

A PUBLICATION OF THE IVES TRAIN SOCIETY

Sept 2018



# IVES TRACKS

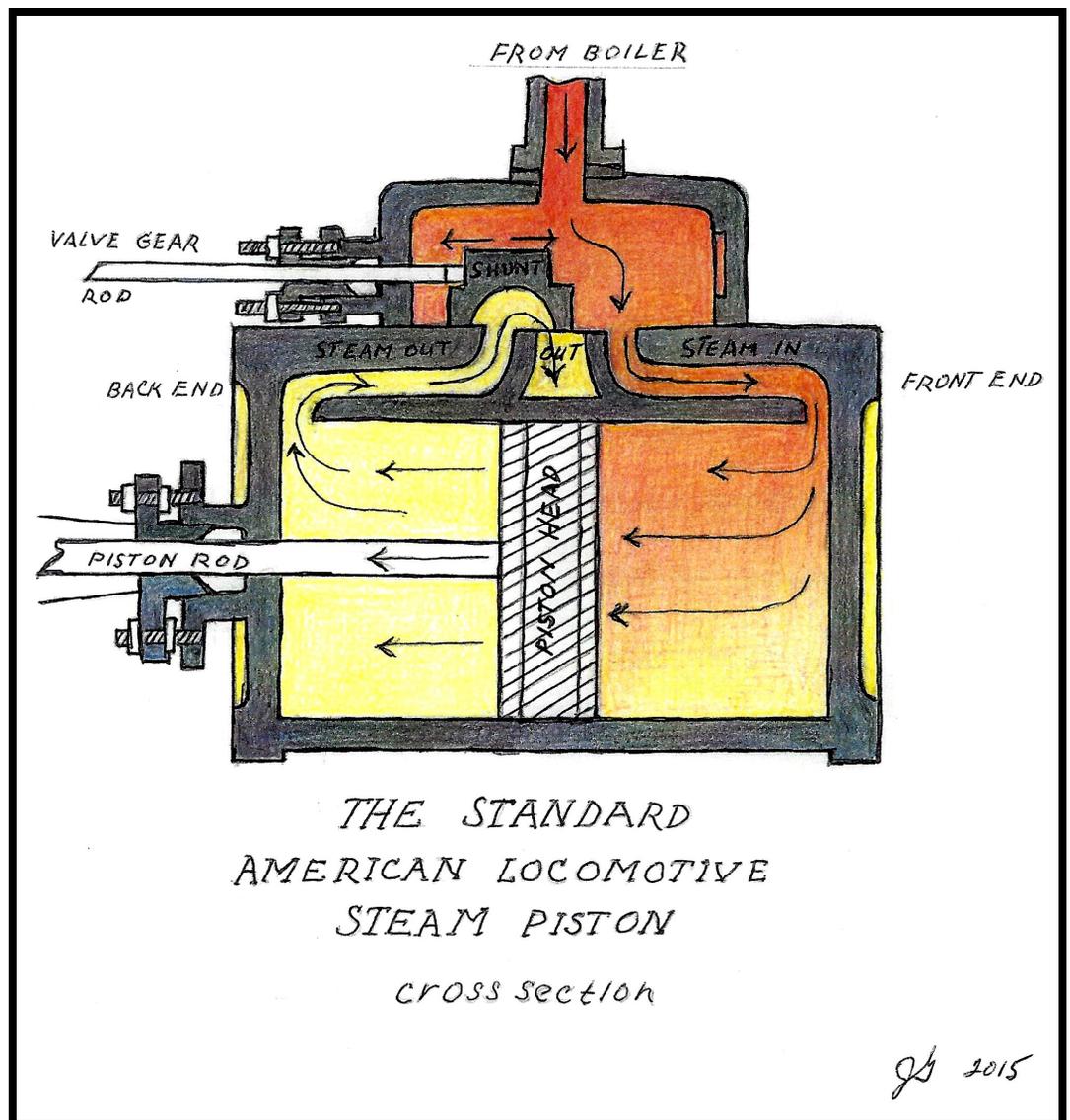
**Donald J. Lewis**  
President

**Directors**

**Dave Bashline**  
**John Basile**  
**Randy Berger**  
**Rod Cornell**  
**John DeSantis**  
**Martin Fasack**  
**Dave McEntarfer**  
**Peter Primiani**

