

A PUBLICATION OF THE IVES TRAIN SOCIETY

# March 2019

**SPECIAL EDITION**



# IVES TRACKS

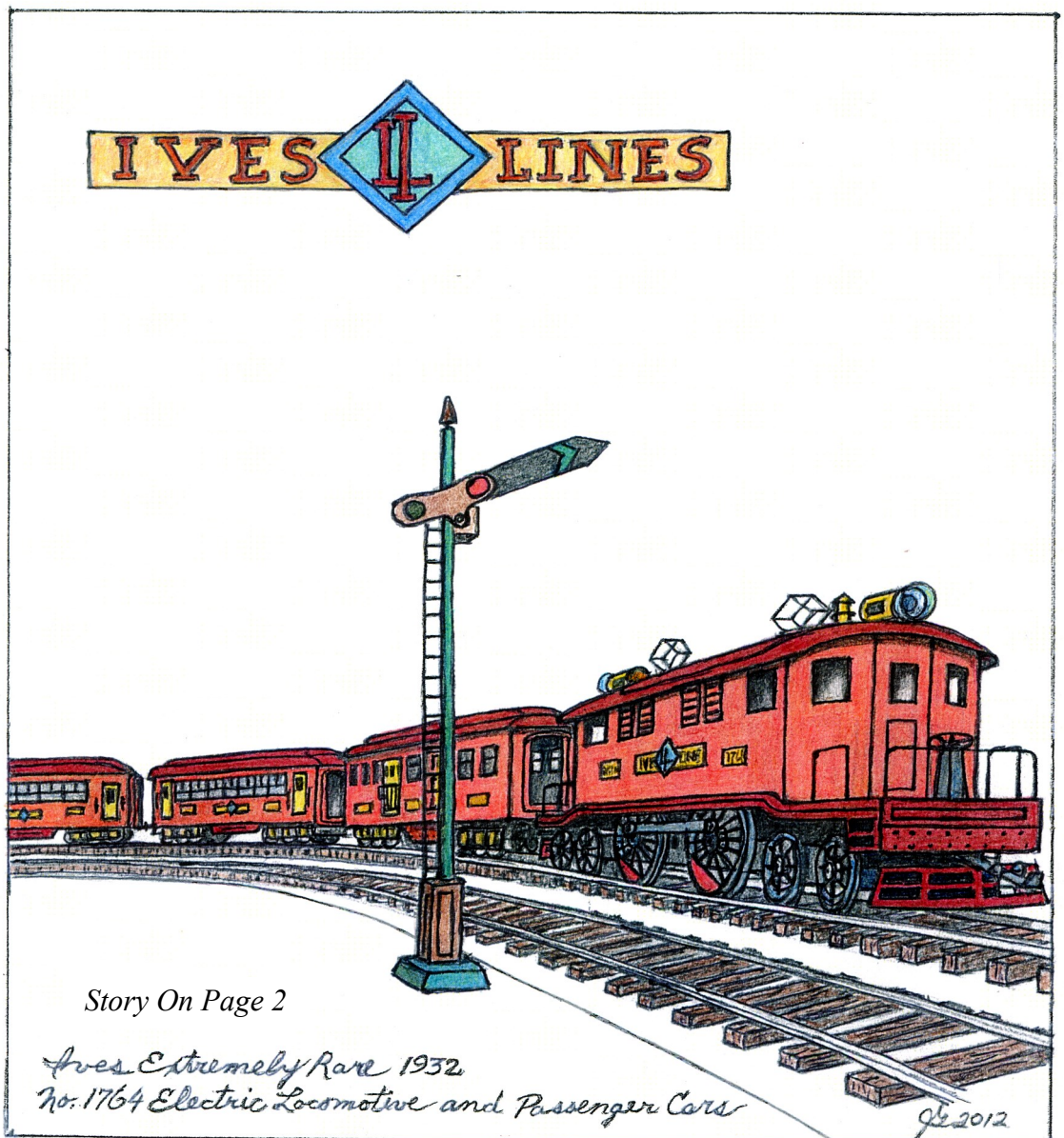
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Story On Page 2

*Ives Extremely Rare 1932  
No. 1764 Electric Locomotive and Passenger Cars*

*gf 2012*

***THE LAST OF THE  
GREAT IVES  
LOCOMOTIVES***

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

*(COVER ILLUSTRATION)*

The front cover illustration for this month depicts an extremely rare IVES No.1764 electric locomotive, with its 1766, 1767, and 1768 passenger cars in Wide Gauge. The graceful 1764 and its complement of elegant passenger cars were produced in beautiful red livery with maroon roofs.

