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June 2024



IVES TRACKS

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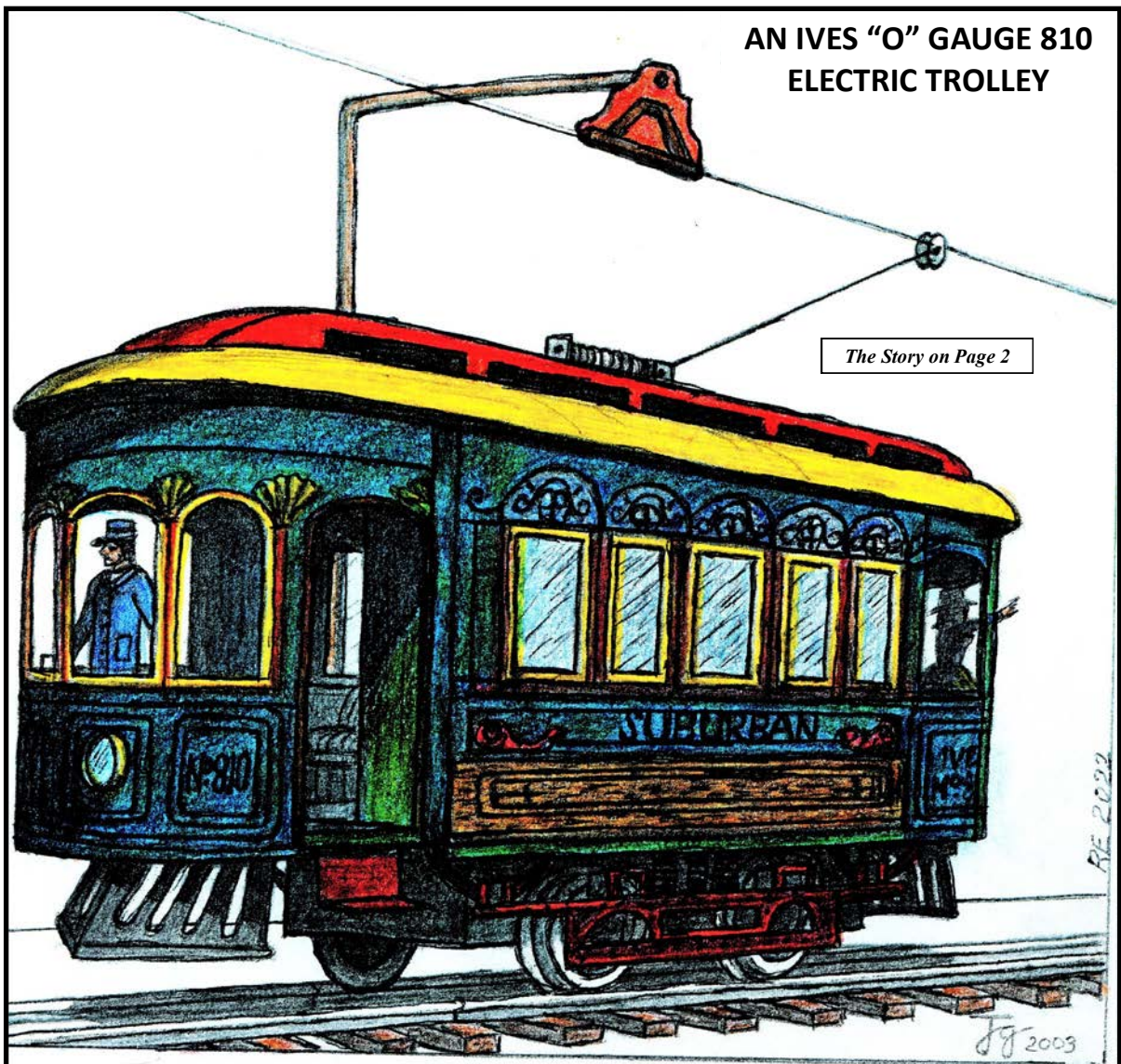
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AN IVES "O" GAUGE 810
ELECTRIC TROLLEY

The Story on Page 2



"Aunt Hattie Waves Goodbye"

Aunt Hattie Waves Goodbye
John Gray I-6662

(See front cover illustration)

Presidents Column: By Don Lewis

*This is a reprint of a cover and article
used earlier that has been colorized*

In the early summer of 1912, Hattie Wells decided to visit her nieces and nephews in Bridgeport, Connecticut. The weather was splendid, so Hattie took advantage of the opportunity. She packed her bags and away she went, to spend two fun filled weeks visiting family members she had not seen for a while.

Cozy picnics in the local park, a trip to the circus, long walks by the river, a Fourth of July parade, and several after- noon baseball games with her nephews filled her days during her visit.

Of course, as we all know, when one is having that much fun, time passes very quickly. So, the day of her departure for home arrived all too soon, and her nieces and nephews escorted Aunt Hattie to the trolley depot to see her off.

It was a bright, warm afternoon and as the trolley arrived at the depot, the air was filled with goodbye hugs and kisses. With Hattie being the lady of good taste and refinement that she was, she quite naturally chose to ride home on an Ives No. 81 0 Electric Trolley. The bright, elegant exterior lithography and comfortable seats inside assured Hattie that she would end her trip in style.

