

A PUBLICATION OF THE IVES TRAIN SOCIETY

Sept 2022

IVES TRACKS



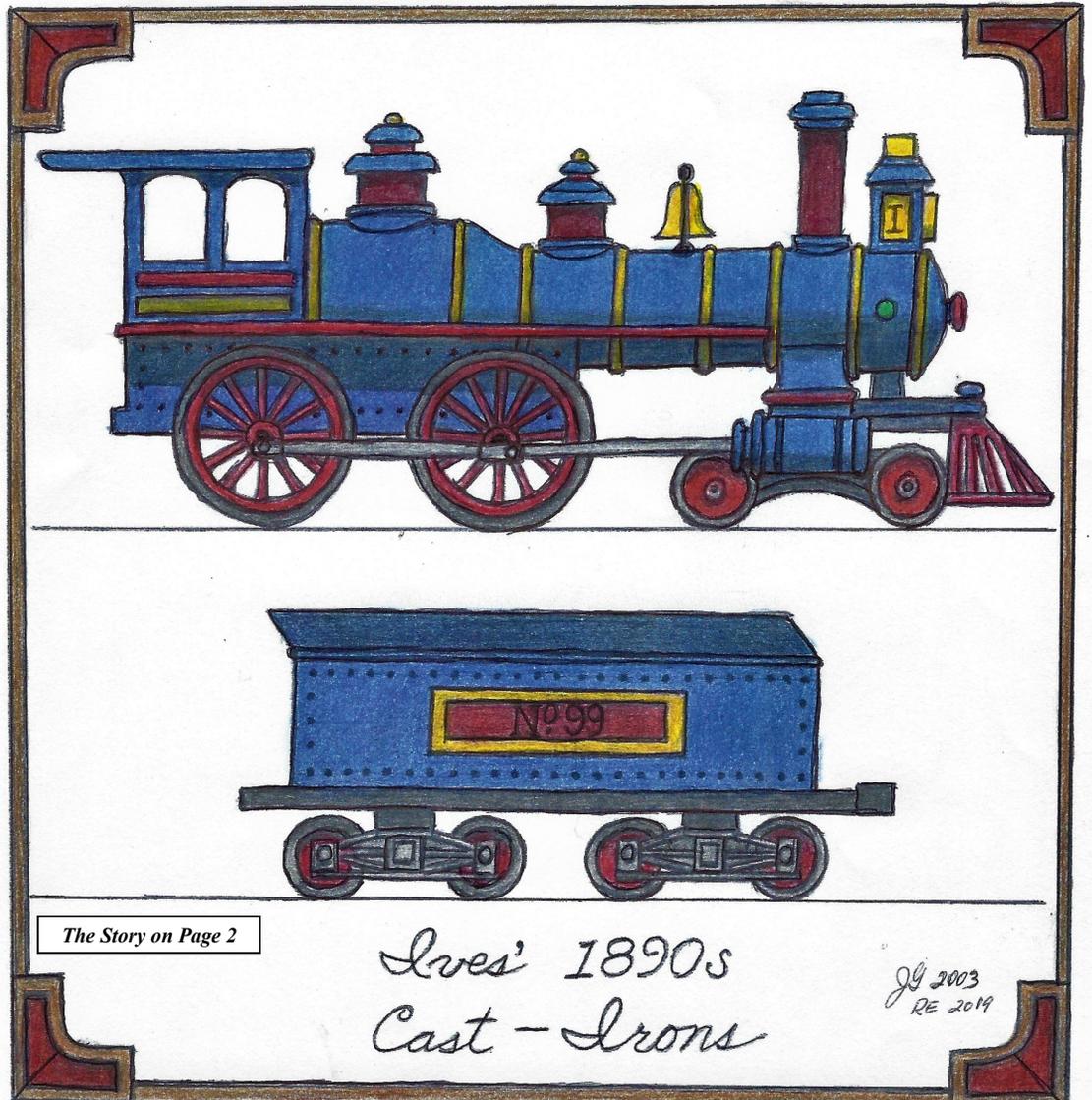
Donald J. Lewis
President

Directors

Dave Bashline
John Basile
Rod Cornell
Martin Fasack
Dave McEntarfer
Jeff Stedge

TIES Editor
John Basile

TRACKS Editor
Martin Fasack



IVES 1890'S Cast-Irons

by: John Gray 1-6662 (see cover illustration)

During the final decades of the 19th Century, the Ives Toy Manufacturing Company had become the most prodigious in the American toy industry. Its wide range of metal and cast-iron toys and trains made it the premiere U.S. toy manufacturer of its day.

