

A PUBLICATION OF THE IVES TRAIN SOCIETY

June 2023

IVES TRACKS



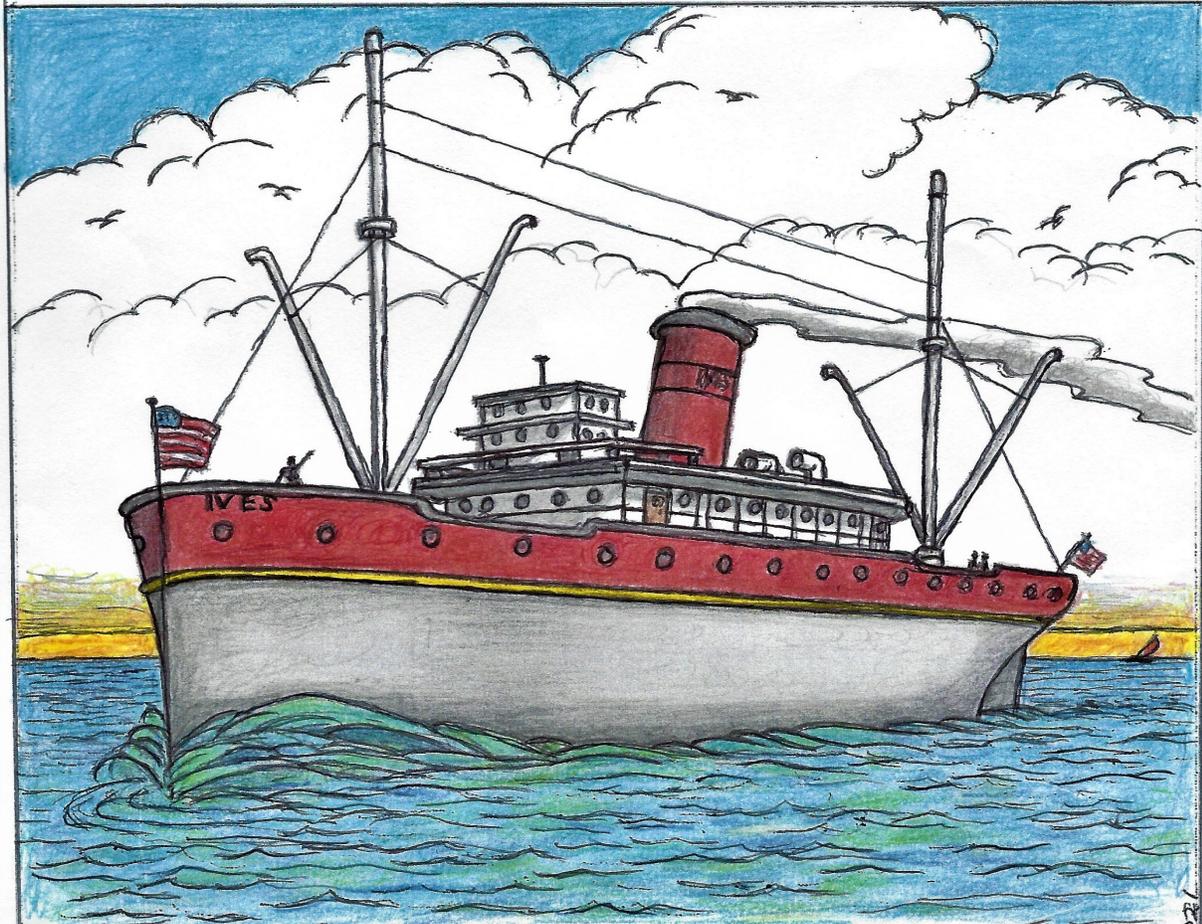
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~ The Ives Fleet ~

IVES MERCHANT MARINE

The Story on Page 2

98 2024 RE 2023

The Ives Fleet

By John Gray I-6662

(See front cover illustration – Colorized and reprinted from the March 2008 issue of Tracks)

I'll bet there are more than just a few Ives Train Society members out there who think that the Ives Corporation produced only toy trains.

