

A PUBLICATION OF THE IVES TRAIN SOCIETY

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IVES TRACKS

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IVES

AN IVES RAILWAY SIGNALMAN
AT WORK



The Story on Page 2

The American Railway

Signalman by: John Gray 1-6662

(see cover illustration)

During the early history of the American railroad system, signalmen using various types of flags and lanterns worked the numerous and massive rail and freight yards, and switching depots, across the nation, signaling day and night to locomotive engineers and operators about the safe movement of their trains through and around the facilities.

When certain signals were sent by the signalman, locomotive engineers would know what movements and directions to take to avoid any collisions or accidents while in the facility.

As indicated on the front page illustration, when the signalman raised and lowered the lamp vertically, it was an indication to move ahead. A lamp swung across the track was the signal to stop. A lamp swung vertically in a circle, when the train was standing, was the signal to move back. A lamp swung vertically in a circle at arm's length across the track was the signal that the train had departed. These measures, plus other complex steps, were taken to prevent any delays or collisions, protecting passengers and freight from untimely incidents or loss.

And, of course, any father's son who was fortunate enough to own an IVES MINIATURE RAILWAY SYSTEM would likewise take certain measure to protect his operations from rail mishaps in much the same way.

Operating his tiny railroad empire would involve special care and expertise in safeguarding the smooth and timely running of his IVES SYSTEM. And being both engineer and signalman of his own railroad would require vigilance and caution in its operation. In his mind he would have imaginary signalman, just as in the real railroads, closely watch the movements of his trains, back and forth across his layout, protecting against and collisions or accidents.

How wonderful to spend a little time in a young boys imagination, or in an adult's for that fact, while he's operating his IVES miniature railroad empire. It was indeed another world and another time!

President's Column

by: Don Lewis

Comments by Dave McEntarfer: In 1930 Ives cataloged this set as the Columbian, this was the 0 gauge version of the big Olympian Set. What's interesting with this set is that it is in Like New condition and each piece still has it's original box, box liner and cardboard cradle that it was originally packaged in. Just like the day it was sold



Comments by Doug Prendeville: interesting that the observation box has different stamping and no x on the box. I can't see in the pictures but does the observation have cast wheels?



Comments by Dave McEntarfer: The observation has cast wheels, the stamping on the box does look like they added the BLACK after the fact, not sure why the pullmans were marked with an "X".



Comments from Dave McEntarfer: Right: This is another boxed Columbian Set that I got from the original owner who claimed it was purchased in the Wanamaker Philly store. The box just has the number stamped on it and the cars are 1928 versions in a 1930 box properly stamped with the 1928 numbers? These cars have tin wheels.

Comments from Doug Prendeville: I think "x" marked on boxes is cast wheels. Dave, your thoughts or observations

Bottom: here's a 1930 Black Diamond. The cars have cast wheels, two of the boxes have an "X" written in pencil, hard to tell on the third.



"X" hand written on box

Comments by Dave McEntarfer: Right: 1929 Black Diamond boxes, the cars have tin wheels and the tender has cast wheels (it's marked with an "X"). Seems to me all the tender boxes I have are marked with an "X" and they always have cast wheels.



Comments by Doug Prendeville: Below: similar set with boxes that do not have "x" and have tin wheels



Comments by Doug Prendeville: Right: This 3255 set has cars with cast wheels with "x" on car boxes.

Comments by Dave McEntarfer: Below: This is the 1928 version cataloged as the Oriole Set. This one is also like new, 1928 sets didn't have internal boxes, cars were just separated by cardboard strips. Note that these cars are all orange (it's a lighter orange) and this particular set has blank number plates.



As seen and reprinted from the Facebook group "The Ives Trains Society Virtual Show & Tell " on 8/20/2022

Comments by Bob Obara: Many many years ago an antique dealer called me after picking up this Ives set. Naturally I purchased it for a large sum at the time of \$600. I'm assuming that it left the Ives factory as a set. My guess is this is from early 1910 due to the red plated 17 loco. Comments by Dave McEntarfer: Those bronze trucks also say 1019.



Comments by Bob Obara; Below: Here's 3 additional different casting variations for the red plated loco. Going left to right the first 2 have different steam chests and the last has a shorter casting.