**TIES Editor**  
**John Basile**

**TRACKS Editor**  
**Martin Fasack**



# ***THE STANDARD AMERICAN LOCOMOTIVE-STEAM PISTON***

***By: John Gray I-6662***

*(COVER ILLUSTRATION)*

By the mid-1850s the steam cylinder and piston had already been nearly perfected and adapted to multiple applications in the rapidly expanding industrial world. But nowhere was its use more perfectly expressed than in the railway steam locomotive.

With its reciprocating valve gears, its high output work capacity and adaptability, it was a marvel of engineering for its time; yet by today's standards it is a relatively simple mechanism. The coal that was burned in the steam engines firebox produced the heat to turn water into steam in its boiler, which under very high pressure was collected in the steam dome, to be carried down to the pistons, transferring this energy into the movement of the drive rods that were connected to the large drive wheels.

It was the valve-gear rod connected to the eccentric near the hub of the drive wheels that, as they turned, reversed the steam flow in and out of the cylinder, producing the backward and forward motion of the steam piston, which was connected to the drive rod. See the cover illustration. This valve-gear mechanism was crucial to the function of the piston itself. Although the steam engine was not very energy efficient, it got the job done! The railroad steam engine was large, heavy, dirty, and noisy, but people everywhere were fascinated by it, and this love affair endures even to this day.

So, were it not for the invention of the early steam cylinder and piston, the steam engines that IVES later used as prototypes for their wonderful cast-iron toy steam engines, that we so love today, simply would not have existed.

The Vaucain Compound Cylinder - In the early 1890s, Locomotive engineers and designers attempted to improve the efficiency and power of the steam engine by designing the Vaucain Compound Cylinder, which was essentially a separate steam cylinder and piston designed to utilize the exhaust steam from the main cylinder by diverting it to a secondary cylinder, thus increasing the efficiency and power of both cylinders. The secondary cylinder was usually mounted above the main cylinder, giving a stacked appearance. Several of these compound steam engines were first exhibited at the 1893

Columbian Exposition, and were later used by several railroads, including the Pennsylvania, New Jersey Central, & the Norfolk Western, among others. But this cylinder arrangement proved unsatisfactory for some railroads, and it fell out of favor, while others continued to use it well into the 20th century. However, the Vaucain Compound Cylinder was not lost on IVES. In 1915, IVES produced its first electric, 1-Gauge, cast-iron steam engine, the 1129 locomotive. It consisted of Vaucain Compound cylinders, which were carried over into its Wide Gauge toy locomotive production. In many ways, IVES saluted the glory of the American steam locomotive by emulating its designs in their toy train products.

## ***PRESIDENT'S COLUMN***

***By: Don Lewis***

# IVES TRANSITION STATIONS

BY PHIL MORIS

Following the acquisition of the Ives Corporation in July of 1928, by Lionel and American Flyer, many older production items of the new owners were re-marketed under the Ives name and factory painted in wonderful color combinations creating rare and highly sought after production pieces.

Presented for your viewing pleasure, courtesy of Chuck Brasher, are two such Lionel items that appear in Ives consumer catalogs from 1929-1932.