Surprise! From 1918 thru 1927 Ives actually produced an interesting fleet of metal, clockwork, propeller-driven toy boat for tots and adults alike. This line was comprised of a diving submarine; tug boats, destroyers, harbor patrol boats, scout patrol boats, merchant marine boats and ocean liners.

The front cover illustration of an Ives number 6011 Merchant Marine vessel, rendered from a 1923 Ives catalog, is an idealized version of the actual model sold by Ives. When production began in 1918, design problems plagued some of Ives' boats, causing them to perform poorly in the water, due to their flat-bottom hulks. However, later design improvements made them more sea-worthy and by 1923 the Ives line of metal toy boats were in serious competition with their domestic and European rivals.

For motive power, Ives used an "O" gauge clockwork mechanism, positioned on its side, with an extended winding shaft protruding through the smokestack for key access. The side-mounted drive mechanism accounted for the wider than usual hulls, giving the Ives boats an ungainly appearance, but the improved version performed satisfactorily. The hulls were formed from two separate sheet metal halves, requiring a soldered seam down the center for adequate sealing, improving their dynamics, much to the joy of their young owners.

Ives also marketed a line of wooden model sailing yachts during this period, catering to the adult sailing enthusiast being more expensive than Ives' fleet of toy metal boats.

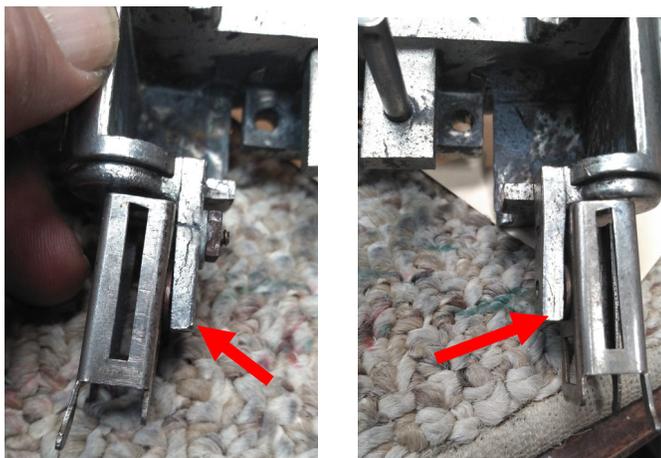
On any given summer's day, during that era, one could find in the Ives toy metal boat navigating the farm ponds, city park lakes and country streams of America, energizing the imagination of their youthful owner, opening the door to a seasonal enterprise for the Ives Corporation that would balance the indoor, wintertime activities of toy train operations. Boats or trains, Ives

proved to be one of America's most ingenious toy manufacturers of all time.

President's Column by: Don Lewis

THE IVES NICKEL PLATED 1134

Editors note: This was an interesting conversation that started with a few simple questions about the nickel plated 1134 and evolved into a conversation that turned into the "real", the "fake" and the "ugly"; with the ugly being disagreements concerning the legends of the locomotive itself. The overall banter between members, including the highlights of the AF Mayflower set, was enlightening.



Initial Questions:

Dave Corbert: Just how many Nickel Plated 1134 engines are out there, and can someone explain why this modification on the left was necessary?

John DeSantis: At least 4 to perhaps 8 genuine made by Ives nickel 1134/Tender pairs are known today in collections. It has been much-attempted to fake, and some people have been shameless over the years in lying about possessing one. There is of course the one and ONLY unique original Ives nickel 1134 loco & Tender which was designed and built by Ives as part of their February 1928 New York Toy Fair prototype Candidate Special set.

This one loco/Tender and its one-ever handmade set of 22 inch red/black authentic cars (NOT the much smaller & shorter "normal Ives Black Diamond cars") remain together in one collection to this day exactly as they actually were at New York Toy Fair '28. Be careful - there's another of those kind of stories that somebody has recently started floating around... Trust only people who you actually know that you can trust.



The Candidate Special

Dave Corbert: Well John, I have the one on my bench from the "Berger" auction.. My objective originally was just to get the motor running, which I did, but what I came across when I pulled the motor out, was a casting disaster... Broken out on both sides with scotch tape holding the motor in a make shift kinda "motor mount thingy" that held nothing... Oh Boy...So off to the machine shop I go, casting in hand. We custom fit a piece of brass into the fireman side of the casting, which is now glued in place so I can drill and tap new motor mounts in a few days after full cure. Then reassembly and off to the races with this one...

