

A PUBLICATION OF THE IVES TRAIN SOCIETY

June 2018



IVES TRACKS

Donald J. Lewis
President

Directors

Dave Bashline
John Basile
Randy Berger
Rod Cornell
John DeSantis
Martin Fasack
Dave McEntarfer
Peter Primiani

TIES Editor
John Basile

TRACKS Editor
Martin Fasack



INSIDE AN IVES PARLOR CAR 1910

By: John Gray I-6662

COVER ILLUSTRATION (first shown March 2009 in B&W)

Those members of the IVES TRAIN SOCIETY, who have been watching the weekly British TV drama "Downton Abbey", televised on PBS, will see its early 20th Century elegance reflected in the IVES Parlor Car illustrated on the front cover, which is close to that period.

With the help of some historical references and a little imagination, we have a glimpse into the world of first-class train travel during the late 19th and early 20th centuries.

If one could afford to travel "first-class" by train during the late Victorian Era, one could expect every comfort and amenity to be made available to travelers at that time. The parlor cars (sitting room cars), sleeping cars, and dining cars were ornate and sumptuously decorated with fine upholstery, carpeting, draperies, wood paneling, brass fixtures, and other luxury appointments. Businessmen traveling without their secretaries even had access to on-board stenographers in first class. In dining cars, meals were often served on fine porcelain ware etched with the railroad's logo, with elegant silver flatware, by well trained, courteous waiters dedicated to the service of the traveling elite. Modern airline and bus services were still far in the future, so first class travelers could expect only the best in railroad services.

The first true dining cars were put into service by the Chicago & Alton Railroad in 1868, and boasted well equipped facilities, including large kitchens and pantries. Likewise, first class sleeping accommodations were plush and comfortable, with attending night porters to turn down beds, fetch late-night snacks, and even leave your shoes freshly polished at the entrance to your sleeping quarters in the morning.

But all of this is a backward glance into an era long gone, and the front cover illustration offers only a fleeting glimpse into that world. Today, we're lucky to get even a bag of peanuts and a can of soda with our modern public transportation facilities! If IVES could have outfitted its coach interiors to match their elegant exterior lithography, this is what they may have looked like gracious and high style.

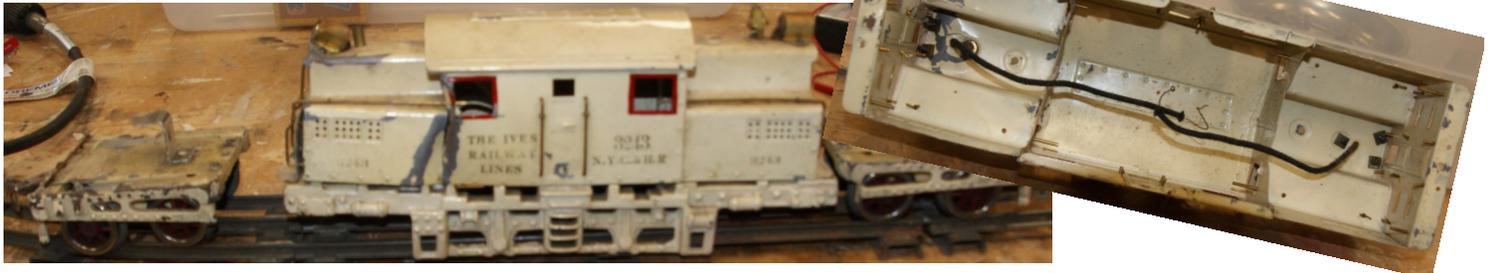
PRESIDENT'S COLUMN

By: Don Lewis

AN UNUSAL WHITE IVES SET

Dave McEntarfer

These pictures were sent to me from Arizona by a person named Dean. The set supposedly belonged to his wife's father, the original owner. It was given to her father when he was 6 or 7 and he was born in 1916. Her father got the train from his father that was in the hardware business and she thinks sold trains. The white set is still in the hands of the daughter of the original owner.



Dave McEntarfer - continued

These white cars are unusual - they have round rainbow painted window transoms, black trucks with journals and nickel rim wheels on the engine (engine not shown, sent in for repair). I don't believe I've seen a white set like this with what appears to be some early and some very late characteristics. Any thoughts?