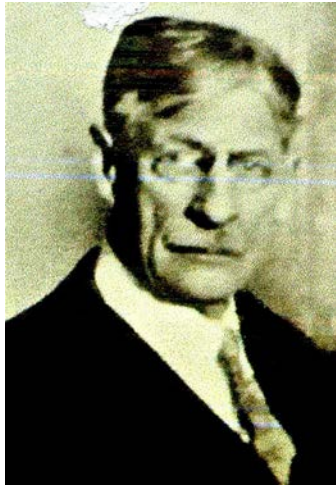
The friendly motorman helped her aboard with her luggage, as would be expected on an Ives Trolley. The front cover illustration shows Hattie "waving goodbye" from the rear deck of the trolley, as the depot disappears from view. She then settled in for the journey home aboard an Ives No. 810 Trolley Car.

IVES AND THE EARLY MERICAN TROLLEY CAR

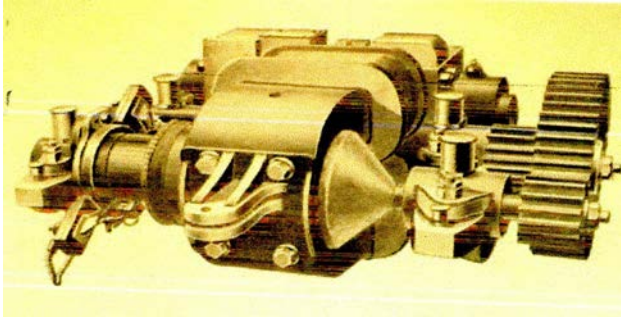
JOHN GRAY 1-6662

ONE OF AMERICAS UNSUNG HERO'S WAS FRANK JULIAN SPRAGUE, 1857-1934, WHO INVENTED THE FIRST URBAN ELECTRIC RAILWAY SYSTEM.

HE WAS COMMENDED FOR HIS EARLY ACHIEVEMENTS IN THE DEVELOPMENT OF THE "ELECTRIC TRACTION MOTOR" USED IN TROLLEY CARS, REVOLUTIONIZING PUBLIC TRANSPORTATION IN AMERICAN



CITIES.



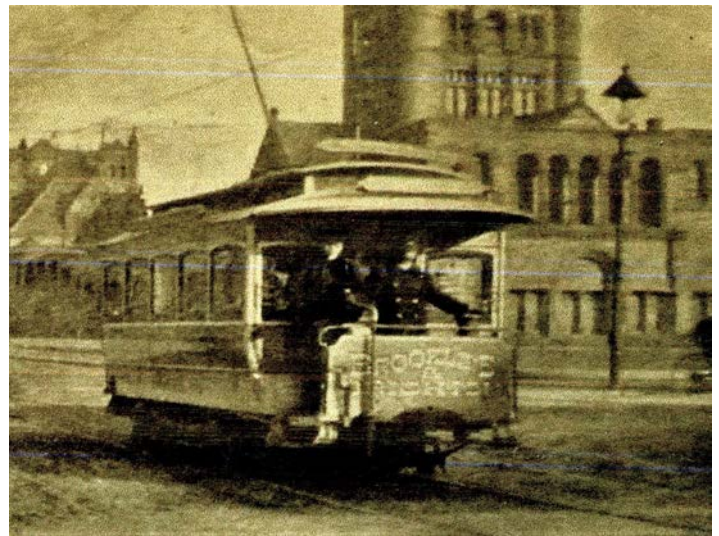
IN 1883 SPRAGUE JOINED THOMAS EDISON'S STAFF TO ASSIST IN THE DEVELOPMENT OF EDISON'S ELECTRIC LIGHT SYSTEMS, AND WHILE THERE HE WAS INSTRUMENTAL IN MAKING THE NECESSARY CORRECTIONS IN EDISON'S ELECTRICAL DISTRIBUTIONS SYSTEM, IMPROVING IT SUBSTANTIALLY.

ABOUT A YEAR LATER, SPRAGUE RESIGNED HIS POSITION WITH EDISON TO START THE SPRAGUE ELECTRIC RAILWAY AND MOTOR COMPANY IN 1884; WHERE HE WAS FREE TO EXPERIMENT AND DEVELOP THE ELECTRIC TRACTION MOTOR THAT WAS TO BE USED IN AMERICAS FIRST URBAN ELECTRIC TRANSPORTATION SYSTEM, REPLACING THE HORSE-DRAWN STREET CARS IN USE AT THE TIME.

IT WAS SO SUCCESSFUL THAT IN JUST A FEW SHORT YEARS SPRAGUE'S ELECTRIC TROLLEY SYSTEM WAS BEING USED IN CITIES ACROSS AMERICA AND AROUND THE WORLD. DURING HIS 60-YEAR CAREER SPRAGUE BECAME KNOWN AS A TOP NOTCH INVENTOR IN THE FIELD OF THE ELECTRIC RAILWAY, ELECTRIC ELEVATORS, AND COMMERCIAL ELECTRIC MOTORS.

