1) Southern Pacific - San Francisco Showroom. We know they were made in 1927, what about 1926? 1928?

The photo to the right shows a No. 143 Parlor car that has snake pull couplers and blank number plates.

2) The locomotive below uses the 1927 casting for the 1134, it's stamped 1132 and comes with a die-cast tender. The accepted history on this engine was that they were sent out in early 1928 to fill orders as the new die-cast engine wasn't available yet.
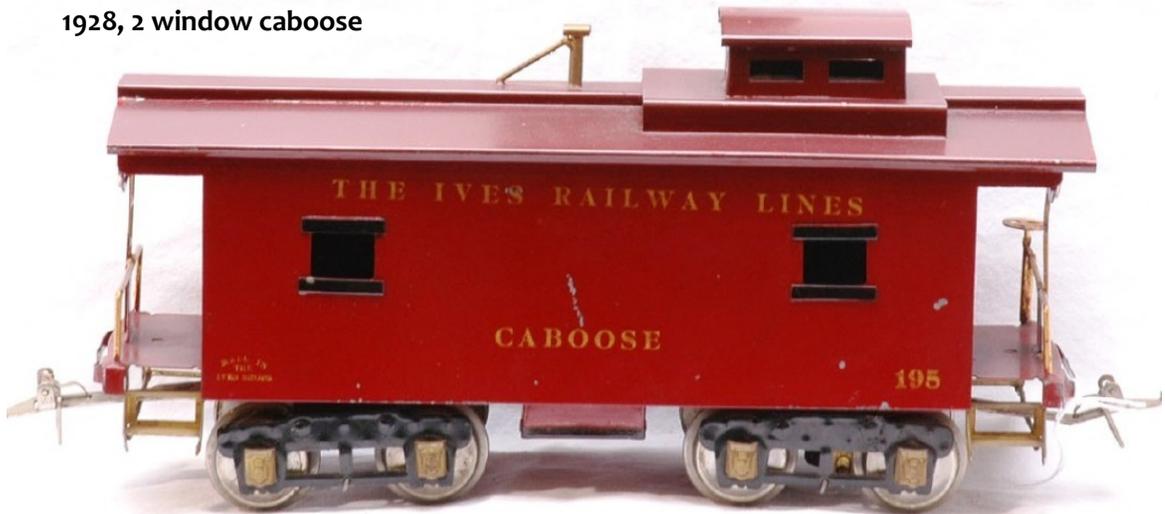

Examples of these locomotives have been found with both "The Ives Mfg Corp" (1927-28) plates and "The Ives Corp" plates (1928-30). Original boxed sets have been located that are definitely from 1930. What's the real answer?

3) Late 1927 to Early 1928. It was the worst of times for Ives, but produced some of the most erratic, unpredictable and exotic variations.

1928, 2 window caboose

1927 Tomato Soup Car

1928 White Box Car

4) IVES 1502 locomotive, which was sold by IVES in very limited numbers around 1910-11. One theory that has circulated is that the body for this engine may have been made by American Miniature?

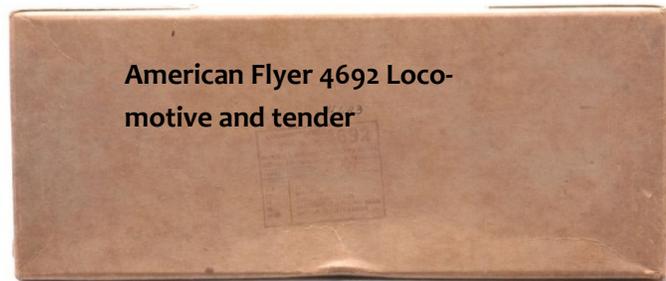**Ives 1502 locomotive with raised lettering cast into body. Circa 1910**

American Miniature No. 125 locomotive with raised cast lettering. Circa 1910

Ives No. 1 with etched brass plate and tin boiler bands. Circa 1910.

5) The use of Ives locos by other manufacturers—ie the American Flyer and Dorfan adaptations of both the 1134 wide gauge engine and the 1122 0 gauge engine.

American Flyer 4692 Locomotive and tender

Dorfan No. 770 0 gauge

6) Progression from 1 gauge to wide gauge ... 1921-1922.

Above 1 gauge box car 1920—below wide gauge box car 1921

1 gauge tank car - 7840

Wide gauge tank - 190

7) Promotional sets from 1928-29? Where Ives used a 1928 box, folded it inside out and then taped it shut so that no lettering or logo showed?

Inside cover of o gauge box (left) and wide gauge box (right)

O gauge promotional set with Inside Out box—cars have American Flyer wheels, both gondola and caboose are rare rubber stamped variations