and a lever pivoted intermediate of the rails adapted to support the gates in a raised position and be engaged by a wheel of the train

and to throw the gates from a raised to a horizontal position.

5. The combination with a portable toy-railway section, of a rocker-shaft journaled transversely in the rails, gates connected to the rocker-shaft on the outside of the rails, arms for supporting the gates in both a raised and lowered position, and a lever to engage one of said arms when the gates are raised and adapted to be operated by a wheel of the train to drop the gates.

6. The combination in a portable toy railway, of a rocker-shaft journaled transversely in the rails, an arm upon one end of said shaft, a second arm intermediate the rails, a pair of gates rigidly secured to said shaft and disposed at each side of the track adapted to be raised and lowered thereby, and means for engaging the intermediate arm of the shaft and operating the same to lower the gates by a passing train.

7. In a portable toy-railway section the combination of a portable plate, rails secured to the plate to form a track-section, a rocker-shaft, a pair of gates attached to the shaft and situated at each side of the track adapted to be raised and lowered, an arm for supporting said gates in both a raised and lowered position, a lever for lowering the gates by the movement of a train over the track, and raised sheet-metal approaches upon each side of the rails adjacent to the gates.

8. In a portable toy-railway gate, the combination with a portable base-plate, of rails secured thereto, sheet-metal inclined approaches attached to the plate at the outer side of the rails, and an intermediate sheet-metal bridge-piece between the rails adjoining said approaches, a pair of gates pivotally connected to said rails adapted to be raised and lowered, arms for supporting them in each of said positions, and connections for throwing said gates from such raised to lowered positions.

9. In a toy-railway gate the combination with a base-plate, of rails attached thereto, a housing situated upon the plate on one side of the track, a box upon the other side, a rocker-shaft journaled in said rails, housing and box, gates attached to said rocker-shaft disposed on each side of the track, an arm attached to the shaft, and means to engage the arm to operate the gates.

Signed at Bridgeport, in the county of Fairfield and State of Connecticut, this 16th day of April, A. D. 1906.

EDWARD R. IVES.

Witnesses:

M. S. PLATT,

C. M. NEWMAN.



# Ives Factory locations

## Plymouth Connecticut the "Shed"

Below left: The "Shed" behind Riley Ives House in Plymouth CT. thought to be the first original Ives factory. Further study showed that the factory on Maple Street, now Maple Avenue in Plymouth, was the original shop directly connected to the business in Bridgeport. Mr. Louis Hertz is on the left and Mr. Wadsworth of Ives (*Harry Ives Son*) is pictured on the right.



"Shed" behind the Riley Ives House.



Riley Ives House

**The Great Novelty.**

**"IVES' HOT AIR TOYS."**

They Amuse Old and Young.

**EVERYBODY BUYS THEM.**

PRICES.	
Grinders,	per dozen,
John Chinaman Washing,	"
Wood Sawyers,	"
Horsemen,	"
Domestic Scene, (double figure,)	"

Discount by the Gross.

These Figures are arranged to fasten over Stove, Register, Lamp or Gas, and are operated by the hot air.

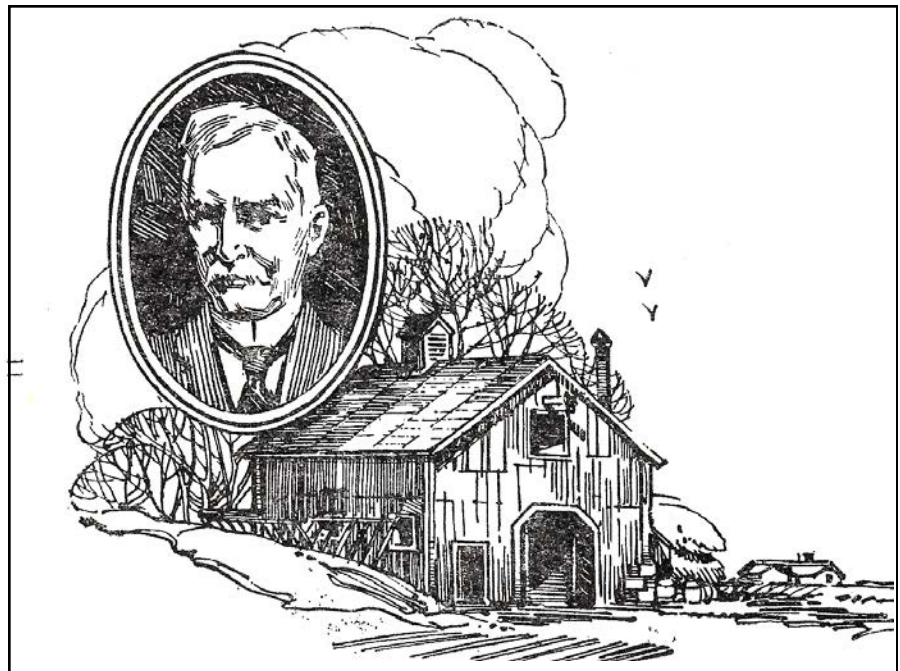
Persons are making from Five to Ten Dollars a day selling them from house to house.