Although essentially a "Lionel" set, it represented the last of the truly beautiful trains offered by Ives before the company closed its doors forever. The cars, however, continued in production bearing the Lionel plates for several more years. The major difference between the cars normally seen with Lionel plates and those depicting Ives plates is with the words "BAGGAGE" and "MAIL" on the doors of the Ives 1767 baggage car.

The set appeared in the 1932 Ives catalog, and was manufactured for one year only, with production ceasing the very same year the set was initially offered.

The 1764, with its long graceful lines, represented a more advanced style in electric locomotives, and was a fairly close representation of the prototypes in use then on the nation's railroads.

It's hard to understand why such a beautiful toy train could remain on the market for only one year, and then disappear forever. This is probably why they are so hard to find today, and if an original is encountered, its price will be high.

***PRESIDENT'S COLUMN***

***By: Don Lewis***

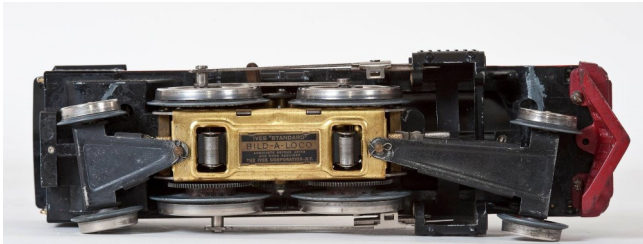


Comments by Martin Folb:

It was primarily the Depression and the changing demographic structure (smaller homes less accommodating to Standard gauge) that doomed Standard gauge. Obviously, the manufacturers were viewing the public interest in more scale model trains with a careful eye. It should be noted that even people at the higher income levels (professional people, store owners, etc.) were increasingly wary of spending large sums of money on frivolous items such as a child's toy. They were not so "upper slice" as to throw caution and money to the wind!! The Ives 1764E and 1694 were holdover Ives designs and the only items of a more Ives nature that were offered in 1932. JLC was a very astute businessman, and viewed the Ives line as early as 1930 as a way to dispose of the 400 series passenger cars (that were already passé)! They created the Olympian, National Limited and Chief cars as a way to use up inventory. That style of car had been surpassed by the fabulously detailed State and Blue Comet cars.







In 1931, they used up Apple Green 400 series cars (above) and even 390's and 384's by applying Ives branding to them. In doing this, they also ended up creating some of the rarest trains that are collected today. In summary, it was economic reality and changing tastes that doomed standard gauge once the Depression hit. Would it not have been fascinating to see what Lionel would have come up with in Standard gauge, if the Depression had either not occurred or been delayed a few years! What a glorious vision that would have been!!





Continued from page 4.....

Leonard Carey Williams

The Ives 1694 and 1764 were new in 1932 ...but I defer to the Ives expert Dave McEntarfer. My guess is who ever designed the 1764 & 1694 also designed the 392 ...and later the 385. The last configuration of Lionel standard gauge line with nickel trim and bright colors was a low cost last effort to breath life into the line. The whole toy train line was a run of the dice...Josh won a few a lost a few. OO was a loss... Standard gauge had a good long run...Times changed and public taste for more realistic trains grew. Josh annually added a few pieces to up grade his train line to try and keep up with the trend . Standard was no longer part of the trend. 1939 Hertz longingly writes about desires for new standard gauge items ..wide radius , six wheel drive steamers etc...all to fall on deaf ears . Lionel learned an expensive lesson when they introduced newly designed standard gauge with the Hiawatha and Commodore ...the market is very small ....easily ways to make money in O gauge , where the masses are.

Dave McEntarfer The 1764 and 1694 were creations of the Irvington designers.

Leonard Carey Williams Thank you Dave McEntarfer so Lionel designed them as a lower cost all stamped steel engines ...quick, fast tab construction



1764E Set c. 1932



1694 c. 1932



Comments by Dave McEntarfer:

You may have read that in 1927 Ives re-organized (Harry Ives was no longer president), Ives asked for and received additional cash from the banks to buy new tooling. They also used some of that money to try and capture the 'Low Price' market. Even though it wasn't always cataloged every year Ives packaged a No. 0 (or as it was called the Ought train). This set consisted of the smallest windup, tender and a single car. In 1927 Ives lowered prices on many of its clockwork sets to compete with Flyer and Hafner. The Ought train sold for just \$1 that year. Starting somewhere around 1925 Ives also started Marketing a special entry level train called the Pony Express. Never cataloged and probably only sold to the bigger outlets this set would have been identical to the Ought Train, but had one more passenger car at the same price as the No. 0. This entry level set continued in the Ives line right up until 1932.

On the right is the 1930 version of the Pony Express set, looks just like set No. 30 shown in the 1930 catalog. The box is marked Set 30X on the side and the locomotive is a No. 10, instead of the No. 00 shown in the catalog.



