

A PUBLICATION OF THE IVES TRAIN SOCIETY

Sept 2016

IVES TRACKS



"RAILROAD HERALDRY"

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UNION PACIFIC



9/15/2013

By: John Gray I-6662

Don Lewis

American Railroads first began using company heraldry (logos) on their freight cars in the mid-1800s, which were implemented to identify the individual railroad shipping companies that were beginning to emerge at that time, some of which still exist today.

During the following decades new shipping lines came into existence, each with their own logo, and eventually more than 100 types of logos were flying along the nation's railroads. Most importantly, these logos were used to identify a company's freight cars among the thousands of other companies' cars in the nation's many and busy rail yards.

It was around 1913 when IVES introduced its first heraldry on its No.60 and No.564 freight cars, the first of which was the Union Line star. These were IVES' O-Gauge freight cars.

After this, the number of logo types used by IVES became prolific. They were virtually identical to the actual heraldry used by the nation's railways; they were colorful, detailed, and realistic, adding an element of charm to IVES' rolling stock.

The "heralds" used by IVES were as follows:

- Atlantic Coast Line
- Baltimore & Ohio (B&O)
- Burlington Line
- Canadian Pacific
- Chicago & North Western
- Erie
- Illinois Central
- Lehigh Valley
- New York Central (N.Y.C. & H.R.)
- New York, New Haven & Hartford
- Northern Pacific
- Pennsylvania Lines
- Rock Island
- Santa Fe

So, to those Society members who collect IVES O-Gauge freight cars, you may want to take a closer look at your rolling stock and enjoy the colorful, realistic heraldry so expertly used by IVES that makes them very desirable today.

Observations: The Sunlight Creamery Butter Car

By: Dave McEntarfer



Neat article (*June 2016 Tracks*) on Jimmy Cohen's stuff. I wondered where all those rubber stamps went. Funny Jim found that Sunlight Creamery stamp back in the 1970s, but it was just the one wood block stamp and he didn't have the others used for the car. Lou Hertz had the only three original cars that were made and he wouldn't let Jim see them, but that didn't stop Jim since he knew no one else knew what they looked like he made his own version. Fred Heimann had a "Jimmy" Standard Gauge version and an O gauge version in his collection when it was sold. The three Sunlight Creamery cars ended up with Lloyd Ralston, with one of the original cars coming out of the Joe Buderwitz collection. All three cars were sold to a collector out west along with that original wood block stamp and the letter of authenticity. The pictures on the website are probably the only pictures of the cars. I held one of the cars and you have to wonder if IVES actually did it or the dairy company did it. The Sunlight Creamery was still in existence in the 1950s, but couldn't find any record after that and even Lou didn't know the backstory to the cars.

Observations: 1924 Rubber Stamped 3235 Locomotive

By: Eric Strackeljahn I-7013

It was you a few years ago at York, we were discussing the existence of an "R" unit in the 1924 3235 and whether a rubber stamped "R" could be found on those locomotives.

Subsequently Dave Bashline found a green 3235 that was rubber stamped with an "R" and a working reverse unit. Therefore issue settled!

To more-so settle this issue I recently found this ad, describing an "R" version of the set that is available to order. **See set 690-R below.**

Boys!
This new IVES
train No. 690 is
a wonder- \$ 15⁰⁰

WHEN you see it you will be astonished that such a large, fine train, operating on No. 2 1/4 Gauge Track, can be sold for such a reasonable price. It represents a new value in miniature railroad outfits.

New electrically-reversing locomotive

AMONG the new Ives Railway features for 1924 is the wonderful Ives electrically-reversing locomotive. You can stop this new Ives electric marvel, running at express speed, and then reverse it by means of the control switch located away from the track. It's the only toy locomotive in the world that reverses electrically—and it will thrill you with delight to operate it and make it do everything that the giant locomotives on the great American railroads do.

Train No. 690-R — \$19.50

THIS train is the same in every respect as No. 690, but the locomotive is equipped with the reversing motor described above. It has no equal!

