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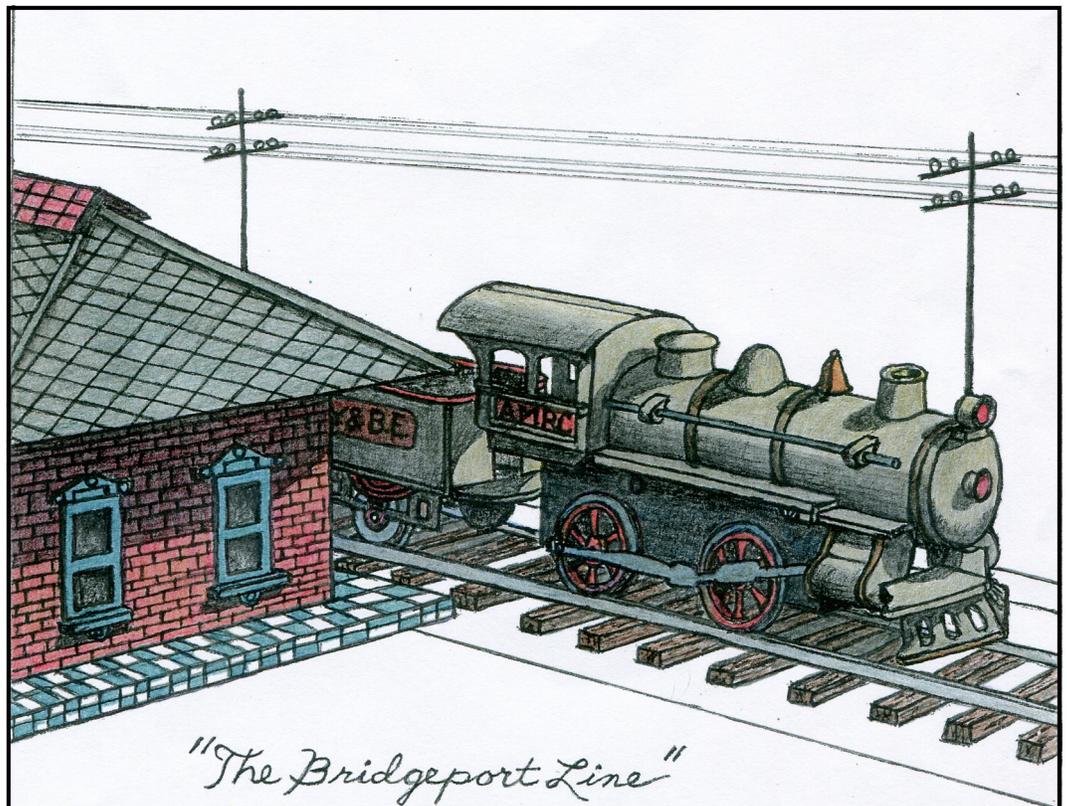
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"The Bridgeport Line"

THE AMERICAN
MINIATURE
RAILWAY^{Co} Company

The Story on Page 2

July 2012

THE BRIDGEPORT LINE

(See front cover illustration)

By John Gray I-6662

PRESIDENTS' COLUMN

Don Lewis

After leaving the IVES Manufacturing in 1906, two toolmakers, Timothy Hayes and William Haberlin, set out to establish the "American Miniature Railway Company", with some financial backing from Hobart French, a onetime railroad enthusiast.

They named their line of toy trains "The Bridgeport Line", and for several years they produced and marketed a charming selection of 0-gauge, cast iron, clockwork locomotives and metal freight and passenger cars.

Three years later, in 1909, they introduced a line of interesting 1-gauge toy trains. It is not known, however, if the Company ever produced electric powered toy trains, but various attractive metal stations, signals, and other accessories were made available.