Above is the 1928 version of the Pony Express. Same as previous years, but it had a No. 1 locomotive with a Flyer windup in it. The box was marked "The Ives Corporation" which was the new legal name under Lionel/Flyer ownership.



Above is another 1928 variation on the Pony Express it was the Katy Flyer. The box was marked as containing Train No. 2. I believe the only difference here was the amount of track. I don't know the significance of the name or how it was marketed, but this one is very difficult to find.



On the left is a 1931 Pony Express set, same as Outfit 1581 cataloged that year.

On the left is the box for the 1931 Pony Express which contained an Ives 1501 windup locomotive with three 1504 coaches, the same as the cataloged set.



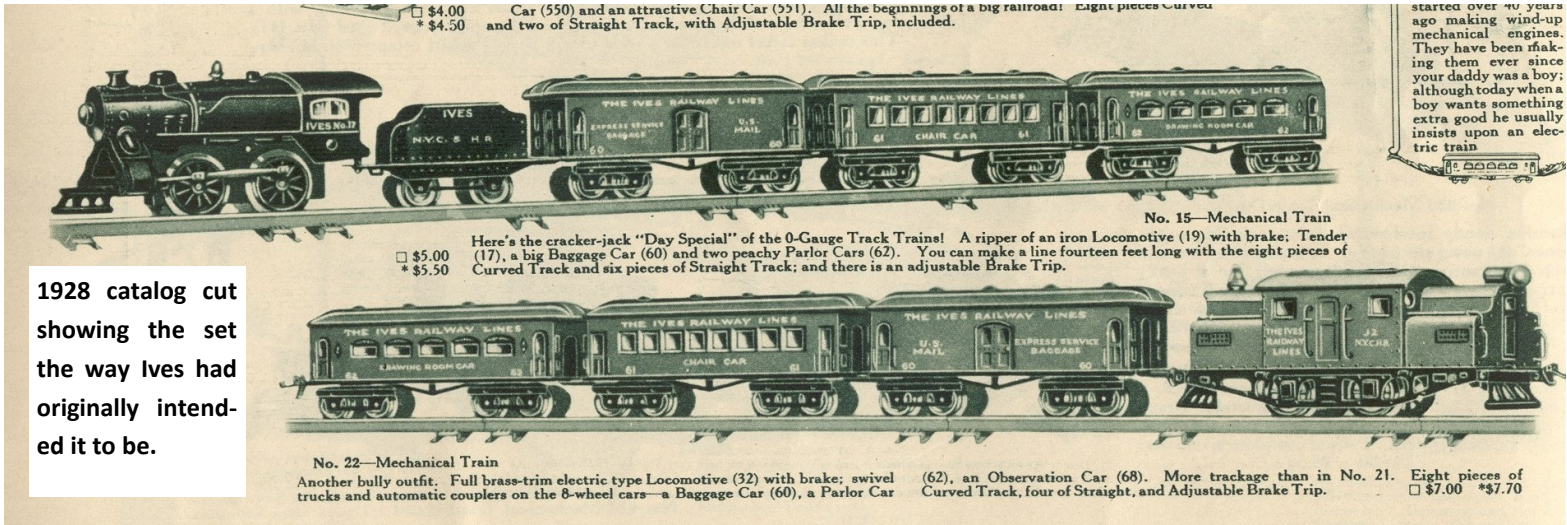
Above is a 1932 version of the Pony Express. Contents the same as 1931, but the box just reflected the catalog number 1590 used that year.





Comments by Dave McEntarfer:

Another Example of some of the weird stuff that came out of Ives in 1928. This was Outfit No. 22, Top of the line windup with a large No. 32 clockwork pulling three passenger cars. Ives was cash poor in the early part of 1928 (Feb/March), and was putting stuff together with whatever they had to fill orders that had been made. This was the set the way I found it from the original owner family. The die cast frame had exploded into about 20 pieces



1928 catalog cut showing the set the way Ives had originally intended it to be.

started over 70 years ago making wind-up mechanical engines. They have been fixing them ever since your daddy was a boy; although today when a boy wants something extra good he usually insists upon an electric train



found it a new frame, trying to put it back together.



The die cast frame that year was new, very few of them have survived. Not sure what Ives intended to use, but the shell was from one of their electrics, a 3254. Somehow they got the windup motor to screw into this frame, you can still see the remains of the frame under the screws on the windup. I tried to get this windup to screw into one of the electric frames which looked to be identical but it wouldn't work

The set box with the catalog number on it. You can tell this is 1928 as it's marked for 'THE IVES CORP' which is the name they used after the Lionel / Flyer buyout.



Here is one of the cars, nothing unusual except for a bright cardinal red roof



This is a No. 32 from 1927.