Some of its most notable achievements were the elaborate metal clockwork and cast-iron floor trains produced during the 1890's. It would be more than a decade before Ives would begin producing (electric) trains.

Ives however was not without its competition in the cast-iron field. Rival companies such as Pratt & Letchworth, Wilkins, Kenton, Stevens, and others, produced, like Ives did, some of the most collectible cast-iron floor trains of the era.

Ives, cast-irons easily compared with the best, and during that timeframe their top-of-the-line cast-iron floor trains were reasonably prototypical.

The front cover illustration shows Ives' largest cast-iron floor train, the No. 440 locomotive and the No. 99 tender. These were the products of the old Ives Company, for in just a few years the original Ives factory would burn down, and as a result of the company's determination to survive, it would enter the 20th Century with a brand new, modern manufacturing facility, and go on to produce the best American-made toy trains ever.

The surviving pre-20th Century Ives items we see today reflect a time of ingenuity and inventiveness that would set the basis for the Company's later successes.

President's Column

by: Don Lewis

Editors note: The posting below was initiated by Leonard Carey Williams and led to many members joining in the discussion of the Ives 1928 catalog and the production that followed. It is this type of effort that keeps our hobby alive and exciting. As a sad note the comments by John DeSantis in this article and a later one in this issue exemplifies the great loss of a good friend and fellow collector.

Comments by: Leonard Carey Williams

1928 Ives offers their premier 3243 introduced in 1921 for the last time. Shown in catalog for separate sale with the new lower steel frame to better match the height of the American Flyer passenger cars. Ives was in the throws of financial bankruptcy so production was very limited as buyers would have been hesitant to place orders with a company who may not be able to deliver for the critical timing needed for the Christmas selling season. Surviving examples of the 1928 Ives pieces are difficult to find. The search for a black 3243 with the steel frame is akin to hunting unicorns. The black 3243 is also found (in small numbers) with the standard cast iron frame. It is believed the cast iron frame was used for sets with the conventional Ives bodied cars and the lower steel frame for the new lower Flyer bodied cars, however this was only a visual thing, a drop coupler must have been used for the Flyer cars as both versions use the same cast pilot trucks with a high coupler pocket.

Comments by: John SeSantis

The 1928 Ives 3243s - steel frame on the top and cast iron frame on the bottom. Note the significant difference in the pilot trucks and couplers. The 1928 Ives 3243s - steel frame on the top and cast iron frame on the bottom. Note the significant difference in the pilot trucks and couplers.