Dave McEntarfer: Randy's, I believe, was missing one firebox side also. All 4 nickel plated 1134's that I'm aware of are all original and are owned by members of the Ives Train Society. Reportedly there are at least two fakes floating around, one that Jimmy Cohen claimed to have made and a 2nd made up by Bill Vagell. I have never seen these and don't know for sure they exist and where they might be. John's of course is unique in that it was probably the first one they did to use for the Toy Fair display to pull the handmade Candidate cars. It has copper wheels and trucks (see above) which I have not seen on any of the others. All the nickel engines are 1928 versions, but what is interesting is the 1929 advance catalog listed the Prosperity Special as being an all nickel set, engine and cars. Who knows maybe there was a one made up that year with one of these nickel engines and nickel plated American Flyer cars.

Martin Folb: perhaps one of the very first Nickel 1134R's was actually part of a display for the B&O Railroad as shown in this photo from the Ives Contest entry paperwork. Interestingly enough, my 1st Prosperity Special which came from the original owners through Russell C. Parks has its original copper plated wheels. Although not as complete as the set I just acquired from the Vince Vince Giovannitti, it did have a set box and several of the inside boxes. It is interesting to me to hear of another 1134 that had copper plated wheels!

IVES MINIATURE RAILWAY NEWS

IVES 1929 LINE SUPREME; BACKED BY COMPLETE PLAN TO AID DEALERS

The Working Model Locomotive That Broke Up a Directors' Meeting!

You Can Have One on Your Counter—We'll Help You Sell Every Boy, Big or Little in Your Territory

The Ives Miniature Locomotive That Caused Crown Men, Big Railroad Magnates, to Forget Their Problems for a Whole Afternoon, is Prominent Feature in Amazing 1929 IVES LINE

In the IVES LINE this year there are many leaders. Plenty of them. The Segrave Special, the C. M. & St. P. Olympian, and dozens of others. At the Toy Fairs, each model had its champions, but probably the one which caused the greatest outburst of publicity—certainly the one which has delayed more matters of grave importance and held the undivided attention of railroad magnates for hours, is the IVES Working Model that broke up a Directors' Meeting! "It looks like a real Locomotive!" "It runs like a real Locomotive!"

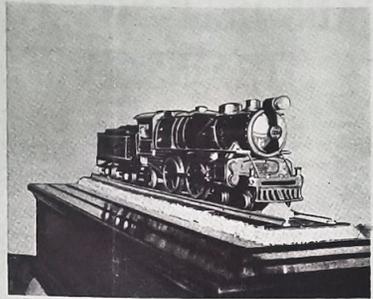
"By Golly, it IS a real Locomotive!" That's what they said. And that's what you'll say. Imagine! At a meeting of the Board of Directors of a great railroad this working model was brought in. What happened was amusing to all—and most gratifying to us. These grown-up men—important executives with the tremendous responsibilities of directing the affairs of a gigantic transportation system—forgot for the moment all about what they were there for! They set up this Ives Locomotive on the directors' table and for the rest of the afternoon they played with it, simply amazed by its astonishing realism! Afterwards they sent a telegram to the Ives Corporation, congratulating us on the remarkable fidelity with which we had reproduced an actual, real steam type locomotive!

Now, if this Ives Working Model Locomotive can stir up the enthusiasm of grown-up men—and railroad men at that—to such an extent—you can imagine what boys are going to say when they see it. They're going to want it and perhaps make their home folks miserable until they get it!

Put this IVES model 1134 steam type electric locomotive on your showcase this season. It will run straight to the heart of every boy who sees it. He'll want it, and he won't be content—he won't let the folks at home rest easy—till he gets it!

The same is true of the Segrave Special, and of every train in the 1929 line. They're winners, every one!

And the entire IVES LINE is backed by the most comprehensive and most carefully planned sales plan you've ever heard of.