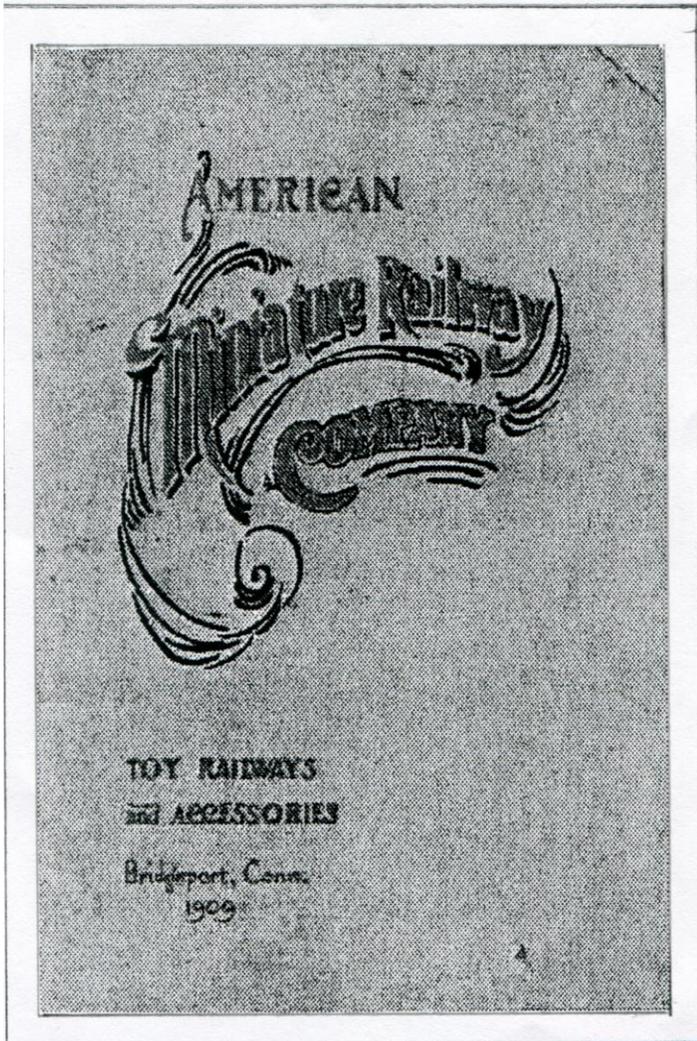
Sadly though, the Company was short lived and went out of business in 1912.

It is interesting to note that their line of toy trains and accessories were very similar to IVES production, (see front cover illustration). Possibly this is due to their former exposure to IVES designs and manufacturing techniques while employed there.

Today, these charming toy trains from one hundred years ago are very rare, and finding one today in good condition is a treasure, simply because this little company stood so close to their older brother, the IVES Manufacturing Corp of Bridgeport, Connecticut; America's original toy train manufacturer.

The American Miniature Railway Company is more than just a foot-note in the annals of American Toy train manufacturing. I also believe the IVES Train Society's historians and research department, headed by Dave McEntarfer, can uncover much more about this "little brother" of IVES.

AMR CATALOG COVER



The above panel shows the front cover of the American Miniature Railway Company catalog from 1909.

Two former employees of the IVES Company, Timothy Hayes and William Haberlin (additional info by James Cox on page 4) started this small toy train manufacturing company in 1906, in Bridgeport Connecticut.

Forward from the 1909 catalog of the American Miniature Railway Company By John Gray I-6662

In presenting our 1909 catalogue to the trade, we desire to call attention to the change of numbers of many of the train sets, as well as on accessories, and request you to kindly destroy previous catalogues.

The line for 1909 has been increased by the addition of several train sets, including the No. 1 gauge, and the addition to the No. 0 gauge of double truck cars, thus giving a much wider choice in both passenger and freight sets.

During the season of 1908, we were the only manufacturers of Miniature Railways who sold freight trains in sets, and the departure proved so popular that we have increased the line of "Freights" for 1909.

Judging from the past experience, the Freight Trains is going to be the big seller for the future. Particular attention is called to Patented features, including Solid-rail Crossovers, Switches, Brakes, Couplers, Track, Telegraph Poles, etc.