SEND FOR SAMPLES.

AT WHOLESALE BY

*Edward R. Ives, & Cornelius Blakeslee*  
*Plymouth, Connecticut,*  
*1870.*

Left: Ives early ad of hot air toys were made in the "Shed" located behind the "Riley Ives House", and at several other locations as well. This toy ad is dated 1870 and is signed by Cornelius Blakeslee and Edward Ives.



Above: The 1927 drawing is the "Shed" that led to the business that Edward Ives started which eventually led him in 1870 to a larger factory in Bridgeport Connecticut. The shed in the drawing had several locations in Plymouth according to the information written in Messrs. Ives Of Bridgeport by Louis Hertz. "The first original factory of the Edward Ives toy business was located on the North East side of Maple Street (now Maple avenue) just East of the Blakeslee house .



The picture below depicts the approximate location of the “Shed” on the North East side of Maple Ave.



Then it was moved to the North West Side shown here.



It was then moved again presumably around the time Edward Ives left to start his business in Bridgeport CT.. After which the building was eventually demolished sometime in the mid 1930's.

### **OTHER IVES FACTORIES IN PLYMOUTH, CONNECTED TO IVES TOY PRODUCTION**

Below: The Joel Blakeslee Carriage shop located on Maple Street. It is not known if toys were ever made there. In close vicinity to the original Ives Shed/Barn shown on the previous page. Right: Close up of plaque on the Blakeslee Carriage Shop, “1790 Ives Toy Factory.”



Below: This location is also believed to be connected to Ives toy production, the red Barn/Shed known as “The Toy Shop”, is located behind this house at 716 Main Street (below right). It is also connected to Ives Early toy manufacture.





Below: The Grange Hall which once stood near the Blakeslee carriage shop. The Grange hall was moved to 694 Main Street, Plymouth CT. where it remains today.



OFFICE OF  
**IVES, BLAKESLEE & CO.**  
Manufacturers of  
**Patent Mechanical Toys**  
AND NOVELTIES.  
No. 19 WATER STREET.

The Ives Blakeslee & Co. letterhead showing the address No.19 Water Street, dated December 7<sup>th</sup>1874.

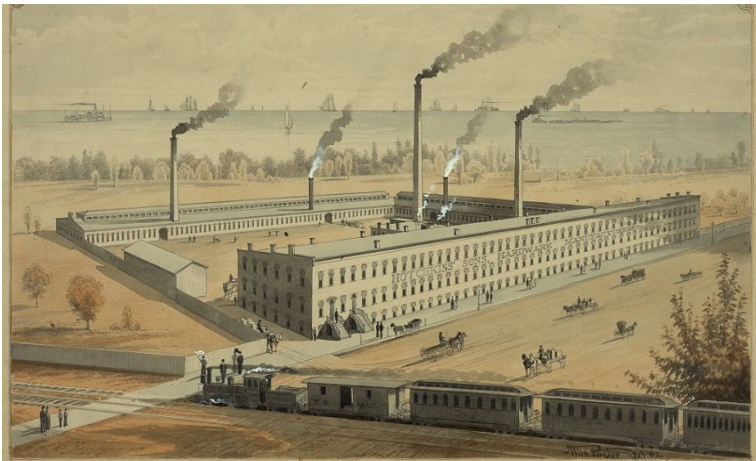
Bridgeport, Conn. *Dec 7<sup>th</sup> 1874*

Below: Ives Blakeslee & Williams drawing of factory in 1890's.