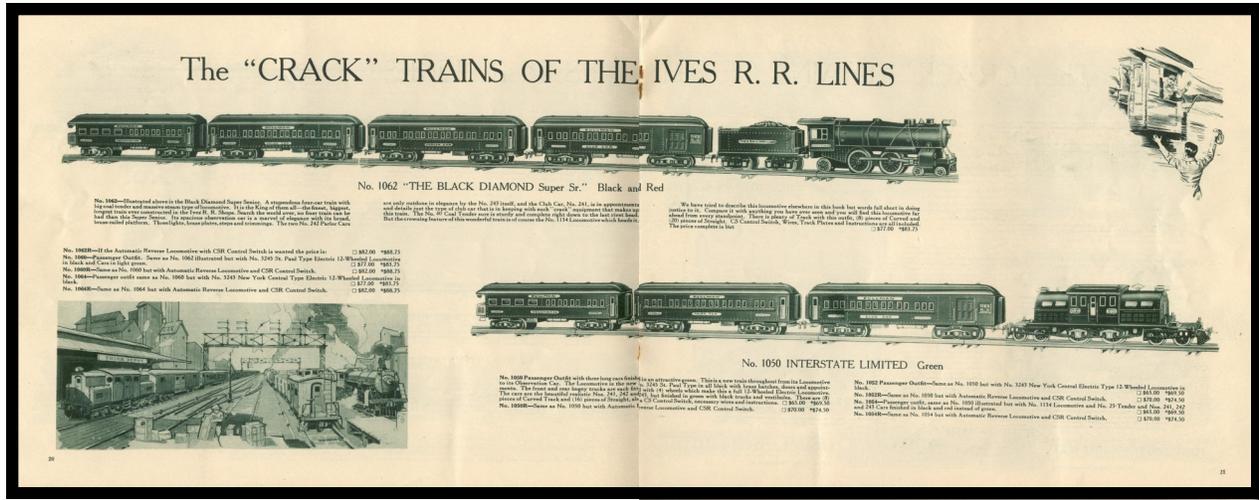


Comments by: Leonard Carey Williams

it is much longer ...look how long those snake couplers are

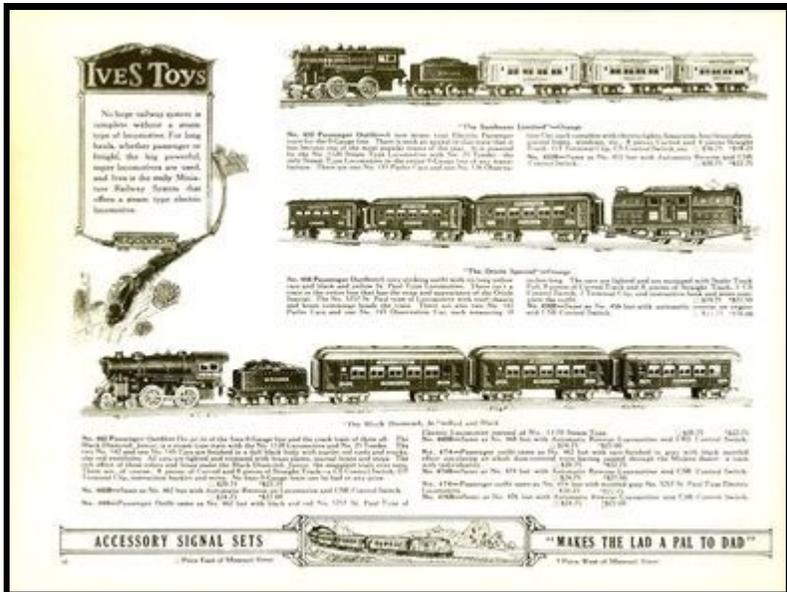
Comments by: Dave McEntarfer

In 1928 Ives offered two big Wide Gauge sets: The Black Diamond Super Sr. and the Interstate Limited. Basically the Black Diamond was a 4 car set with an 1134. The Interstate was a 3 car set with a 3245 and green cars, but several variations of the 4 and 3 car sets were listed below the pictures in the catalog. The 4 Black Diamond cars could be purchased with a 3243 or a 3245. We assume the 3243 set used the steel frame version which John has. The three car set (Interstate) with the 3245 was pictured in Green, but was also listed as a three car Black Diamond and a three car green set with a Black 3243. So according to the catalog the steel frame 3243 could have been purchased in sets with 4 Black Diamond cars or 3 green cars. The fact that it was 1928 and these sets weren't pictured have made them Unicorns for sure. Even the ones pictured in the catalog are very rare. Back in the 1970s I purchased an original set from Al Cox that came with an 1134 and 4 green flyer bodied cars, this set was not in the catalog. The other factor to consider was that these sets were all very expensive ranging from \$65-90.

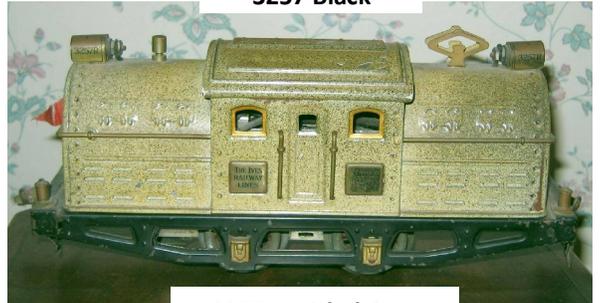


Comments by: Dave McEntarfer

A similar grouping of sets can be found in 0 gauge where the catalog pictured a three car Black Diamond Jr. set with the new 1120 and 3 black/red cars, but if you read the listings for this set it was also available with the 1120 and three Mottled gray (desert sand) cars. A Black 3257 electric with 3 Black Diamond Cars and a 3257 electric in Mottled Gray with three matching passenger cars. The regular Black Diamond Jr with the 3 black/red cars and the 1120 steam engine is not that rare, but the other listed sets are next to impossible to find. I'm only aware of two original 3257s in Black with a red frame.



