

A PUBLICATION OF THE IVES TRAIN SOCIETY

September 2012



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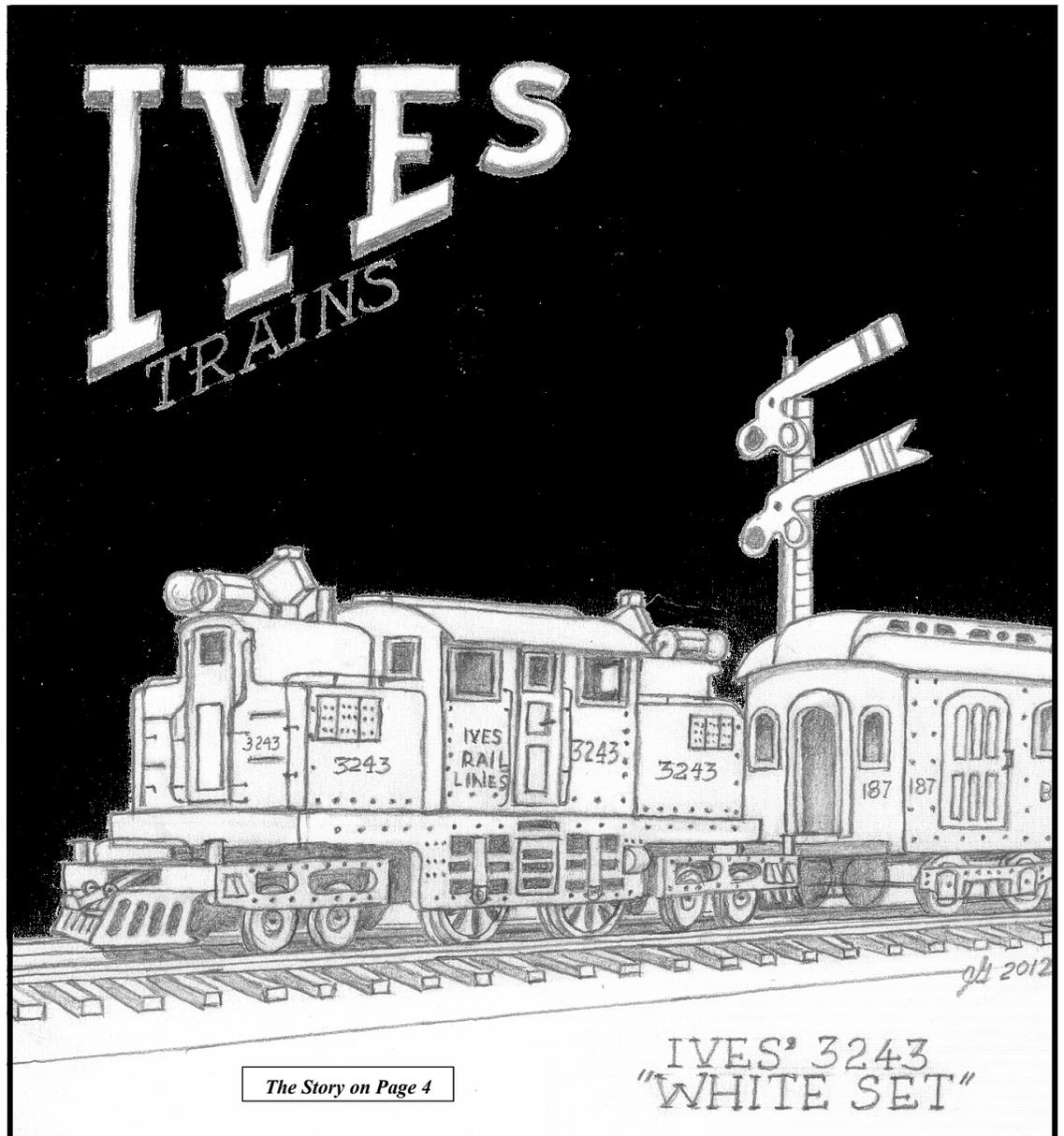
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The Story on Page 4