Figure 1



Figure 2

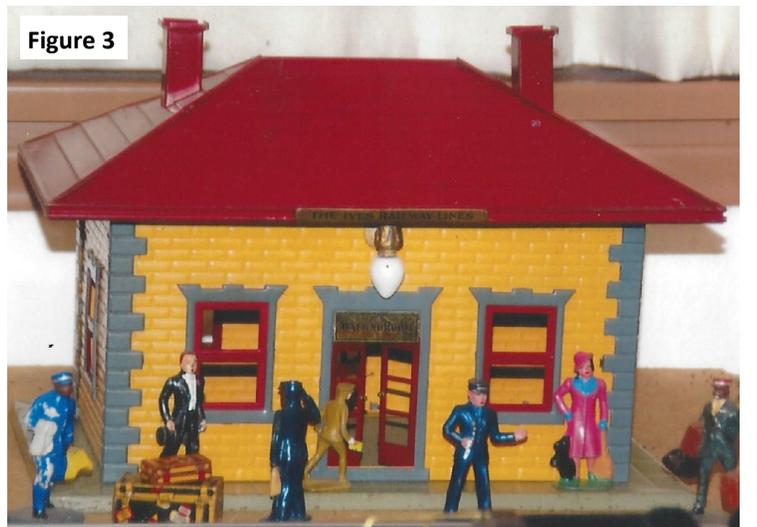


Figure 3

Figures 1, 2 and 3 represent three stellar examples of the Ives #230 TOWN STATION which is Lionel's #122 CITY STATION (#122 plus one interior light) first introduced in 1920 and remaining in production through 1931; as Lionel's #124 (#122 plus two outside lights) through 1936 and as Lionel's #134 (#124 plus auto train control) through 1942. Additionally, all three Ives #230 examples have been fitted with an Ives #88 lamp bracket with a downward hanging bulb and "THE IVES RAILWAY LINES" brass nameplate (same plate that was used on Ives tenders) applied to the front center of the roof's edge.



Figure 4

Figure 4 represents the Ives #236 SUBURBAN STATION, offered in 1929-1930 which is Lionel's #126 LIONELVILLE STATION introduced in 1923 and offered through 1936 and again as Lionel's #136 (#126 plus auto train control) through 1942.

Figure 5



Figure 5 is a beautiful example of the Ives #1871 SUBURBAN STATION, offered in 1931-1932 sporting "THE IVES RAILWAY LINES" brass nameplate and factory done in Lionel's crackle red with a pea green roof. Again, this is Lionel's LIONELVILLE STATION from 1923.

In summary clarification, Lionel's #126 LIONELVILLE STATION, first offered in 1923 and remaining in production through 1942 as Lionel's #136, was re-marketed under the Ives name as #226 SUBURBAN STATION in 1929 and 1930 and as Ives 1871 SUBURBAN STATION in 1931 and 1932.

Lionel's #122 CITY STATION, first offered in 1920 and remaining in production through 1936 and 1942 as #124 and #134 respectively, were subsequently offered as Ives #230 TOWN STATION without exterior lights and as #230-3 with exterior lights in 1929 and 1930. And, again in 1931 and 1932 as Ives 1873 and 1874 respectively.

Please note that the 1932 Ives Consumer catalog now shows the Ives 1873/74 TOWN STATION with its new hanging brass "IVES CITY" sign replacing "THE IVES RAILWAY LINES" brass nameplate which was affixed to the front center of the roof's edge. The new IVES CITY sign hangs from two brass rings off the front center of the roof's edge just as its LIONEL CITY counterpart. Also interesting to note is that the Ives 1873/74 TOWN STATION is now referred to as CITY STATION, the name Lionel used for 22 years. Additionally, the Ives 1932 consumer catalog was misprinted reversing the pictures of CITY STATION and SUBURBAN STATION while the description and pricing remain correct for #'s 1871 and 1873/74.

Lastly, only in 1929 was Ives TOWN STATION offered with an accompanying Ives #228 STATION SHED as catalog # 230-3X and with two #228 STATION SHEDs as catalog #230-3XX.