3257 Black



3257 Mottled Gray

Comments by: John DeSantis

The 1928 Ives Catalog is probably the most legendary Toy Train Treasure Map for those seeking impossibly rare locomotives. On one single two-page spread in that catalog is the Steel Frame 3243 (1 known), the Short Cab 3245 (perhaps 10-12 known) and the 1928 version of the lowly 3236 box cab (1-2 known).

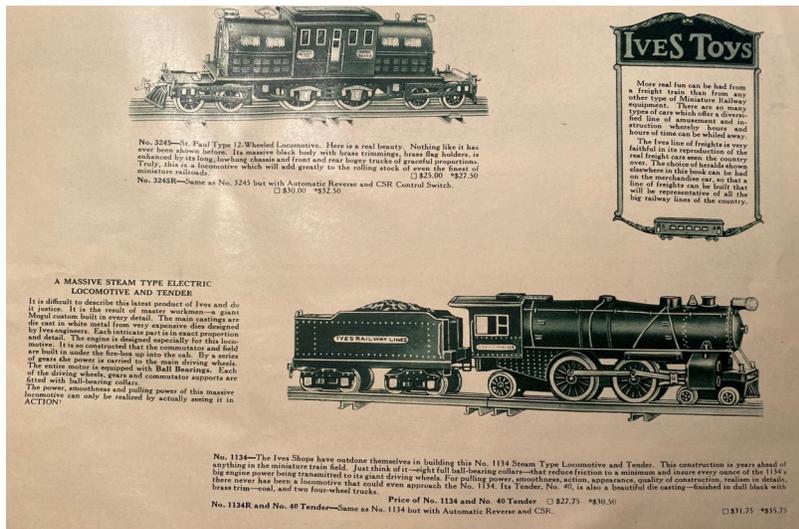
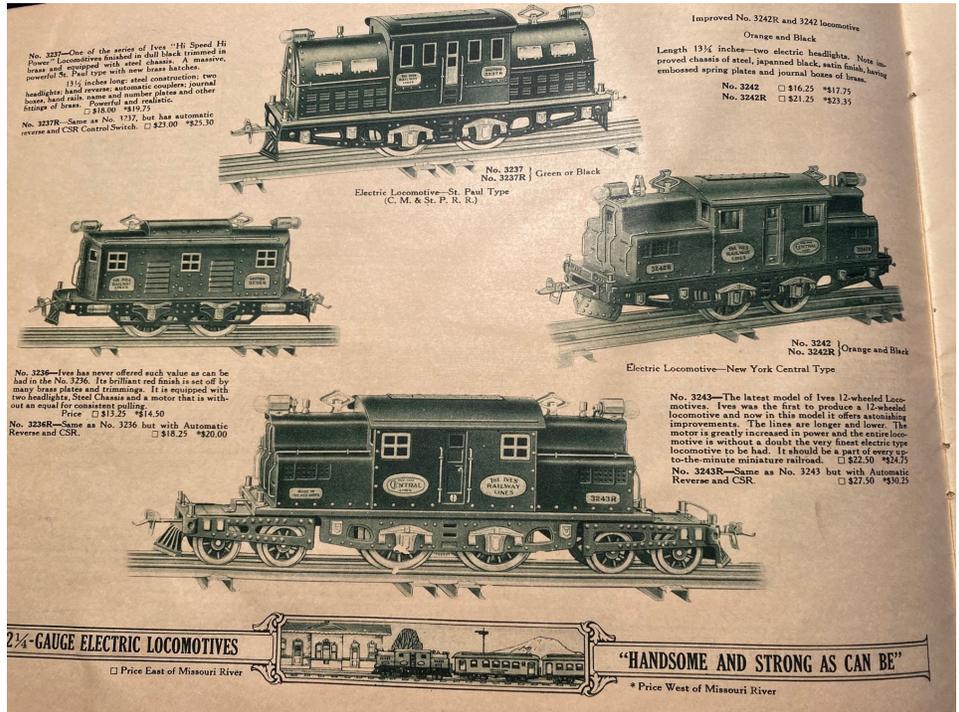


Note that the 3236 above includes that year's distinctive brass window muntins, whistle, and pantographs as well as the number "3236" engraved in the headlights.