Ives Toys make happy boys

BECOME sole owner and general manager of your own branch of the Ives Railroad Lines. Mail the coupon below for book describing and illustrating the Ives mechanical and electric trains for boys of all ages, at prices ranging from \$1.50 to \$50.00.

IVES TRAINS are sold by toy, department, electrical and hardware stores everywhere.

THE IVES MANUFACTURING CORPORATION
 193 Holland Avenue
 Bridgeport, Conn.

THE IVES MANUFACTURING CORPORATION
 193 Holland Ave., Bridgeport, Conn.
 Please mail me your 32-page railroad book, illustrated in colors, showing the complete line of Ives Trains, Locomotives, new Signals and Accessories. I enclose 10c (U. S. stamps or coin).

Name.....
 Address.....
 City..... State.....

IVES ELECTRIC AND MECHANICAL TRAINS

RARE IVES 1926 SET

At the April York 2016 meeting some of the most interesting and rare passenger sets were on display. Don Lewis brought a medium olive 3242 with a grouping of 187, 188, and 189 cars, plus an extra 188 car that Don already had in his collection. What is unique about these cars is that they are painted the same color as the 187, 188 and 189 cars that were cataloged with the 3237 in 1926. However

instead of having plates the cars are rubber stamped. These cars have 1925 bodies with pure 1925 rubber stamping as evidenced with the use of "BUFFET" on the combine car. They still use the same full trim 4 wheel trucks that are found on the 1926 set. The observation railing is painted the same color as the car body and accented with gold trim (same as the brass plate cars) which is in line with the 1926 changes when the railings are painted the same color as the body. There-

fore while these cars are pure 1925 bodies they have a 1926 color, the 1926 paint scheme on the railing. Don did not buy this as a set. The engine was already in his collection and the 3 cars were purchased at an auction. Was IVES using old inventory to make up these sets? To our knowledge the medium olive 3242 was not a cataloged color. However, the pictured loco is a very close color match to these cars. Maybe? However without a set box or its listing in the 1926 catalog or price sheet we can only speculate.



RARE IVES 1928 PASSENGER SET #1036

Also at the April York 2016 meeting this set was brought in by Wilbur Andrews I-7044 who obtained it at the Allentown Toy show as a dealer was unpacking his cartons. It is one of the rarest IVES sets ever made. It was produced in 1928 using Lionel, American Flyer and IVES parts. The engine is a black 3237 with brass doors and ventilators and sheet metal pilots. The light green cars are numbered 187, 188, and 189 and have the six wheel truck with the center wheels removed. These cars are also outfitted with the brass window panes. The set was cataloged in 1928 as # 1036 with the green loco as set #1040 with the dull black locomotive. The retail cost with the green 3237 was 40.75 for the East and 42.50 for the West. With the black 3237 it was same price for the East but now \$44.50 for the West. This is truly an amazing find as prior to this no one can recall seeing this consist all in one place.