# The Montgomery Ward 3235 Special - PART 2

**EDITORS NOTE: THE ARTICLE BELOW ORIGINALLY APPEARED IN THE MARCH 2015 ISSUE OF TRACKS . RECENTLY WE HAVE DISCOVERED A BOXED DEPARTMENT STORE SET IN RED. THIS COULD BE THE FAMED MONTGOMERY WARD SET AS DESCRIBED IN THE MARCH 2015 ARTICLE, OR SIMPLY ANOTHER DEPARTMENT STORE SPECIAL MADE FOR ANOTHER STORE.**

**Electric**

**Ives**  
Extra Large  
54-Inch Electric Train  
Cars 13 Inches Long

Built to Sell for About \$30.00  
Our Price \$19.00

Wide Gauge Track  
Electric Lighted Coaches

Just the kind of a Train your boys have always wanted. Powerful electric engine, run by one of the finest motors, is practically unbreakable. Heavy cast iron base, steel cab with brass trimmings, brilliant headlight, cowcatcher front and rear. Cast wheels with red spokes. Switch at side of track reverses engine by engaging lever on side of engine. (See picture.) Train is 54 inches long, 3 1/4 inches wide. Engine is 11 1/4 inches long, not including couplings, 5 3/4 inches high. Heavy pressed steel cars, 13 inches long and 5 inches high. Eight wheels each car. Combination buffet and baggage, pullman and observation cars. All electric lighted. Celluloid windows. Train is enameled a bright red with black trucks. Complete in every detail

such as dummy ventilators, rivet heads embossed on sides, little steps at each door of the passenger coaches, dummy gas tanks under the observation car, automatic spring couplers that lock together without your touching them. Runs on a standard wide gauge electric track, 2 1/4 inches wide (larger than 0 gauge). Eight pieces of curved track and four pieces of straight track make an oval 189 inches in circumference. Third rail well insulated. Extra track is listed below. Six-stop rheostat for controlling speed, starting and stopping train. Copper connection wire and instructions. Use with transformer 48 E 3 listed below for best results. Shipping weight, 27 pounds.

**448 E 63—Outfit..... \$19.00**

**This Lever Reverses Train**

Throw the Control lever on the side of the Locomotive and the train will stop, start, or reverse. Rheostat shown above controls speed of train

## Montgomery Ward 1926-27 Catalog (MARCH 2015 ISSUE PARTIAL ARTICLE)

**Alan Grieme:** I found this 1926 fall and winter Montgomery Ward catalog on EBay. What is very interesting about is this ad is a three car 3235 "Special Set" being sold by the department store, when IVES itself never cataloged a three car 3235 set.

The picture cut above looks like the cars are rubber stamped with brass journals, and the description describes the color as red. The trim as shown is for an IVES 3235 with a description stating the locomotive as 11 1/4 inches long, and not 14 inches as for a 3236. As we know the 184, 185, and 186 cars were only furnished in brown, gray or tan in 1926 as stated in the IVES catalog. IVES even stated that the red pictures were not correct. The 1925 IVES catalog on the other hand said these cars were furnished in red, green or ochre-grey.

This goes along with the thinking that the red color 184, 185, 186 cars were used in Specials in 26, with brass journals and rubber stamping, with either flat sides or the indented for plates style cars. Some of these red indented rubber stamped cars have shown up but I do not know if they are in three car sets as pictured, or two car sets without a combine. Certainly other red sets could have been created for other retailers as "Specials". It is funny that the Montgomery Ward catalog describes the Buffet car as a combination buffet and baggage. That is not a normal IVES description for their Buffet cars, whatever that means? We do know that when the cars were manufactured in 1926 with brass plates attached, the 184 was called a Club Car. It seems like 170 series cars, and the rubber stamped 180 series cars that we believe were manufactured in 1926 or maybe some in 27 continued to be called Buffet. Maybe it helped make that one car different for the Special. I looked up the definition of both names and they are basically the same, a car that sold drinks and snacks. I am sure that before and after prohibition, their real function was to dispense alcohol.