And then of course there are the variations... even for pieces of which only a couple exist: in the photo below of the 1928 3236 you'll see a 1928 3235 with many of those same distinctive features including double headlights - but minus the engraved headlights and window muntins. There may be two of these special "proto-3235s" known...



There are so many "just a few known" items in the Ives 1928 catalog that for many decades most collectors doubted that some of them were actually even made. It was the late and much-missed Randy Berger who routinely insisted that "if it's in that catalog they made it". And sure enough, across nearly a century at least one of everything has been found by some diligent treasure hunter. So next time you're roaming a train meet (won't THAT be a welcome day!) keep your eyes open!



As presented on Facebook: "The "Ives Virtual Show & Tell Group" Feb 5 & 14, 2021

Comments by Dave Bashline:

A somewhat difficult to find early 63 Gravel car circa 1909-10. A new addition to the stash!



Another new addition and an original mate to the 63 gravel car (above) I posted several days ago. Here we have a very late 126 caboose in Yellow with green roof. The years have not been as kind to this piece as they have been to the 63, but it is rare enough to forgive its faults. It looks like the yellow body came out around 1908 as I have had this car with litho frame and red candy striped roof. The butterscotch body also shows up with the late plain frame and painted roof. All are quite scarce!



Dave McEntarfer Comments:

"The Ives Miniature Railway System" lettering is only found on lithographs made in 1908 and later. Another change in the lithograph is the square windows, the earlier caboose had a triangular shade over the window.



As seen on the Facebook Group - Ives Train Society Virtual Show & Tell - Feb 23, 2021

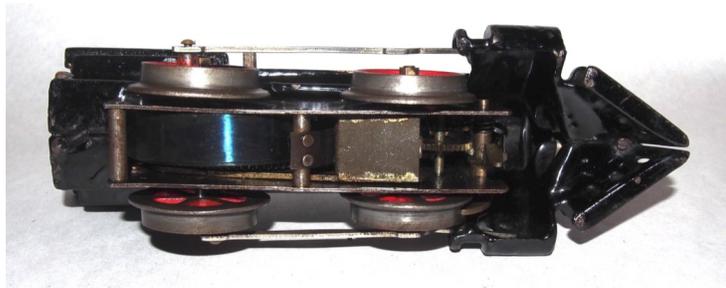
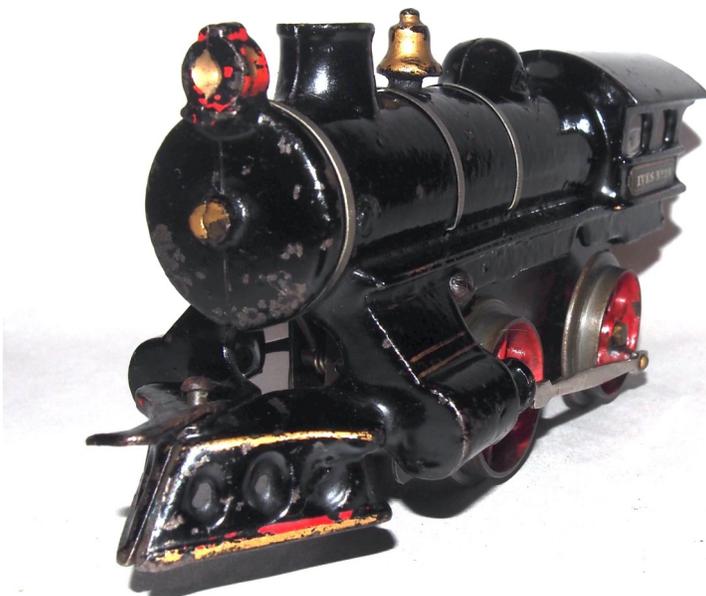
Comments by Dave Bashline:

Here is the big No. 20 found with the early freight cars I recently posted on Facebook, and reprinted on page 6 of this publication. I finally had time to give it a thorough cleaning and was able to locate an appropriate early 1910 tender for it. I will keep it as a set although IVES never catalogued it this way. It was obviously purchased together ala carte!