IVES' 3243
"WHITE SET"

The IVES 1734E SET

By: Martin Fasack

1932 is a sad time in IVES history. The Bridgeport, CT factory has been closed for some time, and all production of what is left of IVES is happening at the Lionel factory in Irvington, NJ. The few IVES employees that were transferred to Irvington must feel like displaced IVES loyalists working in a sea of Lionel bullies. They eat by themselves, hang out amongst their own, and dream of the day when IVES made the most attractive and reliable trains in the world. What a sad time. They place their head low when passing Lionel employees for fear that someone might realize they are not needed anymore. Rumor has it that for 1933 the only item with the IVES name leaving the factory will be track clips. Can you imagine that, from a "Circus Set" to track clips in three short years. What a sad time. Lionel management tries to cope with the issue by designing new cars and locomotives in Standard and O gauge. They decide to put the IVES nameplate on each new model in an attempt to keep their IVES investment alive. We must remember their intentions were noble but as we know timing is everything, and introducing a new expensive line at the height of the depression is not too swift. Therefore 1932 is the last time we will see the IVES nameplate on any rolling stock. The IVES 1734E set from 1932 is one of only two electric style IVES standard gauge sets made at the Lionel Irvington factory that year. The IVES number 10 set is the second set offered in 1932. We often see the number 10 come up for sale, but an original 1764 locomotive, with its original cars and boxes are quite rare. Many manufacturers made reproductions of the 1764 engine, and most examples seen are usually one of them. Recently Joe Palermo (new member of ITS) not only picked up a complete set in C-8 condition, but a set that is set boxed and individually boxed as well. The engine is beautiful, sleek and desirable, but after a single year of below average sales it is discontinued. Management decides to keep the cars in the Lionel line, and maintain production until the discontinuance of Standard gauge entirely. One key characteristic of the new IVES cars is the baggage door with the word BAGGAGE and the mail door with the word MAIL. Some early Lionel versions of this car also have this door lettering using up old IVES inventory. Later Lionel production has these doors embossed and not lettered.

Again, for IVES, "It's a sad time".....



Comparison Next To A Blue Comet



Rare 1764E Locomotive In C-8 Condition



1767 Baggage/Mail - Lettering On Doors



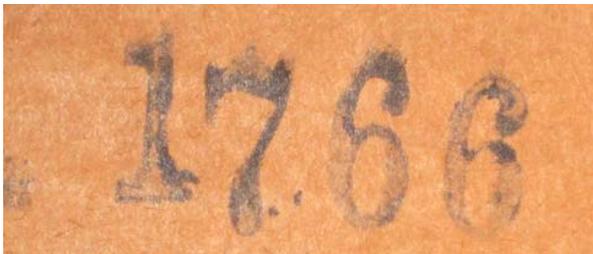
1734E Set Box With Its Individual Boxes



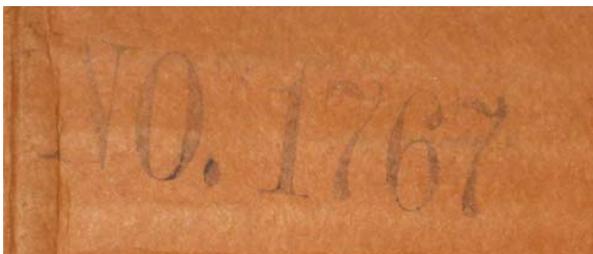
1764e Loco Box



Set Box Number



1766 Passenger Car Box Lettering



1767 Mail/Baggage Box Lettering



1768 Observation Car Box Lettering

PRESIDENT'S COLUMN

Don Lewis

Dear Society Member;