Don Lewis

Red 187, 188 and 189 cars usually can be found with either round or flat top window transoms with this style black truck and rubber stamping in lieu of brass nameplates. Therefore these cars are possibly correct. Hopefully they don't get messed up by the person working on the motor.

Randy Berger

As these white sets were made on demand for stores to display (not sell). Is it likely they got an order for one set and cobbled together something in 1925 from existing stock? This would explain the anomalies as IVES gave the job to some assembler in the factory. He would just grab existing parts.

Dave McEntarfer

I agree it must be 1925. The existence of journal trucks and lighted cars without having the “-3” stamp is correct for 1925. Dean sent the motor out to get it working so he couldn't send me an engine picture. He says it has a manual reverse with cast wheels, but I'm not sure he knows the difference in the reverses and he thought the wheels were cast. I agree the paint looks 100% real, just have never seen a white set that was obviously put together in 1925 or later. In the last 15 years this is the third white set that has been sent to me through the website from the original owners. Dean and his wife are trying to get the set running by Christmas to run around the tree and right now are more concerned with the transformer and track.



John DeSantis - I have no reason to doubt the correctness of the set. Everything about the paint is exactly right and consistent with others. This is however the first time that I'm aware of these black trucks turning up on a White Set. The others observed are either nickeled trucks or white painted trucks - and in both cases without journals. Don's observation regarding the red cars with these same journaled trucks is correct of course. Of



note: the several known White Sets with the later flat transoms that have surfaced are still using the nickeled or white trucks with no journals.

Marty Fasack As Randy stated the factory put together these sets based on a demand and probably from a local salesman who upon receiving a good order made the request to the factory that this seller wants or deserves a "display White Set". I always thought (not proven) that the reason for the two sizes of 704 boxes (high box and low box) was for the white set since it did not need the tray insertion to hold the track. As far as the set is concerned from my observations; 1. The 3243 is 1925 since this is the first year they are using brass instead of nickel trim. The body itself is pre-1925 (no plates). 2. The 187, 188, 189 cars are also 1925 since the -1 and -3 nomenclature are gone in 1925. The car bodies themselves are pre-1924 design. 3. The split rivets are still in place holding the newly introduced 1925 fancy four wheel trucks with journals. 4. When I wrote the article on the 3243 I could not put a date to a piece as determined by the motor. IVES used whatever motor was handy to place within the locomotive. Overall this set seems to have been produced in 1925 using whatever bodies were available from old inventory. Since they were not getting any revenue for the set it makes sense to use existing parts. This is the first 1925 "White Set" that I have ever seen.

This newly received picture shows the bottom of these cars and the split rivet holding the newly designed fancy four wheel truck.

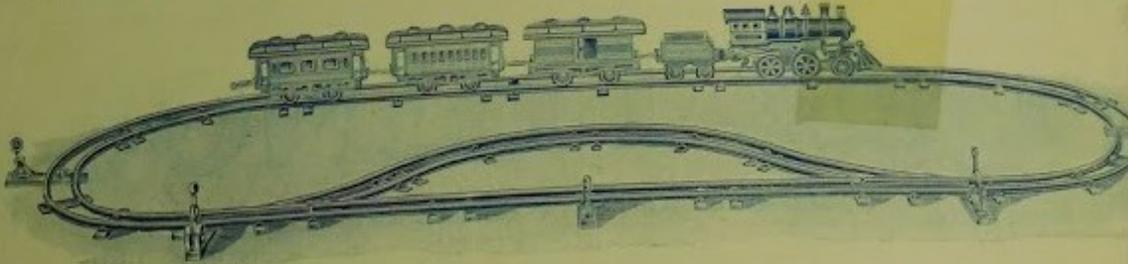
SPLIT RIVET



IVES 1 GAUGE IN 1903 - by Dave McEntarfer

Below is a photo of a page from the January 1903 issue of Playthings. What is interesting is that it indicates that they are currently selling 1 gauge trains. 1 gauge didn't appear in the IVES catalog until 1904. The 1903 catalog didn't show 1 gauge and was identical to the 1902 catalog. The ad makes it sound like 1 gauge was available and could be ordered by dealers in Jan of 03.