The striking No. 1134 Ives locomotive and tender finished in nickel plate for the Baltimore & Ohio R.R. and arranged on a special platform by B. & O. shopmen. This model has been displayed in the important waiting rooms of the Baltimore & Ohio R.R.

Everything in Catalogue Reflects The American Boy's Eager Desire for the "Big Trains" in Miniature

SURE-FIRE DEALER CO-OPERATION CAREFULLY PLANNED

By C. R. Johnson, President
The Ives Corporation

Our 1929 plan is now in full swing. Many of you have heard some of the advance words about the big things planned, and today the whole world is hearing about IVES.

I have never known a line of miniature railway equipment that has attracted the widespread attention and genuine interest accorded to the IVES LINE this year.

At the various Toy Fairs it has been most encouraging to see the hearty response to long, hard effort to produce a line that would be Right—Right for America's boys, and Right for you, Mr. Dealer.

I don't want the dealers to think it exaggeration—but there has never before been a line of miniature trains and equipment such as IVES is offering this year. It's complete. It's authentic. It's breathtaking in the faithfulness with which it reproduces the equipment of the country's largest railroads. It's one hundred percent sound in appeal to the Ives

OF OPPOSITE SHEET ON YOUR SHOW WINDOW

Ives Line Gets Right of Way, Backed by Big Plan to Help You

Boys' Big Contest

The Ives Boys nation wide Railroad contest will have every regular boy on his toes and out to win from the very minute that he hears about it. This contest is so big in its possibilities for YOU, so downright NEW and captivating to Boys, that it is

Ives Trains Praised by Scale Model Makers

For many years Ives trains have been recognized as being more true to detail than any other miniature trains manufactured. It has always

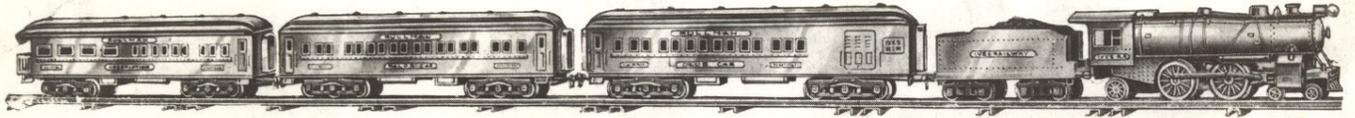
Dave McEntarfer: One of a dozen or so that were made for the B&O railroad were done in green with National Limited lettering.



Dave McEntarfer: This is from the 1929 advance folder shows the Prosperity as all nickel and the engine in the picture is a 1928 version.

1090R*	71.75	Same as above but with automatic reversing locomotive and	CSR
1000R*	100.00	Full Nickel Finish with Locomotive 1134 and Tender, Cars 241, 242 and 243, trackage, 12-2S3, 8-2C3, 2T, CSR and Wires.	
1070	75.00	Ives Railway Circus Complete with Ives No. 1134 Steam type Electric Locomotive and Tender, 1 Wild Animal Car, 1 Equipment Car, 3 Flat Cars, 1 Performer's Pullman Car, 1 Main Circus Tent, Complete with Poles, Platform, Guy Ropes, Trapeze Bar, etc., 1 Large Scenic Background of Ten, Side Shows, Band, Animals, etc., 4 Wild Animal Wagons with Tarpaulins, 1 Lot of Wild Animals, including Elephants, Lions, Tigers, Bears, etc., 1 Open Stake and Pole Wagon, Wagon Runways, Straight Track and Curved Track, Closed Tent Wagon, etc.	
1070R*	80.00	Same as above but with automatic reversing locomotive and	CSR

P† Denotes Passenger Train. F† Denotes Freight Train. R*, following a Locomotive or Train number, denotes Automatic Reverse.



No. 1000—PROSPERITY SPECIAL. Full Nickel Finish, Bronze Trimmings—\$100.00

Martin Folb: Dave, this is of course an artists rendering and Ives obviously changed the design when it went into production in 1929. A similar situation occurred with the Flyer "MAYFLOWER" set. Here is the first mention of the set in the 1928 catalog (it was always a footnote, never shown)!