IVES TROLLEY PRODUCTION

BY THE EARLY 1900'S, ELECTRIC TROLLEY CARS WERE IN WIDESPREAD USE IN COMMUNITIES ACROSS AMERICA, AND IN 1910 IVES INTRODUCED A LINE OF THREE SEPARATE TROLLEY CAR SETS IN O-GAUGE WITH OVERHEAD WIRES AND SPRING LOADED TROLLEY POLES; TWO BEING CLOCKWORK AND THE THIRD BEING ELECTRICALLY POWERED BY A CHARGED OVERHEAD WIRE SYSTEM. THESE TROLLEYS WERE A CLOSED REPRESENTATION OF THE ONES IN USE DURING THIS PERIOD IN URBAN AREAS.



IVES LARGEST OF THESE CARS WAS THE NO, 810 AT 73/4 INCHES LONG WITH 5 WINDOWS ON EACH SIDE AND WAS ELABORATELY LITHOGRAPHED WITH THE WORD SUBURBAN UNDER THE WINDOWS, IN COLORS OF YELLOW, RED WHITE, GREEN AND BLUE DETAILS. ALTHOUGH IVES LINE OF TROLLEY CARS WAS PRODUCED FROM 1909 TO AROUND 1916 THE NO. 810 WAS PRODUCED FOR ONLY 2 YEARS (1910-1912), BUT IT REPRESENTED IVES MOST ELABORATE AND REALISTIC TROLLEY CAR THE COMPANY EVER MADE,. SEE THE COVER ILLUSTRATION.



The June 2022 IVES TRACKS page 7 shows a picture of my Ives 1908 trolley. As an update the weights are not original to the trolley. A weight did perform an important function of keeping the 1908 patent sticker on the underside. Without the weight the sticker surely would have fallen off as the edges were loose. I've included a copy of the patent plus a close up of the sticker.

As seen and reprinted from the Facebook group "Ives Train Society Show & Tell" on 2/5/2021

Comments by Bob Obara:

I just obtained this little guy. Missing some parts but, I never had the opportunity to get one before. If you look at the bottom there are weights. My question is are they original?? All pictures on the Ives Society web page show no weights, but the holes there possibly for them. The lead weights on this one are not a kludge, but a lead cylinder that has a brass threaded bushing inside. When removing the weight I uncovered a 1908 patent notice. This indicated to me that it is early production. I'd love to see the patent application.



No. 892,665.

PATENTED JULY 7, 1908.

E. R. IVES.
TOY TROLLEY RAILWAY.
APPLICATION FILED JAN. 20, 1908.

Fig. 1.

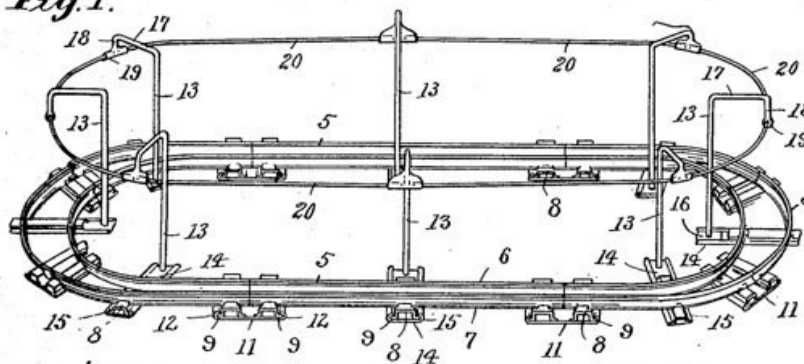


Fig. 4.

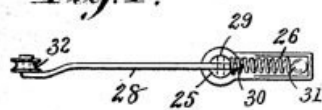


Fig. 2.

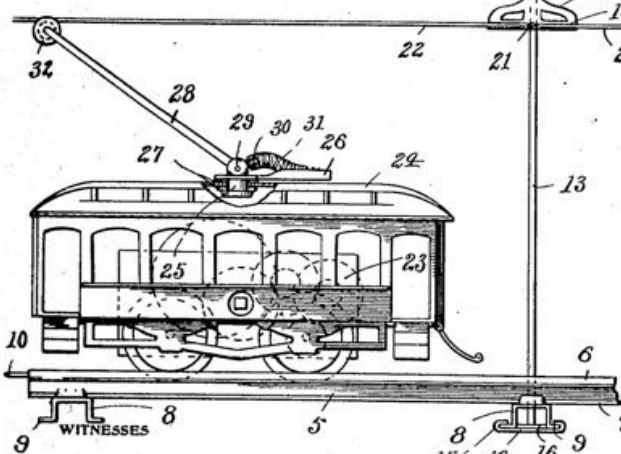
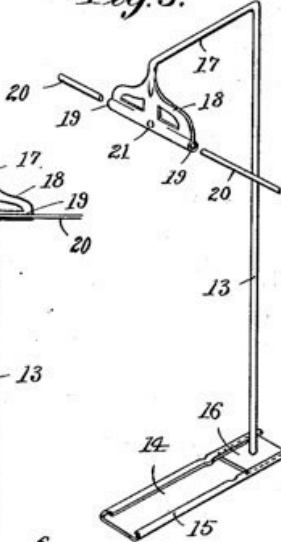


Fig. 3.



R. H. Newman.
Ruth Raymond.

INVENTOR
Edward R. Ives
BY
Chamberlain & Newman
ATTORNEYS

UNITED STATES PATENT OFFICE.

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

TOY TROLLEY-RAILWAY.

No. 892,665.

Specification of Letters Patent.

Patented July 7, 1908.