Comments by Dave McEntarfer:

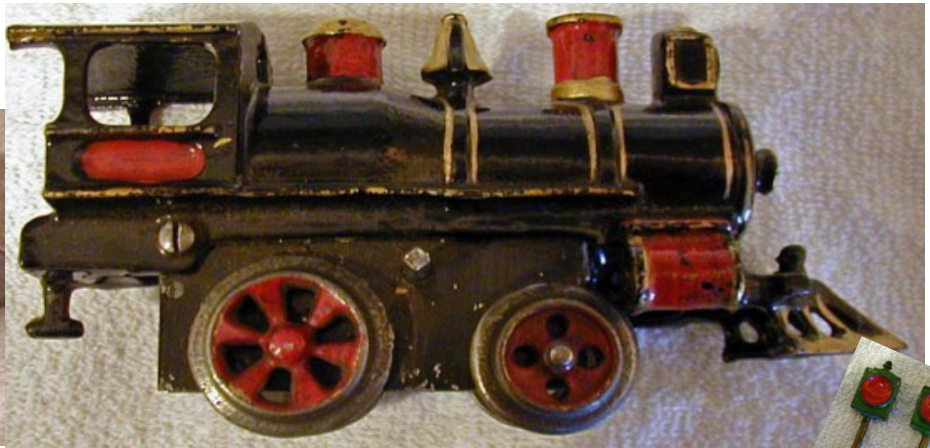
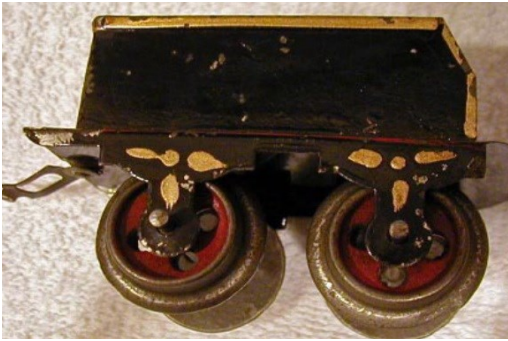
This a great photo and historically significant. First of all it's dated on the back Dec. 25th 1905. The centerpiece being a top of the line Ives clockwork set. We assume the set was new at that time as it shows a 4 band 25 (which wasn't cataloged until 1906) with a No 11 tender (maybe the new 4 wheel 25 tender wasn't available yet) pulling two inboard cars with painted roofs that have to be red.

Comments by Mark Tobias:

May be a pre production piece. Often Lionel catalogs shows mock-ups as print deadlines were ahead of production..???



VERY EARLY IVES



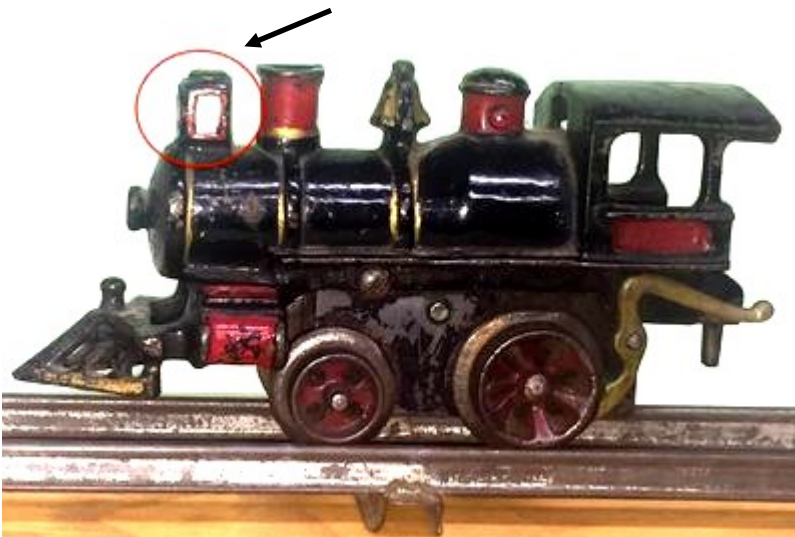
As seen and reprinted from the Facebook group "The Ives Train Society Virtual Show & Tell " on 3/2/2023

Comments by Dave McEntarfer: Above are pictures from a set that we could verify was sold in 1901. This is a No. 11 engine and tender. Note the engine has a "T" shaped tender hook only found on the very earliest. The tender has springs hand painted on the trucks in Gold Leaf, Also only on the very earliest tenders, this gold leaf easily rubbed off with use. The last picture (above) are a couple switch lamps that were found on the very first switches, the few switches that have survived intact are always missing these lamps. This set didn't have the switches with it but these are the lamps that broke off.