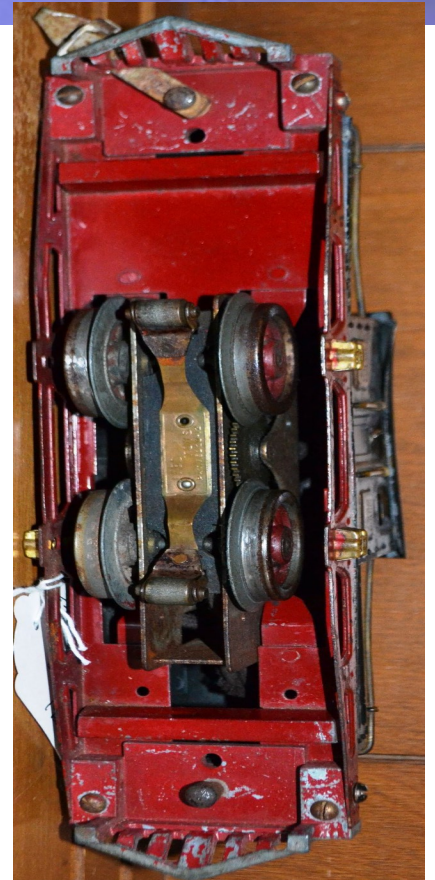


Comments by Dave McEntarfer:

I find 1928 to be the most fascinating year for Ives. Here's another variation of the Black Diamond Jr. set that was offered that year. This one has the 3257 in a matching Black/Red color scheme. I got this set in the box from the original owners out in Kansas City and as you can see the cars are Like New and the locomotive looks like it was in a train wreck. That's because when I got this set it actually had a rare mottled gray locomotive with it, but the set number on the box was for this set.



This 3257 will never win a beauty contest, but it's one of only two originals that I'm aware of that have survived.



This is a 1928 engine and if you remember the orange version that year had the motor where the axles extended into the frame, this one has the later motor



Back Diamond cars for 1928 were unique in that they carried the 143/144 numbers and had painted red vestibules and red 1928 trucks.



Comments by Dave McEntarfer:

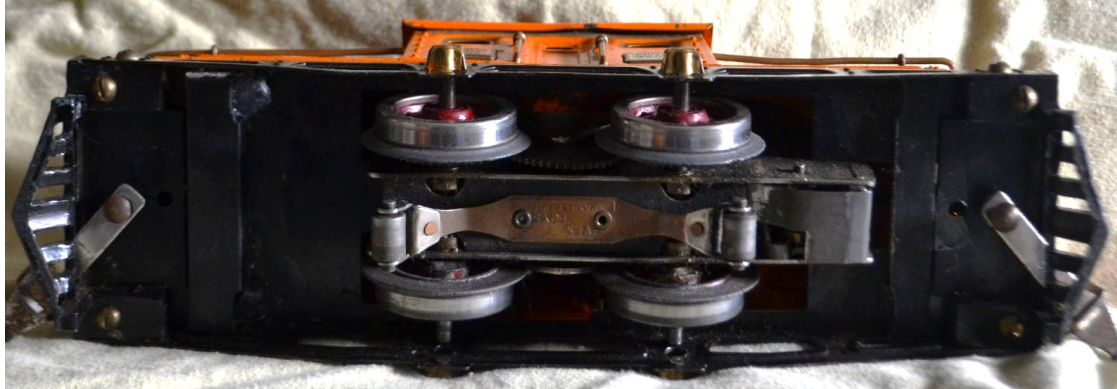
Another early 1928 set this is the Oriole set. I got this from a guy who lived in Bridgeport Ct, although it belonged to his Uncle who lived about 30 miles north of there. I know this looks very similar to the Columbia Set I posted earlier, but this one is Ives Orange which is much lighter than Lionel Orange. Besides the lighter orange you can spot this as 1928 by the all orange cars with the black painted vestibules and the earlier trucks



Again early 1928 prior to bankruptcy sale, the 143 plates weren't available yet and they sold them with blank plates.



Another early 1928 feature the snake pull couplers are actually two couplers cut up and welded together.



If you can't spot the different orange, best way to tell the difference between 28 and 30 is look at the motor, note how the axles extend into the frame. They did not do this on the 1930 orange 3257



Comments by Dave McEntarfer:

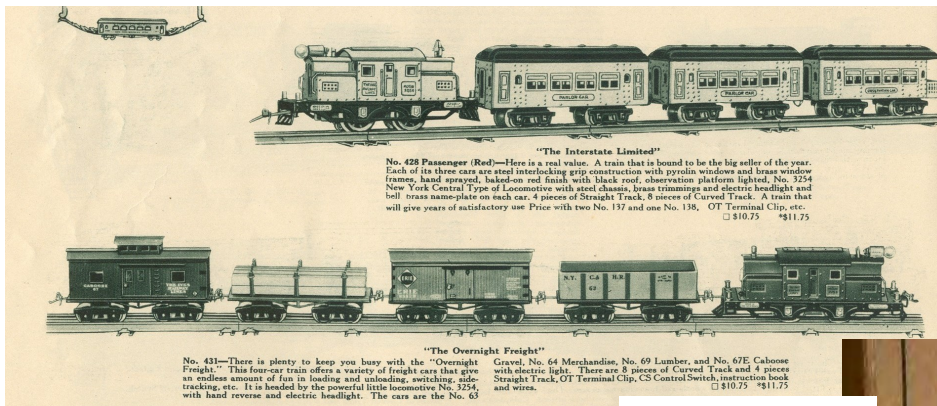
1928 is easily the most interesting year for the Ives Company. They were in serious financial trouble, throwing stuff together with whatever they had until Lionel and American Flyer took over. Here is an Interstate Limited set from 1928, not really a rare set but interesting in that it contained the 137/138 passenger cars that were only available in that set and that year. Cheaper than the 135/136 cars and more expensive than the 133/134 cars. These cars were hybrids with just one plate, window shades, no journals, lights in observation only. The locomotive was a 3254 which had been around for a couple years, but was new in 1928 with the die-cast frame.



This set came out of an estate sale in Ohio and when I got it there was no engine, just 3 passenger car in C8 condition and a boxed stock car that was close to mint. The set was boxed and in the bottom of the box were small pieces of what had originally been the frame for the locomotive, which probably explains why the rest of the set was Like New.



Set in the box with a replacement engine. Those engines are literally impossible to find with a frame still intact.



Above: Catalog cut showing set, which is interesting as the picture appears to depict the set in Orange/Black, while the freight set below it is colored properly in red. There are orange 3254s that can be found although most are the darker orange from 1930. Ives did sell a light orange 3254 in 1927 and may have had some leftovers that they put on the new die-cast frame.



Above: 3254 in light (1927-28) orange. with a die cast frame.



Above: 254 in Cardinal Red that came with this set.

Right: Here is an orange 3254 from 1930, Note the orange color is much darker than the earlier 3254. It also came in an original scenic box that was properly marked. These engine were sold as 'Specials' through Montgomery Wards and other mail order outlets with a set of freight cars.



Left: Here is an orange/black 133 car with only 1 plate and no lights or window shades, could have been sold with an orange 3254.



## Comments Don Lewis:

IVES 3245 black and orange short cab story: Excerpts from article written by Fred Heiman circa 1957. In 1956 Fred received a call to go to Bridgeport to look at some trains. Below is the story the gentleman (a retired Bridgeport fireman) told him. In the last days of the old Ives company, boxes of Ives toys were sent to the various fire stations around Bridgeport for distribution to needy children. But after this gentleman saw the results at one fire station, the project was called off. Even to him, 28 years ago, to see a little boy drag a large Pullman car across the street by a piece of string was a sorry sight indeed, with the car falling over and scraping along on its side. At least a few of these old rare pieces were salvaged. Fred stated "what else was there that wasn't saved"? Wow! Also, he had no reason to doubt the gentleman's story as he had the trains. Fred acquired, after a two week agonizing wait between his offer and the phone call to pick up the trains, the following better items;

Two black 1134 locos and tenders, nickel Prosperity loco and tender, a Black Diamond baggage car # 241, short cab 3245 in black and orange (uncatalogued) shown below, and three of the hand-made Candidate Special cars. (see related story in Made in the IVES Shops by Dr. G.A. Robinson). There was so much more but not detailed in Fred's article.





Comments by Dave McEntarfer:

OK last 1928 set I'll post for a while, Sorry I have an obsession with that year. This is the Greenway Set. Surprisingly this is an extremely rare set, I'm aware of 4 complete sets. Surprising because it was a mid range priced set at \$16.75 and predominately displayed in the catalog. The Greenway set was unique in that it used the longer passenger cars, but didn't have the bells and whistles of the 143/144 passenger cars used in the more expensive sets. Only in 1928 did Ives create two 10 inch cars, the 141/142 and the 143/144. The only difference between the two was the 143 cars had outside vestibules and cost about \$.25 more.



Note that the locomotive is more the color I call 1928 baby puke green, where as the cars are more the emerald green described in the 1929 catalog. Also when you look closely this loco is early 1928 as determined by the "stamped steel pilots", which were used until Ives was able to get the die cast ones that should have been on this engine.



1928, 141 Pullmans, early trucks and no vestibules.



Two 3255 greenway engines side by side. The one on the left is the 'R' version and has the steel pilot substitutes. The one on the right is manual reverse and has the die cast pilots (this one has repro pilots). The other thing to notice is that the early one on the left has a motor where the axles stop at the wheel hub. The manual reverse one on the right has axles that extend into the frame, which is how most 1928 3255s are.



