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# IVES TRACKS

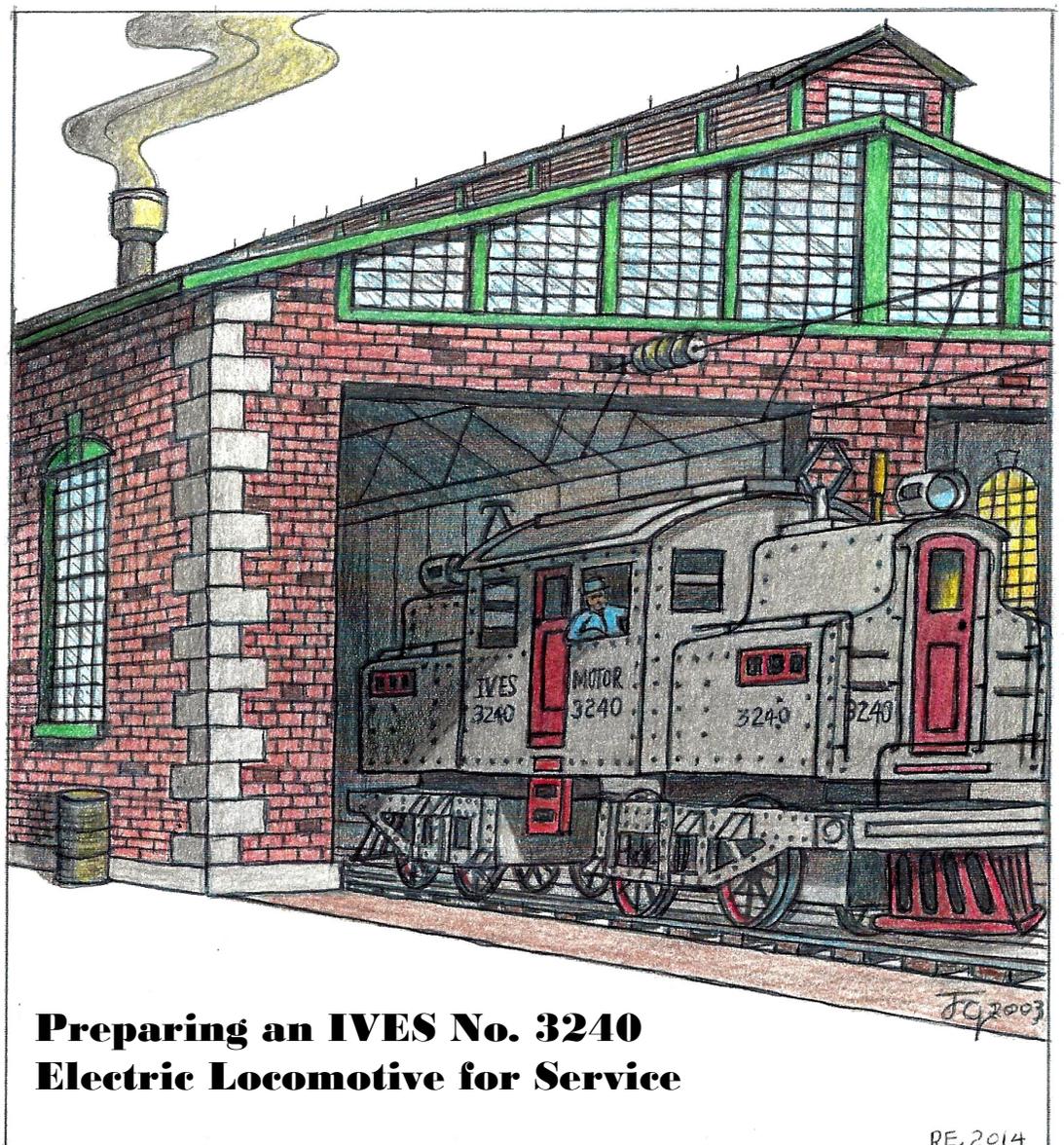
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**Preparing an IVES No. 3240  
Electric Locomotive for Service**

RE.2014

***PREPARING AN IVES 3240  
ELECTRIC LOCOMOTIVE  
FOR SERVICE***

***By: John Gray I-6662***

*(Going back to the earliest of my illustrations I found this one that was originally published in black and white. It has now been colorized giving the illustration a new life.)*

The front cover illustration depicts an IVES 3240 electric locomotive emerging from a train shed, being prepared for service on the Ives Railway.