Comments by Don Fried: Being that this is an Ives blog I suppose you're saying it's the 1st Ives set ever made. Is that correct? Looks much like my early Marklin set

Comments by Bryce Bowling: Not exactly. Ives has been making trains, such as floor trains and wind up floor trains since the late 1800's. But this set is among the first clockwork set that ran on track from Ives.

Comments by Bob Obara: All other pictures of this loco I have seen have have a different paint scheme on the light box. Usually found in silver with a red border.



Comments by Gavin Davis: (Right) That looks later to me. My 11 has an earlier casting than the one Dave posted and it's lamp doesn't have the silver on the inside

Comments by Dave McEntarfer: The other No. 11 that I have, which is the earliest version, does not have the silver paint, the other three cast engines I have are painted like yours. (Below) This is what I believe to be the very first 11/17 Ives made. Besides the lack of silver paint in the headlight check out the other differences in the casting, then look at the catalog pics from any of the Ives catalogs from 1901-1905.

Comments by Gavin Davis: The one thing I noticed about your engine (on the right) that stands out the most is the lining on the boiler. The cast band itself is painted, instead of being painted on either side. That is a method of painting I've only seen on their pre-fire locos



FAMOUS ADDRESSES - I - "HOLLAND AVENUE"

By Dr. G. A. Robinson

The mention of an address will usually bring into focus, for most people, mental pictures; images. It shakes the grate of memory. It may be a purely personal address or a world-famous one.

For me it's one of the latter. Mention Holland Avenue, Bridgeport, Conn., and my brain explodes with a kalidescopic range of recall images:

THE IVES MANUFACTURING COMPANY
HOLLAND AVENUE
BRIDGEPORT, CONN., U.S.A.

That address recalls to my mind all the beautiful things of my childhood ---my mother, my birthdays, rainy days, Christmas mornings, and the days preceding Christmas.

Oh, what delicious memories! For example: Christmas morning, 1920, and an Ives No. 6 clockwork loco and two 550 series passenger cars. That little cast-iron "doll", sculptured by the loving hands of that master patternmaker, Charlie Hotchkiss, got a real work out. After logging 100,000 miles or so, and still as good as the day made, she was replaced in 1922 with a shiny, maroon Ives No. 3252 electric locomotive and three brown 60 series passenger cars. I can see, oh so clearly, that beautiful black and white mottled cloud effect box. Join me and open the lid, and inhale that delightful aroma: a blend of machine oil, fresh enamel, and new cardboard. Our eyes immediately meet the face of the smiling Ives boy and the cover of the big 1922 catalog.

That little old lady, No. 3252, continued to clock up the miles without a visit to the shops, and, in fact, she is still capable of clocking them off, right up to the present day.

I remember clipping a coupon from "Popular Mechanics" and mailing it with ten cents to Holland Avenue. The Ives 1924 catalog came in the return mail. Oh, that gorgeous full color center spread. That did it. Nothing else would do. I had to have a big train! No more baby O gauge stuff. It would be the big red 3242 job; the 703 set. Sure, like all the kids of that day, I drooled over the huge orange 3243. That big twelve-wheeler was the most famous toy locomotive ever made. However, even at my tender years I knew my widowed mother could not afford the twelve-wheeler. So from October to Christmas, all mother's little angel ever said was "Big red 3242".

The catalog would be left in a conspicuous place open to the center spread with an arrow pointing to set No. 703. I must say these "hints" were well taken, for on Christmas morning, 1924, there was No. 703 in the big box with the famous slogan on the cover. How true that slogan was. Ives toys made me a happy boy---and still do, in fact!.

So it was, on Christmas and on rainy days and even on sunny days, the big and the little of it---3242 and 3252---gave me and all the kids of the neighborhood thrills and fun as only small boys of nine to twelve can experience.

My trains all came from a small electric and hardware store only a block away from home. From Thanksgiving to Christmas their window display was all Ives, with the big orange 3243 as the center of attraction.

Another "attraction" around that window was little old me. "Hey Mister! Turn on the train, will ya, huh?"

"O.K. kid, here she goes."

I then proceeded to press my running nose and grubby fingers all over that delicious window.

"Hey, boss! The Robinson kid's out front again," became a familiar in the store, or, "Hey kid! Your mother wants you!"