AMERICAN FLYER
AIR TANKS AND STEPS

LIONEL OBSERVATION
PLATFORM

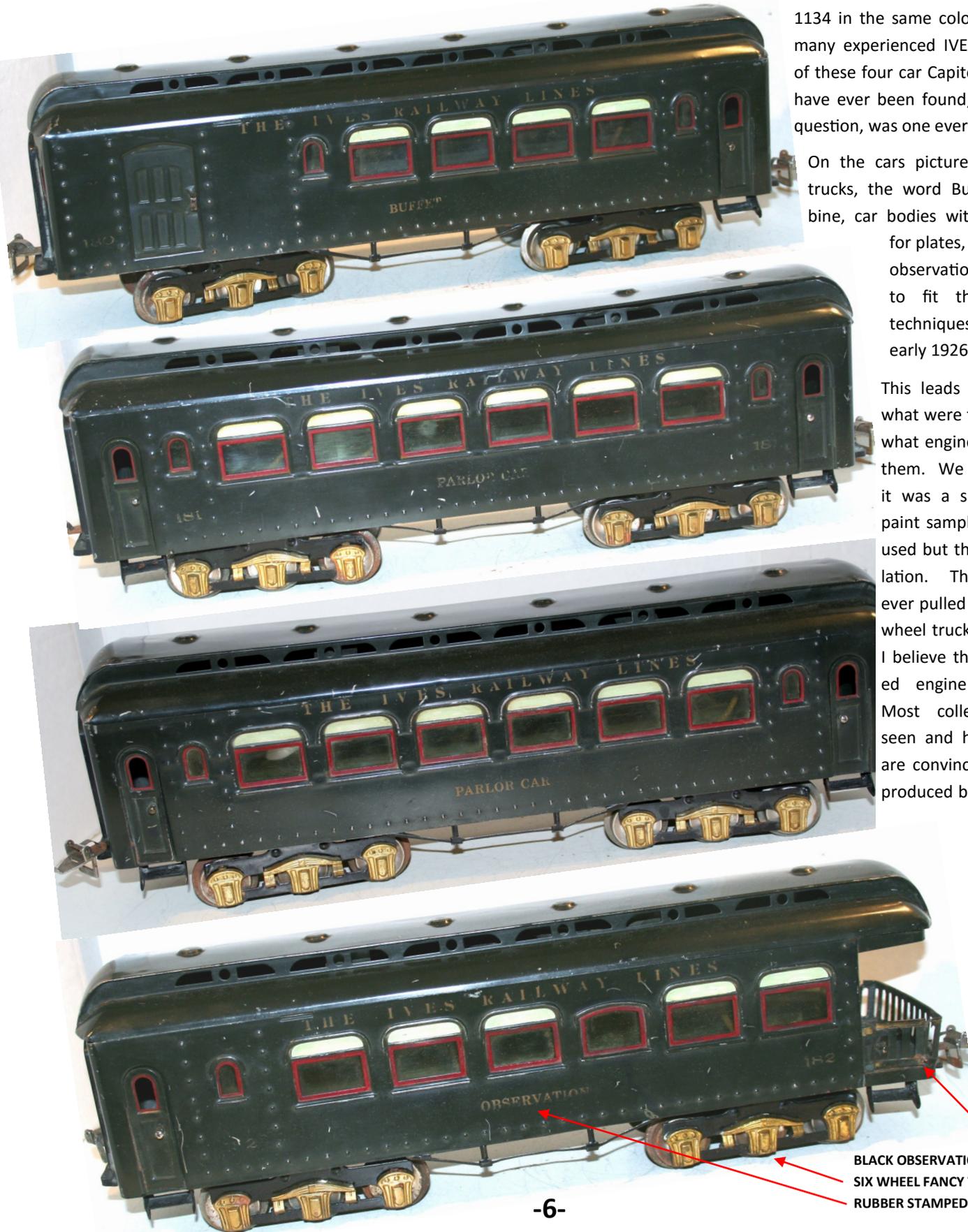
UNIQUE IVES FOUR CAR SET This set of cars below belong to your editor Marty Fasack and was also presented at the April York 2016 meeting. They were purchased from the estate of Bob Tancredi 65-1314 in the Orange Hall a few years ago. Bob, according to Mike Vargas used to spend a lot of time in Connecticut, the home of IVES. They might have been from a private purchase but since Bob has passed on we will never know their true origin. The color of these cars are a very dark green, a color not found on any other IVES products. IVES never produced a four car passenger set using 17 inch cars. The only time they showed one is in the 1927 catalog with a set called the "Capitol City Special" in a much lighter green color. It was designed to be pulled by the new cast Iron

1134 in the same color. According to many experienced IVES collectors, none of these four car Capitol City Special sets have ever been found, and leads to the question, was one ever produced? .

On the cars pictured here the fancy trucks, the word Buffet on the combine, car bodies without indentations for plates, and black painted observation railings seems to fit the manufacturing techniques for the 1925 or early 1926 era.