Here we are at the end of July. I am on my annual family vacation on Cape Cod with my family, wife, daughter's husbands and grandson. Pushy editor won't let me rest. It's been a quiet summer so far in relation to IVES trains coming through auction, but to offset that, this issue is filled with photos of some of the rarest standard gauge trains produced by IVES. The first set is discussed in an article by our editor and describes one of the last train sets produced with the IVES name on it. What is described is the sleek IVES 1734 set which is the 1764 loco with the 1766, 1767 & 1768 cars. This magnificent set is boxed. WOW! Talk about RARITY! Sadly, as Marty said this was the end of the IVES name on the side of toys trains. Next up is an article by John DeSantis which discusses the variations of the white IVES sets. Yes, I did say variations and to boot he threw in a few one of kind white pieces. What can you say to that? Enjoy the descriptions and the magnificent photos because you will probably never see this many white IVES pieces in one spot ever again.

We continue to strive to bring you the best quality publication possible. We have had submissions from members but can always use more. Based on what you see in this issue I hope you will be encouraged to share some other IVES rarity from your collection. Your contributions will help to keep our publications healthy.

As always, we look forward to seeing you at the York for the Friday meeting. It will be in the Orange Hall at 12PM on Friday October 19th. The show and tell format will be maintained as it continues to produce some very interesting IVES items.

See you at York!

Don



THE WHITE IVES SETS BY: JOHN DESANTIS

In 1921 IVES transitioned its One Gauge line of trains to "two and a quarter inch", in order to be more competitive with the Lionel "Standard Gauge" trains which were dominating the upper end of the toy train market in America. Perhaps to help their dealers promote these bigger (and more expensive) trains, the company created a small number of special sets whose locos and cars were painted white. These sets appear in no catalogs; nor is there any promotional dealer material to confirm IVES intentions. There are however photos of the IVES New York Showroom in the early 1920's in which a white 3243 set is unmistakable in its glass display case. Though only a presumption, it seems most likely that these were sold or given to retailers for in-store display.

There are perhaps a dozen or more of these iconic treasures that survive in collections today. Since the first stirrings of toy train collecting in the 1930's, the "IVES White Set" has been one of the Holy Grails. In truth, the IVES name graces a surprising majority of the most sought-after rarities in the world of

Standard Gauge - far disproportionate to the firm's record of production or longevity. But nearly all of those IVES icons were produced during the "Transition Era" that began with bankruptcy in 1928. Unlike these latter rarities, the White Set was born in 1921 and appears to cease production by the mid -20's.

Largely because IVES own catalogs and promotional materials are silent on the subject, over the years collectors have assigned their own names to the set: "The Phoebe Snow" and "The White Owl" among them. One of those names does indeed have meaning in IVES O Gauge, and the other has a solid basis in the world of real railroads. But if IVES ever referred to these sets by any name at all, the evidence remains to be discovered.

For collectors, those few authentic sets are the only source of real information. And here's what they seem to tell us...Nearly all of the surviving sets consist of a 3243 or 3243R pulling 187/188/189 cars with or without lighting. There is one known 3242 loco, and one 1132 steam loco which pulls the only-known shorter 184 and 185 cars (no 186 is known). All of the locos and cars are painted white,

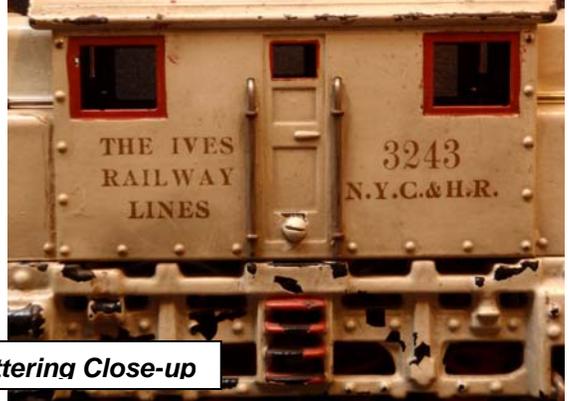
followed by a coat of clear varnish which has aged to a golden tint. Trim colors vary, and lettering may be in either black or gold, and "N.Y.N.H. & H.R." versions are also reported" (page 7). It should also be noted that known boxed sets bear no special markings or designations.