Application filed January 20, 1908. Serial No. 411,598.

To all whom it may concern:

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

My invention relates to new and useful improvements in toy railways and especially to miniature trolley railways, so called.

It is the purpose of my invention to produce a toy mechanically operated miniature trolley railway, in imitation of the electric trolley roads commonly installed for city and suburban passenger service, and which will include cars, sectional trackage, a trolley wire supporting poles and detachable wire, all of which permits the device to be assembled in sections to form circular, oblong and other designs of tracks of various lengths, and in a way which will allow it to be readily disconnected and packed in a comparatively small space; to provide a substantial connection for joining and supporting the trolley wires which will allow the trolley wheel to freely pass across and follow the wire; further to design a trolley arm and connection therefor with car that will insure the wheel properly and freely following the wire, and finally to design the device in a simple, practicable and workmanlike manner to insure its selling as a first class mechanical toy.

As constructed, my toy trolley car is designed to be operated mechanically, by means of a clock spring movement located within the car and connected to either the forward or rear axle, but the particular form of propelling medium is immaterial since the invention including the construction of trolley arm sectional wire and means for supporting the same, can readily be used in connection with a car operated by other mechanical or electrical means and would therefore come within the scope of my invention.

Similar characters of reference denote like or corresponding parts throughout the several figures of the drawings and of which,

Figure 1, shows a perspective view of an oblong form of trolley track, constructed in sections, in accord with my invention the car being removed. Fig. 2, is a side elevation on a slightly enlarged scale of a portion of the track, trolley wire, pole for supporting the same and car upon track bearing trolley

wheel in engagement with the wire. Fig. 3, is a perspective view of one of the trolley poles having overhang for supporting the sectional trolley wire and mounted upon a base which may be detachably connected to the track, and Fig. 4, is a detached plan view of the trolley, its supporting arm and base for attachment to the car.

Referring in detail to reference characters marked upon the drawings 5 indicates the several track sections, some of which are straight and others curved. These sections as herein designed are formed of sheet metal, the rails being bent up to form hollow tread portions 6 and extended flanges 7 to which sheet metal sleepers 8 are swaged, soldered or otherwise secured. Each of these sections comprise two such rails and usually three sleepers, one being located adjacent to the end of rails, while the third is situated midway. The sleepers 8 are alike in construction and are bent up to form a hollow body portion and laterally disposed flanges 9—9 on either side which form footings. The track sections are secured one to the other in any suitable manner, as for instance by having pins 10 secured in one end of the hollow treads to register with sockets in abutting ends of rails of the adjoining section, together with a plate 11 having over-turned side edges 12 forming ways along the two sides, to engage the inner flanges 9 of the end sleepers as shown in Fig. 1. These plates are attached by being slipped under the sleepers and over the edges as shown in Fig. 1, the plate obviously serves to snugly retain the abutting ends of the rails against each other and the before mentioned pins in engagement with the sockets in a way to prevent the sections from becoming disconnected.

In the formation of an overhead construction for tracks of this kind, I have found two features to be essential, which are, first to provide an overhead construction which may be secured to and supported by the track, which obviously insures a rigid and firm support for the wire along which the trolley wheel operates. Further to design said structure in a way which will permit of it being readily disconnected and taken down, and to form the wire along which the trolley operates also in sections which provides for the convenient construction of a wire of any desired length and formation

simply by the use of a greater or lesser number of sections of tracks, poles and sections of wire as the case may require.

13 represents a trolley pole which is supported in any suitable way from the track, as for instance by a supporting plate 14 having ways 15 to engage the flanges 9 of one of the sleepers of each section. The poles 13 may be secured to the supporting plates in any preferred way as for instance through a base plate 16 that is directly secured to the lower end of pole and attached to the supporting plate 14 before mentioned, but the said pole may obviously be riveted or otherwise attached to the supporting plate 14 direct if preferred. These poles are provided with an inwardly disposed arm 17 and a depending hanger 18 supporting a tubular socket 19 which is disposed at a right angle to arm 17 and supporting plate, and is substantially in line with the track section over which it is suspended. This hanger may be constructed of tin or other sheet metal and secured to the arm of pole in any preferred way. The socket is of a sufficient length to receive the adjoining ends of the trolley wire sections 20 which are inserted in the opposite ends of socket as shown in Figs. 2 and 3. The said sockets may further be provided with a central indentation 21 to form a stop against which the top end of the wires may abut. The wires 20 are obviously of a length substantially equal to that of the track sections, and each of a size and quality that will permit them to be sprung for insertion into the sockets, and to conform to the curved sections of the track, and in practice may be repeatedly used above either the straightened or curved sections as may happen to come most convenient.

22 represents a car which is constructed in imitation of a trolley car and includes suitable wheels whereby it is supported and operated upon the track. As before stated this particular style of car is designed to be propelled by a spring movement 33 mounted within the car and geared to connect with and drive one of the axles. The car is preferably formed of sheet metal, the cover 24 being slidably attached to the body of car in any preferred manner to permit of the attachment of trolley arm etc., as well as the placement within the car of the spring movement. A stud 25 is pivotally secured in the cover 24 of car and has a connected spring support 26 to turn therewith. The lower part of the stud passes through a round hole in the cover and is provided with washers 27 above and below the cover to insure the free turning of the stud, and the lower end of the stud is turned over or riveted to rotatably secure it in place. A trolley arm 38 is hinged in a slot in top end of this stud, to a pin 29 and bears a short arm 30 to receive the end of a spring 31 the opposite end of which is

soldered or otherwise secured to the outer end portion of the support 26. The purpose of the spring obviously being to draw down on the short end 30 of the arm and yieldably retain the wheel 32 in engagement with the trolley wire 20 before mentioned.