Greenway car on left, Dixie Flyer car on right, normally the darker (puke green) is found in 28 and the lighter (emerald) green is found in 1929? But maybe it just depended on who mixed the paint that day.



As seen and reprinted from the Facebook group "Tinplate Toy Trains" on 8/27/2018)

Comments by Dave McEntarfer:

This is an unique set that I can't explain and it's the only example that I know of. Probably 1928, it has a 3254, which is only known to come in Maroon or Orange, but this one is Peacock. It came with 4 cars numbered 133/134 also in Peacock. First of all Ives never cataloged any 4 car passenger sets in 0 gauge. There are no known other examples of a 3254 in Peacock. Although 133/134 cars can be found in Peacock, these ones are different. They have all the extra trim with window shades and lights, like a 135/136 car but only one brass plate. This set was found in the collection of an old time collector after he passed away, nothing else is known.



As seen and reprinted from the Facebook group "Tinplate Toy Trains" on 9/10/2018)

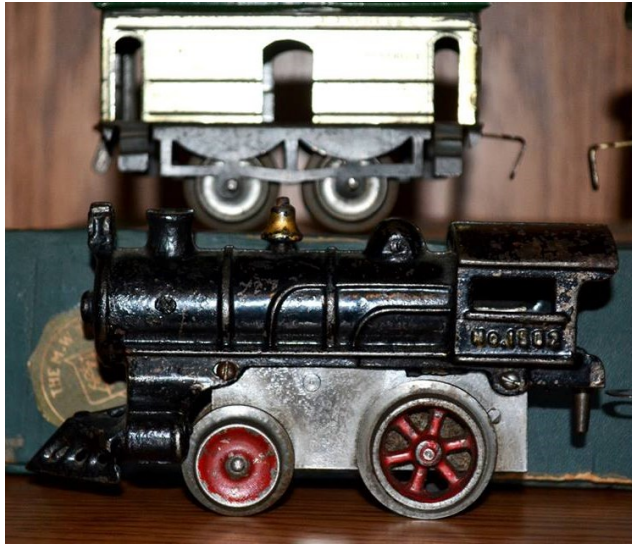
Comments by Dave McEntarfer:

Uncatalogued Ives set from around 1911-1912. This set is unusual on several levels, it contained a 1502 clockwork engine never shown in any catalog, and it contained a regular Ives FE 1 tender that was labeled "Chicago Flyer".



Left:

The set box isn't unusual, but was an older box that had no side label showing what the outfit number was.



Left:

The 1502 is rare and really different from any other clockwork of the period with its embossed number under the cab. Ives was still using lithographed number plates at the time.







Comments by Dave McEntarfer:

TWO CAR PRINCESS SETS

Early Ives Princess sets. Starting around 1906 Ives cataloged Set No. 11 which contained a Cast No. 11 clockwork locomotive with two Princess style cars. Pictures here are three different boxed sets from that period.



Prior to 1906 Ives cataloged set 11 with a 17 and 50 series cars, this set came from an estate and assume it's the way it came, but it has a 17 with the baggage and Empress car

This set is probably around 1908, it has the 'short' No. 11 locomotive, at some point Ives decided to use the longer boiler version used on the 17 instead of making two different sizes



The Empress car came in several colors this is the cream version with red and gold highlights.



Red Empress with gold/black highlights



This baggage is black with a cream door, I believe that any original set will have a baggage with a door that matches the other cars.



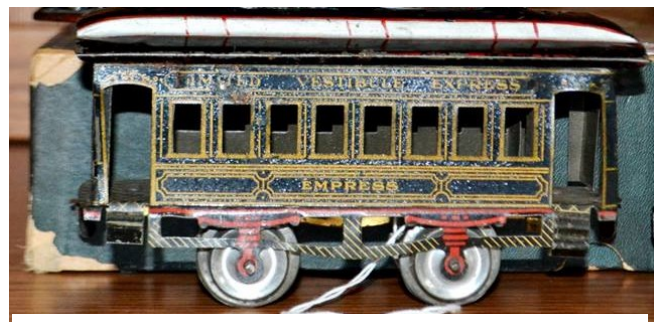
The baggage on this set is a very dark blue and often confused with the black, it's really hard to tell them apart and maybe they were originally supposed to be the same color, but there is also a lighter blue. Note this one has a red door to match the Empress -15-



Princess Sets Continued from previous page



Black Princess



Putting the blue next to the black you can see the difference.

Above: This one is boxed but I got it from another collector and suspect it may have been put together. It has the earlier 11 and a Princess car instead of a baggage and the Empress car is the blue color and the Princess car is the black color.