The earliest sets bear narrow One Gauge couplers, placing them in 1921 - the first year of 2 1/4 inch production. The latest known sets have flat window transoms on the cars, placing them in the mid -20's just before the advent of journal boxes and brass plates. Those sets of cars with gold trim are the earliest. Black lettering and multi-color trim appear to occur later. Cars with white painted trucks have gold painted wheel centers; nickel trucks have unpainted wheels. No authentic brass plate locos or cars have been confirmed, although several purported ones have surfaced over the years. And because of the extraordinary value of the White Set, it has long been a favorite of counterfeiters. Beyond basic fakes via repainting, it is reputed that light orange 3243 sets may have been bleached into white and then re-detailed. Extreme caution and some knowledge of the provenance of the set are important when considering a purchase. Like other toy train rarities, it's only when multiple pieces are compared side-by-side that the surprising number of variations become evident. Sets appearing in the accompanying photos have the following characteristics:

3243 with gold rubber stamping, red windows and trim on frame, one gauge couplers. Cars are 187, 188, 189 unlighted with gold vestibules, base trim, window trim and arched transoms, white and gold observation platform railing, white 4-wheel trucks, one gauge couplers.



3243 GOLD LETTERING – RED FRAME TRIM c. 1921



Lettering Close-up

3243-R with black rubber stamping, red windows, no trim color on frame, later couplers. Cars are 187-3, 188-3, 189-3 lighted with gray vestibules and base trim, red window trim, multi-color flat transoms, gray and gold observation platform railing, nickel 4-wheel trucks, later couplers.



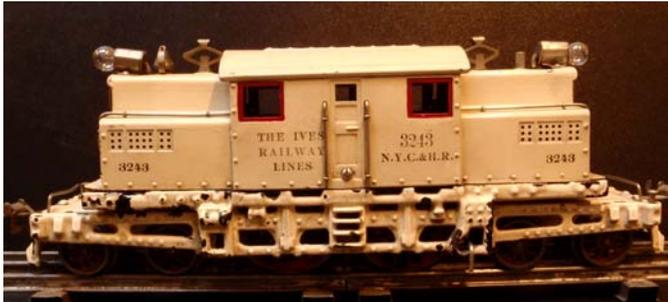
3243-R BLACK LETTERING - NO FRAME TRIM c.1924



Lettering Close-up

Continued from page 5...

3243 with black rubber stamping, red windows, no trim color on frame, later couplers. Cars are 187-1, 188-1, 189-1 lighted with gray vestibules and base trim, red window trim, multi-color flat transoms, gray and gold observation platform railing, nickel 4-wheel trucks, later couplers

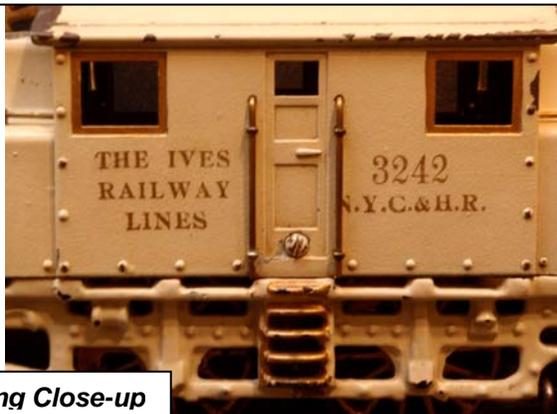


3243 BLACK LETTERING - NO FRAME TRIM c.1922

3242 with gold rubber stamping, gold windows and trim on frame, One Gauge couplers. Cars are 188-1, 189-1 lighted with gold vestibules, base trim, window trim and arched transoms, white 4-wheel trucks, one gauge couplers.