From about 1908 through 1910 IVES used the same boiler for the 20 as they used on the 11 and 17. Although it was the same in size it had all the deluxe added features. It sported a front coupler, had the deluxe reversing motor with a much larger spring, and was equipped with gleaming nickel plated side rods. The 11 and 17 had plain finished tin side rods, which have lost their lustre over the last century plus.

Overall it is in respectable condition, some play wear from tiny hands and some derailments. The motor retains much of its original blueing. Once these old stock smooth boiler shells were depleted the new larger bodies shown in the 1910 catalog were used.

I can tell the tender is early 1910 from its pale colouring, especially the red in the lithography. It has a rather unusual dark olive painted frame. Most of its siblings used plain olive lithograph stock which was gray on the reverse or bottom. I hope you enjoy the pictures I post of my new additions. I don't have anyone to share them with. My generation cares about football and craft beers.....



Comments by Doug Prendeville:

Is it cataloged with 25 tender?

Comments by Dave Bashline:

in the 1910 catalog it shows the newer style body with the 8 wheel 25T. Original sets with this loco and the newer version seem to have all come with 11T tenders.

Comments by Dave McEntarfer:

If you're a member of the Ives Train Society and received the last issue of TIES, I had an article in there about early 1931 trains that were 100 percent Lionel, but both the big 0 gauge and Wide Gauge steam sets originally used leftover Ives steamers from the previous year. Well thanks to a couple members that actually had original boxed sets to prove my theory. Here are pictures of an original Wide Gauge set No. 1730 which used a leftover 1134 engine with a 390X tender with 200 series trucks to pull the three green



IVES TOYS SINCE 1868 MAKE HAPPY BOYS

No. 1730—1 1760 steam type locomotive, die cast, optical lens headlight, brass trim, 14 3/4" long, hand reverse.
1 tender with coal, 8 3/4" long—1760T.
1 419 illuminated baggage and mail car, 18 1/2" long, 12 wheels.

1 418 illuminated pullman car, 18 1/2" long, 12 wheels.
1 490 illuminated observation car, 17 1/4" long, 12 wheels.
8 pcs. 8 circle track C.

No. 1730E—Same as 1730 but with electric automatic reverse with 1894 control switch. . . . \$50.00
This train can be started, stopped, reversed and operated at any distance from the track.

No. 1760E—Steam type locomotive, optical lens headlight, brass trim, 14 3/4" long, automatic reverse and tender. . . . \$29.00
1760E locomotive can be started, stopped, reversed and operated at any distance from the track.

No. 1760T—Tender. . . . \$4.50

IVES LOCOMOTIVES For Standard Gauge Track

No. 10—St. Paul type locomotive, 11 3/4" long, double headlight, whistle, pantograph, brass trim, hand reverse. . . . \$16.50
No. 10E—St. Paul type locomotive, 11 3/4" long, double headlight, whistle, pantograph, brass trim, automatic reverse. . . . \$20.00
10E locomotive can be started, stopped, reversed and operated at any distance from the track.