When the New York Central presented its first versions of the S-Class electric locomotive in 1906, they were enthusiastically received by the traveling public. No locomotive like it had ever been seen before.

They were sleek, shiny and above all "clean." Producing no smoke or pollution, they were environmentally friendly. These fine locomotives enjoyed a very long lifespan; they were gearless, bipolar, 1-D-1 configured units, using contacts, or "shoes", to gather 660 volts DC current from an outside third rail. The top mounted small pantographs were used only in tunnels and terminals.

Due to their enormous success, it was only natural that IVES chose them as the prototype for their early 0 Gauge and 1 Gauge electric-outline locomotives. When IVES rolled out their cast iron toy versions of the New York Central's prototypes, they caused a sensation in the toy industry. In fact, they were the most prototypical of this style toy locomotive ever produced.

Even though the N.Y.C.'s S-Class locomotives have been out of service for a long time now, today when one sees an Ives No. 3239 or a No. 3240 electric locomotive, they are actually seeing those early New York Central prototypes.

***PRESIDENT'S COLUMN***

***By: Don Lewis***

## FANTASTIC IVES 1114X

BY: Phil Moris

As a follow-up to the article on Ives 1105X Set, beginning on page 5 of the March 2017 Issue of Tracks, presented for your consideration is Ives Set # 1114X; circa 1911, found in the back room of a St. Louis antique store in 2012. As can be seen, the beautiful maroon presentation set box contains a 3217 loco, 60 Baggage Car, 61 Yale Car, the full complement of track and a cast-iron rheostat with a yellow bottom. The loco represents the earliest 1st series being factory painted in a deep red/maroon, accented by gold and red roof and pilot trim, gilded rivet detail, red window and vent trim, red pilots and hook couplers; 1911 only. Although cataloged with only 2 coaches, the set was found with a second matching 61 Yale car, probably purchased back in the day along with extra track to include a pair of manual switches and a cross-over section.

The matching 1911 issue cars feature green frames with flat truss rods, T-Trucks, hook couplers and the less commonly seen crème and grey roof combination.

Interesting to note that although the loco motor is quite narrow with few field and armature segments, it is silky smooth and extremely powerful.





**Yellow bottom rheostat**



**1st Series  
3217 Locomotive**



**Note  
Gold  
and  
Red  
Trim on  
Pilot**

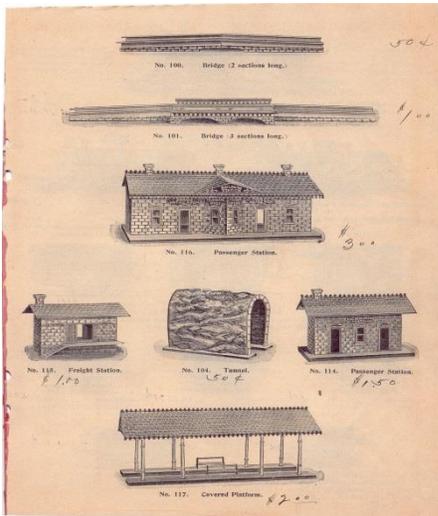


**Extra #61 Yale Car**

# Ives Accessories 1902-1903

By Dave McEntarfer

Ives had to re-invent themselves after the fire of 1900 and starting in 1901 they began making clockwork trains that ran on sectional track. Ives applied for a patent for their sectional track and it was granted in 1902, early track if you can find it will have stamped into the outside rail "Pat. 1902". The 1901 catalog contained just 0 gauge trains. The first sign of any accessories didn't appear until the 1902 catalog. It is possible that Ives may have had these accessories in 1901, but were not pictured in their catalog until 1902. The 1902 catalog showed 2 bridges, 3 stations, a covered platform and a tunnel. These exact same accessories were shown with the same graphics from 1902 through 1904, although in 1904 Ives added a track bumper, a track semaphore and an elevating post that could be purchased separately. The very first accessories were all hand painted with no lithography. Very few of these accessories have survived and of those very few have survived with a majority of their original paint. Ives apparently first started using lithography in 1902, but only on a few items most were still hand painted and some continued to be hand painted through 1903 or 1904.



The cut at left is from the Ives 1902 catalog showing all the accessories that were available that year. As of this writing I have never seen an example of the No. 104 tunnel or the No. 100 bridge, so if anyone

out there has such a piece I would love to see a picture. The catalog cuts correctly show the stations, platform and bridges as being embossed tin to look like bricks. The penciled in prices are suggested retail prices that may have been written by Harry Ives himself, but that's another story.