I recall a rainy Saturday in October, 1925, when tragedy struck. There was a "whipduzy" of a wreck on the Robinson Division of the Ives Railway Lines. Poor old No. 3242 lost her third rail shoes and damaged her hand reverse unit. At the suggestion of my pal, the storekeeper, old 3242 was sent to the Ives shops on Holland Avenue early in November. Soon thereafter a letter came back from Ives saying in part: "During the busy pre-Christmas months of November and December the service department is closed. All available personnel are diverted to the production and shipping departments. For your use during the coming holiday season we are sending you a worn locomotive from our testing department."

She was a green 3241 and "worn" she was. The axles actually had eroded a quarter-inch slot through the bearings and motor frames at an upward and outward angle. This locomotive now had individual "sprung" wheels and "knee action", but it ran beautifully.

March, 1926, another of those exquisite Gothic script letterheads arrived from Holland Avenue. It said in substance: my 3242 had been repaired and shipped. There was no service charge, and that I should keep the shopworn 3241 as recompense for my patience and the inconvenience suffered!

Opening the package, I didn't recognize my 3242! In place of my red, rubber-stamped, scratched loco, here was a brand shiney new red 3242 with brass nameplates!

It is to the everlasting glory of Edward and Harry Ives that theirs! was a company with a soul and a heart as big as any of their small boy customers.

Now, at last, a full third of a century later, I am going to Holland Avenue; to the famous address from whence my trains came when I was a boy, to the SGA Get-Together in May. I will walk through the doors and over the floors where once Edward and Harry Ives, Charles A. Silliman, Charlie Hotchkiss, and other Ives luminaries once walked and planned and worked. I have participated in erecting a plaque of appreciation and of memory. Other famous addresses there were in toy traindom, but of them all, to me at least, the most famous and the most memorable must forever be that magic address, "Holland Avenue".

Ives Exploding "Rocket" Steam Engine - Patented 1886 Windup Locomotive

As seen and reprinted from the Facebook group "The Ives Train Society Virtual Show & Tell" on 2/10/2023

Comments by Leonard Carry Williams:

Yes steam engines can explode ... fortunately it is a very rare occurrence. Ives thought it would be a great idea to bring the thrill of an exploding locomotive to the youth of America. The "Rocket" windup tin Toy train was patented in 1886 and sold in the early 1890's. Within the boiler is a hammer trigger from a cap gun ...which once the engine is wound the hammer is cocked back-add cap, replace boiler top, swing smoke stack up and place cab roof on...release the engine...engine takes off spinning wheels ...may or may not choose to follow front wheels curvature once spring has unwound a bit it's expanding action fires off the hammer which tosses the boiler and cab roof off, smoke stack falls forward and cap goes off boom! See YouTube link for exploding video action, enjoy!

<https://youtu.be/eNCf55qjY3E>



(No Model.)

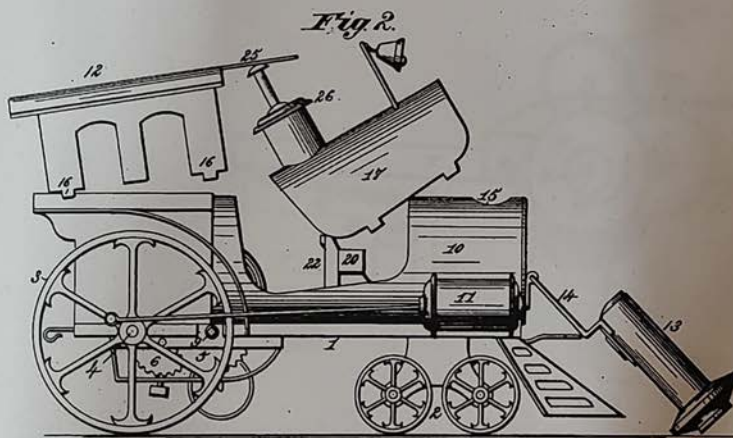
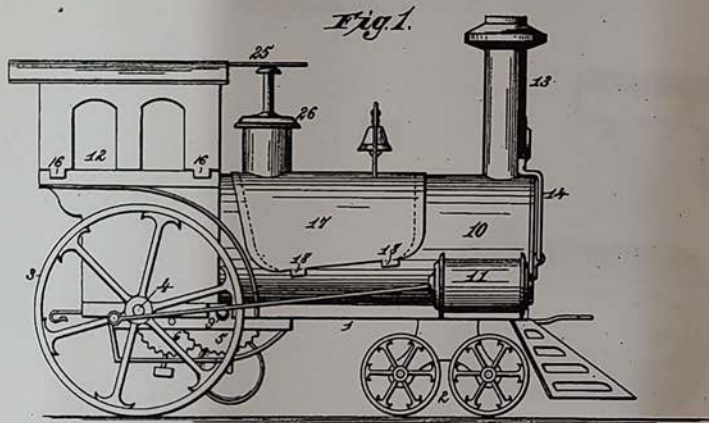
3 Sheets—Sheet 1.