I do not wish to limit myself herein to a trolley wire formed of sections or in fact, a wire of any sort, since a continuous wire or an overhead rail can be used with success and would properly come within the scope of my invention. The same in fact is true of the details of construction of my invention in general and with special regard to the form of hanger and socket for supporting the wire.

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

1. A toy trolley railway, comprising a track, poles supported thereby and having depending hangers, and a trolley wire detachably connected to said hangers.
2. A toy trolley railway, comprising a track, poles supported thereby and having depending hangers, sockets in the hangers, and a trolley wire mounted in said sockets.
3. A toy trolley railway, comprising a track formed of sections, a pole on each section and having inwardly disposed arms, and a wire supported over the said track by said arms.
4. A toy trolley railway, comprising a track formed of sections, poles supported by said sections having inwardly disposed arms, and a wire formed in sections carried by the said arms.
5. A toy trolley railway, comprising a track formed of sections, a pole supported on each section and having an inwardly disposed arm, a depending hanger secured to each arm, and a wire formed in sections supported in the said hangers.
6. A toy trolley railway, comprising a sectional track, poles arranged adjacent thereto, a wire supported by said poles, a spring operated car and an arm attached to car and bearing a trolley wheel to engage the wire.
7. A toy trolley railway, comprising a portable sectional track including rails and sleepers, poles detachably supported thereby having inwardly and downwardly disposed arms, a wire supported over said track by said arms, a car, and an arm attached to car bearing a trolley wheel to engage said wire.
8. A toy trolley railway, comprising a sectional track, poles arranged adjacent thereto having inwardly disposed arms, a wire supported over the said track by said arms, a spring operated car, and an arm attached to car bearing a wheel to engage said wire.
9. A toy trolley railway, comprising a track formed in sections, a pole detachably connected to each section and bearing an inwardly extended arm, and a sectional trolley wire detachably supported by said arms.

Comments by Dave McEntarfer:

IVES SWING BRIDGE

The first pic is the 145th street swing bridge in NYC completed in 1905, the last two are the Ives "swing Bridge", cataloged from 1906-1911. The first one is early with full lithography, the 2nd is a late version with plain white girders but lithographed base. The center section had a clockwork mechanism that allowed it to rotate, as you can see on the side it has a release switch and a stop switch.

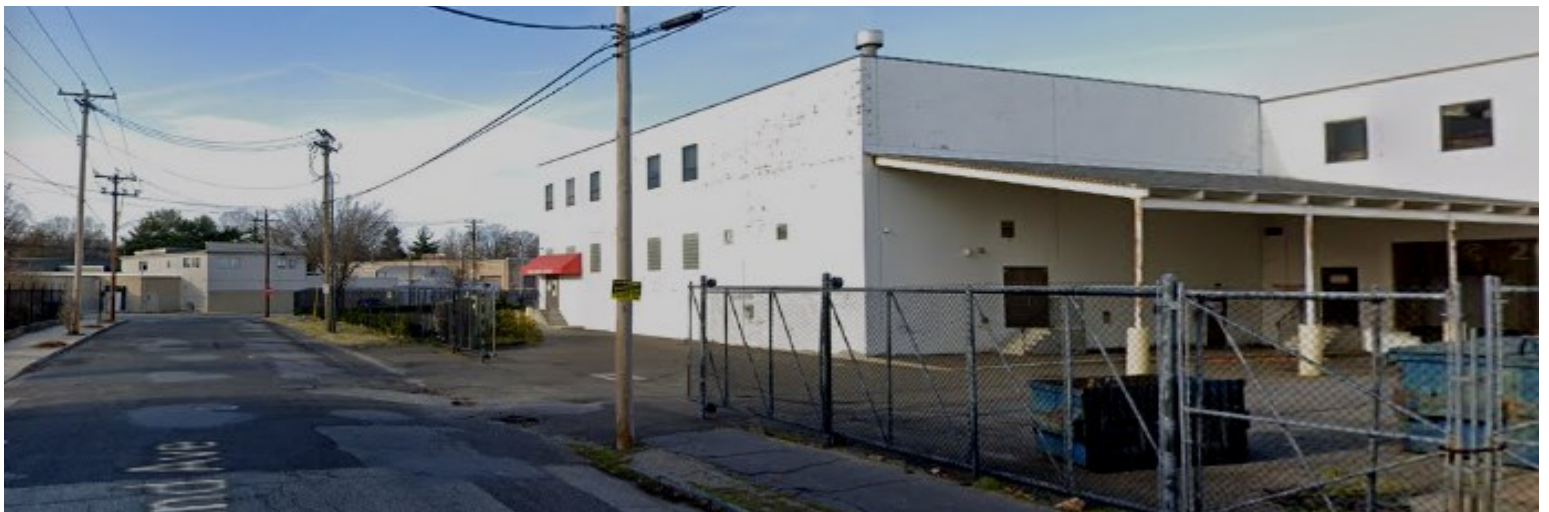


Above: Early version

Right: Late Version



There is an error on Page 10 in the March issue of Tracks. The photo printed for the current remnants of the Ives Holland Avenue factory should have been the one pictured below.