The Ives Miniature Mechanical Railway System



Dependable Goods

Guaranteed by the Manufacturer

THE POPULARITY OF THESE GOODS HAS BEEN PROVEN

Dealers who handled them last season report unparalleled success—large sales and good profits. These trains do not get out of order nor jump the track, and run much longer at a winding than the foreign makes. That's where the guarantee counts.

For 1903 we have added an entire line of No. 1 Gauge, which in addition to our No. 0 line, gives you an assortment of over thirty styles, to retail up to \$5 each, to select from. Dealers supplied with extra Locomotives, Cars, Track Switches, Crossovers, Semaphores, Stations, Bridges, Tunnels, etc., etc.

Buyers contemplating a visit to the European market are particularly invited to call and examine this line before sailing.

SEND FOR ILLUSTRATED CATALOGUE



Complete Lines of Iron and Other Toys and Novelties

HENRY C. SCHNIBBE

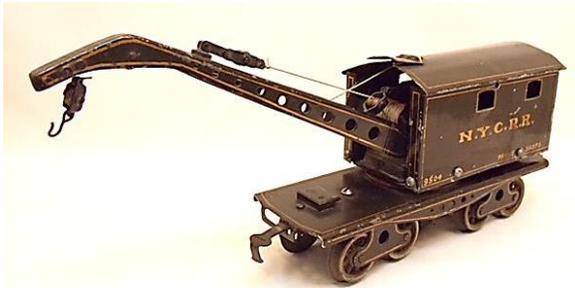
SOLE SELLING AGENT

641 BROADWAY, Corner Bleecker Street,

NEW YORK

An Email from Joe Rybicki to the "Tracks" editor

Dear Mr. Fasack,
I was recently given a unique, original standard gauge, motor powered crane car by my good friend Warren Mizell, who owned a very large train store in the Denver area. I am enclosing some pictures of it for you.



Upon removing the cab housing, the motor used to raise and lower the boom is an Ives stationary motor, #262.



That motor was in many of IVE'S Struckiron Erector Sets, which were offered from 1912 to about 1915. With those early erector type sets, you could build bridges and powered elevators, using the Ives #262 stationary motor.



I have searched the HSL's Guide to IVE'S Corporation Paper, have seen the motor in cataloged Struckiron sets, but have not found a set from which could be built this operating crane car. I believe that a hand crank handle on the outside of the crane car's cab, engages

HOOK LEVER

REVERSE LEVER



an axle mounted gear on the top of the motor to raise and lower the crane's hook, and on the same side, the reversing lever protrudes. Mr. Mizell believes he purchased the car from a local Denver collector who bought it at a York TCA meet, many years ago. The craftsmanship is too factory-like to have been built by a youngster, who might have been given a Struckiron Erector Set as a toy gift.

I have sent pictures of this unique piece to Mr. McEntarfer who has suggested, that it appears to have been made by an outside modeling contractor, as possibly a presentation piece given to either an IVE'S executive or possibly an executive of the New York Central Railroad. The car has gold hand painted pin striped accents and hand lettered N.Y.C.R.R. on the cab, along with the name, "PAYNE SHOPS", which might have been the outside contracting model shop that made it.



The lettering and striping maybe have been done in gold leaf and not gold paint; I'm not sure. I have checked all of my books on historic trains, including European versions to determine what trucks may have been used that match those on the car, but have not had success. At first I thought the trucks might be Bing of Dorfan. I am not familiar with the couplers used on both ends of the car.

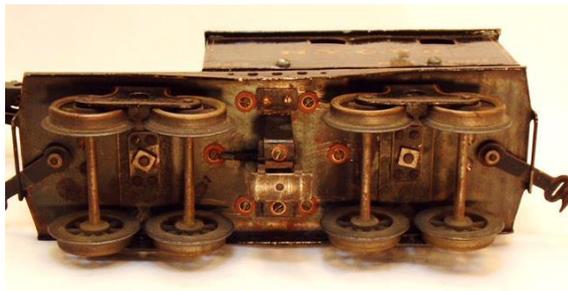
I have sent the crane car to Mr. Bob Hannon, train motor restoration guru in Maryland to see, if he could get the motor running. I tried but was not successful.