Every train set will be packed in separate box, with lithographed labels, and a copy of this catalogue. Our product is guaranteed to be equal in construction, materials and workmanship to any likes of Miniature Railways on the markets; and superior in many respects to other American lines.

Respectfully, the American Miniature Railway Co., 24 pages

American Miniature Railway Co
Bits...Chunks....and Pieces
By James Cox

Editors note:

With the absence of a definitive work on the history of the American Miniature Railway Company we are forced to rely on chunks of information as a member like James enlightens us on his research. You are all invited to add to this knowledge base for the benefit of us all.....

My friend, Richard Johnson (A former Ives Society member) sent me this information describing some of the "O" gauge patents for the IVES manufacturing corporation as invented by the co-founder of American Miniature Railways, Mr. William R Haberlin.

William R. Haberlin, born in 1871, made the majority of the tools and dies for the original IVES O-gauge, and was an inventor that held many company patents around the turn of the 20th century. Examples of these patents are as follows;

Patent 851514 - A toy railway crossover.

Patent-US 659368 - A truing gauge.

Patent-US 875429 - A toy-railway signal and switch.

Patent-US 875428 - A toy telegraph pole base and reel.

Patent US 875427 - A toy signal and train stopping device.

Patent-US 875519 - A toy car coupling and buffer

Patent-US 887191 – A rail joint for toy railway system

A disastrous fire struck the Ives & Williams Company factory on December 22, 1900 destroying the building, all the patterns, parts and tools for manufacturing the cast-iron toys. In 1901 the IVES Manufacturing Corporation, in newly rented space, began producing the first "O" gauge trains in the United States to run on fabricated sectional track. During that year and into 1902 the trains were powered by clockwork motors. The actual die-stamping production of trains, cars and track was subcontracted out to Haberlin and Hays Bridgeport Tool & Die; at the Haberlin & Hayes Machine Company, 184 Cannon Street in Bridgeport Connecticut.

AMR COMPANY

The American Miniature Railway Co was founded in 1907 by two former Ives Mfg. Company employees, William R. Haberlin and Timothy F. Hayes. Mr. Hobart E. French is listed as the secretary & treasurer of the company which operated until 1911. The company is listed in the Bridgeport Directories from 1907 until 1911, at 37 East Washington Ave.

I also was reading Messrs. Ives of Bridgeport to refresh my memory about The American Miniature Railway Co., and Louis Hertz says they made their first advertisement in the year 1908. He mentions it on page 87 of the book, and I think he is talking about the ad being in the trade magazine "Journal Playthings", not sure? Does anyone know?

**THE MYSTERY SIX - IVES PAINTED
"0" GAUGE FREIGHTS, 1928, 29, 1930
BY Alan Grieme**

Why did IVES paint and rubber stamp a very, very limited number of "0" gauge freight cars that were normally lithographed during the 1928 to 30 period? These include the No. **67E caboose**, the **No. 63 gravel car** (Two styles, one with small numbers and the second with large), **No. 567 caboose** (4 wheel with the No. 67 caboose body), the **No. 53 gravel car** and the **No. 57 caboose**. Did IVES document these cars? Only the (large print) No. 63 gravel car was shown very clearly (artist drawing) in the separate sale section of the 1930 catalogue; but did not appear in any of the set illustrations. The 1928 and 1929 catalogues did not show these cars in any format.



FIGURE 1—MONTGOMERY WARD SET 48 122 BOXED

These cars have provided great "speculative" discussion among collectors as to why they were manufactured. This could include the lack of lithography in 1928 prior to bankruptcy due to unpaid bills, or maybe because of the management changes; as the company progressed from IVES to Flyer-Lionel, and finally, Lionel having total control in 1930. Lionel never used lithography on their own trains prior to purchasing IVES. Was painting just a less expensive process, or just to slightly

change the look for a "SPECIAL" set being provided to certain customers. The problem in understanding these cars is due to their rarity; thus resulting in very seldom finding them in boxed sets, or not being catalogued, or discovering them in any other form of documentation. That doesn't mean these sets are not presently in collections, and hopefully after reading the article there will be others that will contribute to these 6 mysteries. Due to the fact that these cars can appear in both electric and mechanical sets, and I believe they are manufactured over different years and for different reasons, I am discussing each car individually.