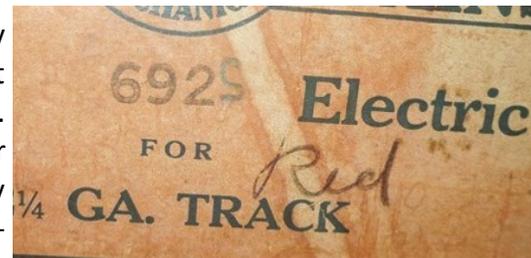
**Newly discovered Department Store Set by Dan Mauger—see next page**

**IVES ELECTRIC AND MECHANICAL TRAINS**

One Set 6925 Electric Train FOR Red 2 1/4 GA. TRACK

"S" Indicates Special as used for Department Store Sets

**Dan Mauger:** I purchased this Ives set at a train show at Hamburg PA on July 30, 2017. The fellow I bought it from purchases train estates and resells what he's not interested in. He does not deal with standard gauge or IVES at all. This set consists of a 3236 with three red cars, 184, 185 and 186. After searching the web site it appears to be similar to a set from Montgomery Ward. The set box is stamped **692S**. Red. The "S" does appear to be a backwards "5". On the bottom of the set box there is a black "701" stamped in black @ 1" high.



The 3236 (not 3235) is what I'd call maroon with gold window trim and a cast Iron frame.

**Unique:**  
 Red is non-production color for an IVES bodied 3236. Frame has gold painted trim - 1926 only



The 185 Parlor Car below is lettered "PULLMAN" with a gold star on 1 side. Maroon but with green window trim with body colored vestibules. Coupler held on with a round rivet. The gold stamped lettering is on a body indented for brass plates but not punched.



The 186 Observation below is lettered "PULLMAN" with gold star on 1 side. Maroon but green window trim on 1 side and gold on the other side. Body colored vestibules. Coupler with round rivet. Body same as 185.



The 184 Buffet below is lettered "The Ives Railway Lines" "NYC&HR" above the windows. Maroon but with black window trim and black vestibules. Coupler held on with split pin. The gold stamped lettering is on a smooth body. Baggage doors slide.



*Editors Note: Social media has given the collector new opportunities to display pieces from his collection to a vast audience that before was impossible unless the item was offered for the purpose of sale, like eBay. On Facebook in the group called "Tinplate Toy Trains" items have appeared that would be of interest to other collectors. Everyone is not on Facebook therefore we have taken this opportunity in using "Tracks" to present some of these Facebook exhibits in the pages that follow.*

**IVES 489R  
BLACK DIAMOND  
1929 Boxed Set**



*(As seen and reprinted from the Facebook group "Tinplate Toy Trains" on 8/5/2018)*

**Comments from Dave McEntarfer:**

Here's a set from my personal collection. It's a Black Diamond from 1929. Typical of Ives this set is Like New except the engine casting has a one-half inch piece that just exploded off the top and the pilot is broken off. Except for a small box rub on one roof all the paint is Like New. All the pieces have the box liners that hold the wheels and couplers in place, plus the cardboard liners. The wheels and pickups all look like this set was never run.