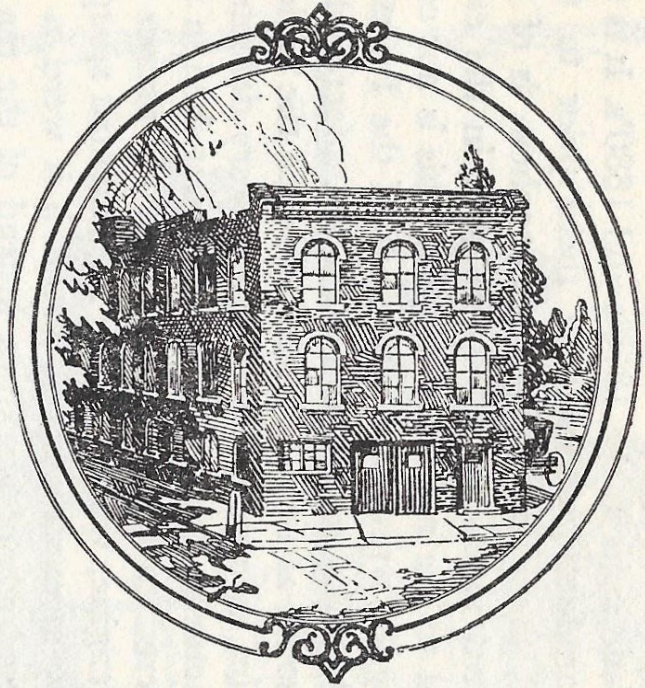


Factory, BRIDGEPORT, CONN., U. S. A.

Below: In 1898 Ives relocated once again into the Hotchkiss building on South Ave. until December 22<sup>nd</sup>, 1900, the site of the disastrous fire, that destroyed all the Ives files and catalogs.



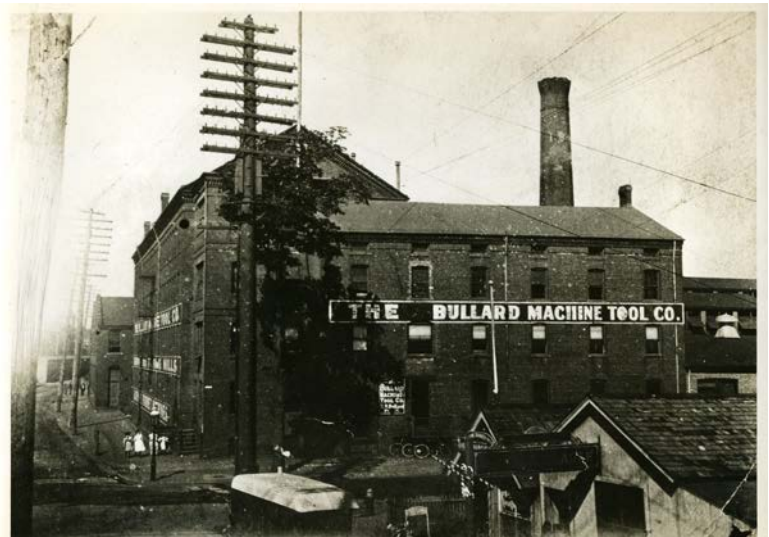
Below: Ives first factory location in Bridgeport Connecticut No. 19 Water Street in a drawing 1871 to 1874.



Below: In 1875 Ives Blakeslee shows an address of No.239 Water Street. There is no known picture or drawing of that factory/ building. Then Ives moved to the Rail Road Ave. location in 1876,the Bridgeport directory ad shown below.