No. 67 PAINTED CABOOSE



The No. 67 lithographed caboose came in both lighted (only catalogued by IVES in 1928 and indicated by an E in the catalogue) and not lighted version which was also catalogued. The painted version comes both ways as well, but most that have turned up seem to be

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lighted. What is most interesting about this car is that Dave McEntarfer has one in an original set box, (also with a small number painted No. 63 gravel car) in what is referred to as the inside-out boxes. The late (corporation) 1928 "0" set box were used as individual set shipping boxes. This was done by stapling the cover inside-out with all printing and graphics being on the inside (see figure 1) and they have one piece of packaging tape, probably applied at the IVES factory, (all done the same way) surrounding the entire carton. There may also be evidence of shipping labels and stamps on the carton applied by Montgomery Ward. This box has no evidence of an IVES set number but on this box there is a Montgomery Ward catalogue item number **48 122** on the outside end of the cover. The number matches a description and picture on the Fall-Winter 1929-30 catalogue for an IVES train with lead statement that says "electric freight train with lighted cabooses". The written description indicates the set consists of a gravel, box, lumber and caboose. This set had a cattle car substituted for the box car. This is the only boxed example that we know of that includes the painted caboose, and it is also a store "SPECIAL". Are there others?



Circa 1928 - Rare variation - plain red painted and rubber stamped. Note the lettering 'CABOOSE' is the same stamping used on the wide gauge No. 195. We think this caboose was most likely made in 1928, it has been found with a 1928 set and most of the one's we've seen have the light socket and hollow rivet truck which was used in 1928.

No. 63 PAINTED GRAVEL CAR

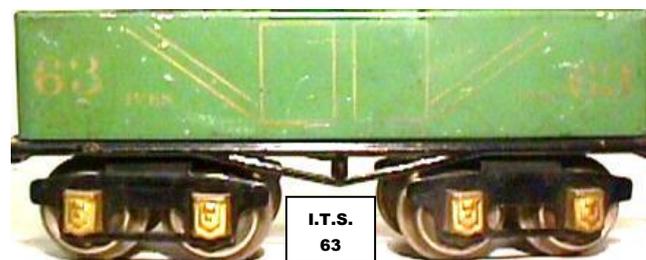
There are two styles of the No. 63 painted gravel car. The small number version which is the same as the one in the Montgomery Ward set discussed

with the No. 67E caboose. This is certainly the earlier of the two gravel cars. There is no reference to this in the IVES catalogues, either in a set or separate sale. Was it just used in "SPECIALS", maybe????

No. 63 PAINTED GRAVEL CAR (small numbers)



No. 63 PAINTED GRAVEL CAR (large numbers)



This large number version is shown (artist drawing) in the 1930 catalogue in the "0" gauge cars for separate sale. It is not shown in any catalogued set pictured in this catalogue. The boxed catalogued sets from 1930 that I have seen came with a lithographed gravel car. Was this style gravel car just for separate sale or did it appear in "SPECIALS" in 1930????