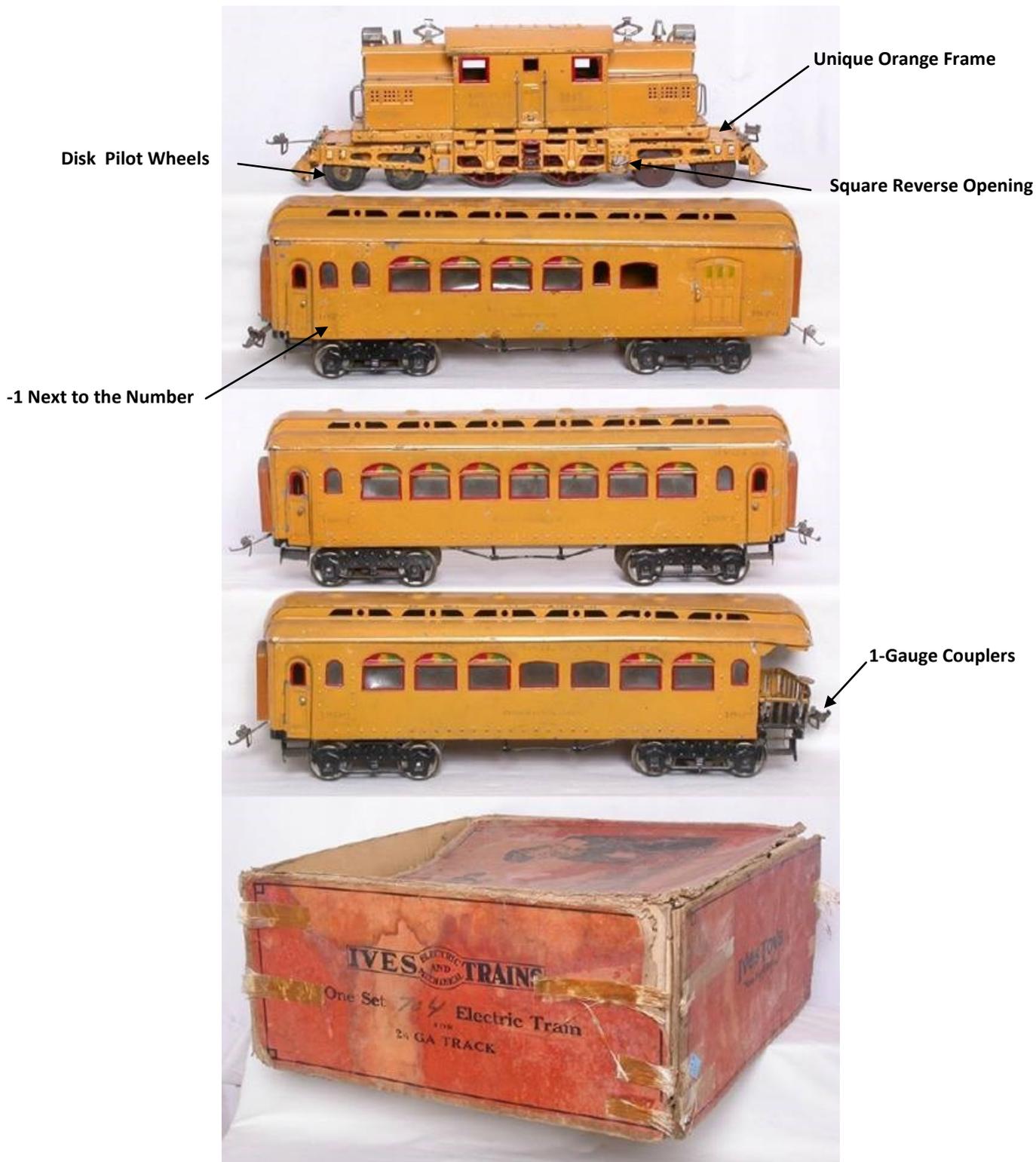


**Comments from Dave McEntarfer:**

Sticking with the Black/Red theme here's an Ives Black Diamond Jr. from 1928. The 1928 version used the cast iron 1120 locomotive and the black paint was a much flatter black. This one was played with but still a full Excellent plus.



# Fantastic 704 Set with Rare Orange



*(As seen and reprinted from the Facebook group "Tinplate Toy Trains" on 8/4/2018)*

**Comments by Randy Holden:** Those disc pilot wheels show up in 1921 and 22. This engine really looks to be 1921-22 with the painted steps and square reverse opening. This color orange is usually later with the 1922 models almost yellow. The cars are marked "-1" which would indicate 21-22 and they have the skinny 1-gauge couplers, also note that the car vestibules are orange, the box looks to be 1923 so the whole set is sort of a conundrum.

# The IVES 1730 Set

(As seen and reprinted from the Facebook group "Tinplate Toy Trains" 8/3/2018)

Comment by Martin Folb:

I firmly believe that by 1931 when the Ives 1730 set was offered, probably many (and there very few being sold anyway) of these sets had the 1134's replaced with 1770's or 1770E's (390's). By that time, Lionel had almost totally infiltrated what was left of the Ives line. Part of the deal between Cowan and Coleman was that AF would get to use the high headlight 1134's, outfitted with a Flyer motor, as their very first Standard Gauge steam type locomotive- the 4694 in 1929. It is not unreasonable to think that with diminishing demand and the economic conditions of the day, Lionel was not about to keep making the rather expensive (but very fine) motor frame assemblies for the 1134. As was the case with my set which came from the original owners, the 1134 was replaced with the 1770 (in the box marked 1760E). I have included a few photos of the set that were sent to me by the owners, before I bought it. It is also interesting to note that the loco box said 1760E but what they got was a 1770 (no "E")! Obviously, they were packaging whatever they had!