I have been a Lionel "O" gauge and standard gauge collector for some time and have done restorations for various people around the country and within the last three years, have become involved in Ives standard gauge trains. I have purchased about 6 original Ives sets since and really enjoy the history and design differences between Lionel and Ives standard gauge trains. Since being new to Ives trains, I felt that joining the Ives Train Society would be my best form of education on this brand. It has been a most worth while endeavor. Mr. McEntarfer has been a great help to me.

If you deem it acceptable, maybe you could include the pictures and an edited version of my E-mail story for inclusion in a future "IVES TRACK" publication. Possibly an Ives Train Society member could help in determining the origin of this Mystery Crane Car.

I plan on attending the April 2018 York meet and will attend your general membership meeting. I look forward to meeting the society's members.

Thank You & Best Regards,
Joe Rybicki
3566 Meadow Creek Place
Highlands Ranch, Colorado 80126
Membership Number I-7718
maryandjoe@mac.com 303-791-2961 (Cell)
303-483-5167 (home)



In the middle of the underside of the car is a spring loaded third rail power pickup.

THE IVES 246 DINER

By: Randy Berger

Several years ago while browsing the various halls at York I came across a pair of Lionel-bodied Olympian cars 1930 vintage. Unfortunately these cars had been repainted.

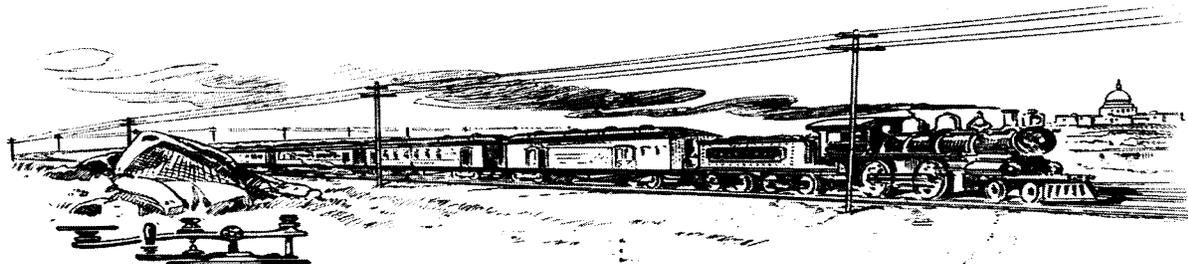


I started to walk away, but something caught my eye. One of these cars was a 246 Dining car. This car was not catalogued with the 1930 Olympian. The price was reasonable and I purchased the pair. According to Louis H. Hertz some Olympians came with a diner because they ran out of coaches. One is pictured in beautiful condition on the IVES website. You still only got a three car set. I keep searching for a solvent that would be mild enough to not injure the original paint. To date I have not been successful. Keep your eyes open. You never know what oddities you may run into.

Good Luck!

<p>KEY SOCIETY POINTS OF CONTACT</p>	<p>Donald J. Lewis, President 35 Harwood Drive Danbury CT 06810 (203) 792-5090 (203) 417- 7783 (Cell) dorfan@comcast.net</p>	<p>David McEntarfer Director Membership Chairman PO Box 72 Forestville, NY 14062 (716) 679-5782</p>	<p>Martin Fasack Director/Tracks Editor PO Box 937 Plandome, NY 11030 (516) 627-8804 Fax (516) 627-6632 fasttrack@rcn.com</p>
---	---	--	--

The IVES Train Society publishes "Tracks" 3 times per year and its publication TIES once per year. The IVES Train Society copyrights all material. No part of this publication or format may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying and recording, for any purpose without the express written permission of the President. Neither the IVES Train Society nor the Editor is responsible for content of articles nor is the quality of items offered or reviewed guaranteed or warranted by the IVES Train Society. Information published herein is with written approval. **WEB SITE: www.ivestrains.org** - Also visit the IVES train society on Facebook

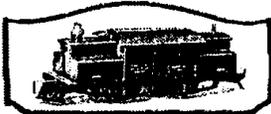


**THE IVES TRAIN SOCIETY
PO BOX 72
FORESTVILLE, NY 14062**

FOUNDED IN 1935

ADDRESS SERVICE
REQUESTED

**FIRST CLASS MAIL
U.S. POSTAGE PAID
PHILLIPSBURG, NJ
PERMIT NO. 409**

Ives  Toys
Make Happy Boys