THE 1928 Advanced "PRESIDENT'S SPECIAL"

Locomotive. The "Commander" Model No. 4089, modeled after the latest New York Central 12-sleeper, is 20 inches long—the longest made. New fun-making features, such as the automatic rapping bell (patent pending), and power control add tremendously increased value to this already famous locomotive. It also features twin reversible headlights and the already famous American Flyer Triple Action Remote Control Reverse.

America's finest miniature engine! The "President's Special" is modeled after the latest New York Central 12-sleeper, is 20 inches long—the longest made. New fun-making features, such as the automatic rapping bell (patent pending), and power control add tremendously increased value to this already famous locomotive. It also features twin reversible headlights and the already famous American Flyer Triple Action Remote Control Reverse.



doors that close automatically; handrails, steps, journal boxes, air tanks and battery boxes, all of highly polished solid brass, add a warm richness to these already magnificent models. Each car has a lighting switch located in the battery box with which one can turn the brilliant illumination "on" or "off" as desired.

Club Car—Model No. 4380. "West Point" with its oversize mail compartment and two interior Mazda Automatic mail bag carrier which is standard equipment with the train is easily attached to this car.

The Dining Car—Model No. 4385. "Amazilia" with three interior lamps, is typical of the finest dining cars of today. Pullman—Model No. 4391. "Academy" is illuminated with three Mazda lamps and greatly assists in carrying out the long, streamline effect of this magnificent train.

Observation Car—Model No. 4392. "Army-Navy" with two interior Mazda lamps has an especially attractive observation platform. The handrails is of ornamental polished brass with a lighted train sign featuring the name "President's Special." An additional lamp is placed in the dome, which lights the platform and the red rear and green side marker lamps.

Equipment. Model No. 4122, Automatic Mail Bag Set—An exclusive American Flyer patented feature that offers many hours of fun and enjoyment for the entire family plus Locomotive Controlling Switch No. 4100.

Track. Over 21 feet of track is packed with this train set providing extra space for the addition of much equipment without purchasing additional track for this purpose. It is made up from 8-foot sections No. 4400 and 12 straight sections No. 4401, forming an oval 4 feet 11 inches by 9 feet 7 inches.

TRAIN SET—Model No. 4499 with Remote Control Locomotive 4089. Gross weight 40 lbs. Price each.....\$75.00 \$82.00

TRAIN SET—Model No. 4499 with Remote Control Locomotive. Gross weight 40 lbs. Price each.....\$75.00 \$82.00

THE FLYING COLONEL

The Flying Colonel. A very beautiful three-car set including a wide variety of the units which make up the Flying Colonel. It is modeled after the latest New York Central 12-sleeper, is 20 inches long—the longest made. New fun-making features, such as the automatic rapping bell (patent pending), and power control add tremendously increased value to this already famous locomotive. It also features twin reversible headlights and the already famous American Flyer Triple Action Remote Control Reverse.



THE MAYFLOWER

This is a remarkable train. It is modeled after the latest New York Central 12-sleeper, is 20 inches long—the longest made. New fun-making features, such as the automatic rapping bell (patent pending), and power control add tremendously increased value to this already famous locomotive. It also features twin reversible headlights and the already famous American Flyer Triple Action Remote Control Reverse.

American Flyer Trains, Typical American Design... and Yet America's Finest Steam Type Wides

Four of the Finest Miniature Trains

The President's Special and the Grand Canyon show on this page are an exhibition of individuality offering some of the most interesting and appealing features ever presented. They are thoroughbred and going to go all the first step of the model world. You will really see they are modeled after real American steam trains. Study their brilliant colors and details which are you are going to observe in the one you choose for your birthday or this Christmas. If your train is also pleasing for an American Flyer train, you will have no more trouble with a different model train. In this way you can evaluate your train sets and add that much more fun to your railroad system.

Don't forget to get your engine, tracks and train set without overlooking the fun and enjoyment for the entire family plus Locomotive Controlling Switch No. 4100. An exclusive American Flyer patented feature that offers many hours of fun and enjoyment for the entire family plus Locomotive Controlling Switch No. 4100.