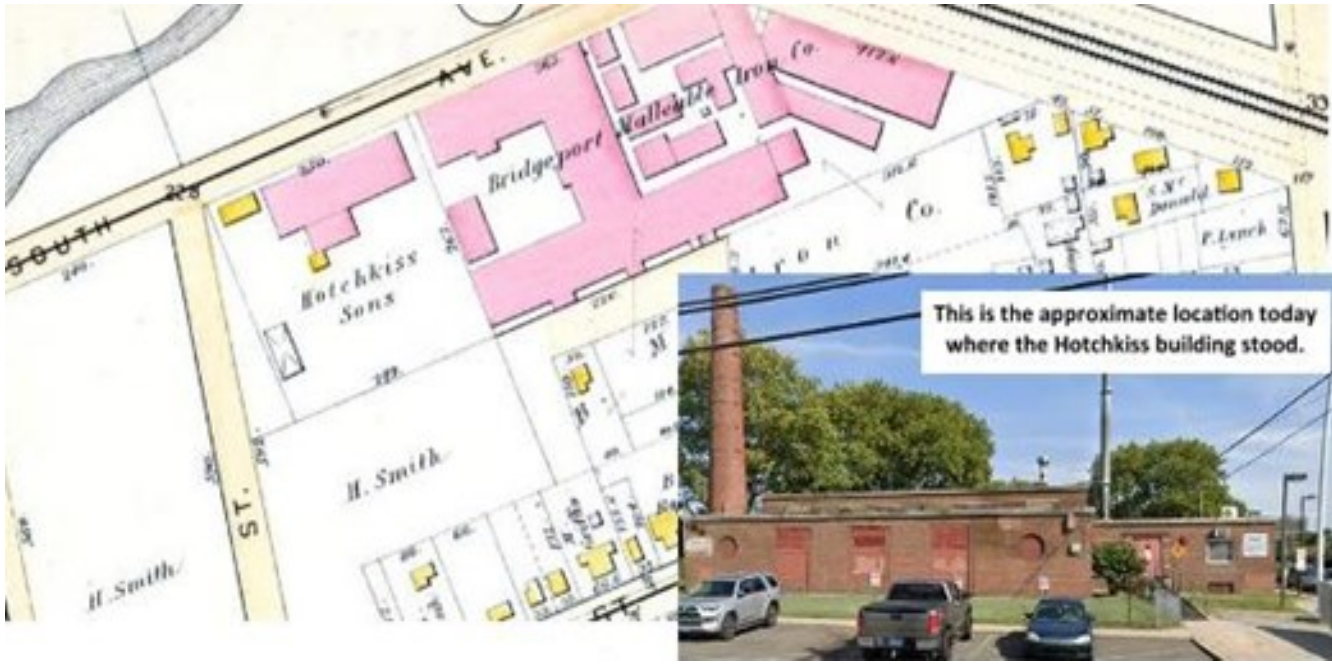
**IVES, BLAKESLEE & CO.,**  
MANUFACTURERS OF PATENTED  
**MECHANICAL TOYS,**  
Games and Novelties,  
**BROAD cor. RAILROAD AVE, BRIDGEPORT, CONN.**  
SALESROOM,—84 Duane St., New York, two doors east of Broadway.  
E. R. IVES. C. BLAKESLEE. J. J. MOTT.

Below: From 1876 to 1897 Ives Blakeslee & CO/Ives Blakeslee & Williams rented a factory building located at No. 66 Railroad Ave. at the corner of Broad Street. Here is a newly discovered photograph of the building. My hypothesis on this photograph is that it was taken in 1905 or thereafter as I can see the Rail Road tracks are elevated, (Bottom left). The Bullard Co. moved into this building in 1880 and shared the building with Ives. The tracks in Bridgeport were elevated in 1905. When this picture was taken, Ives had moved and was then operating at #1047 John Street in the Gates Building 1901 to 1906.