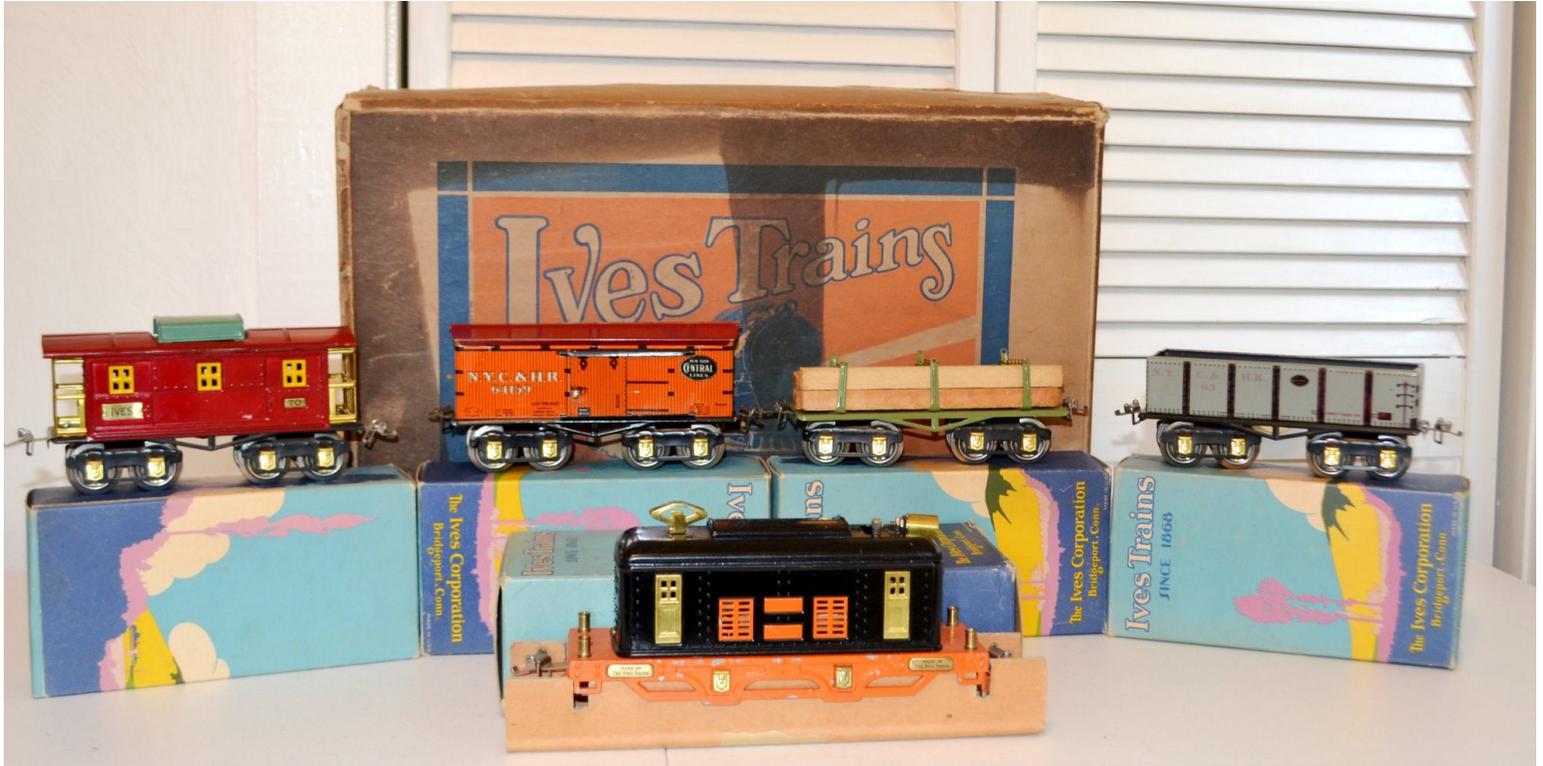
I did actually run that set with an extremely fine 1134R (see below) that I have coupled with the 1760 TX tender. This is probably one of the best indications that very few 1134's were actually part of 1730 sets; the combination looks ridiculous!! The tender is way out of proportion to the locomotive!! When we ran this set at a friends house, it was running on wide radius track. You might notice that there is very little separation between the tender and the locomotive. With standard radius track of that era, I honestly think the tender and loco might have hit each other!