Comments by Dave McEntarfer:

IVES INTERSTATE LILIMITED

A very rare and unappreciated set is the Interstate Limited sold only in 1928. It contained unique passenger cars only available in this set. The 137 pullman and 138 observation were cheaper versions of the 135,136 cars. The pullman had no lights, the observation had a light on the platform, both had only one brass plate. These numbers were only used on this car in 1928 and are difficult to find in good condition. This particular set was found still in the hands of the original owners family and could not have been used much as the condition is easily Like New.



As seen on "Ives Toy Train Society Virtual Show & Tell Facebook page on July 20, 2021

Comments by Dave McEntarfer:

1928 Outfit 476 in mottled gray. This one was manufactured/sold prior to the bankruptcy. This set was not pictured in the catalog, it was part of several variations listed under the Black Diamond Jr. The cars were also sold with a black 1120 steam engine. Basically this set was painted cream and then speckled in black paint. The idea was to simulate a dust covered train that had just passed through the Mojave Desert.



Comments by Lloyd Taaffe:

First time I have seen a pic of the whole set together. And the "speckling" looks so even throughout the set. Have only seen two locos & two cars I have been around a long time. What I wouldn't give for that set! Thank you Dave!

Comments by Dave McEntarfer:

Lloyd I've been hogging as I have two complete sets, the other one is not so pretty and looks more black and white while this one looks almost green from a distance. It came from the original owner who happened to live in Kansas City



Comments by George Svoboda:

I don't mean to disparage it, but no matter how rare it is, it's still ugly. Unicorn poop is rare too, but I wouldn't bring it home. Still, it's good I know about these things, because otherwise I might find one, strip it, and paint it bright red.



Comments y Dave McEntarfer:

Ugly usually equals rare and this is just the case to prove it. I have two and to my knowledge there are two more. I am aware of a couple sets of cars that came with a steam engine. I have two cars that the original owner thought were so ugly he painted them red. Back in the 1970s I found a single car and I stripped the paint off thinking some owner had done it. Lesson learned. That same set was also cataloged with a black/red engine and cars. Now that set is not ugly but I only know of two original engines.



Comments by George Svoboda:

However, rare doesn't always equal ugly. I would like a black/red set, if it was shiny. If there are only two known sets, I'll probably have to look for something else. Ugly usually equals rare" Good point!

Comments by Mark West: My find at York - Ives set #1726 - this is a little unusual set for the car roof's are normally dark green but these are the same color as the bodies. Also the engine box has Lionel tape and Ives Corp. tape on the side of the box as well. It is evidence to me how they mixed and matched train sets up in that final year of 1932

Comments by Bob Dunn: Depends on the article that you have read, 1929 to 1932 is the change over years of transition from Ives to Lionel

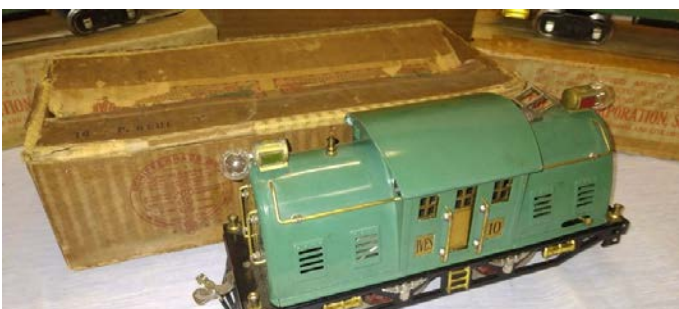
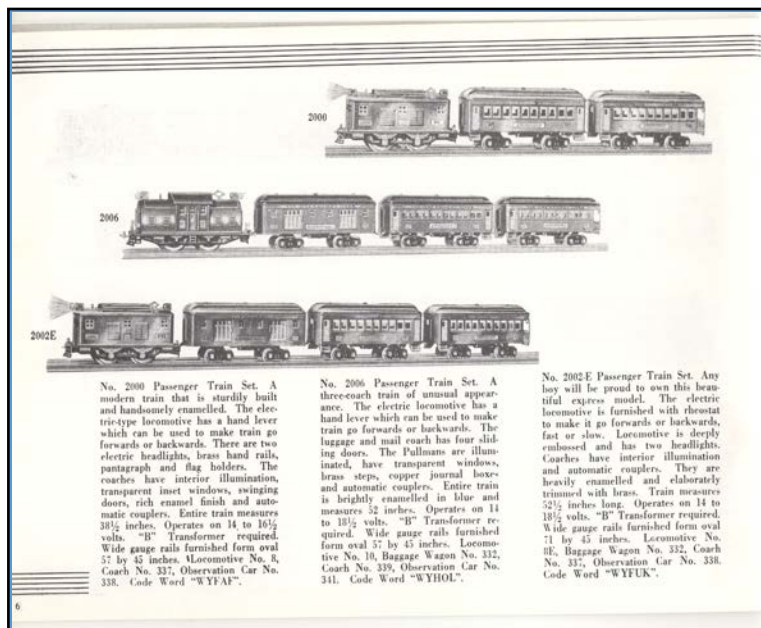


Comments by Dave McEntarfer: Basically 1928-30 are the transition years, 1931-32 would be the all Lionel period or change over period. That set box is somewhat different than other boxed sets I've seen, is the set number on the box 1726 or 1731 .