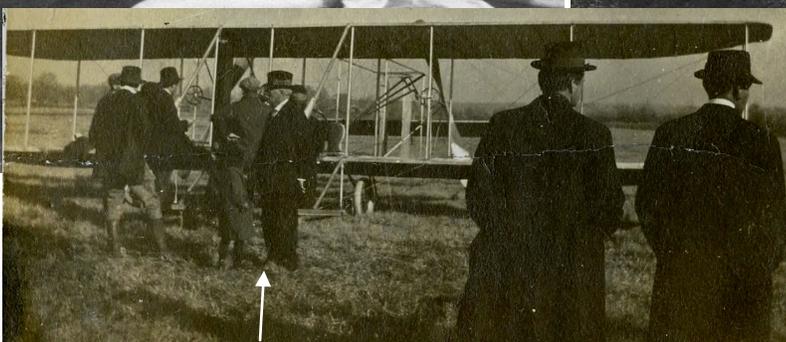
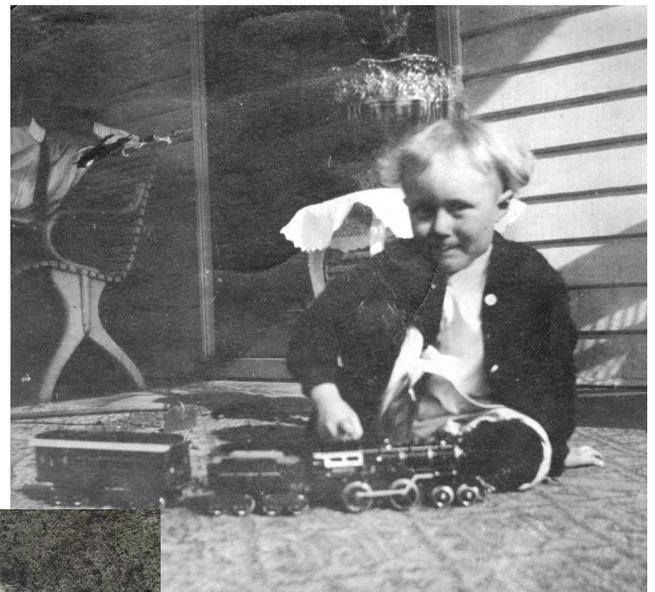
No. 1760—Steam type locomotive, optical lens headlight, brass trim, 14 3/4" long, hand reverse and tender. . . . \$25.00
No. 1760E—Steam type locomotive, optical lens headlight, brass trim, 14 3/4" long, automatic reverse and tender. . . . \$29.00
1760E locomotive can be started, stopped, reversed and operated at any distance from the track.

No. 1760T—Tender. . . . \$4.50

Page Eight

Story by: John DeTreville

Christmas 1914, and my 5-year-old father gets his first toy train, an Ives #25 with passenger cars. He and his parents were visiting his mom's family in Eufaula, AL from North Augusta, SC. His grandfather, a local wagon and buggy manufacturer presented the set. The track was probably set up inside, but to commemorate the visit, everyone was trotted out to the porch where there was light and a series of photos taken to send to other relatives. No doubt the only way my father could be cajoled onto the porch, without copious tears, was to take some of the trains with him. He unconsciously imitated the label on Ives boxes discontinued a couple of years earlier. Unlike the box, the young girl is not a sister, but his cousin, Alice, who was also visiting. On only one of the photos that day was he without his loco. As far as what became of the train, he still had it when I was young, but only got it out once – I remember it running like a bat out of hell and skidding to a stop when the track trip was set. Since I only saw it that one time, it had no meaning. A few years after my father's death, my mom informed me she was moving to a smaller place, and if I wanted the trains (he had a lot -- it was his life-long hobby) -- she had to figure out what to do with them – I couldn't take them, I was in the army in Germany at the time living out of a footlocker. I think she gave them to a local train club, so they are long gone. Just for grins, I also included a photo from the same period showing him visiting the Wright Brothers army field at Sand Bar Ferry near Augusta, GA. He's the kid, and that's his grandfather to his right.



Newspaper Article by: Dave McEntarfer



SERVICES MONDAY FOR HARRY C. IVES

Toy Manufacturer Who Built First Electric Trains Dies in Washington.

Harry C. Ives, who died Friday in Washington, Conn., made the first electric toy trains in this country, following in the footsteps of his father, Edward R. Ives, who founded the Ives Manufacturing company, in this city. He removed to Washington several years ago, after discontinuing his business here.

Harry Ives, as a boy worked for his father in the first plant of the Ives Manufacturing company, in the building which stood where the present old Federal building, is at Broad and Cannon streets. The elder Ives was a pioneer in the manufacture of toys, chiefly the mechanical trains operated, as they were, in these days, by machinery inside the toy. Later his son, Harry perfected the electric toy train, which was known all over as the Ives Electric train. "Ives Toys Make Happy Boys" was a familiar slogan.

The Ives Manufacturing company moved from Broad and Cannon streets to Holland street. Several years ago the business was discontinued.

The elder Ives was born in Terryvill and Harry in Plymouth. He was long active in the industrial life of Bridgeport, charter member of the Brooklawn country club and a member of the old Seaside Outing club.

He is survived by his widow, Mrs. L. Carter Ives, of Washington; a daughter, Mrs. Virginia Ives Hobbs, of Waterbury, and two sons, Edward, of Greenwich and Wadsworth Ives, of Trumbull, two brothers, Edward L., of Chicago and Royal M., of Bridgeport and a sister Miss Alice J. Ives, of this city.