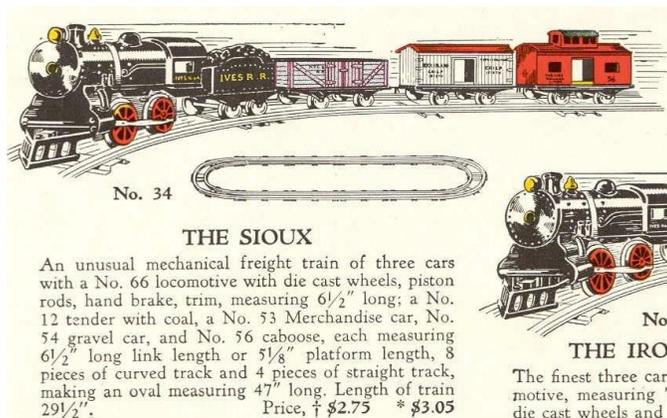
No. 56 PAINTED CABOOSE



Continued on page 7

Continued from page 6

In this particular case we have much more information thanks to Dave McEntarfer. Dave said "The rubber stamped No. 56 caboose is actually pictured in the 1930 catalogue. Not in the back by the separate sale pieces, there it shows a lithographed one. But if you look closely at the mechanical sets outfit No. 34 "The Sioux" has that caboose, you have to look closely, but you can tell because the rubber stamped caboose has three lines under the left window "The Ives/Railway/Lines" while the lithographed version only has 2 lines "Caboose/No.56".



The number 56 painted rubber stamped caboose is only catalogued in one set in 1930 which may be the reason that only two are known to exist.

No. 54 PAINTED GRAVEL CAR



Once again the catalogued sets and separate sale No. 54 gravel cars are shown with lithographed examples. There were also very few catalogued sets that included this car. Actually only one each year, 28, 29 and 1930, and they were all part of the mechanical train line. I have a boxed No. 43 set from 1929 and the No. 54 gravel car is lithographed as catalogued, no help. Now could there have been

a "SPECIAL" created, good possibility. Hopefully someone else will have some thoughts on this car as well.

No. 567 PAINTED CABOOSE



I understand that only one of these has shown up to date and not in a set. As you can see it has a door which was not cataloged that way in 1928, but was in 1929 and 30, but in the lithographed version. The normal No. 567 lithographed caboose was created by using a No. 67 body on the 550 series 4 wheel frame. This caboose was created the same way but using a No. 67 body on the 4 wheel frame. Could it be part of a "SPECIAL" set?

CONCLUSION

Is there a little less mystery? The painted No. 67E caboose and No. 63 gravel car (small number) are part of a special that was created for Montgomery Ward. Could they have been used in other "SPECIALS" for other stores, possibly? The painted No. 56 caboose was literally "hiding" in the picture of "The Sioux" set in the 1930 catalogue cut. That would have been the caboose you received when you ordered that very inexpensive set. The painted No. 63 gravel car (large number) is a catalogued 1930 item for separate sale but were they also included in "SPECIAL" sets? The lithographed No. 63 gravel cars seem to be cars that show up in 1930 catalogued sets. To date there is no real set information on the painted No. 54 gravel car or the painted No. 567 caboose. I would like to find out about any additional information that any of our members might have on these cars. The best of course are boxed sets, but even if you have a non-boxed set where you feel all the items started together, it still could help. It would be great to create a future article with some new revelations about these cars.

IVES

TRAIN SOCIETY

Wow!

An IVES Pin



PIN ORDER FORM

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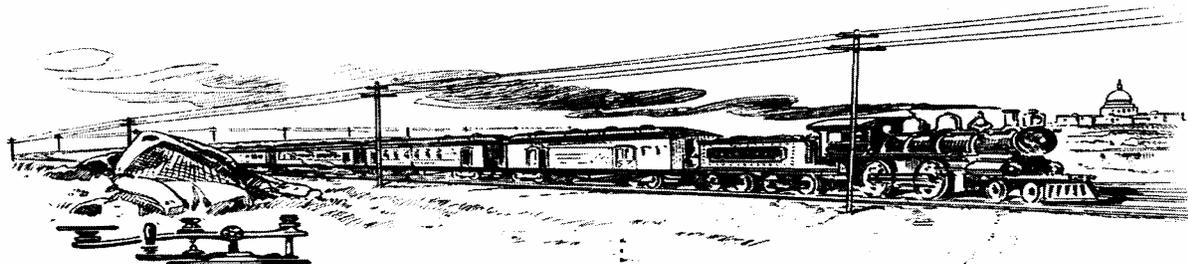
PHONE _____

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