*As seen and reprinted from the Facebook group "Tinplate Toy Trains" on 9/14/2018)*

Comments by Dave McEntarfer:

THREE CAR PRINCESS SETS

I posted several 2 car Princess sets a few days ago, these are the 3 car sets that I own. Ives cataloged 3 sets, set No. 15, No. 16 and No. 17. The only difference was the track layout. The majority of the verified 3 car sets I've seen had a baggage a different color than the other two cars, but the baggage door matched the color of those



This set is really unusual for early Ives in that the condition is like new and flawless



Above: No. 17 clockwork circa 1906. The baggage is red with a cream



Left: Cream colored cars with red/gold highlights.



Princess Sets Continued from previous page



Left: This set didn't originally come together, should have a cream baggage instead of the 2nd Princess car.. The 17 is the later red plate version.



Right: I added the green Princess car which is extremely rare, this is one of two I know of. I believe the green car was only sold separately but not sure.



Left: Three car blue set, which is totally original although unusual. The blue door verifies that this was the way it was sold.





Comments by Dave McEntarfer:

The Mohawk passenger cars were the cheapest passenger cars of their day and along with the very early Princess cars the first to be lithographed. These early Mohawks were lettered No. 1 even though the catalog number was 51. They came in two variations yellow and red.



The side label on these are also identified with the early company listing as " I. MFG CORP ".



Mohawk cars have a plainer frame with just springs

Above: Early sets up until 1904-05 had an inside label with the set number and contents, along with some basic operating instructions.

Right: The early set box is identifiable from the label with the blue frame around the graphic, specific to pre-1906





Comments by Dave McEntarfer:

Set 11 from 1901. Here's an example of either someone having a box and filling it or having the box stored somewhere and the train somewhere else and they ended up together. The box is early 1901-1903, but is marked Set 11. According to the catalog set 11 had an Iron Locomotive (No. 11) and these two cars. The set as I got it from another collector has a No. 3 tin locomotive and tender with two hand painted cars.



Left: The red stack on the engine usually denotes a No. 3, which had a bigger spring to pull more cars. I'm not sure the individual piece boxes in this box are original to 1901, I suspect some previous collector had them made to hold the pieces.



Left: The locomotive is probably from 1901 or 1902 at latest as the IMC banded version soon replaced it. All pieces have cast iron wheels which were probably only used in 1901 and 1902.



Left: These are the red hand painted passenger cars in the red variation. The paint on these has darkened as some previous owner used varnish to keep the paint from flaking. They stopped the flaking but the original color was a brighter red. Note the 1901 key with this set, this is what Ives put in sets that year.



Comments by Dave McEntarfer:

Set No. 11 from 1904-05. Set 11 was the only set with the smaller 50 series cars and an iron engine. This set again has the early tri-colored 50 series cars with the full lattice frames.



Left: The early box with the blue frame around the graphic, I'm thinking that the tender may not be original to the set. It does have some early characteristics, but the herald and the rivets are embossed. something that I've rarely seen.



Right: Look closely at the baggage. It has creamy white stripes and handle on the door. This is the tri-colored variation, later variations only had two colors and the white was not used.



Left: The rare Blue Iroquois car. This one is also a tri-color litho. You can't see it from the side but I'll add a picture of the end of this car to see what I mean.



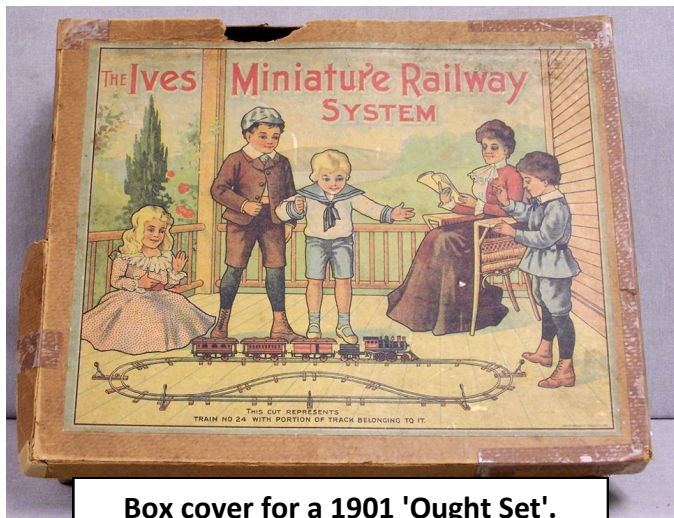
Left: End view of the Blue Iroquois where you can see where they used the white base color of the litho to highlight the door and windows.

Above: This is the green Iroquois from that last set I posted, showing the same door / window effect of the base white lithograph.



Comments by Dave McEntarfer:

Set No. 0 or as Ives was apt to call it "The Ought Set" was always the lowest priced entry level set. Right from the start in 1901 up until the Bankruptcy in 1928. It usually sold for \$1 or less and contained a simple circle of track and a 1 car passenger set with the cheapest Locomotive and passenger car.