Comments by Mark West: Dave, at the time of purchase neither I or the seller could read the label But, after further review with a flashlight and a mag Glass it is not the set box, It reads "Bridge 95". The box is for a Wide Gauge bridge with approaches. The box is a nice addition and the set fits in it well.

Comments by Ken Hirsh: I Wonder, If It Was For Export .

Comments by Dave McEntarfer: Lionel did sell this set overseas in 1933. On the right is a page from a British 1933 catalog ...



Making Ives – Ives...by Eric Cook

Biographies of those who designed, built, and sold Ives trains and toys 1901-1930.

Ives Biography #1 – The Inventor of the Ives Electric Motor

1913 was a pivotal year for the Ives Manufacturing Company; innovation, growth, and challenges abounded. New and lower tariffs were about to open the American toy market to cheaper foreign competition thereby making the already popular imported German trains even more of a threat to the venerable Connecticut firm. More importantly for the long-term survival of Ives, their brash New York competitor Lionel was planning on moving their New Haven factory to New Jersey. Lionel was already developing their competing line of O-gauge electric toy trains. In the midst of this period of growth and turmoil, a key Ives employee was in secret contact with Lionel about a high-placed position, likely centered on O-gauge electric production, negotiations that would sour and finally be adjudicated all the way to the Connecticut Supreme Court. That employee was William G. Viall, Jr.

Born in North Adams, Massachusetts during the American Centennial, Viall's family name had been a part of New England history since the 17th century. Yet, there is some difficulty in establishing his exact parentage, because existing records show either a fractured family or two William Vialls of similar age in the same part of the Berkshires. Without additional information it is difficult to reconcile all the possible contradictions and gaps that exist in surviving records. So, like much of William Jr.'s biography, speculation must be balanced against "facts." At the time of William's birth, his parents were nearly 20 years apart and William, Jr. appears to have been their only child. His father was likely an employee in one of the many new shoe factories in North Adams. He may also be the same William G. Viall who served as a musician in the local regimental band as a cornetist during the Civil War. North Adams was a growing manufacturing center with shoes at the center of that growth. William's father seems to have gone on to develop several shoe patents and to work his way up the industry, eventually overseeing several shoe factories in nearby Vermont. The inventiveness of the father and his mobility in his chosen industry seems to have rubbed off on his son. His mother, Francis A. Clark, was of working-class and lower-middle class stock from nearby Clarksburg, Massachusetts. She was employed as a servant prior to her marriage, a very typical position for a woman in her social class in 19th-century New England. His parents were married in August of 1870, and their only surviving child was born on June 18th six years later. William spent his childhood in North Adams. He attended school there until 1887. Newspaper accounts put his father in Vermont in the shoe industry by 1889 – but then his father disappears from official records of the family. He may have died in 1889 or 1890 or there may have been an abandonment of his family or possibly a divorce from Frances. Some records indicated William Sr. lived until 1920, but Francis listed herself as a widow beginning in 1900.

That same year William Jr. completed his education at the age of 14, finishing 8th grade in Pittsfield, Massachusetts, and officially became the head of the household, earning a living and taking in boarders. In Pittsfield, he next appears as an electrician at age 19. He seemed to have his father's inventive mind and a strong desire to get ahead. By the age of 22 he was in charge of the electric motor department of the Pittsfield Electric Company. Electricity was a young man's game, and he and several young men attempted to launch their own firm, but nothing more was heard of their company after one local newspaper announcement.

Sometime between 1902 and 1903, Viall moved around alone, looking for better work one presumes. He turns up in both Stamford and New Haven, Connecticut before settling in Bridgeport in 1904. Bridgeport was growing as a regional manufacturing hub with many firms involved in the development of electrical products. It seemed a wise decision. His mother joined him in 1905. They took up residence in a pleasant brick double house at 473 Noble Avenue. Here they rented and again took in additional boarders. Francis disappears from any records I can locate after 1914. During this time William always appears listed as an electrician. By 1905 he was working for the New Haven Railroad as a draw-bridge operator. The 1905 city directory lists him as an electrician with the "R. R. Company". Louis Hertz reports that he was remembered by fellow Ives employees in the 1940's as "a darn clever fellow." It was also during this time (1905-1909) that he became involved with the Empire Electric Works of Bridgeport. In 1909 the firm advertised two different products in *Popular Science*, "a working model electric car 30 inches long (meaning street-car which was illustrated as an open-air summer trolley). Copy of drawing and full description 10 c." They also offered "Miniature Electric Railway Motor Working drawings and full instructions for making it 25c." Again, an illustration of the motor – which looks more like what we would call a transformer or small generator- was in the ad. These were next to ads for Carlisle and Finch trains. Vialls' firm also advertised small electric motors and telephone systems in other publications between 1908 and 1910. By 1907 the *Bridgeport City Directory* no longer lists him as an electrician working for the railroad, but instead as an "electrical engineer."