1109 PRESIDENT'S SPECIAL

America's Finest Passenger Train. Equipped with Automatic Mail Bag Set and Electric Control Reverse, Full Operating Locomotive. Train is made of aluminum and stainless steel. Model after the latest New York Central 12-sleeper, is 20 inches long—the longest made. New fun-making features, such as the automatic rapping bell (patent pending), and power control add tremendously increased value to this already famous locomotive. It also features twin reversible headlights and the already famous American Flyer Triple Action Remote Control Reverse.



America's Finest Scenic Type Train. Equipped with Automatic Mail Bag Set and Electric Control Reverse, Full Operating Locomotive. Train is made of aluminum and stainless steel. Model after the latest New York Central 12-sleeper, is 20 inches long—the longest made. New fun-making features, such as the automatic rapping bell (patent pending), and power control add tremendously increased value to this already famous locomotive. It also features twin reversible headlights and the already famous American Flyer Triple Action Remote Control Reverse.

1496 GRAND CANYON

America's Finest Scenic Type Train. Equipped with Automatic Mail Bag Set and Electric Control Reverse, Full Operating Locomotive. Train is made of aluminum and stainless steel. Model after the latest New York Central 12-sleeper, is 20 inches long—the longest made. New fun-making features, such as the automatic rapping bell (patent pending), and power control add tremendously increased value to this already famous locomotive. It also features twin reversible headlights and the already famous American Flyer Triple Action Remote Control Reverse.



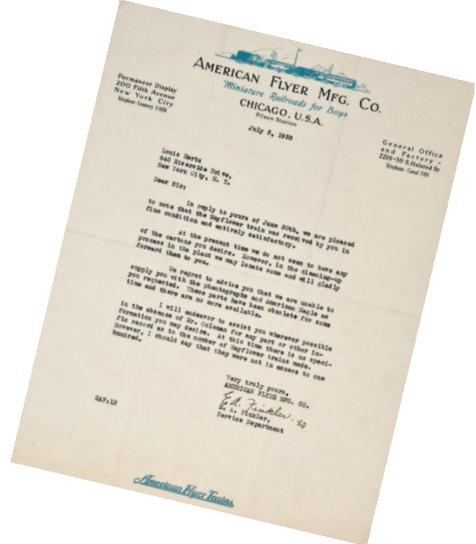
America's Finest Passenger Train. Equipped with Automatic Mail Bag Set and Electric Control Reverse, Full Operating Locomotive. Train is made of aluminum and stainless steel. Model after the latest New York Central 12-sleeper, is 20 inches long—the longest made. New fun-making features, such as the automatic rapping bell (patent pending), and power control add tremendously increased value to this already famous locomotive. It also features twin reversible headlights and the already famous American Flyer Triple Action Remote Control Reverse.

1928 1931

Martin Folb: From above— They indicated that this was Cadmium plated, which it never was. Cadmium is an industrial metal that is most often used to prevent rusting on nut and bolts, and develops a rather nasty yellow oxide which is very toxic!! Flyer did not mention the Mayflower again until 1931, when they got the description correct.

Dave McEntarfer: Maybe that's why Ives changed from Nickel to copper so it wouldn't appear like the Mayflower and since Flyer was part owner when the Prosperity was introduced and was it a coincidence that both sets sold for the same price.