# IVES 573-F 1930 BOXED SET

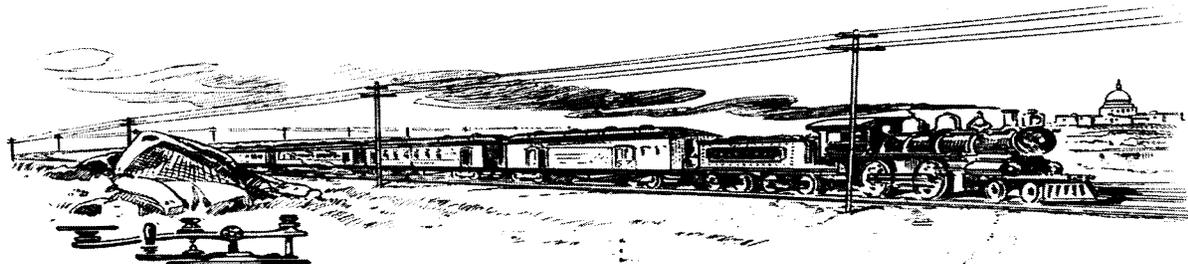
Comments by Dave McEntarfer:

In the process of pulling out some of the sets I don't have room to display and photographing them for my inventory. Here's just a cheap 1930 set called the Interstate Freight. Hard to find freight sets in this condition. Except for a couple paint chips out of the engine frame, this set is completely Like New, motor doesn't look like it was run more than a couple times. I didn't do any cleaning to this set, just the way it came from the original owner.



<p><b>KEY SOCIETY POINTS OF CONTACT</b></p>	<p><b>Donald J. Lewis, President</b> 35 Harwood Drive Danbury CT 06810 (203) 792-5090 (203) 417- 7783 (Cell) dorfan@comcast.net</p>	<p><b>David McEntarfer</b> Director Membership Chairman PO Box 72 Forestville, NY 14062 (716) 679-5782</p>	<p><b>Martin Fasack</b> Director/Tracks Editor PO Box 937 Plandome, NY 11030 (516) 627-8804 Fax (516) 627-6632 fasttrack@rcn.com</p>
---	---	--	--

The IVES Train Society publishes "Tracks" 3 times per year and its publication TIES once per year. The IVES Train Society copyrights all material. No part of this publication or format may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying and recording, for any purpose without the express written permission of the President. Neither the IVES Train Society nor the Editor is responsible for content of articles nor is the quality of items offered or reviewed guaranteed or warranted by the IVES Train Society. Information published herein is with written approval. **WEB SITE: [www.ivestrains.org](http://www.ivestrains.org)** - Also visit the IVES train society on Facebook

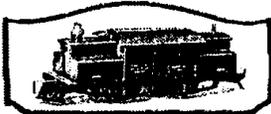


**THE IVES TRAIN SOCIETY  
PO BOX 72  
FORESTVILLE, NY 14062**

*FOUNDED IN 1935*

ADDRESS SERVICE  
REQUESTED

**FIRST CLASS MAIL  
U.S. POSTAGE PAID  
PHILLIPSBURG, NJ  
PERMIT NO. 409**

**Ives  Toys**  
**Make Happy Boys**