W. D. HARDEN & J. P. WHITE.

TOY VEHICLE.

No. 341,329.

Patented May 4, 1886.



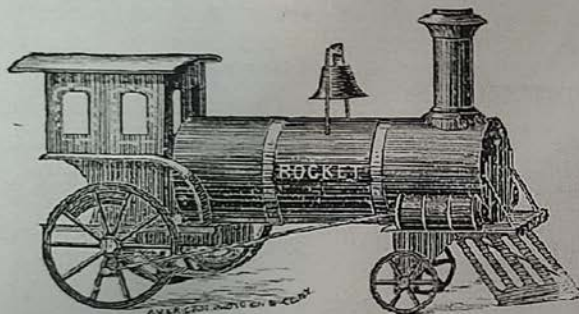
Witnesses,
Robert Emmett,
J. A. Rutherford

Inventors,
William D. Harden
Joseph P. White
By James L. Norris, Atty.



MECHANICAL LOCOMOTIVES.

The "ROCKET." PATENTED.

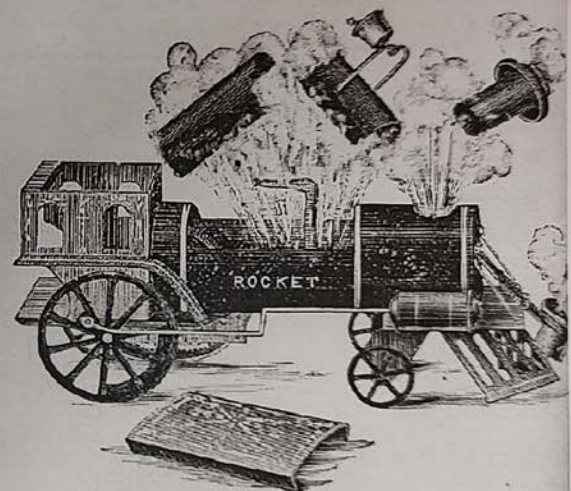


BEFORE THE EXPLOSION.

No. 19 12½ in. long. Price per dozen, \$36.00

Wind the Engine up and place a harmless paper cap in the receptacle prepared for it; when barely run down the "goes off" and the explosion occurs.

The "ROCKET." PATENTED.

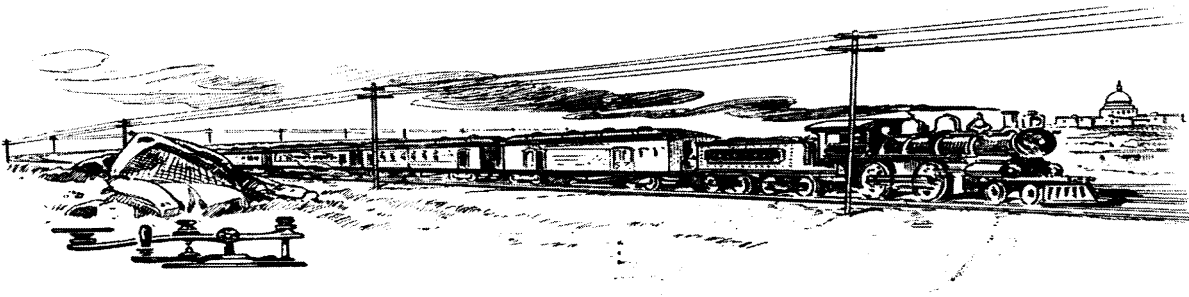


AFTER THE EXPLOSION.

No. 19 12½ inches long.

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

FOUNDED IN 1935

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REQUESTED

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PAID
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Buffalo, NY**

Ives  **Toys**
Make Happy Boys