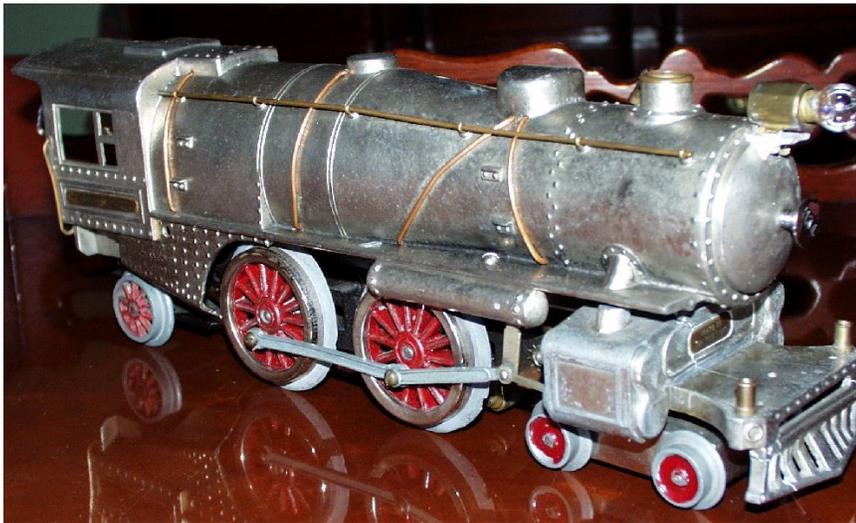
Martin Folb: Interesting possibility! What is really fascinating is that when the Mayflower re-appeared in the 1931 catalog after a two year hiatus, they had INCREASED the price to \$150 (\$164 west of the Mississippi)!! This seemed crazy considering it was during the depths of the Depression!! It also gave the Mayflower the distinction of being the highest priced single train set ever offered for sale during the standard gauge era. According to the documentation I received with the Louis Hertz Mayflower I acquired (see letter on right), less than 100 were actually produced. As a guess, I would doubt there were more than 50 sets produced. George Boon, who was a good friend of mine and a very early TCA member out of Chicago, often had discussions about how many of these now rare sets were produced. George doubted that Ives made more than 40 or 50 National Limited sets!! From my studies of these sets, I honestly think the red 1134 might well be one of the rarest 1134's out there!!



Martin Folb: To begin with, I want to thank everyone who came up after my discussion to thank me for my "TWO-DIMENSIONAL" presentation on the Reginald Denny Nickel 1134R & T and the photo of my newly acquired Prosperity Special previously owned by Vince Giovannitti. I can assure you it will have a fine, respected and loving home here in Los Angeles alongside its "Doppelgangers"! If anyone who visits Los Angeles would like to see it, I would consider it a great joy to share it with you. I did want to clear up a misconception that seems to be present and alluded to in several posts here. When I showed a photo of the Nickel 1134R & T along with 4 very beautiful Black Diamond cars, what I CLEARLY SAID was that if Ives HAD gone into production with the nickel 1134 and used the newly designed Flyer body Black Diamond cars, this is what the PRODUCTION CANDIDATE SPECIAL set (see below) would have looked like!! I never implied that it was another Candidate Set, but rather a look at how such a production set would have appeared! I can certainly appreciate the rarity of those prototype cars, but I do not own them nor really aspire to them! I love the look of the cars that Ives eventually created for production and actually think they are better proportioned than the prototypes when combined with the 1134. Unfortunately, people sometimes listen but do not hear what is being said!!



Above is a fantasy Ives train that was never cataloged or produced.



Dave McEntarfer:

This one on the left is a fake, it uses a 1929 casting. close examination shows the black paint underneath.

Bradley Kaplan: I am confused about fakes. I would assume to fake one you would have to sacrifice a perfect 1134 engine and tender. If you have an 1134 with any zinc rot you would drop the plating into the cracks. If you have any chips on the 1134 the plating would drop into the chips. Finding an 1134 in this condition in the first place is almost an impossible task. And very expensive. So I would find it incredible for someone to sacrifice a piece like this as if they fail they have a worthless piece of junk. Then again conmen never cease to amaze me.

Dave Corbett - Boy did I open a can of worms....

**IVES RARE 3237, AND
IVES RARE 3254 SET**



Traditional 3237
with die-cast pilot

Reprinted for the facebook group "The Ives Train Society Virtual Show & Tell on November 25, 2021

Dave McEntarfer: **Above:** If this was Randy's it was repainted, but still a very rare engine. The steel pilots were only early 1928. note the blank plates, can't see them but I would bet this engine has two piece couplers that were soldered together.

Reprinted for the facebook group "The Ives Train Society Virtual Show & Tell on November 20, 2021

Dave McEntarfer: **Below:** Some things are just hard to explain. Pictured here is a unique 3254 set in Cadet Blue. This is the only example I've ever seen in this color and variation. Ives just called this color blue and was first used in 1926. Collectors use the term Cadet Blue from the 1929 Wide Gauge set "The Cadet Express". Some call this color Peacock which is the Lionel term used for a similar color. What makes this set unique besides its color is explained in the pictures.