Box cover for a 1901 'Ought Set'.



The earliest Ought set contained the first series No. 0 locomotive with a plain hand painted No. 1 tender..



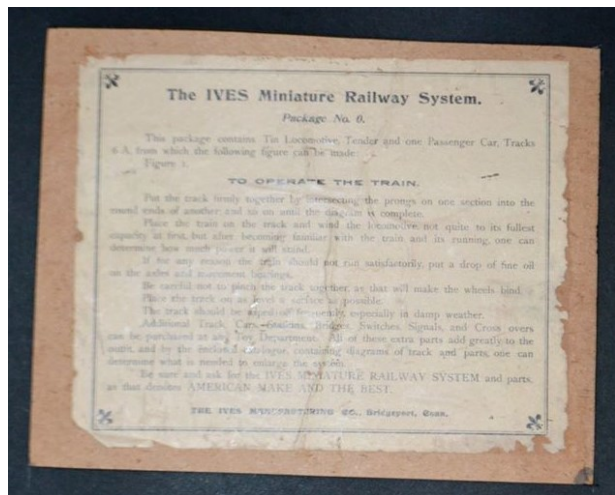
Close up of 0 locomotive and 1 tender from 1901



The earliest Ought sets were distinct in that they contained a single 51 passenger car that didn't have any Vestibules. The next set up (No. 1) would appear identical except it had this same passenger car with vestibules.



Left: An ought set from 1903 contains an IMC locomotive, FE No. 1 tender with a single Mohawk car that did NOT have vestibules.

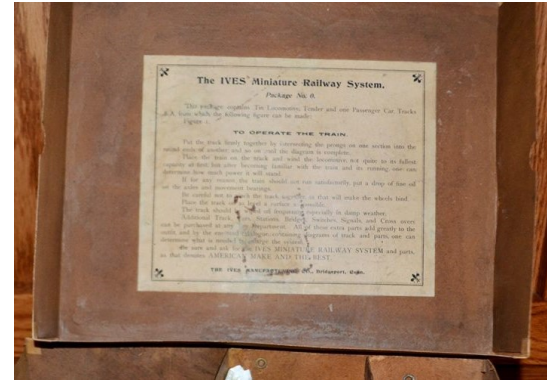






Left: The Ought set from 1905 now has the newer box cover and the passenger car has vestibules.

*The next page has additional information on this set from a previous article*



Below: Ought set from 1908, one car passenger set again with the cheapest car and locomotive. This set was probably put together by previous collector as it has a No. 1 locomotive and the larger LVE No. 11 tender. Note the updated end label and that even the cheapest locomotives were now made of cast iron.





Comments by Dave McEntarfer:

Set No. 0 from 1905, easy to date with the newer tin No. 0 first available in 1905 and the 2nd series set box which has the blue frame around the label and the inside label listing contents and instructions only seen in 1904-1905.

Up until 1905 Ives cataloged only a No. 0 and a No. 3 locomotive (IMC). In 1905 Ives listed tin locomotives in 0,1,2 & 3. The only difference was the number under the cab and the size of the spring. The larger the number, the bigger the spring.



These blued or black tin engines are in my opinion some of the best looking they made. Starting in 1908 everything went over to cast iron. This No. 0 has the blue/white striped litho on the cab roof and the steam cylinders.

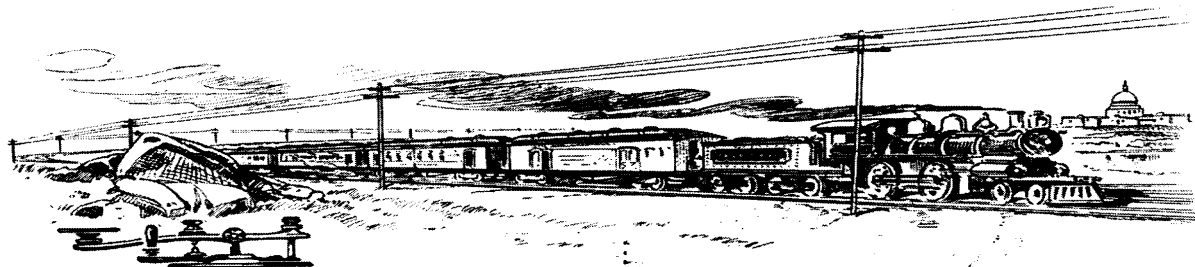
This dark green Iroquois No. 51 passenger is one of the rarer early tri-colored cars, the base color was white and you can only see it on the doors on the side. In 1906 Ives did these cars in 2 colors only (saving money I guess). Note also the inside of the box cover with contents and instructions.





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