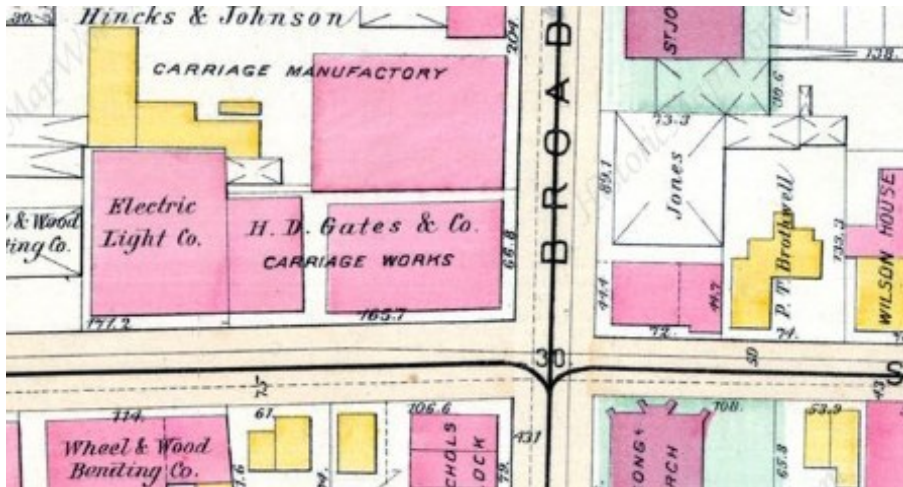
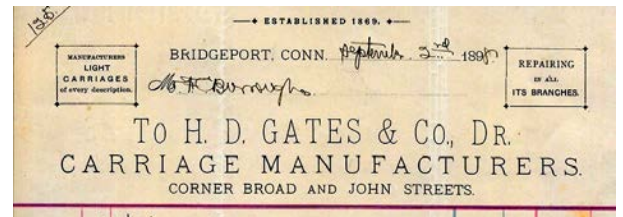


Below: The map location for the Hotchkiss building.



Right: letterhead for the H.D.Gates carriage shop, and maps of the location, which The Ives worked out of as previously stated from 1901 to 1906.

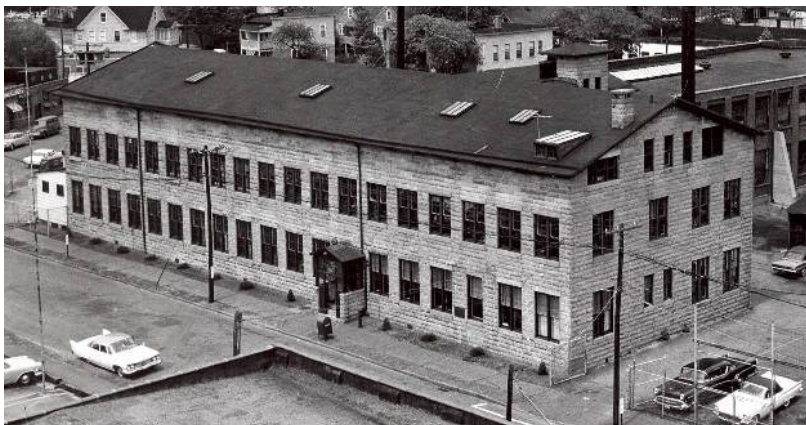
Below: Map location of Gates building location.



Gates location as it looks from John Street today.



Below: The Ives Holland Avenue Factory, completed in 1907, as shown in the book "Made in the Ives Shops" by Don Lewis

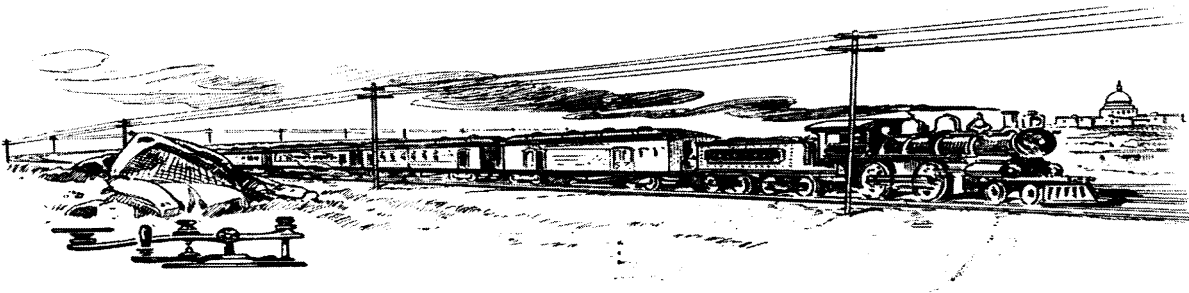


Below: The site of where the Ives Holland Avenue factory once stood, as it looks today.



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Buffalo, NY

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