Comments Leonard Carey Williams:

Hello Ives world ...the lovely litho Ives stations .who made them ? Could they be made by Bing ? Here is a page from a 1912 Sears catalog ..Bing trains ... with what looks to be the Ives 116



Comments by Mark West: The Answer is—Bub made these Stations

Comments by Dave McEntarfer: Pre-1910 Ives assembled these stations and used their own lithograph. When the stations were re-designed in 1910 the lithograph was done by American Art Works in Ohio but we think

the stations were still put together in Conn. What's really interesting is that Lionel also sold this identical station from 1910-12, both just the station and a double dome version. I assume that Ives sold the stations to Lionel but have no documentation to that effect.

Mark Tobias 3/11/2021 Hi All!
While Writing, yet another Weiss Catalog, came across the Ives & Blakeslee 326 Live Steam Launch with original box. Thought Id Share.



As seen and reprinted from the Facebook group "The Ives Train Society Virtual Show & Tell " on 12/7/2021

Comments by William Kotenski:

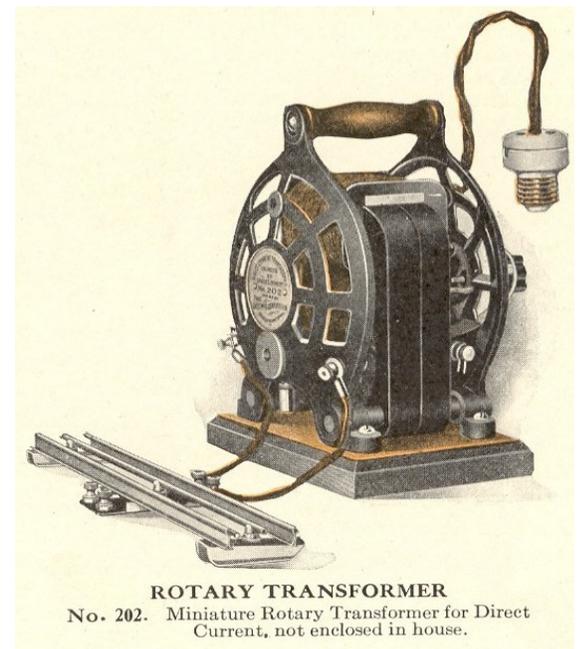
This is set 1102S, significant mainly because it was only sold in 1912 and that was the last year that Ives used this graphic on their set boxes. In 1910 and 1911 all of their electric sets came with this graphic in a box completely covered with red paper (clockwork sets came in boxes covered in blue paper). On this the cheapest of all electric sets for that year, Ives just put red tape around the edges.



I like the turn of the century graphics on the box. For the transformer was it a lamp socket plug or wall socket? Most early were lamp sockets.

Comments by Dave McEntarfer:

This particular set was run off dry cell batteries, although Ives did make both AC & DC transformers in 1912, they used a plug that screwed into a lamp socket.



APRIL 2023 YORK IVES MEETING

Editors note: We normally do not publish the contents of the Ives York meeting as an incentive for the members to physically attend and see the rarities for themselves. But the contents of this meeting was truly extortionary and therefore enjoy what you might have missed.

Train Society meeting held on Friday, April 21st at 12:30 of the meet...great gathering of Ives trains and Ives people ...and a few others . This year on display was a most popular unique 1930 4 car Chief set with a nickel engine / tender ...cars nickel roofs and trucks . Engine has added weight for traction .. observation black was painted over a Mohave...complete with rubber stamped 490 on end and Lionel paper label removed ..all factory work.



Additionally the standard gauge prototype 187,188, 189 cars with engineering sample trucks was shown . A beautiful very early one gauge #40 set ...with black smoke stack circa 1904 was on display. Please join us in the fall for the Friday 12:20 afternoon meeting in the Orange Hall meeting rooms.



THE IVES TRAIN SOCIETY
PO BOX 72
FORESTVILLE, NY 14062

FOUNDED IN 1935

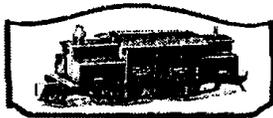
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Ives  Toys
Make Happy Boys

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