Funeral services will be held Monday at 1 p. m., from his home in Washington. Interment will be in the same town.

Mr. Ives was 68 years old at the time of his death.

Comments by: Leonard Carey Williams: Above, so this is why Halloween and Ives orange and black trains go together?

Comments by: Joseph Lechner: Below.

Harry Candee Ives, the man whose toys made happy boys for nearly five decades, passed away 85 years ago today. He had lost control of his toy company in September 1929. For a while, he headed the Electric Heater Company of Bridgeport CT; but in October 1931 he retired to a farm near Washington Depot CT. that had been left to him by his friend Gregory Bryan.

On the farm, his favorite companions were a dog and Harvey Hobbs—his first grandchild, who had been born the previous year. The boy was, in fact, named after his grandfather. Most of Ives' friends were unaware that Harvey was his given name. As a schoolboy, he had changed it to Harry after losing a fight with another boy named Harvey.

When Harvey was four or five years old, it was time for him to receive his first electric train. His mother was about to buy him an IVES set when Harry unexpectedly intervened: "Trains change, and Harvey is entitled to a new, up-to-date train." Given that the date was 1935 or 1936, the boy may have gotten a streamlined O gauge set that was inspired by CB&Q's Pioneer Zephyr or Union Pacific's M-10000. Unfortunately, history does not record whether the heir of IVES played with a Lionel, a Marx, or an American Flyer.

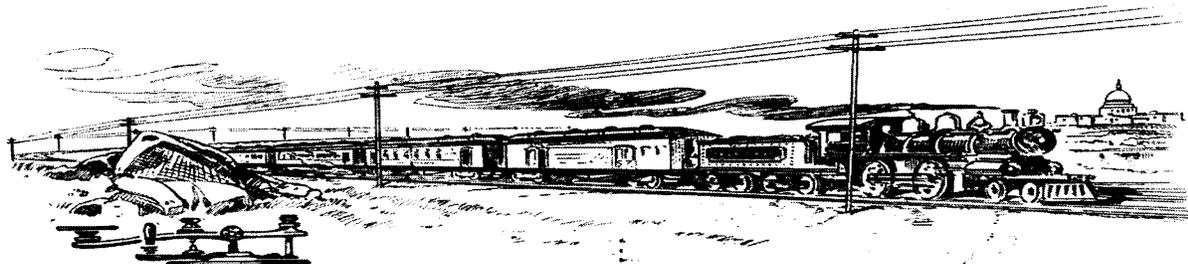
As seen and reprinted from the Facebook group "The Ives Trains Society Virtual Show & Tell " on 12/7/2021

Comments by Dave McEntarfer: Here's another set that I can't explain. It was found in a garage in California after the owner had passed away so there's no history on it. The set is one of a kind, found with all the original boxes; it is marked as set 573 which was the 1930 set number for the Knickerbocker. The individual boxes for this set appear to be from 1929 in that they are stamped on both ends. The engine is a standard black/red 3255 which was used in the 1929 set "Red Hawk Special" with red 135,136 passenger cars with black roofs. This set is just the opposite with black cars having red roofs, which is the colors used on the Knickerbocker set, but that set used 133-134 numbered cars. Apparently this set wasn't a mistake as the car boxes are marked 'Black/Red' instead of Red/Black. The price on the set box is the same as the Knickerbocker set, but these contents were considerably more expensive than what came in the Knickerbocker. Somebody got a special set for a special price?



<p>KEY SOCIETY POINTS OF CONTACT</p>	<p>Donald J. Lewis, President 35 Harwood Drive Danbury CT 06810 (203) 792-5090 (203) 417- 7783 (Cell) dorfan@comcast.net</p>	<p>David McEntarfer Director Membership Chairman PO Box 72 Forestville, NY 14062 (716) 679-5782</p>	<p>Martin Fasack 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** - Also visit the IVES train society on Facebook

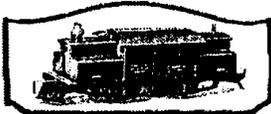


**THE IVES TRAIN SOCIETY
PO BOX 72
FORESTVILLE, NY 14062**

FOUNDED IN 1935

ADDRESS SERVICE
REQUESTED

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

Ives  Toys
Make Happy Boys