This leads to two questions; what were they made for, and what engine was going to pull them. We can speculate that it was a special order, or a paint sample, that was never used but that's all it is, speculation. The only engine that ever pulled IVES cars with six wheel trucks is the 3243., and I believe that was the intended engine for these cars. Most collectors who have seen and handled these cars are convinced that they were produced by IVES, but without

additional provenance it is difficult to be 100 percent positive, therefore any additional input would be appreciated



BLACK OBSERVATION RAILING
SIX WHEEL FANCY TRUCKS
RUBBER STAMPED 1925 BODIES

An Ives Train Society Snapshot

John D. Gondol, #I-7105

As a new member of The Ives Train Society I was delighted to find an updated Membership Directory on The Society website. I really appreciate the listing of Society members and eagerly printed out a copy and began looking through it to determine if there were any other members that I already knew. Although my search for friends and acquaintances proved fruitless I did come away from the search with several interesting observations.

I think it's important to know something about our membership's makeup, so what I present here is a snapshot of our Society as of January 22, 2016. As of that date our membership stood at 258 members. Of that number 250 are men, 3 are organizations, and delightfully, 5 are women. Though we are heavily male, it is nice to see some women (2%) in our membership.

Our membership is geographically dispersed across 40 states and the District of Columbia in the US, Canada, and three foreign nations. Our international members represent England, Germany, and Switzerland.

Our domestic membership is overwhelmingly concentrated in the Northeast, with 44% residing in that region. The second highest concentration of members is in the South with 25%, followed by the Midwest with 18%, and the West with 12%.

As I have already noted, our membership resides in 40 of the US states plus the District of Columbia, but that also means that 10 states have no members. The state with the heaviest concentration of members is Pennsylvania with 46, followed distantly by New York with 23, and California with 20. A list of the top ten states by membership is listed below.

1. Pennsylvania – 46
2. New York – 23
3. California – 20

4. Virginia – 18
5. New Jersey – 16
6. Ohio – 12
7. Connecticut – 10
8. Florida – 10
9. Illinois – 10
10. Maryland – 9

The members living in the top ten states are 174 in number and represent 67% of our total membership. If you add in Missouri which is in eleventh place with 8 members, the top eleven states represent 72% of our membership.

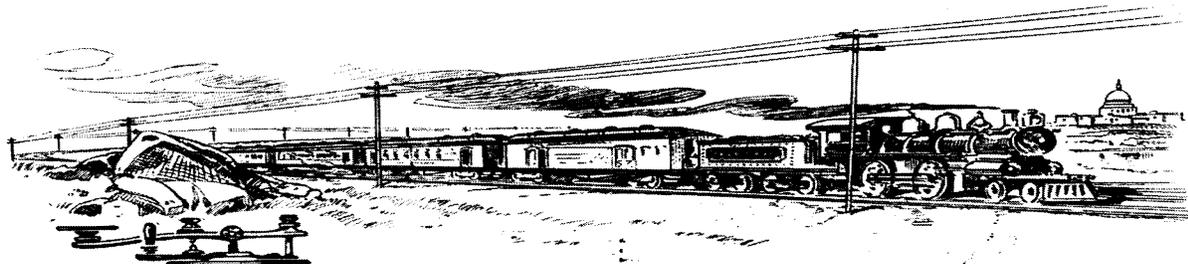
Our membership distribution by region is just as striking. The Northeast region has 113 members, followed by the South with 64, the Midwest with 47, and the West with 30. The heaviest concentration of members is in states bordering the Atlantic Ocean.

As I noted before, 10 states have no members at all. Furthermore, 10 more states have 1 member and a further 8 have 2, including the District of Columbia. A further 12 states have from 3 to 7 members. Our four International locations each have one member. An interesting fact is that even though Connecticut has 10 members, none of them have the surname Ives. Our two members with the Ives surname live in Massachusetts and Illinois

So what does this mean? I suppose it is safe to say that society membership mirrors where Ives distribution and sales were the greatest. With our mobile population and retirement havens like Florida and California it is easy to see why those states have relatively large memberships. I also think that we have some wonderful opportunities to get the word out to collectors in the US and Canada that we exist. It seems to me that if we want to grow we have ample room to do so. -

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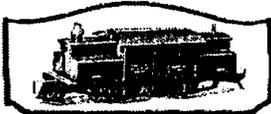


**THE IVES TRAIN SOCIETY
PO BOX 72
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FOUNDED IN 1935

ADDRESS SERVICE
REQUESTED

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Ives  **Toys**
Make Happy Boys