3242 ONLY KNOWN EXAMPLE c.1922



Lettering Close-up

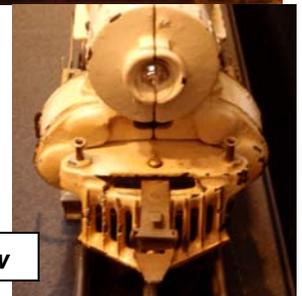
1132 Steam Loco (Tender is not original) with gold rubber stamping, windows, trim, and drivers; later couplers. Cars are 184, 185, 185 unlighted with gold vestibules, base trim, window trim and arched transoms, white 4-wheel smaller trucks, later couplers



1132 LOCOMOTIVE - ONLY KNOWN EXAMPLE



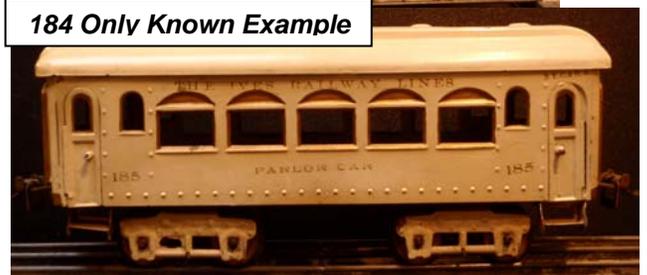
Lettering Close-up



1132 Frontal View



184 Only Known Example



185 Two Known Examples



187-1 ROUND TRANSOMS 1921-1922
 CHROME TRUCKS, BLACK LETTERING
 GRAY VESTIBULES
 187-3 FLAT TRANSOMS 1923-1924
 CHROME TRUCKS, BLACK LETTERING
 GRAY VESTIBULES



188-3 FLAT TRANSOMS 1923-1924
 CHROME TRUCKS, GOLD LETTERING
 GRAY VESTIBULES
 188-1 ROUND TRANSOMS 1921-1922
 WHITE TRUCKS, GOLD LETTERING
 GOLD VESTIBULES

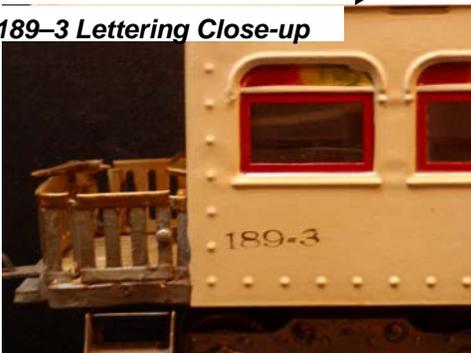


As Reported by Lou Hertz - NYNH&H Script
 Lettering White IVES 3243 Loco - c.1922-23



189-3 FLAT TRANSOMS 1923-1924
 CHROME TRUCKS, GOLD LETTERING
 GRAY VESTIBULES
 189-1 ROUND TRANSOMS 1921-1923
 CHROME TRUCKS, BLACK LETTERING
 GRAY VESTIBULES

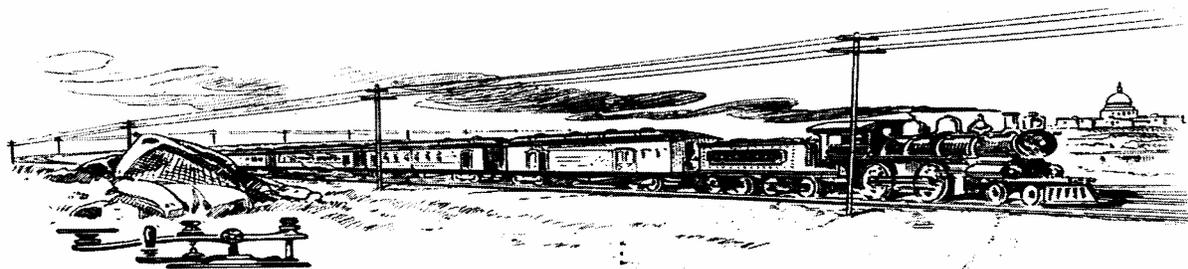
189-3 Lettering Close-up



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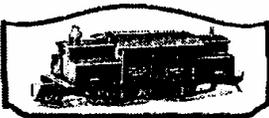


THE IVES TRAIN SOCIETY
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