The picture above is the earliest No. 115 Station. It is entirely hand painted and rubber stamped "Freight Station". The wood slates on the door are hand striped and the station is identical to the catalog cut from 1902. To the best of my knowledge the station pictured above is the only surviving example of this station.



The above station is the 2<sup>nd</sup> version of the No. 115 Freight Station, it is also entirely hand painted except for the door which is a cherry striped lithograph and instead of being rubber stamped it contains the more familiar etched plates. To the best of my knowledge there are only 3 or 4 examples of this station that have survived.



The very first No. 114 station pictured above is entirely hand painted in the Ives classic yellow and red color scheme. Unlike the earliest 114 station the yellow body also has the embossed brick effect. It is rubber stamped "Railroad Station" on one side and "Ticket Office" on the other. The 1902 catalog shows the roof to have a decorative 'ginger bread' effect like the larger stations, but as far as I can tell this one never had it. The cast iron windows and doors are painted the same dark green found on other early Ives hand painted pieces. To the best of my knowledge the station pictured above is the only surviving example of this earliest station.

on the body are above the windows on this version. The yellow variations that I've seen also have the plates above the windows.



114: SIGN ABOVE WINDOW



114: SIGN BELOW WINDOW

The station above would be the 2<sup>nd</sup> series of the No. 114 passenger station. It is identical in size, shape and design to the first series, except this version has two plates on one side of the roof that read 'Passenger' and 'Station'. It also has plates below the middle window on both sides, one side reads 'Ticket Office' the other side reads 'Telegraph Office'. The stations pictured here are entirely painted in red with a gray base and silver windows and doors. There is another variation of this station that has a yellow painted body with a red roof and gray base. The station pictured on the top right is another example of the red station but note that the plates

Pictured above is the earliest known version of the large Ives No. 116 station. Based on the catalog cuts I suspect that there may have been a version of this station that was just rubber stamped like the two smaller stations, but to my knowledge no examples have ever surfaced that didn't have the plates. This station like the other earlier stations is yellow with a red roof but I've seen the base in different colors including red, gray and orange. The cast windows can also be found in different colors including green, red and orange. I believe the stations with the green windows are the earliest, but that's just speculation. The front of the station has 4 plates which read 'Women's Waiting Room', 'Ticket Office', 'Telegraph office' and 'Men's Waiting Room'. The back of the station has just one plate that reads 'Baggage Room', although there are surviving examples where all the plates were there but one or more had been duplicated by mistake. The roof of this station should have the 'ginger bread' lattice work along the top and the front and back edge. Also of note is that this and other pre-1910 No. 116 stations are the only ones that actually have the number stamped on

them. Also all early No. 116 stations (Prior to 1913) are stamped 'Grand Central Station' as opposed to later stations that are marked 'Union Station'.



Pictured above is the 1<sup>st</sup> version of the No. 117 platform station. This very first platform is entirely hand painted with a red embossed brick roof that has the classic 'ginger bread' lattice work along the top and all four edges. The base on this example is gray but I have seen it in red also. The posts are the typical early green color and the two benches are a different design than later benches used on platforms and glass domes, these benches don't have a back as such, just a single board in the middle which I assume would allow passengers to sit on either side.

Below is a picture of the 2<sup>nd</sup> series No. 117 platform which is identical to the earliest version except it two plates on one side of the roof the read 'Passenger' and 'Station'.



Top right is the center section of the very first No. 101 Bridge. This bridge has no ramps and I've never seen a set of ramps that would go with this bridge. The ramps should be just like the later lithographed ones except they would be hand painted embossed simulated brick. Note that the sides to this bridge are strips of embossed tin with round holes punched through them, exactly like the early catalog picture.

The 1905 catalog contained all sorts of new accessories. This included the 3 different glass dome stations, the 3 smaller covered platforms, 3 new bridges and a double semaphore. Although Ives still used the same old graphics for the original 7 accessories shown in the 1902 catalog we assume that everything was now lithographed.



## FAKE OR REAL



The top picture is a real white 192 reefer car that belonged to Doc Robbie and is now in the Don Lewis collection. Very few white reefers exist and when one appeared on eBay (second Picture) it created some excitement. This reproduction reefer is well done and probably produced by Jimmy Cohen. The owner listed it as a reproduction but someone thought it was better than that paying a very high price for it. As in the past we like to make our members aware of these reproductions.