It seems likely that sometime in 1909 he became connected with the Ives Manufacturing Company. It was supposedly his impetus that led to the introduction of the Ives O-gauge electric train line in late 1909 or early 1910. Viall developed the first generation of Ives electrical motors. It was designed to be "both fully self-contained and easy to manufacture." Ives made him head of the electrical train department at this time, and he developed the first of two patents on which Ives built their electrical line. Bob Obdura provided great scans of the first of these to the Ives Train Society Facebook Virtual Show and Tell Page, and it was those images that set me off on this short biography.

In the 1910 census, he was listed as an electrician with the Ives Manufacturing Corporation. Two days before Thanksgiving in 1910, likely to enjoy a short time off over what was then New England's most important holiday, and to be able to return to work before the rush at Ives for Christmas would commence, he married his wife, Helen Arnold. **Page 13**

Prior to their marriage, they lived just a few blocks from one another, and Helen's father was a successful foreman in a local motor shop. They may have been drawn together by a shared love of baseball, but the marriage was not to be a happy one.



Circa 1910 - First electric steam outline. White on black with yellow bordered metal lithographed number plate. Cast Iron body, 2 nickel boiler bands with rivet detail. Full rivet detail boiler. Headlight, smokestack; steam dome. The rear wheel is cast iron, red, 6 spoke, held on by brass hex head nut. front wheel is tin.

He went on during this period expanding the team of men who would produce Ives electrical trains, and he developed an armature winding machine from a used treadle sewing machine. His locomotive motor patent was filed in June of 1910, and by April of 1911 it was registered in Washington. By 1912 Viall applied for a new toy train commutator patent that, like his first patent, would be assigned to Ives. In addition to his train work, his inventive mind was creating other items in 1911: an electrical mechanism for stopping the motion of cloth looms was patented, and in 1912 an improved electric fan motor. The 1911 through 1914 *Bridgeport City Directory* lists a new address in his own detached house at 982 Howard Street and a new occupation, "foreman, Ives Mfg. Corp".

It was during this period that he became entangled with Lionel. According to court records and newspaper accounts, Viall sued Lionel for breach of contract. On October 21, 1913, Viall alleged that Lionel agreed in writing to hire him away from Ives to act as their plant foreman for an annual salary of \$2,000.

As Lionel was about to move and he was still working for Ives, Lionel promised that the first part of his employment would be for only \$27 a week during a transition period between fall 1913 and January 1, 1914, when he would be employed full-time and at full salary. Viall stated that he had completed various work for Lionel from October to December that had never been reimbursed. Lionel then asked him to take on piecework at home, for which they also did not pay him, and then informed him they were not going to hire him after all. Viall sued for \$8.80 in expenses, \$300 in lost wages, and compensation for the breaking of his contract. It would be interesting to know if the Lionel Company approached Viall or if he sought them out looking for a better business opportunity. Perhaps the long-standing rumor about the development of a Lionel O gauge electrical line in 1913 may be directly tied to these interactions. Likely we will never know. The court initially ruled with Viall, then it was overturned on appeal, and then it was appealed again to the Connecticut Supreme Court. In 1918 Viall won on the merits of the failure to pay but was denied that the ending of his contract was unjust. One can only imagine the feeling at Ives as this unfolded in the newspapers. We do not know if Viall left or was fired from Ives at this point.

Sometime between 1915 and 1917, as World War I was heating up, he started working for Remington Arms in New Haven. Next, he became superintendent of the Eureka Tricycle Company, also in New Haven. In 1919 he left toy manufacturing and spent several years working in electrical-related industries or positions in New Jersey, working in Paterson, Montclair, and finally Bloomfield. Once again, in the booming 1920s, he tried to organize his own manufacturing company, but nothing significant seems to have developed from it. His wife filed for divorce in 1924 under terms of having been abandoned by him since Jan. 19, 1921. Helen never remarried. She returned home to her parents, and then lived as a bank clerk in Bridgeport, became a bank secretary, and moved to Brooklyn, where she died in 1937 after a 3-year battle with illness. William's addresses and income listed in the 1930s show the depression hitting him hard. By the 1940 census, Viall was listed as a widower and boarder at a rooming house and doing manual road labor for the federal government as a relief worker. Whether he remarried between 1924 and 1940 and his second wife died or he simply hid his divorce behind a more socially respectable terminology or perhaps he never considered the marriage ended and his wife was now deceased, it is just another current unknown. He died in obscurity in March of 1942. He has no known descendants or surviving photographs. His most lasting legacy was the toy train motor he developed in his 20s for Ives. As always, if anyone can provide additional information, corrections, or insights it would be greatly appreciated.

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Sources: Ives Train Society, Virtual Show and Tell Facebook Page; US Census 1850, 1860, 1870, 1890, 1900, 1910, 1920, 1930, and 1940; Polk City Directories: Bridgeport, CT 1904-1914, Pittsfield, MA 1902, Montclair, NJ, Patterson, NJ, Bloomfield, NJ 1919-1928; Find a Grave.com; *Popular Science*, April – October, 1909; Various Bridgeport Newspapers (1909-1938) – also Brooklyn (1934-1937) and New Haven Newspapers (1913-1924); US Patent Office Digest (1909-1915); The Atlantic Legal Journal (1919); *Messer Ives of Bridgeport* by Louis Hertz, 1952

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